

Essex Bus Magazine

Current news and historical features
Issue 701 September 2022



Essex Bus Enthusiasts Group

www.essexbus.org.uk



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Cambridge & Oxford Enviro 200s





Above: In 'Service Revisions' last month we reported that temporary route 350 had been introduced due to the closure of Ingatestone High Street during gas pipe replacement works and that, also as a result of these works route 351 is diverted from Margaretting Black Bull, via Wantz Road and A12, then picking up normal route at the next turn off, on to Roman Road, Ingatestone, where it does a short loop around neighbouring roads to pick up and set down passengers who require the western end of Ingatestone at a temporary stop in Rye Walk. In practice some drivers do the loop, others reverse. Enviro 200 44598 (KX57 BWF) on the 351 undertaking this manoeuvre on 15 August 2022. **David Bateman**

Front Cover: Stagecoach rarely feature in EBM but do operate into Essex with service 7 from Cambridge. Running hourly Monday to Saturday, it provides a useful link northwards out of Essex and runs until mid-evenings. Indeed, it is one of very few links north in this corner of Essex. Stagecoach East Scania N230UD / Scania OmniCity 15089 (LX09 AGV) is seen in Saffron Walden High Street on 27 July 2022. **Richard Delahoy.** This bus was new for Transport for London services (as a dual door bus, now converted to single door), and there are various photos of it on Flickr taken in Stratford, so it has previously operated close to the south side of Essex. Of course, Stagecoach buses are also seen in south west Essex more frequently on TfL route 498 from Romford to Brentwood.

Inside Front Cover Top: Also in Saffron Walden High Street, this time on 16 August and on the opposite side of the road, Stagecoach East Enviro 200 37216 (SN64 OKR). This is the first time that the new Stagecoach livery has been featured in EBM.

Richard Delahoy.

Inside Front Cover Bottom: Hedingham 266 (OU57 FKB) passes Bath House Meadow in Walton-on-the-Naze on ECC route 105, which had been taken over from Stephenson's from 1 August 2022, on 18th of that month. Acquired from Carousel Buses (in whose livery it remains), but new to Thames Travel, Oxfordshire and with an Oxford registration.

Chris Stewart

Right: The scary sight awaiting passengers boarding First Essex 37133, the Colchester Zoo overall advert bus, illustrated last month. Photo taken 29 July 2022, **John G Lidstone.**



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A calendar year subscription is £25. 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 pay a pro-rata subscription calculated at £2.20 per month. For example, a member joining in March would pay 10 x £2.20, i.e., £22. Please contact Richard Delahoy, 272 Shoebury Road, Southend-on-Sea SS1 3TT
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EBM Extra

EBM is published monthly. In addition, we aim to publish two Extras each year full of historical features. These are supplied to members free of charge, subject to securing funding.

Membership Records & Data Protection

A statement of our compliance with the GDPR is available on our website or by post. For any membership or Data Protection issues please contact Richard Delahoy, address above.

Reports, Articles & Photographs

Members' reports, articles and photos (prints, slides or preferably jpgs) are always welcome. Please send to the Editor or relevant Sub-Editor. The editors exercise discretion to publish contributions in full, in part or not at all and cannot guarantee publication in any particular month.

Target Dates for EBM 702

Reports to Sub-Editors	1 October
Sub-Editor drafts to Editor	7 October
Dispatch by Printers	on or before 17 October

The last two dates are fixed, but late news can be sent up to 8th and will be included if possible, if not it will be held over to the next month.

Views expressed in EBM do not necessarily reflect the opinions of the Essex Bus Enthusiasts Group or members of its Committee. Every effort is made to ensure accuracy, but the Group cannot accept responsibility for any errors published.

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Group Notices

Essex Bus Magazine Extra Issue 2

Following on from the success of EBM Extra issue 1, published in the spring, the second Extra should be arriving about three weeks after this issue is published. It has been very generously sponsored by long-standing member Ted Miles and we are extremely grateful to him for his valued support.

As with the first issue, Extra 2 comprises a series of historical articles, including some information that we think you will not have seen before, with the usual selection of excellent photos with informative captions.

Topics covered comprise:

- Eastern National Walton depot
- More First Essex Scottish connections
- A look back at Network Colchester
- Bristol SCs with Eastern National and in their afterlife
- Memories of a bus lover, with special emphasis on Clacton
- The transition to big-bus OMO at Southend Corporation Transport
- A look at Eastern National fleet names.

We have already identified funding for two further extras, to be published in spring and autumn 2023 and it remains our ambition to publish two a year at no cost to members. If you feel you could help, please contact Richard Delahoy, E Mail address opposite.

The Running Card by Owen Woodliffe

The following events have been advertised.

Sunday 11 September: King's Lynn Heritage Open Day PE30 IDS with free bus services around the town. Timetable for the services at www.kingslynnccivicsociety.co.uk/heritage/free-vintage-bus-service.

Saturday 17 September: Enfield Transport Bazaar, St Stephens Church Hall, Village Road EN1 2EY.

Sunday 18 September: Canvey Bus Museum Open Day. "From bikes to lorries - trams to buses, we have wheels! Transport exhibition including Hester's monorail, Canvey's Tram-trailer and early transport, History Trail Bus Rides, Community stalls and more. Free bus shuttle service pick up opposite the Monaco."

Sunday 18 September: Northampton Transport Heritage Classic Bus Running Day.

Saturday / Sunday 18/19 September: '40's Weekend North Norfolk Railway.

Saturday 24 September: Victoria Coach Station 90. Static display of vintage coaches Victoria Coach Station.

Saturday / Sunday 24/25 September: Trolleybus Weekend, East Anglia Transport Museum.

Sunday 25 September: Showbus (the last one) with National Express 50. Hertfordshire Showground, Redborne (off Junction 9, M1).

Monday 26 September: LOTS Meeting. Talk by Peter Newman of Ensignbus. Conway Hall, Red Lion Square, Holborn WC1R 4RL.

Saturday 1 October: Theydon Bois Transport Bazaar. Village Hall CM16 7ER.

Sunday 2 October: Chesham Running Day. Amersham & District Motorbus Society.

Saturday / Sunday 8/9 October: Wightrider. New Event IoW Bus Museum, St Johns Road, Ryde.

Sunday 23 October: TransportFest 2022. London Transport Museum, Brooklands.

Saturday 29 October: Halloween Event. East Anglian Transport Museum, Carlton Colville.

Events are published in good faith. However, the Group cannot be responsible for any changes due to future circumstances. Please check before travelling.

Postal delays

Apologies if this issue of EBM has reached you a few days later than planned and expected. Our despatch date coincided with the first day of the latest two-day strike by Royal Mail staff, something well out of your Editorial team's control! And a reminder, we confirm the publication date of each issue on our Facebook page and any delays will be advised there.



Reader Survey

Our mission with Essex Bus Magazine is to report on and record the current bus scene, creating a lasting historical record, and to publish articles covering both current issues and historical features, for the administrative county of Essex (including Southend & Thurrock). We don't normally cover events in Greater London as these are well catered for by LOTS. We also report on the more significant out-county activities of Essex based operators.

We are however conscious that we know little about what our members are looking for in EBM, hence we are asking you to complete a short survey about your opinion of EBM and to help us to understand our readership a little better. The survey is being run primarily on-line and all members for whom we hold an e-mail address should receive an invitation to participate a few days after this issue of EBM is delivered. If you don't receive that invite or want to complete the survey immediately, the link is:

<https://s.surveypal.com/twbzuosf>

For members not on e-mail, a paper copy is being posted to you. It shouldn't take more than ten minutes to complete.

We'd be grateful if you could spend a few minutes answering the questions, to help us improve EBM. Please bear in mind that we are limited to a 36-page magazine (including covers) in order to keep within the standard second-class letter rate for postage - any increase in size / page count would be prohibitively expensive, unfortunately.

You don't need to give any personal details, but if you want to tell us your name and complete the optional questions at the end, that will help us.

For the on-line version, please note that you need to answer each question in turn, it is not possible to go back or to alter your responses.

Your replies will only be used for the purposes of improving EBM; we do not share your data with any third parties. If you'd like a copy of our data protection policy, just ask.

Many thanks!

Bus Industry Funding Extended

by Richard Delahoy

We've previously reported (most recently in EBM 696, April 2022) about how the bus industry has been supported during the pandemic and its aftermath through CBSSG (Coronavirus Bus Service Support Grant) and then BRG (Bus Recovery Grant). The latter was intended to help bridge the gap until passenger numbers recovered to pre-pandemic levels and was initially for the period September 2021 to March 2022, but an extension was then agreed to September this year. At the time, Ministers and the DfT ruled out any further support. However, for most operators, passenger numbers are still lagging significantly behind the pre-pandemic numbers and concession pass holders in particular have proved reluctant to get back on the bus.

This is obviously causing major difficulties for most bus operators and it was likely that there would have been very significant service cuts in October as BRG ended. Indeed, a number of operators outside of our area have already made substantial de-registrations. Local Authorities were required to conduct 'network reviews' by consulting with operators and to feed that information on to DfT, who will have been alarmed by the scale of the likely cuts. Therefore, at the eleventh hour (and well on the way to the 59th minute), a further six-month extension to BRG was announced on 19 August. A further £130m has been committed to BRG, although it is not clear where this money is coming from and it may well be taken from other funds already promised to the industry.

We also reported in April that none of our local authorities had succeeded in gaining funding for their BSIPs (Bus Service Improvement Plans), but even those who were successful - including Hertfordshire and Kent - are not permitted to use any of that money to prop up existing services, hence the importance of this extension to BRG.

Meanwhile, the industry is facing a perfect storm with the massive increases in diesel prices, cost increases across the board and pressure for wage rises adding to the on-going driver shortages. It's not a happy time to be running or owning a bus company!

At the time of writing the terms and conditions of the BRG extension had not been announced; previously, operators had been required to maintain at least 90% of their pre-pandemic mileage. Meanwhile, due to the relentless bureaucracy and lack of any sense of urgency associated with such Government schemes, some operators are still waiting for their final CBSSG payments, a year after that scheme finished!

Late news just as we were closing for press is that on 3 September the Department for Transport announced a £60m scheme to cap single bus fares at £2 between January and March 2023 to help passengers during the cost of living crisis.

