

Essex Bus Magazine

Current news and historical features
Issue 703 November 2022



Essex Bus Enthusiasts Group

www.essexbus.org.uk



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Routemasters at Chalkwell Station

The below photo shows Ensignbus RML2588 (JJD 588D) on the first day of the half-term operation of route 68, 22 October 2022, at Chalkwell Station. More details on page 29, plus another photo on rear cover. Richard deliberately went there for a 'then & now' comparison with Southend Transport 110, 'Pride of Southend', taken on 2 August 1989 on the peak hour commuter service 16, Chalkwell Station to Eastwood Kent Elms Corner. Note both buses have illuminated offside adverts. Interestingly, in light of recent news about the discontinuation of the model after many years, the car behind 110 is a Ford Fiesta.

Both **Richard Delahoy**





Above: NIBS Buses Scania N94UD / East Lancs OmniDekka 627 (BIL 7894, ex YN04 YJS) on Stephenson's route C9 at Brightlingsea Hall, Brightlingsea Road on 19 October 2022. **John Podgorski**

Front Cover: Former United Counties and Eastern National Bristol MW6G / ECW coach YBD 201 in Sandy Market Place on 30 October 2022, details on page 4. **Richard Delahoy**

Right: Follow up to open top FLF article in last month's issue. 2303 (NTW 943C) inside Clacton depot on 19 April 1979 after its conversion to open top, it had just been repainted. **Andrew Colebourne**



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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 704

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Sub-Editor drafts to Editor **2 November**
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The last two dates are fixed, but late news can be sent up to 3rd
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
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Group cannot accept responsibility for any errors published.

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Group Notices

Membership News

Welcome to New Members:

David Hawksworth, Bournemouth - 1201

Bryan Andrews, Ingatstone - 1202

John Mulley, Colchester - 1203.

We are very sorry to have to record the death of two members:

Reverend Terry Challis of Cleveleys, member 985, who passed away in October

Jon Sayer of Ipswich, member 941, whose death in February has only recently been notified to us.

Terry had lived in Essex for many years and contributed twenty articles to Essex Bus News from 2008 onwards, including his 1950s bus spotting memories and a serialisation of his experiences working for Eastern National, firstly on schedules, then as a conductor and driver, and also as a driver for Crosville. Copies of all are still available by e-mail, contact Richard Delahoy (address on page 2) if you are interested in reading them.

Jon had been involved in bus preservation in past years, being a part owner of ex-Eastern National Bristol KSW /ECW VNO 859 in its early days in preservation and one-time owner of the 1944 prototype post-war K, JVV 430, also ex-ENOC.

We offer our condolences to friends and family of both Terry and Jon.

Membership Renewals

We have been delighted with the response to the renewal notice sent out with last month's magazine. At the time of writing, over half the membership had already renewed. We are particularly grateful to the members who've also included a donation to assist in meeting the costs of Essex Bus Magazine. If you haven't yet responded, the form was enclosed with the October magazine and we would welcome your renewal payment of £26, either by cheque or BACS. If you are missing the details, please contact me at the address on page 2.

Richard Delahoy, Membership Secretary / Treasurer

The Running Card by Owen Woodliffe

The following events have been advertised.

Saturday 19 November 2022: Enfield Transport Bazaar. St Stephens Church Hall, Village Road EN1 2EY.

Sunday 20 November: LT Running Day to mark 30 years closure of Hendon Garage.

Thursday 1 December: Ride the Lights Christmas Event. East Anglian Transport Museum, Carlton Colville.

Saturday 3 December: Ensignbus Christmas Heritage Running Day:

X21 Upminster-Brentwood

X54 Lakeside-Hornchurch RAF Heritage Centre

X55 Upminster-Lakeside-Bluewater-Gravesend (for Tilbury Ferry)

X81 Shenfield-Brentwood-Lakeside-Grays-Tilbury Ferry.

Two surprise vehicles from the Ensignbus Heritage Fleet are expected to make their debut.

£10 day ticket (no concessionary passes accepted)

Sunday 4 December: Christmas Cracker. Ipswich Transport Museum, Chobham Road IP1 9JD.

Sunday 1 January 2023: Open day at East Anglian Transport Museum, Carlton Colville.

Sunday 1 January. King Alfred Running Day with six vehicles from Winchester Broadway.

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

Please check before travelling.