Follow Ups to EBM 700

Colourful Seats

Last month we included a photo of the front two upstairs offside pairs of seats of 33424 and mentioned that the seat cushion on the inside front seat is a standard First replacement, but we had no idea where the moquette on the seat behind came from. **Jonathan Cush** has pointed out that it is actually the same moquette as used in 33425 (SN59 AWW). Both buses were together for a time at JP Travel, Manchester (33424 new to JPT, hence its registration of YT59 JPT, 33425 new as a demonstrator), and again at Ensignbus so somewhere along the line 33424 received a seat in the same moquette as used on 33425. Jonathan had a ride on 33425 on 13 August and can confirm that all its upstairs seats at least are still in their original moquette as illustrated in the photo right taken on route 25 on 21 May 2019. **Adam Kelleher**.



Dedham Bus Stop

The bus stop flag hanging from a wall in Dedham was illustrated on pages 28 & 31 of last month's issue. Looking at the photo on page 28, the bus stop box is actually a few yards before the flag and there is also a modern flag and pole by the box, but in the photo this was hidden by the bus. This is illustrated below, photo taken on 9 August 2022, the hanging flag is highlighted by the red arrow. The StreetLite on the right is 47657 on route 80A, see page 24.

Adam Kelleher. Also related to this, apologies to Keith Shayshutt for spelling his surname incorrectly last month.



Unusual Hadleigh Route Allocations

Richard Delahoy writes:

I was interested to read in the last issue about the relatively unusual route allocations at Hadleigh under the latest ECC tender awards. By chance, I came across what I think was historically probably the most obscure Hadleigh working. Between April 1965 and May 1970, HH worked a solitary round trip on service 35, Mondays only, South Hanningfield to Wickford and return. You may well ask why and how.

It goes back to a service started by Pearse's Motor Services in 1927 from South Benfleet War Memorial to Wickford, White Swan via North Benfleet (Pound Lane and The Harrows). It was reduced to run on Mondays only (for Wickford market) from January 1933. After Benfleet were taken over by Westcliff, it became route 27 in the EN / Westcliff series, providing 5 trips each way on Mondays (but not running if the market was not in session). This was reasonably obscure in itself and rarely photographed. But then in a major revision to Basildon area services from April 1965, the infrequent 35, Chelmsford to South Hanningfield, was extended on Tuesdays, Fridays & Saturdays to Basildon and also gained a Monday only journey from South Hanningfield to Wickford and back, obviously for the market there (see timetable below). That demand had previously been met by an extra bus on service 96 (Maldon to Basildon), which had enjoyed a Monday only additional trip South Hanningfield to Basildon and Basildon to Maldon via South Hanningfield.

By slightly retiming the existing 27 and removing one trip towards Wickford, it became possible for the bus on the 27 - usually a Bristol K family vehicle - to work the first trip from South Benfleet to Wickford, then run dead to South Hanningfield, work the 35 in to Wickford at 1013, then back to South Benfleet for the next trip to Wickford. Similarly it could work the return 35 at 1145, then dead from South Hanningfield to Wickford to resume the 27.

A year later, the 27 was reduced to just one journey each way, but still covering the 35 as well. Then in May 1970, the 27 was withdrawn completely, but the 35 continued and I'm not sure which depot then operated it; it would no longer have made any sense for HH to do so and BN is the most likely - unless you know otherwise? 35's Monday journey last appeared in the June 1974 timetable book; it was withdrawn the following May, 35 had been reduced to just one trip each way between South Hanningfield and Chelmsford, Tuesdays / Fridays / Saturdays from mid-May 1975.

I admire the clever scheduling that linked the 27 and 35, avoiding the 'silo mentality' of individual depots and operating areas. What are the chances that anyone photographed a Hadleigh bus in South Hanningfield? Nil, I'm pretty sure! And did all HH crews have to route learn the 35, or was there a regular small group of drivers for it? I guess we will never know. Thanks to the Omnibus Society's 1970 booklet Buses in Basildon by David Domin for alerting me to all this.

Below: The route 35 timetable dated 11 April 1965, at the start of the Monday only operation by Hadleigh garage. Today the Chelmsford to Wickford route is covered by First Essex 13/A, although the order of serving Rettendon and South Hanningfield is reversed.

CHELMSFORD · BASILDON		Service 35				
Mondays		Tuesdays and Fridays			Saturdays	
CHELMSFORD, Bus Station	III	1230	1515	1830	1030	1300 1530 1830 2240
Great Baddow, Blue Lion		1242	1527	1847	1042	1312 1542 1842 2252
West Hanningfield, Church		1257	1542	1902	1057	1327 1557 1857 2307†
South Hanningfield, The Windmill	1013	1303	1548		1103	1333 1603 1903
Rettendon, The Bell	1018		1553		1108	1338 1608 1908
Rettendon, Turnpike Corner	1023		1558		1113	1343 1613 1913
Runwell, The Church	1026		1601		1116	1346 1616 1916
Wickford, White Swan	III 1031 *		1604		1119	1349 1619 1919
Basildon, Marconi's Factory			1612		1127	1357 1627 1927
BASILDON, Town Centre			1622		1137	1407 1637 1937
BASILDON, Town Centre		0915			0915	1145 1415 1715
Basildon, Marconi's Factory		0925			0925	1155 1425 1725
Wickford, White Swan	III 1145 *	0933			0933	1203 1433 1733
Runwell, The Church		0936			0936	1206 1436 1736
Rettendon, Turnpike Corner	1153	0939			0939	1209 1439 1739
Rettendon, The Bell	1158	0944			0944	1214 1444 1744
South Hanningfield, The Windmill	1203	0949	1309		0949	1219 1449 1749
West Hanningfield, Church		0955	1315 1905		0955	1225 1455 1755 2309
Great Baddow, Blue Lion		1010	1330 1920		1010	1240 1510 1810 2324
CHELMSFORD, Bus Station	III	1022	1342 1932		1022	1252 1522 1822 2336
III — Serves Railway Station.		* — Time at Wickford Station.			† — Time at West Hanningfield, Church.	



Above: We don't have a photo of route 35, but we do have one of a Bristol K / ECW outside Hadleigh garage blinded up for the 27 taken on a Group visit there. This photo has previously appeared in other media, but it is well worth reproducing here to illustrate Richard's letter and with the added bonus of being a colour photo of a K in EBM! 2253 (DHJ 610), March 1966. **Alan Osborne**

Below: Half a century on from the events Richard describes, and once again a route serving Wickford is operated by both Hadleigh and Chelmsford depots. The 14 contract is split into two: off-peak shorts from Wickford Station to The Wick and back, with some journeys extended from & to Chelmsford and peak shorts Wickford Station / The Wick. Prior to 1 August 2022, First Essex operated the former from CF and continue to do so, but the latter was operated by NIBS and now FE from Hadleigh depot. HH47525 (SN64 CNA) is seen on 17 August waiting to commence the first evening journey of seven (every 20 minutes), which starts at 1821 outside the station. The Dart in the background is CF42936 (SN05 DZS) on route 13 to Chelmsford. **Adam Kelleher**



700 for EBM 700

Andrew Colebourne writes:

In response to Richard's query about whether there were any more Essex operators with '700' buses, I don't know of any Essex based, but if coaches are included and those that regularly operated in Essex, my immediate thought was that Grey Green had a '700' during the 1970s and it must surely have operated in Essex fairly regularly.

For those that don't know, Grey Green, then part of the Ewer Group but soon to be taken over by Cowie, used registration number digits to identify its coaches, so booked them in sequence.

I could not remember its full registration so I thought I would search Bus Lists on the Web for registrations with 700 in them. This came up with 701 results (ironically!), although a large number were four digit registrations and latter-day Irish five-digit registrations incorporating 700. Worthy of mention in the former category is TM 2700, a Leyland Lion PLSC3 with C31R Strachan and Brown coachwork new to Eastern National as 2537 in 1933. It was rebodied with a Beadle B32R body in 1942.

However, the coach I was looking for was MUL 700P, a Bedford YMT / Duple Dominant C53F new in 1976. I was fairly sure I didn't have a photo of it, proved correct on checking, although naturally I do have pictures of several either side of 700, including 701 (which features in '701 for EBM 701 on page 13). There also seem to be no pictures of it in Grey Green service on the web, although there are some with subsequent operators.

An earlier Ewer vehicle found was CLK 700B, an ex-demonstration Bedford VAL14 with Duple Vega Major C49F body, new at the end of 1964. So that number was out of sequence at the time. There doesn't seem to be any online pictures of it at all.

The following new to Essex operators were listed:

PPU 700 Commer Avenger AW C33F Wiffen, Finchingfield; there is a picture of this on Flickr with subsequent owner Hulls Lea Valley Coaches, where were they based?

SEV 700 Bedford OB / Duple C29F new as Ashdown, Danbury, 44 in 1951 - no pictures on the web.

TMV 700 Bedford OB / Duple C29F new to Essex County Coaches E15, included in this category by virtue of the fleet name but also because it is now in the Lodge Coaches heritage fleet.

GTW 700Y Ford R1115 / Plaxton Paramount 3200 C49F new in 1982 to the manufacturer in Warley and lettered R150 Turbo. Pictures on the web are limited to one of it at the Cotters dealership in Glasgow and a couple with Birds Travel of Hunstanton.

An Eastern Counties vehicle that almost certainly operated through Essex regularly was KNG 700 - Eastern Counties LE700, Bristol L5G / ECW DP31R. Eastern Counties also had LH700 (VVF 700H), a Perkins-engined Bristol LH ECW B45F new at the end of 1969. It was allocated to Ipswich so may well have operated into Essex, although I can't find any web pictures of it on services into Essex.

Various Comments

Nigel Turner writes:

Congratulations on an excellent EBM 700. Re the cover picture of Stephenson's 414 at Finchingfield on service 16, it may be of interest that busescreen.net has a still from a 1942 film "The Countrywomen" (right) showing Wiffen of Finchingfield Bedford GV 3447 in an identical pose. I can't be certain but I think the driver is Gladys Wilks-Wiffen. She certainly drove for the company from the early 1930s until the 1970s and it is too early a date for it to be her daughter Eileen or daughter-in-law Eunice.

I wrote a brief history of service 16 in EBN 437 recalling that the route was in operation by Hicks Bros in 1926 and that "16" was the number originally allocated by the Traffic Commissioners when road service licences first came into being. It did of course spend a few decades as Eastern National 316 before reverting to 16 on 3 April 2000 when Heddingham took over for the first time. Despite Hicks showing service numbers in their timetables, they were never displayed on vehicles.



Re "I Didn't Know That", Richard has got his Bristol MWs confused. It was 1356 (MOO 177) that was offered as a prize by a magazine, not 1340 (2730 VX). (1356 was illustrated in EBM 687.) I was very well acquainted with 1340 as it was restored by Roy Lingham in the early 1980s with a lot of assistance from Ross Stewart and a little help from yours truly. A highlight was taking it to the Dunbar Rally in 1986. It was a very long way to Scotland and we were a bit miffed not to win the prize for travelling the furthest distance which went to an entry from the West Country.

Re "A Brave New Network for Uttlesford", as noted by Richard, the introduction of service 322 by Central Connect brings a bus service back to Lindsell for the first time in some years and also the terminus point of 'The Old School'. Previously buses had to reverse into the field opening by the side of the Old School as demonstrated by the



photo right of preserved Bristol KSW5G / ECW 1407 (VNO 859) taken on a tour of old Hicks Bros' routes on 13 May 1984. [Richard suspects that since 1 August this year the bus continues north a short distance and turns on the triangle at Duckend Farm Lane, that seems to be the only possible place. However, attempts by him to check this out on 16 August proved fruitless when he waited two hours in Dunmow, but no 322/3/4s appeared, and he doesn't think that either of the buses on those services ran that day, due to driver shortages. Not a very good start to operation of the new network by Central Connect.] Historically the terminus used by Hicks Bros on their service 15 from Braintree was 'Priors Hall' but Eastern National extended the route to 'The Old School' in the early 1950s.

The photo by John Podgorski of Central Connect's 1301 on page 27 also shows the barriers which were erected during July at Braintree Bus Interchange (compare to photos of the Interchange in EBM 693). The photo below of First Essex's Barbie liveried 32629 on route 370 on 26 August 2022 also shows works that have been completed outside the Travelodge since the EBM 693 photos. **David Moth**



Ingatstone Diversions

Alan 'Tebzy' Tebbit writes:

One of the things that I enjoy about EBM is that memories can be stirred from some articles. EBM 700 included the report of temporary service 350, brought about by the closure of Ingatstone High Street. I was instantly transported back to a Monday morning in the late 1980s. I reported for work at Chelmsford depot at 0540, in order to work the 0600 to Romford, the first service 351 of the day. The allocated vehicle was one of the new Leyland Lynxes, taking a bit of the shine off of the day for me (I didn't like Lynxes). All was proceeding normally, until I was driving along Ingatstone High Street. The first unusual thing that I noticed was a set of temporary traffic lights, and then a barrier across the road. Traffic was being diverted into Fryerning Lane, and the lights were to prevent opposing vehicles meeting on the tight, blind turning. I had no choice but to follow the signed route, although the turning from the High Street was not designed for long and wide vehicles. Eventually I regained the service route, emerging from The Furlongs into the High Street. By now I was way past the main stop in the village, so I headed back towards the Market Place. I then had to reverse to turn, and pull onto the bus stop. I have always been bemused at certain members of the travelling public, here the road was obviously closed, and no traffic was passing through, but they had blind faith that their bus would magically appear!



As soon as they had boarded I ran to the phone box, the only communication in those pre mobile phone days, to advise the regulators at CF of the situation. They had no idea of the road closure, and immediately radioed for any Mobile Inspector to assess the situation. I then went on my way, but very soon two inspectors turned up, one standing at the Market to advise waiting passengers, and one stood at the junction of The Furlongs, to act as a temporary bus stop. Later the publicity van turned up with dolly stops, and chalk boards to bring some semblance of order. Eric Collar (dear boy) was Local Traffic Superintendent at Brentwood at the time, but was away on holiday. A search of his desk revealed a letter from Brentwood District Council warning of the closure of Ingatstone, it would have been received several weeks earlier, but was still "awaiting attention"!

Above right: poster for the summer 2022 route 351 diversions and temporary route 350. As reported on page 14, these finished early. Below: A Chelmsford Lynx on route 351 in Brentwood High Street, but a few years after Alan's story as 1428 (F428 MJN) is in Badgerline style Eastern National livery which was introduced in 1993. 1428 received it in June 1994. Behind is Bristol VR / ECW 3113 (XHK 218X) on route 225 in original Thamesway livery, introduced in 1990. **Eric Thompson.** A black & white version of this photo was included in the Group's publication 'Fleet Record Volume 2'.



Grimsby Steps

Since publishing the "I Didn't Know That" article last month, about the so-called 'Grimsby' entrance layout on a pair of Eastern National Bristol MWs, no photos have emerged of their non-standard design, but **Phil Covington** has pointed us in the direction of a picture of Grimsby-Cleethorpes Transport's 31, one of the second quartet, that appears in Alan Townsin's history of AEC buses, "Blue Triangle". The photo, from the AEC official collection, also appears in "AEC Reliance" by Gerald Truran and Philip Platt. This extract from the book shows the step layout as described last month.

And finally, a follow up to EBM 699 (which was itself a follow up!)

In the Arriva report in EBM 699 we commented that we told the story of the Dennis Tridents that were new to Southend in 2000 in EBN 683 (March 2021) and noted that 5445 (W445 XKX) was still in regular daily service in Luton in June 2022, along with four others of the same batch that had been new to Arriva the Shires.

Jonathan Cush writes:

As an avid reader of Essex Bus News / Magazine over the years, but only a very occasional (and amateur) photographer, I just wanted to follow up your own recent follow-up in the July issue regarding the former Arriva Southend Dennis Tridents.

I happened to be in Luton on Monday 22 August, partly with the intention of having a ride on a few of Luton's Tridents as I had a day off work and the ever-useful Bustimes site showed that four of Luton's five remaining Tridents were out to play, including 5445, and also the garage's sole remaining DAF double-deck. I also quite like an occasional ride on the Luton-Dunstable Busway but I digress! Despite being effectively retained for school work, Luton do seem to typically allocate two or three of its remaining handful of double-deckers during the week in school holidays on mainstream work although this does seem to be quite random with some days more, others less. They also see use on Saturdays but this seems to be more hit and miss.

Anyway, getting to the point, I happened to grab a shot of 5445 (W445 XKX) in Luton town centre after I had travelled on it - the bus is seen in Silver Street which is the nominal terminus for route 27 to & from the Marsh Farm Estate. This seems to be a regular choice for the double-deckers to be allocated to along with route 24 which serves a lot of estates and double runs between Luton and Luton & Dunstable Hospital as well as route 31 which connects Luton and Dunstable. Note the remnants of the route 310 branding which features on both sides from its time allocated to Ware - quite impressive bearing in mind that the vehicle transferred to Luton at the start of 2014 according to some detail that I found online!



701 for EBM 701

Right: Vectare 310 (YX22 OGV) on route **701** in New London Road, Chelmsford on 12 July 2022. In '700 for EBM 700' last month it was noted that when First Essex ran the Chelmsford Park & Ride, route numbers were not displayed, but as can be seen, they are on Vectare vehicles (although they weren't on the temporary white Mini Enviro 200 MMCs which preceded the new fleet).

Robert Appleton

Below: Essex Buses **701** (N701 CPU), was new in Thamesway pink sash livery but by the time of this photo, taken at Southend Bus Station on 25 April 2000, it had been repainted into the Thamesway version of Anglia livery. The zero before the 2 in the dot matrix route number is unusual. **Robert Appleton**

701 was a very significant vehicle, it was the prototype low floor Dennis Dart and was the first new generation low floor vehicle in either the Thamesway or Eastern National fleets. It was delivered to Thamesway in January 1996 after being exhibited at the Bus & Coach Show at the NEC Birmingham. It did not have a wheelchair space, but the next batch, 702-711, new from July 1996, did have. In the following years Essex Buses / First Essex built up a large fleet of low floor Darts, some more new ones, but most second hand, and even today, over 26 years later, 10 remain in service (see photo on page 25). Looking back it is therefore a bit surprising that these first 11 were sold early in their lives, between March and October 2003, 711 to First Western National and the other 10 going north to Huddersfield within First Group.



Tiffin's Coaches of Brentwood DVX **701B**, a 1964 Ford Thames 570E / Duple Trooper, C41F, at Debden Station in October 1965 on Underground Rail Replacement Service.

Robert Downton



Grey Green CLK **701B**, which was a 1964 Bedford SB13 / Harrington Crusader, C41F, at the Coach Park Brighton, Sussex on 16 April 1967.

Robert Downton



Another Grey Green coach, but after sale to Burton of North Finchley, MUL **701P** is seen at Clacton Football Ground Car Park on 15 August 1981. This was a Bedford YMT / Duple Dominant delivered to Grey Green in June 1976, which when new was allocated to the Express Services division. It was sold direct to Burton in November 1978. Burton had 701 until October 1983 when it went to another North London operator, Awayday of Tottenham, before it moved to Wales. It ended its days with a Scout troop in Weston-Super-Mare. Co-incidentally, the livery is similar to the Tiffin's coach above.

Andrew Colebourne. Additional information from Owen Woodliffe.



18/19 March 2022 (only)

313/A (M-S) Great Dunmow - Saffron Walden **Stephensons**. As a result of a road closure, a shuttle service operated by **Dons** between Great Dunmow Church End and Great Dunmow Tesco.

22 July

63 (M-S) Colchester Mason Road - West Mersea **Hedingham**. Further to July's EBM, services extended to East Mersea operate to Colchester directly via The Strood and do not serve West Mersea or Peldon Village in this direction. The 1045 from East Mersea also runs directly from Blackheath to Colchester.

25 July

COG1 (M-F peaks) Coggeshall Church Street - Kelvedon Station **Coggeshall Community Bus**. Revised timetable.

31 July

505 (S only) Harlow Bus Station - Waltham Abbey Quaker Lane **Central Connect**. Further to July's EBM, this ECC tendered service retained under a three month emergency contract.

Further to notes in the previous two EBMs regarding service changes in Uttlesford, **Central Connect** services 305 (Bishops Stortford - Stansted Airport) and 316/318 (Stansted Airport - Saffron Walden) are not interworked but operate as separate services with no guaranteed connections. The previous Stephensons services, numbered 5 and 6, used to provide a through service.

6 August

88 (M-S) Great Yeldham Green - Colchester Bus Stn **Hedingham**. Services on Saturdays at 0804 and 1404 from Colchester to Halstead Conies Road and 1308 from Halstead Conies Road to Colchester reinstated after being suspended as a result of driver shortages.