60th Anniversary of Moore's takeover by Eastern National

We hope to include a photo feature on this in next February's magazine, we won't include a history of Moore's as that has been done before. Any photos of Moore's or ex-Moore's vehicles with Eastern National (or subsequently) would be very welcome, especially in more unusual locations. Rear and interior views would also be very useful. But please note we can only use digital or scanned negatives / slides, we regret we cannot accept physical copies of slides, negatives or prints.

Please E Mail images and captions to the editor, address on opposite page.

Over 100 Years of Service

As part of the significant cuts made by Stagecoach East across their operating area at the end of October referred to in the Stephenson's reports last and this month, the 72/73 service between Bedford and Biggleswade via Sandy was deregistered from 30th. Services along this corridor had until then been run by National Steam Car Company and successors for over 100 years since 1919: National Omnibus & Transport Co from 1920, Eastern National from 1930, United Counties from 1952 (following the transfer of the Midland operations of EN, as outlined in EBM 697, May 2022) and under Stagecoach ownership since November 1987. The route had actually started in 1912, run by the New Central Omnibus Company, with London General taking over the following year, but was suspended between 1914 and 1919 due to the Great War. To mark the occasion, a running day was held on 30 October between Bedford, Sandy and Biggleswade, using former Eastern National and United Counties vehicles (including one that was both!). The route numbers displayed were 8 (to represent the number used by National / EN from June 1921 onwards - it was briefly the 4, from August 1919 to June 1921) and 176 (to represent the number used by UCOC from March 1953 which lasted until the early 1990s). From 31 October, routes 72/73 were taken over by Grant Palmer using two high-specification buses with USB charging points and high-back seating.

With thanks to Richard Delahoy, David Edwards, John Hammond, Chris Stewart and Coach & Bus Week.

Front Cover photo: As mentioned, former Eastern National and United Counties vehicles were used on 30 October, but one vehicle actually operated for both companies. YBD 201 was a Bristol MW6G / ECW coach, C34F, new to United Counties in May 1961, one of only four such vehicles bought new by UCOC (200-3). She entered service the following month at Northampton. She was acquired by Eastern National in January 1964 (alongside two of her three sisters, YBD 200/2) and given fleet number 051. In August that year she was renumbered to 348. In November 1973, prior to disposal, she was re-engined with a 5G engine when her and 350 swapped engines with MW bus / dual purpose 1356 and 1428. We will probably never know which of the four vehicles received which engines, but it is interesting to speculate that, assuming she hasn't been re-engined since, 348 and 1356 (also preserved, and which retains her November 1973 engine) are running around with each other's original engines! Since sale by EN she has had various owners, both operators and preservationists, and in recent years has been based in both Belfast and Orkney. She was repatriated from Orkney to Northampton in February this year and is now in the care of a member of Northampton Transport Heritage.

Below: David Edwards driving his Bristol RELL / ECW 1516 at Sandy, working the 1330 route 8 from Biggleswade. **Jeremy Chapter**



Contrasting RE / ECWs at Bedford Bus Station, displaying the UCOC and ENOC route numbers, 176 and 8.

On the right is ex Eastern National RELL 1516 (FWC 439H), as seen on the previous page.

On the left is ex United Counties RELH 278 (TBD 278G).

David Edwards

A photo of 278 on its first public outing after restoration, passing The Elms, Leigh on 18 June 2021, was on page 15 of EBM 687.



If the Midland Area had stayed with Eastern National then undoubtedly Bristol VR / ECWs in Tillings green and cream would have been purchased. Here are two VRs bought by United Counties, Series 1 757 (UBD 757H) and Series 2 794 (GRP 794L), the former in Tillings livery, the latter in 1986 privatisation livery which did not last long as it was replaced with corporate Stagecoach livery following the 1987 takeover, as illustrated in the next photo. The fleet number plate backgrounds denoted the depot - red was Wellingborough, yellow Kettering. At Biggleswade Bus Station.

Richard Delahoy

Representing the new order after the Stagecoach takeover, 654 (H654 VVV), a long wheelbase Leyland Olympian with an Alexander body, new in October 1990. Also in Biggleswade Bus Station.

Richard Delahoy



Follow Ups to EBM Extra 2 & EBM 702

EBM Extra 2

Looking Back at .. Network Colchester

Roger Tuke writes:

I received EBM Extra 2 in the post today, and whilst I haven't read it all yet, thank you so very much for another wonderful Extra. Very much appreciated by this member.

I was however immediately drawn to the "Looking Back at .. Network Colchester" article. A couple of minor comments.