8 August

Stephensons services 313/314 (Great Dunmow - Saffron Walden) and schooldays services 414 (Great Dunmow - Saffron Walden) & 438 (Great Yeldham - Newport) are being diverted until late November, due to the closure of Armitage Bridge, Thaxted Road (B184).

24/25 August

136/137 Clacton Shopping Village - Clacton Pier Avenue **Hedingham**. Enhanced service to provide a Park & Ride facility in connection with the Clacton Air Show.

25 August

350 (M-S) Chelmsford Bus Station - Ingatestone Seymour Field and 351 (Daily) Chelmsford Bus Station - Warley Eagle Way **First Essex**. Further to last month's EBM, the gas works in Ingatestone High Street finished earlier than planned and route 351 returned to normal line of route on this date. Temporary route 350 was withdrawn the next day, so for one day only the 351 was on normal route with the 350 also running.

30 August

93/93A/X93 (M-S) Ipswich Old Cattle Market - Colchester Bus Station **Ipswich Buses**. Revised timetable and stopping places.

Further to last month's EBM, following early completion of roadworks on Great Bardfield Bridge (B1057) services 9/A (Great Notley - Great Bardfield) **Central Connect** and 16 (Chelmsford - Wethersfield) **Hedingham** returned to their normal routes and the temporary shuttle bus 9B (Shalford - Great Bardfield) **Flagfinders** was withdrawn.

1 September

71 (M-S) Chelmsford Bus Station - Witham **First Essex**. 1750 Chelmsford Bus Station - Chelmer Village Way withdrawn.

336 (Daily) Chelmsford Bus Station - South Woodham Ferrers Asda **First Essex**. Revised timetable.

0004P (Sch only) Leaden Roding Village Hall - Sawbridgeworth, Leventhorpe School **Lodge Coaches**. Closed school contract withdrawn (last day of operation was 20 July 2022).

C2J (Sch only) White Roding, Blocks Corner - Bishop's Stortford Birchwood School **Lodge Coaches**. Closed school contract withdrawn (last day of operation was 19 July 2022).

C11 (Sch only) White Roding, Blocks Corner - Bishop's Stortford Herts & Essex School **Lodge Coaches**. Closed school contract withdrawn (last day of operation was 22 July 2022).

M1 (Sch only) High Easter, The Street - Stansted Mountfitchet Maths & Computing College **Lodge Coaches**. Closed school contract withdrawn (last day of operation was 15 July 2022).

2 September

491/492 (Sch only) North Weald - Epping St Johns School **Stephensons** commenced operation as a service open to the public, previously a closed contract with **Acme**.

493 (Sch only) Fyfield - Epping St John's School **Stephensons** commenced operation as a service open to the public, previously a closed contract with **Acme**.

804 (Sch only) Debden Broadway - Chigwell, West Hatch School **Stephensons**. ECC tendered service passed to **NIBS**.

4 September

3 (Daily) Clacton Pier Avenue - Harwich Bus Station **Heddingham**. Revised timetable on Monday to Saturday, withdrawn on Sundays and Bank Holidays.

5 (Daily) Clacton Pier Avenue - Bockings Elm **Heddingham**. 1743 ex Pier Avenue withdrawn on Monday to Saturday.

84/784 Sudbury Bus Station - Colchester Bus Station **Chambers**. Revised Timetable

97/97B/98 (Daily) Clacton Pier Avenue - Walton-on-the-Naze **Heddingham**. Additional journeys introduced on Sundays and Bank Holidays.

137 (Daily) Clacton Pier Avenue - Clacton Shopping Village circular **Heddingham**. Additional journeys introduced on Sundays and Bank Holidays.

910 (Sch only) Marks Tey Railway Station - Honeywood School **Heddingham**. Revised route and timetable.

X10 (Daily) Stansted Airport - Basildon Bus Station **First Essex**. Further additional stops added. Corrects date in last month's EBM.

We still don't know where these stops will be, there is not yet any information on the First Essex website.

5 September

DigiGo (Daily) Central Essex & South Braintree **Essex CC DRT**. Registration amended from two separate areas to one combined area.

6 September

35 (Sch only) Debden Broadway - Chelmsford Bus Station **First Essex**. Corrects date in last month's EBM. Revised to operate to its pre-April 2022 route and timetable, via the A414 and Cooksmill Green (instead of Kelvedon Hatch and Mountnessing). Departs Debden Broadway at 0840 and Chelmsford Retail Market at 1320.

11 September

Z2 (Daily) Canning Town Bus Station - Amazon Tilbury **First Essex** (sub contracted to **Ensignbus**). Revised timetable introduced.

Z3 (Daily) Southchurch Arlington Road - Amazon Tilbury **First Essex**. Revised timetable introduced.

Z4 (Daily) Pitsea Broadway - Amazon Tilbury **First Essex**. Revised timetable introduced. N.B. Z3 & Z4 are registered as normal stopping services, open to the public. This has been confirmed by both FE and ECC. We're not sure about Z2.

3 October

31 Brentwood Rail Station - Pilgrims Hatch (M-S) **NIBS**. Service withdrawn, although in practice it has not operated since 29 September 2021 with the exception of a few journeys on 18 October 2021. **First Essex** service 37 has continued to operate between these points.

7 October

39 (M-S) Witham Collingwood Road - Chipping Hill Church **Stephensons**. Temporary revised route and timetable owing to closure of Powers Hall End for roadworks. Saturday service withdrawn.

With thanks to Peter Clark, Richard Delahoy and the Omnibus Society.



Ensignbus

omnibus suppliers to the world

by Mark Lloyd

Dealer Stock Movements July & August 2022

Vehicles In

From **Brighton and Hove**: Mercedes-Benz Articulated Citaros BD57 WDK, BP57 UYG

From **First Essex**: Tridents LN51 GOA, LK53 EYR, VX54 MTV / MUB; Volvo B7RLEs MX05 CCA / CCN / CDF/V / CFE. These are ex-First Essex 33098, 33373, 33401, 33405, 66798, 66803, 66810, 66815, 66828 See page 22 and EBM 699 page 18.

From **First Halifax**: Volvo B7TLs KP51 WBK, WU02 KVO / KVT, YU52 VYP/R, YN53 EOA / EFJ, YN54 XUV; Volvo B7RLEs YJ54 XVX, YJ05 KNW / KOH, MX06 VPG

From **First Potteries**: Scania YN05 HCY

From **Go Ahead London**: Volvo B7RLE YX54 FWM; Enviro 200s YN08 DMY, SK07 DZM

From **McNairns Coaches**: Enviro 200s L8/9 XEL. See pages 30 & 31.

From **Nottingham City Transport**: Scania YT61 FFH/J/K/L / GOK/U/X / GPE/X/Y/Z; Enviro 200s YX13 BNU/V, YX63 LJE

From **Nu-Venture**: Trident LX04 FZB

From **RATP London**: Scania YT09 BIX / ZCN/O, YT59 FYS/Z, FZF / RXU / RYD/G/H/W / SFN / SGZ
 From **Translink**: Scania K400s LFZ 8051/4/6
 From **Uno Buses**: Scania UH55 UNO / UJ55 UNO / UL55 UNO
 From **Whippet Coaches**: Enviro 200s KX57 FMF, MX59 ZCL
 From **Yellow Buses Bournemouth**: Scania Y8 YEL; Volvo B9TLs HF11 HCO/P/U/V/X, GX09 ZZS/T/U/V/W, BX12 CVO; Volvo B7TLs YBZ 223 / 224 / 233 / 434 / 636 / 838 / 939, HF03 ODR/S/T/U/V/W, HF04 JWD/E/G/J/K/L, HF05 HNA/B/C, LF55 CYV/X; Enviro 200s AY07 CUA, GN07 FDE, KX07 ODY, HF57 BKN, OU08 AYG, YX61 EMV, YX65 RGY/Z; StreetLites HF13 FZL/M/N/O/P/R/S/T, HF14 BXA / BWM/N/O/P/U/W/X/Y/Z; Mercedes-Benz Sprinters B9 YEL, C8 YEL, Y6 YEL, Y11 YEL, Y13 YEL

Vehicles Out

Enviro 200s L8/9 XEL: **Galleon Travel, Stansted**. See pages 30 & 31.
 Scania YN05 HCY: **Hardwicks, Barnsley**
 Scania UH55 UNO / UJ55 UNO / UL55 UNO: **A2B Travel, Cambridge**
 Enviro 200s KX57 FMF, MX59 ZCL: **Avondale Coaches, Glasgow**
 Scania YT09 ZCN, YR59 RYW: **Manchester City Tours**
 Volvo B7TLs WU02 KVT, YU52 VYR: **Linburg Tours, Sheffield**
 Enviro 400 LK08 NVD: **Cardinal Buses, Addlestone**
 Enviro 200s YX65 RGY/Z: **Chalkwell, Sittingbourne**
 Volvo B7TLs HF03 ODT/V/W: **Squarepeg Buses, Leeds**
 Volvo B7TLs YBZ 223/4: **Go Ahead South Coast**
 Volvo B9Rs KX58 NCE/N: **New Adventure Travel, Cardiff**
 Volvo B7TL YBZ 434: **Lynx Buses, King's Lynn**
 Scania LX59 CRV: **Wealden PSV, Five Oak Green, Kent**
 Volvo B7RLE YJ07 PCF: **A-Line Coaches, Gateshead**
 Enviro 200s GN08 CHG, GN58 BUP/U / LVA: **HGV Training, W1**
 Scania YT59 RYO / SFX: **City Tours, Belfast**
 Scania LFZ 8052: **BarkerBus, Roydon, Herts**
 Solo MX53 FEF: **Little Jim's Buses, Berkhamsted, Herts**
 Volvo B7TL LX54 GZF: **SWB Motorsport, Wombledon, York**
 Scania LFZ 8051: **Aintree Coaches**
 Enviro 200 YN08 DMY: **National Driving Centre, Croydon**
 Scania YN06 TGY: **MID Coaches, Crediton, Devon**
 Scania NK56 KKH: **Xquisite PR Ltd, Merstham, Surrey**
 Volvo B7TL HF04 JWD: **Bournemouth Aviation Charitable Foundation, Christchurch**
 Scania LFZ 8053: **Hairy Haggis Tours, Shotts, Scotland**
 Volvo B9TLs BN61 MXJ/M/R/U/Y / MYA, BG61 SXK: **Stotts Tours, Oldham**
 Enviro 400 LJ09 OKO: **Nu-Venture, Maidstone**
 Volvo B7RLE BK13 NZT: **Happy Als, Liverpool**
 Enviro 400s LJ59 LXP/T / LYS / LZD: **First Essex**. Numbered 34451/4/8/63, see page 20.
 Scania YT61 FFH/J/K/L: **Redfern Travel, Mansfield**
 Scania YT61 GOK: **Sleafordian Coaches, Sleaford, Lincs**
 Volvo B9TLs GX09 ZZS/T/U/V/W, HF11HCO/P/U/V/X; Mercedes Sprinters B9 YEL, C8 YEL, Y6 YEL, Y11 YEL, Y13 YEL: **Xelabus, Eastleigh**

To Shelton Motors for scrap

Solos: VU52 UES, MX03 YDD. Mercedes-Benz Cheetah BX09 SOU. Mercedes-Benz Articulated Citaros BD57 WDK, BP57 UYG.
 Volvo B7TLs KP51 WBK, WU02 KVO, LF52 WVM, YN53 EOA.
 Volvo B7L YX54 FWM, EU05 AUP. Volvo B7RLE MX05 CCN / CDF/V / CFE/J.
 Enviro 200 SK07 DZM. Enviro 400 LX56 ETZ. Tridents LN51 GOA, LK53 EYR, LX04 FZB, VX54 MTV / MUB.

Services

Details of a half-cab bus running day on route 68 are on page 32 with photos on the rear cover. As well as this, due to the hot weather, Ensignbus operated open top Dennis Trident / Alexander ALX 400 339 (TSU 639) on local services between 10 & 13 August, on routes 22, 44, 73, 83 and Z1 (not all routes each day).

With thanks to Ross Newman.

Possible Industrial Action

Arriva staff in Essex were balloted for industrial action in August in a dispute over pay rises and we understand that a majority voted in favour. As we went to press it was reported that Colchester and Harlow depots had accepted new terms but Southend hadn't and it was thought that some drivers there would strike on 5 Sept although Arriva expected to be able to run at least a partial service that day.

Colchester

Enviro 200 3986 (GN07 DLO) was withdrawn in late August.

Unusually, Park & Ride black-liveried 4124 was on service 133 on 19 August.

Southend

6502/11/3 are further Enviro 400s repainted into the latest Arriva livery. They were done in-house at Gillingham and do not have a blue stripe above the windscreen. 4204 is the first Versa of the 2011 batch to be repainted into the current Arriva livery, in this case by Mardens; likewise 4249 is the first of the 2013 batch, in this case done at Gillingham.

Further cases of rare double-decker workings on the Wakering end of service 7/8 occurred on 8 August with 6502 and 11 August with 6505, in both cases in the early evening, filling in for a gap in the service (Wakering now only sees a bus every 40 minutes).

Updating last month's notes, trainer T25 (LJ58 AVB) remains in use at Southend (and confusingly, carries legal lettering for Arriva Buses Wales, Bangor!).

Harlow

As reported in EBM 699, acquired VDL SB200 / Wrightbus Pulsar 2 were numbered 3770-7 with Arriva Midlands North and 3770-4 have kept these numbers, but 3775-7 were renumbered to 3797-9 as those numbers were already taken. It was reported that the existing 3776 in the fleet is also at Harlow, but additional information is that 3777 is a Southend vehicle (3775 is at Stevenage). Allocation of these vehicles to route 724 is still patchy but overall availability has improved.

Other vehicle availability problems have continued. Ware based Optare Versa 4181 (YJ09 MKF), which had previously operated in Harlow in February and March this year, was in use on route 9 on 3 August and on route 2 on 4th & 5th. According to Bus Times it was using a spare Harlow ticket machine.

Solo 1517 was very unusual on route 59 on 11 August and Mini Enviro 200 4008 unusual on route 4 on 5 August and on 6/8 on 18th. There are now four buses with super rear ads: 1467 Smiles Nursery School; 4180 Essex Police (first seen 4 August); 4183 Harlow Enterprise; 4184 NHS (first seen 25 August).

With thanks to John Card, Matthew Evans, Adam Kelleher, Keith Sadler and Tim Webb.

A correction to the caption of 4101 on page 17 of last month's issue, the 700 runs between Chatham and Bluewater, the 101 is the service from Medway to Maidstone. Thanks to Neil Bays.

Below: Arriva Southend's heritage liveried 3816 (GN07 AVC), is being retained at present to provide cover whilst other buses are away for repaint. It is usually on routes 7/8 but on 20 July was on the 9, as seen on Thorpe Esplanade in Thorpe Bay. **Richard Delahoy**



Go Ahead Group Sale

Go Ahead Group in early August was poised to be sold to an Australian-Spanish consortium called Globalvia Inversiones and Kinetic. Globalvia is a Spanish international transport infrastructure company and Kinetic is an Australian operating bus company of around 4,000 buses, mainly in Australia and New Zealand. The deal is expected to take several months to finalise. Go Ahead stated “that being part of a truly global mass transit platform will yield exciting opportunities”. We will see how this filters down to Go East Anglia and in particular the two local fleets and operations.

Acquired Vehicles

275	YX57 BXC	ADL Enviro 200 B37F	Ex East Yorkshire 355
276	YX57 BXD	ADL Enviro 200 B37F	Ex East Yorkshire 356
277	YX57 BXE	ADL Enviro 200 B37F	Ex East Yorkshire 357
278	YX57 BXF	ADL Enviro 200 B37F	Ex East Yorkshire 358
279	YX57 BXH	ADL Enviro 200 B37F	Ex East Yorkshire 360
	YN56 FFA	Scania N94UD H51/37F	Ex Go Ahead London (originally Brighton & Hove)

Significant Allocations

275	East Yorkshire - CN	by 11 August	294	KN - CN	by 26 August
278	East Yorkshire - CN	by 18 August	470	CN - HD	by 16 August
279	East Yorkshire - CN	by 9 August	511	KN - HD	by 26 August
283	CN - KN	by 18 August	525	HD - CN	by 26 August

Fleet News

279 (YX57 BXH) commenced operation in East Yorkshire colours with white Hedingham fleet names and black legal lettering added, starting on the 74 route on Tuesday 9 August with 275 (YX57 BXC) similarly commencing on route 105 on Thursday 11 August. 278 (YX57 BXF) hurriedly commenced work on the 18 August on the 105, with no side fleet names and a large white “Hedingham” in the rear window (below, on route 2A in Pier Avenue, Clacton on 20 August **Mark Lloyd**. See also photo opposite). 538 (LX59 DDE) Volvo B9TL / Wrightbus Eclipse Gemini 2 attended Stonham Barns Bus Show on 14 August with Chambers 455 (AN61 LAN) and Konectbus 611 (SN62 AVO). Enviro 400s 603 (SN10 CFG) and 605 (SN61 CZV) (illustrated in EBM 698) returned to Konectbus by 24 August.

Vehicles currently long term off road are 253/254/267/500/517/565/602/642/910 and 643 still has not entered service.

Service News

Clacton Air Show on 25 & 26 August saw additional buses loaned to Clacton to cover P&R duties, including 514 (LB02 YXF) from KN and 1 (BX55 FYH), a Mercedes-Benz Touro coach, from HD. The Park & Ride ran buses from the Air Show to Clacton Shopping Village car parks and during the shows routes 4 and X76 had diversions in place due to the closing of roads on the seafront.



Last month Volvo B7RLE / Wrightbus Eclipse Urban 470 (EU05 CLJ) was recorded as a transfer from HD to CN by 1 August, this was in relation to the extra work taken on in the Tendring area with the winning of ECC contracts from 31 July. It is seen about to pass the site of the former Eastern National Walton-on-the-Naze bus garage in the High Street on route 97 on 3 August 2022. However, its stay on the coast was short lived as, as noted above, it returned to HD by 16 August, replaced by acquired ex-East Yorkshire Enviro 200s as illustrated in the next photo.

Alan Moore

There will be a feature on EN's Walton garage in the forthcoming EBM Extra 2.

Ex-East Yorkshire Enviro 200 278 (YX57 BXF) on route 94 in Pier Avenue, Clacton, with 275 (YX57 BXC) behind, on 19 August 2022.

Jake Gill



Rear view of on-loan 501 in Pier Avenue, Clacton on 4 August 2022.

Mark Lloyd

Details of this vehicle were in last month's issue, plus a photo of the front of this bus was on the rear cover last month.



With thanks to John Podgorski & the Hedingham website.

Corporate News

Further to EBM 699, First Bus has confirmed changes to its regional organisation structure and named the Managing Directors of the newly formed local business units that will result. The current Managing Director of First Essex, Piers Marlow, will assume the role of MD for East of England, covering the Eastern Counties and Essex businesses. Steve Wickers, the Eastern Counties MD, who in the past has combined this role with MD of First Essex, will leave on 15 October after 35 years with First Bus and its predecessors. Congratulations to Mr Marlow and we wish Mr Wickers well for the future.

New Vehicles

47696	LV22 HVY	SC5DSRDUX22000081	AT810	B41F	08/22
47697	LV22 HVZ	SC5DSRDUX22000082	AT811	B41F	08/22

Wright StreetLite Door Forward. Delivered to Quayside, Colchester on 9 August 2022. These are from dealer stock, hence the London registrations. They have non-standard interiors with high backed grey moquette seats with colour flecks, and orange hand poles, plus non-standard Mobitec blinds (as fitted to the X30 Scania). A new destination blind program will need preparing as they are not compatible with Hanover displays. Ticket base plates and assault screens yet to be fitted. They have 'stop-start' technology. They were delivered in red shuttles livery, without vinyls.

Right: the interior of 47696. To the left is 47697. Westway, 10 August 2022.

David Edwards



Acquired Vehicles

34451	LJ59 LXP	SFD18SBRF9GXB5415	9422/31	H41/26D	02/10	Arriva London South T114
34452	LJ59 LXR	SFD18SBRF9GXB5416	9422/32	H41/26D	02/10	Arriva London South T115
34453	LJ59 LXS	SFD18SBRF9GXB5417	9422/33	H41/26D	02/10	Arriva London South T116
34454	LJ59 LXT	SFD18SBRF9GXB5418	9422/34	H41/26D	02/10	Arriva London South T117
34455	LJ59 LYK	SFD18SBRF9GXB5411	9422/27	H41/26D	01/10	Arriva London South T110
34456	LJ59 LYO	SFD18SBRF9GXB5412	9422/28	H41/26D	01/10	Arriva London South T111
34457	LJ59 LYP	SFD18SBRF9GXB5413	9422/29	H41/26D	02/10	Arriva London South T112
34458	LJ59 LYS	SFD18SBRF9GXB5414	9422/30	H41/26D	01/10	Arriva London South T113
34459	LJ59 LYT	SFD18SBRF9GXB5396	9422/11	H41/26D	01/10	Arriva London South T94
34460	LJ59 LYU	SFD18SBRF9GXB5397	9422/12	H41/26D	12/09	Arriva London South T95
34461	LJ59 LYV	SFD18SBRF9GXB5398	9422/13	H41/26D	01/10	Arriva London South T96
34462	LJ59 LYW	SFD18SBRF9GXB5399	9422/14	H41/26D	01/10	Arriva London South T97
34463	LJ59 LZD	SFD18SBRF9GXB5385	9422/1	H41/26D	01/10	Arriva London South T84
34464	LJ59 LZE	SFD18SBRF9GXB5387	9422/2	H41/26D	12/09	Arriva London South T85
34465	LJ59 LZF	SFD18SBRF9GXB5388	9422/3	H41/26D	12/09	Arriva London South T86

Alexander Dennis Trident / Enviro 400 10.1m. Acquired from Ensignbus, ex-Arriva London South. Converted to single door and white LED blinds fitted at Ensignbus, repainted into Essex Bus green at Mardens. Revised seating capacity not yet known. Note these have been numbered in registration order, not chassis, body or Arriva numbers order.

This is the full list of vehicles to be acquired, but only six had been delivered by the end of August. As reported last month, 34454 was the first to be delivered to Hadleigh depot, on 5 August, and this was also the first one to enter service, on 13 August, replacing 33383

which had been taken out of service following expiration of its MOT at the end of the previous day. 34451 was delivered on 10th, this entered service on 23rd (after the withdrawal from service of 33385). 34455 & 34458 were delivered to Hadleigh on 25 August and 34453 & 34462 the next day. 34453 entered service on 1 September, on route Z4 and 34462 the next day on routes 27/20.

These have gasket glazing rather than bonded, and perhaps surprisingly, the thin pillars between the windows are in fleet livery rather than black. This makes the downstairs second pillar from the rear both sides very complicated as in this small area there is light green, yellow stripe, light green, yellow stripe, light green, yellow stripe, light green and dark green! Conversely, early Enviro 400s, and including this batch, had a styling feature on the doors which was painted in livery, rather than the more common full glazing on the doors, but rather than picking up this feature, this area *has* been painted black. The ex-First West of England batch, 33411-6/18-19, also have this feature and have also had it painted black, except for 33415 where it is in fleet livery and is all the better for it.

These buses have Esteban Ciclo seats - plastic, with covering. These were covered in Arriva moquette, but this has been replaced with e-leather. They don't look very comfortable for a long ride from Southend to Canvey, especially given that some of the buses being replaced, Trident / ALX400s (the original batch had been 33373/6/83-5), had some of the most comfortable seats in the fleet. The interior remains in Arriva turquoise / light blue but the hand poles have been repainted from off white to green. Green poles are unique in the current FE fleet, but have been used in predecessor fleets - for example, Eastern National and Thamesway Bristol VR and Lynx refurbishments (the Lynx illustrated on page 10 is one) plus early step floor Darts had green poles. The Arriva sign in the glass at the front of the staircase has been covered by 'Essex Bus' stickers.

69151 MX06 VOD YV3R6G7286A113768 K936 B43F 06/06 First Manchester 69151
Volvo B7RLE / Wrightbus Eclipse Urban. Acquired August 2022 (at Westway, Chelmsford by 17th) from Adderley Green, First Midlands and South Yorkshire. Converted to a driver trainer before arriving (possibly at Thorntons) and repainted into all over driver trainer red with vinyls. Like 69148 reported last month, when Rotala purchased the Bolton depot and its bus services from First Greater Manchester on 11 August 2019 (operating as Diamond Bus North West) 69151 went on loan to the new owners. It returned to First, at Midlands and South Yorkshire, sometime between September 2020 and March 2021. It was seen on driver training in Southend on 23 August. Further to last month, 69148 has now also received vinyls.

Below: 69151 when with First Manchester and allocated to Bolton depot (BN = Bolton not Basildon!). At Bolton Bus Station on 17 February 2007. Overground route branding for service 582, Bolton - Leigh. This was a very long established route, originally a South Lancashire Transport tram route, converted to trolleybus operation, then motor bus operation. South Lancashire Transport was absorbed into Lancashire United Transport; in motor bus days the route was numbered 82. When LUT was taken over by Greater Manchester PTE it became route 582. On Deregulation it became a Greater Manchester Buses route, then Greater Manchester Buses North, then First Manchester. **Robert Appleton**. Leigh was and still is the largest conurbation in Greater Manchester without a rail service, but it does have now the First Manchester Vantage guided busway service to Manchester.



Of the four ex-Whitelaws and Halton Transport Enviro 200s acquired in April 2022 and listed in EBM 697 (44467/9/71/3) one, 44467, finally entered service on 12 August, on route 351, but at time of going to press the other three remain in store.

Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; DS-Driving School; FG-First Group cascade (to / from another First company); oos-out of service.

Period 5 2022/23 (24 July - 20 August)

32484 CF-CF (oos), 32672 CF-CR, 32676 CF-CR, 33383 HH-HH (oos), 33413 BN-BN (oos), 34454 Acquired-HH, 37133 CF (oos)-CR, 42956 HH-CF, 44001 CF-CF (oos), 44467 CF (oos)-CF, 44915 CF-HH, 47657 BN-CR, 63329 CR-CR (oos), 63330 CR (oos)-CR, 66971 CR-CR (oos), 67164 CF-CF (oos), 67168 BN (oos)-BN, 67189 CF-BN, 67191 BN-BN (oos), 67737 CR-CF, 67742 CR-CR (oos), 69148 FG-CF(DS), 69151 FG-CF(DS), 69433 CF (oos)-CF, 69519 HH (oos)-HH, 69919 BN-BN (oos)

Last month we forgot to specifically comment on the fact that two Enviro 300s, 67735 and 67756, had transferred from Colchester to Chelmsford. These have now been joined by a third, 67737. These are the first Enviro 300s to operate from anywhere other than Colchester.

Disposals

33373, 33405 and 33098 (in that order) towed away from Hadleigh by Ensignbus on 25 August 2022.

33401 towed away from Hadleigh by Ensignbus on 26 August. 66815 towed away from Chelmsford by Ensignbus also on 26 August.

All these on to Shelton Motors for scrap later in the month.

Further to EBMs 699 & 700 66810, 32249 and 66830 have also passed from Ensignbus to Shelton Motors for scrap.

Repaints

33685 from Urban livery to Essex Bus green, back in service on 24 August 2022.

Further to EBM 700, repainted 63063 and 67190 now have vinyls applied.

Super Rear Adverts

Chelmsford's Enviro 200 44005 (first reported 9 August) and Basildon's Enviro 350H 67901 (first reported 13 August) have received super rear adverts for Essex Police recruitment. They are similar to each other, but not exactly the same.

Tap On Tap Off

The introduction of 'Tap & Cap' was described in EBMs 694-7. The next stage will be the introduction of 'Tap On Tap Off' for fares outside flat fare zones. By tapping on when boarding and tapping off when alighting, the appropriate fare can be calculated and multi-journeys will be capped. The Ticketer team were busy over the Bank Holiday weekend at Westway (and possibly also at other depots) fitting Tap Off pads. These are generally fitted to the first stanchion on the nearside of the bus, as illustrated on Enviro 300 67756 (SN62 ASU) at Westway on 30 August, but where there isn't a suitable stanchion on the nearside near to the doors it has been fitted to the grabrail on the side of the drivers cab. Photo **David Edwards**.

N.B. The ex-First Glasgow Enviro 400 MMCs 33983-9 already had these when acquired.



Area News & Workings

Colchester

(All vehicles listed below allocated to CR. All dates August 2022 except where stated.)

News of the Harwich routes (4-31 August). The 0915 Mistley - Colchester 104 and 1935 Colchester - Harwich 104 were worked by 19 Volvo B7TL and 3 Volvo B9TL in this period. The oldest double-decker at Colchester, 32068, worked 1935 Colchester - Harwich 104 on 18th and 19th, after full days on service 86. This journey was also worked by three single-deckers: 67805 on 4th, 66800 on 5th and 66816 on 8th. Only three double-deckers reached Harwich during the day. 32530 worked an all-day duty on 5th starting with 0930 Colchester - Harwich 104. On 19th, 37140 replaced 67741 on 1435 Colchester - Harwich 104 and stayed on 104 for the rest of the day. On 30th 32531 replaced 66970 on 1130 Colchester - Harwich 104 and stayed on 104 for the rest of the day.

Apart from above, all workings to & from Harwich were worked by single-deckers, with all six of Colchester's remaining Volvo B7RLE / Wrightbus Urban Eclipse and eight of the nine Enviro 300s. 67742 was not seen; as noted above it is currently out of service. Only six StreetLites reached Harwich, including two of the shorter examples now at Colchester, 47656 on Saturday 6th and 47657 on Sat 20th. Clacton routes. 74B has been worked mainly by Volvo B7TL / Wrightbus Eclipse Geminis, the only exceptions reported being Volvo B9TL

/ Wrightbus Eclipse Gemini 37136 on 13th & 20th and similar 37135 on 2 & 3 September, Volvo B7RLE 66801 on 25th and both Volvo B7TL / ALX 400 32068 and StreetLite 63333 on 1 September. There continues to be variety on route 76, in date order: 37010 & 66804 (14th), 32531 (21st), 37053 (28th), 67779 (29th, Bank Holiday Monday), 67741 (4 September).

Other unusual / interesting workings: 66970 a long vehicle on 81A on 22nd; two double-deckers on 11 on 31st, 37015 and 37140, with the former again on the route the next day; 37027 on 11 on 2 September; 32087 a double-decker on 4 (1 September).

Chelmsford

(All vehicles listed below allocated to CF. All dates August 2022 except where stated.)

On the 'scrap line' on 7 & 21 August were 42487, 42895, 66799, 66815 and 66872. 32484 was also there on 21st. As noted above, 66815 was removed on 26th. On 30th, 32484 and 42895 were no longer there, but 66812 and 66837 had joined the line.

The last day of route 350, brought forward to 25 August (see page 14), was operated by 42940.

44171 on 371 on evening of 23 August, it had replaced failed 44659 earlier on the 351. 67169 & 69421 both unusual on 3 on 1 September. DS66936 driver training in Wickford (17th).

Basildon & Hadleigh

(All vehicles listed below allocated to BN except where stated. All dates August 2022 except where stated.)

The third stage of the redevelopment of Basildon Bus Station commenced on 30 August, with bays A-F and V out of use. The two temporary stops in Southernhay in front of the railway line remain in use.

Only two single-deckers reported on route 9, 47653 on 12th, 16th & 30th and blue 67161 very unusual on 10th.

Double-deckers on 16: Trident / President 33186 unusual on 1 September, 33425 (30th), 33546 (21st, 25th), 33552 (2 September) 33555 (28th), 33558 (18th), 33562 (3 September), 33572 (22nd), 33573 (9th), 33987 (25th, its first afternoon in service from BN, it had still been at HH on route Z3 early morning). Although not the norm, double-deckers on this route are not that rare, so generally will not be reported in future. Other unusual / interesting workings: 33544 a double-decker on route 251 (4 September); HH36220 a double-decker on route 14 (11th); 44908 on 100 (20th), on 300 (25th); 44909 on 200 (22nd); 44910 on 300 (22nd); HH44915 on Canvey 21 (9th & 30th); 67168 on 552 (26th).

Service Vehicles

We don't often report on these, simply because we receive no information, but Group member (and First Essex driver) David Edwards has kindly compiled the following list from his own observations. If anyone could do the same for Basildon and Hadleigh we would be grateful. Sema Fleet numbers shown where known although these are never referred to.

Staff Shuttle Cars

Ford Galaxy (Navy Blue) 6 seats + driver (used as shuttle vehicle and for driver assessments) SN17 NYB (CF)

Ford S-Max (Silver) 6 seats + driver VX68 NFA (CF)

Ford Fiesta (Silver) car ST68 HNP (CF). As at the end of July this was off road and has been temporarily replaced by a Peugeot 208 WN21 NFU.

Staff Shuttle Minibuses

Vauxhall Movano 8 seats + driver FA17 EVN (90671, CR), FM17 YNS (90666, CR), FP18 LCY (CF).

Ford Tourneo 8 seats + driver MT19 CZD (CR)

Engineering Vans

Ford Transit SN17 NWR (CF), SN17 NXZ (CF), SN17 NWT (90649, CR), SN17 NXZ (CF). Additionally, BN was previously reported to have SN17 NWX and Hadleigh SN17 NWV, we assume those are both still there, but again, any updates would be appreciated. Clacton used to have SN17 NWZ (90650), which moved to CR when CN closed in July 2018, but this then moved on to First West of England circa December 2018. All of these engineering vans have been leased since April 2017 as previously reported in EBN, except for NWR - we don't know when this joined the fleet

Publicity Van

Nissan Panel Van SW17 HPE (CF)

Former Queen Street, Colchester Depot

By 25 August 2022, the rear half of the original garage structure had been dismantled, including all of the roof, but roof girders remained at the front. The building is now roughly back to where the Theatre Royal had previously stood. There are groundworks going on in the front section. Posters have appeared on the Queen Street frontage about "Updating Colchester".

With thanks to Robert Appleton, Stephen Barham, Jon Collins, Jonathan Cush, David Edwards, Ryan Hannah, John Lidstone, John Podgorski, Derek Stebbing, Chris Stewart, Robert West, Bustimes, Bus Lists on the Web, Facebook, Essex Buses Google group, Route One magazine and Terminus.

First Essex News in Pictures

Newly won ECC Contracts from 31 July 2022

Last month on pages 28-29 we featured Panther Travel's last days of operating routes 80/A & 81/A. Page 28 included a rear view of Enviro 200 KX11 EEH on route 80 on Brook Street in the centre of Dedham. Route 80A stops on the opposite side of the road, as illustrated here on 9 August. StreetLite 47657 (SN15 AEX), recently transferred from Basildon to Colchester for ECC contracts. Many thanks to the very friendly driver and navigator for their assistance in obtaining this photo. The driver was learning this new to FE route, hence the need for a navigator.

Adam Kelleher



Wednesdays only service 345 (Fuller Street-Braintree) was taken over from Hedingham. Former Carters Coach Services Mini Enviro 200 44900 (AY08 EKT) is seen in Flora Road, Witham on the third day of First Essex operation, 17 August.

Dave Arnold



Weather update. Last month we commented that July 2022 was the driest in Essex since records began. The dry weather continued throughout most of August but was broken by rain on 15th-17th, including some heavy downpours as seen at Southend Victoria on 16th. Enviro 200 MMC 44660 (YX66 WBE) is on route 3 from Southend to Chelmsford, a route taken over from Arrow Taxis.

Jamie Marquis



Dart / Pointer 42944 (WA56 OAU) at Warley Eagle Way on 24 August 2022 about to work the 1958 351 back to Chelmsford after having worked 1600 CF-CR 371, 1735 CR-CF 371 and 1905 CF-Warley 351 beforehand. Behind is failed Enviro 300 67737 and behind that, but not visible, is Enviro 200 44540 also failed, with both awaiting engineering assistance. The turning circle at Warley is now screened off as homes are being built behind, and the former headquarters of Fords, just beyond that, is being converted into flats.

David Edwards



An unusual view of Enviro 200 44177 (YX11 AFZ) taken from the multi-storey car park as the bus turns off Parkway, Chelmsford, on 12 July 2022, showing that the roof didn't get repainted when the rest of the bus did. The roof still has the TfL code T10, for Tower Transit, and the bus's fleet number at the rear.

Jamie Marquis



As reported last month, 67779 (SN62 AXZ) is the first Enviro 300 to receive green Essex Bus livery and is also the first bus in this livery to be allocated to Colchester. Unusually, it does not have Contactless advertising on its cove panels, which is ironic given that it was previously in an overall advert for Contactless! Seen in Maldon High Street on route 75 on 7 August 2022.

Dave Arnold

Photos of it in previous liveries were in EBN 683.



32539 & 32540

Front and rear photos of 32539 in Urban livery, taken this year, were included in EBM 696. Back in EBN 681, when this vehicle was acquired from First West Yorkshire, it was shown as being new to First Eastern Counties, as was sister 32540, but 32532, within the same registration sequence and acquired at the same time, was shown as being new to First West Yorkshire. Robert Appleton has discovered the reason for this. 32537-32542 were delivered to First Eastern Counties at Norwich in March 2005, diverted from First West Yorkshire (of these only 32539 and 32540 have subsequently been acquired by First Essex). They were to temporarily replace 32480 - 32485 which were repainted in a blue Park & Ride livery during March and April 2005, to replace Dennis Darts on the Harford Park & Ride service in Norwich. The new double-deckers intended for the route, 32651-32656, did not arrive until August 2005, at which point 32537-32542 transferred to their originally intended company, First West Yorkshire, at Halifax.

32651-32656 were delivered in blue P&R livery, but 32480-32485 stayed on the route and the new buses were repainted into Barbie livery. 32480-32485 were acquired by First Essex in July 2011 (in Barbie livery) and 32482-32483 are currently still in service at Chelmsford with 32484 out of service there. The other three have been sold. 32540 is currently in service at Colchester but 32539 has been out of service there since 18 April 2022, awaiting a replacement engine.

Top & middle: 32539, bottom: 32540, all in Castle Meadow, Norwich on 19 July 2005.

Robert Appleton



Ipswich Buses had seven DAF DB250 / East Lancs Lowlander H43/29F low floor double-deckers. 100 (PN52 XBM) delivered in September 2002, followed by 55/56/57 (PN52 XBO/K/J) in October 2002, 58/59 (PJ53 OLA/B) in October 2003, and 54 (PF04 WML) in June 2004. 54 is recorded as a VDL DB250 by some sources.

After Ipswich Buses acquired Carters Coach Services on 27 May 2016, a start was made in replacing the older Olympians that came with the business, using Ipswich Buses own Dennis Tridents, plus one or two of the DAF DB250s.

Below: 57 (PN52 XBK) at the Lambe School, Gaston Street, East Bergholt, on 6 July 2016 working 1005 Ipswich - Colchester 94. Note the "On Hire to Carters Coach Services" notice by the entrance door.

PN52 XBM was originally allocated fleet number 54, but was renumbered 100 because it received a gold and green livery to celebrate 100 years of Public Transport in Ipswich 1903 - 2003. On 21 September 2017, 100 was in Colchester High Street working the 1110 service 94 to Ipswich, bottom.

Both **Robert Appleton**

During 2018 Scania OmniCities acquired from Metroline replaced the DAF DB250s on services 92 Ipswich - Manningtree and 93 Ipswich - Colchester. In 2021 Scania N94UD / East Lancs OmniDekkas 60/61/62 (PJ54 YVT/U/V) were refurbished by Hants & Dorset Trim and took over most workings on services 92/93. The DAF DB250s still reached Essex on two school services to East Bergholt High School, 693 from Ardleigh, Lawford, Mistley New Road, Manningtree and 694 from Langham.

By July 2022, four DAF DB250s were still in service, 55/56/57/59. On 30 July they had a final day at work on Ipswich town service 5 Tower Ramparts - Foxhall Road - Ipswich Hospital. These four plus 54 & 58 which had been withdrawn earlier, were all offered for sale on The Bus Shop website (part of Mistral Group). However, it was reported that two may be retained as reserve buses. In a further development, by 30 August all six DAF DB250s had been removed from The Bus Shop website. It seems unlikely that we will see any of these DAF DB250 working into Essex with Ipswich Buses in the future.

With thanks to Ipswich Transport Society Journal and the Ipswich Buses website.



STEPHENSONS NIBS buses by Richard Delahoy

From First Essex to Stephenson's / NIBS

As reported in the last two issues, the Monday to Saturday ECC 10 (Basildon Hospital - Shotgate Hodgson's Way) and 94/A/B (Basildon - South Woodham Ferrers, Asda) passed from First Essex to NIBS & Stephenson's respectively on three month emergency tenders from 1 August 2022. 424 and 427 worked on the first day of the 94 group. Occasionally NIBS vehicles have helped out on the 94/A/B.

Below: This unusual photo of Enviro 200 440 (SN16 ORS) in Hullbridge Road, South Woodham Ferrers on the 0723 94B from Basildon on 4 August was taken by **Jon Collins** with his cycle helmet camera.

Bottom: Enviro 200 447 (YX10 FFE) on route 10 in Southernhay, approaching Basildon Bus Station, on the second day of NIBS operation, 2 August. **William Morrison**



Fleet News

Mercedes Sprinter / Atlas 301 (RE66 VPD) has not been used since May and has now been sold to Taw & Torridge Coaches, Devon. The other Sprinter, Mellor-bodied 302 (KF19 LCV), is also withdrawn following fire damage suffered whilst parked at Boreham depot after finishing service on 30 July 2022. It is seen below in service the previous Monday, 25 July, at Theydon Bois Underground Station on route 418 which has since passed to Central Connect. **Richard Delahoy**

Scania OmniCity YT59 SFO has passed from dealer stock to Border Bus, Beccles, Suffolk.

Galloway Travel Solos 332/3 (Y165 EWF/G) are sold to Morris Travel, Carmarthen.

Former New Horizon Volvo B7RLE / Wrightbus Eclipse Urban HF54 HHD (which was not operated by Stephensons) has been sold to O R Jones & Sons, Holyhead.

Service News

To correct last month's report, the buses sent to Birmingham in connection with the Commonwealth Games were not part of the main operation that Stagecoach ran. They were procured directly by Transport for West Midlands solely as cover for potential rail strikes, hence their short stay in Birmingham. At least two were seen in use there on 30 July.

Services 313/4 (and schools 414/453) are on diversion away from the B184 north of Thaxted until November due to bridge reconstruction. In Witham, service 39 is diverted due to roadworks in Powers Hall End until late October.

New public services starting from 2 September are three routes to St John's School at Epping, 491/2 from North Weald and 493 from Fyfield / Ongar. They were previously closed door contracts operated by Acme.

With thanks to the companies, Nick Field and Ian Ransom.



by Ian Ransom

Anita's Coaches VV10 ERN (double V, not a W), an Iveco Daily minibus, has been acquired.

YJ05 XXB, a Volvo B12B / Van Hool, has been sold to Simonds of Diss, while VB09 PAN an Enviro 200 has reverted back to its old registration LJ09 KRD and has been sold to J & B Travel, Leeds.

With thanks to Adam Barham.

Acquired Vehicles

L8 XEL Mini Enviro 200, B29F, new to New Adventure Travel, Cardiff as CN11 FBC, 06/11

L9 XEL Mini Enviro 200, B29F, new to New Adventure Travel, Cardiff as CN11 FBD, 06/11

From Ensignbus, August 2022, who had recently acquired them from McNairns Coaches. Formerly with Xelabus (hence the re-registrations) and Houston's Coaches. All white. Opposite: L8 XEL at Harlow Bus Station on route 5 on 1 September 2022.

Owen Woodliffe

News of new and acquired vehicles and new ECC contracts have been in the last couple of issues.

Right: Recently acquired Enviro 200 1415 (YX12 DHM) on route 301 at Bishop's Stortford Interchange on 1 August 2022.

Owen Woodliffe

Below right: Also a recently acquired Enviro 200, 1417 (ML62 OGY) departs from the Guildhall stop in Thaxted on service 316 - successor to the former Stephensons 6 - heading for Saffron Walden on 16 August. The photographer, **Richard Delahoy**, had just alighted along with the only other two passengers on the bus.

Below: As part of the recent Uttlesford tender changes, both services 301 (now Central Connect) and 313/4 (Stephensons) have been diverted to serve a mixed housing / industrial development on the north east side of Saffron Walden, Mortimers Gate, off the Ashdon Road. Together they provide a half-hourly headway into Saffron Walden. Buses use a specially constructed turning circle, as seen with CC's Enviro 200 MMC 1601 (CC21 GAL) arriving on the 301 also on 16 August. **Richard Delahoy** had arrived on a 313 and returned on this 301 as far as Saffron Walden High Street.





Other News

2005 (YP59 OEV) is yet another double-decker that has been returned to service. The 420/A is now once again almost entirely double deck operated. Double-deckers also still appear on route 410. 2004 (YP59 OES) was on the 505 on Saturday 13 August. Route 5 in Harlow was not running on several mornings in August. Since 13 August, Central Connect buses had not been tracking on Bustimes and their new contracts were also not showing on the My Trip app that they use. This was thought to be due to a compatibility issue with the most recent TransExchange timetable file that the tracking systems use to match live vehicle data to the planned timetable.

With thanks to John Card, Richard Delahoy, Owen Woodliffe and Bus Lists on the Web.



by Chris Stewart

Further to the list of hired Dawson Rentals Mini Enviro 200 MMCs in EBM 696, which were used temporarily at the start of Vectare's operation of Chelmsford Park & Ride services before their own Enviro 200 MMCs were delivered, some of these have now been noted with other operators. YX22 OGI is with Globe Holidays, South Yorkshire, still all white but with a blue stripe at skirt level. YX22 OGL/M are with East Yorkshire at Scarborough, repainted into the same EY livery as illustrated on pages 18 & 19. YX22 OGN is with Oxford Bus Company, still all white but with "city" fleet names and fleet number 599.

Other Operators

by Roger A Smith

Acme Bus, Widdington

BV69 LML, a Mercedes-Benz Tourismo M/2 (C57F) arrived here in June from the Evobus dealership in Coventry.

Ford, Althorne

EU17 VDL, a VDL FHD C57F, has gone from here.

Mason, Herongate

Yutong C35F YJ15 HKG has gone from here to Elcock, Madeley, Staffordshire.



Above: RML2722 (SMK 722F), Wilkin & Sons, Tiptree, at the Lodge Coaches Bus & Car Show on 21 August when fine weather allowed the roof to be raised and people to enjoy the quintessential English pastime of a Sunday afternoon cream tea. **Owen Woodcliffe**.

RML 2772 had been sold in 2004 from London United via Nash (dealer) to Hall Hunter Partnership, who, by co-incidence, were soft fruit growers in Surrey, presumably for staff transport. Sold to Ensignbus in December 2017 and noted being repanelled at Mardens the next month. Purchased by Wilkin & Sons in August 2018 and converted by Lodge in their workshops, making a first recorded appearance at Maldon in October 2019, as featured on the inside rear cover of EBN 667 but that was a front photo the roof was not raised.

Rear Cover - Open Toppers

We featured a couple of open-top buses on last month's rear cover, but it's still summer, so here's a couple more.

On Sunday 28 August 2022 Ensignbus supplemented their Southend seafront service with three half-cab buses and their B type replica. Joining the usual three modern open toppers were RT3435 from the London Bus Company, RM371, 946 WAE (the B type replica) and the star of the day, LEV 917, the former City Coach Company Leyland PD1 of 1946, converted to open top by Eastern National in 1958 and in preservation since 1965, fleet number 2102. It is on loan to Ensignbus from its owners, the Springhill Vehicle Preservation Group.

Top: RM371 (WLT 371) has an almost full top deck load as it passes the cafes at Palmeira Arches on Western Esplanade in Westcliff. There's not much beach uncovered here at high tide, in contrast to a few hours earlier or later. Between the promenade and the road can be seen the seafront cycle track, which causes some conflicts when buses need to stop to pick up or drop off passengers. Barely visible in the distance is 368 (68 EB), the unique open top Enviro 500.

Bottom: 2102 is seen from the cliffs along Western Esplanade near the Thames Estuary Yacht Club's jetty. Both **Richard Delahoy**

Below: Another open topper, this time Colchester Borough Atlantean JHK 495N, featured in this Traffic Poster from 40 years ago.




SIGHTSEEING TOUR OF COLCHESTER

CIRCULAR TOURS OF THE TOWN will operate every day
except Saturdays from 23 May to 5 September 1982
DEPARTING CASTLE PARK (War Memorial) at
2.0pm Mondays to Fridays, 2.30 pm Sundays & Bank Holidays
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Bus Stop Pub Tours with BBC Radio Essex by Geoff Dodson

In 1996 BBC Radio Essex ran a series 'Pub of the Week' in which a reporter visited a local hostelry and talked with the landlord. Jonathan Overend, the producer, wanted to enhance the programme, and had noticed that bus timetables quite often had pub names in them. So he asked Eastern National's Managing Director Robin Orbell if he would go out over the routes with a BBC Essex reporter and talk about the routes, their history and the pub timing and fare stages. Robin declined, but said that "he knew a man who could...!". I had just taken early retirement as Marketing Manager at EN, so after a discussion with Simon Baldock of BBC Essex I agreed to accompany him on some bus journeys across Essex. They were recorded on 'live' journeys, usually on a Wednesday, edited down to 4-5 minutes and then broadcast on Thursdays during the 'Drive Time' programme at 1634. They were followed by a live discussion in the studio.

All 1996. The journeys were:	Transmitted at 1634:
Wednesday 7 August - 351 1000 Chelmsford to Braintree	Thursday 8 August
Wednesday 14 August - 67 0948 Colchester to West Mersea	Thursday 15 August
Tuesday 20 August - 133 0900 Braintree to Stansted Airport	Thursday 22 August
Wednesday 28 August - 33 0900 Chelmsford to Southend	Thursday 29 August
Wednesday 4 September - 71 0935 Colchester to Chelmsford	Thursday 5 September Part 1 Colchester to Rivenhall
	Thursday 12 September Part 2 Witham to Chelmsford
Wednesday 18 September - 103 1005 Colchester to Harwich	Thursday 19 September Part 1 Colchester to Manningtree
	Thursday 26 September Part 2 Manningtree to Harwich
BBC Radio Essex Studio Live - general discussion in the studio about the trips.	Thursday 3 October (at 1600)
Summary - including parts of the 1600 broadcast	Thursday 3 October

Unfortunately, I don't have the transcripts, but I do have recordings of the transmissions. Listening to them again, I found them most interesting, as had been the taking part. But there have been so many changes to pubs in the past 26 years, either name changes (usually a marketing ploy!) or they have disappeared altogether. There have also been many changes to buses too!

Below: A year prior to the BBC Radio Essex broadcasts, South Wales Transport Bristol VR / ECW 984 (BEP 984V) on route 104, sister route to the 103, in Colchester Bus Station. This was on loan to Eastern National following the Colchester depot fire of Boxing Day 1994 which destroyed 10 vehicles. It stayed with EN until May 1995. Sister BEP 963V had been acquired by EN from Brewers in November 1990 and given fleet number 3222. **Eric Thompson**. Eric's photo on page 10 shows route 351 in the mid-1990s.