Page 18 middle photo of 6132 (LJ03 MHV), mention is made that along with sisters 6130/1 (LF02 PLN/O) all gained Arriva corporate livery and moved to Tunbridge Wells, being withdrawn from there late in 2021. That is indeed true for 6130/1, but 6132 still remains active at TW and is recorded as still in use on Bustimes today (5 October 2022).

An additional piece of information regards the seven heavyweight Volvo B10BLE saloons with Alexander bodies new to TGM for TfL route 726, top photo on page 19. 905 (W905 UJM), which went to TGM Classic at Annfield Plain and subsequently onto to JH Coaches at Birtley as their number 53 (upon Arriva's closure of the Classic operation) and latterly kept as a heritage vehicle, was in March this year acquired by a member of the Bromley Bus Preservation Group and is now safely back south, in Kent, and hopefully will be restored to its original livery and condition in due course.

The Transition to Big Bus OMO

Robert Appleton writes:

I have finished reading EBM Extra 2, and all of it was a very good read. Thank you for the work in producing this magazine. The Network Colchester article was really interesting.

The photo on page 32 stirred a memory. I recollect seeing Leyland Atlantean / Park Royal demonstrator KTD 551C in service with Colchester Corporation Transport, coming over the level crossing at East Gates, but when was this?

ENEG News Sheet 36, December 1966, confirms that KTD 551C was demonstrated to Colchester CT in September 1966. This led to an order for three Leyland Atlanteans with Massey bodies that were new in December 1967: 45/46/47 (WEV 745/746/747F), confirmed in News Sheet 48, January 1968. However, when new these were crew operated.

According to "Colchester 1904-2004 From Trams to Arriva" by R N Collins and G R Mills, Colchester CT started one man operation on evenings and Sundays from 23 November 1969 using Leyland Atlanteans. By that time Colchester CT had ten Leyland Atlanteans with Massey bodies, fleet numbers 45-54.

Richard Delahoy replies:

The PSVC fleet history records KTD 551C at Colchester from 29 August 1966 to 9 September 1966 (so not long after the last PD2s were delivered - quite a contrast!). The first Colchester Atlanteans were fitted for OMO in August 1969 (46) or October 1969 (45/7). The next batch, 48-54 were likewise converted in autumn 1969. As Robert states, Colchester started OMO from 23 November 1969.

At the time the Colchester fleet was entirely double deck, but to expand OMO a dozen saloons - all AEC Reliances - were bought from other operators. This started with 55 (652 GVA), ex Heddingham & District in 1970, then the following year six shorter models came from SELNEC, having been new to Salford City Transport, 1-6 (TRJ 109/102-6), whilst Leicester supplied five, all longer models, 7-11 (197/8 GJF, ABC 195/6B, GBC 199D). 1972 then saw a determined move to higher capacity saloons being bought new, all Bristol RELLS with ECW bodies that eventually numbered fifteen (14-28), but that's a story for another day.

Happily, one of the early Colchester single-deckers has survived and opposite are two contrasting shots of Weymann bodied 1 (TRJ 109). Taken on a rather sunny winter's day, 5 February 1974, the former Salford 109 (SELNEC 72) in Colchester livery loads in the bus station for Barnhall Estate. Two of the Salfords (2/3) were never repainted and ran in Colchester in Salford green. That livery was rather faded then but is displayed in all its glory on TRJ 109 which has been in preservation since 1983, having served in south Essex with Lewingtons and later Bordabus after withdrawal by Colchester. It is pictured here over the pits at the North West Museum of Road Transport in the former St Helens Corporation depot, on 3 October on the occasion of the 2022 Omnibus Society Presidential Weekend.

Both **Richard Delahoy**



Walton Depot Remembered

Andrew Colebourne writes:

I just received EBM Extra 2, wonderful!

I didn't know about the double deck bodies in Clacton and that they survived into the 1970s - wow!

There's a few comments I can make on the captions to the Walton pictures and text.

Regarding the use of the doors to the depot building, in summer at least, the front doors were left open and the side door closed, as seen in Peter Carr's picture at the top of page 6 and Ian Sharpe's on page 10, until 1976; I never saw them open again after that year. Also, the wooden side doors were replaced by the sliding steel doors sometime between August that summer and the following June (not after the 1996 fire as stated in the caption at the bottom of page 8). The new doors were painted NBC 'buildings' blue from the start, the remaining existing doors being repainted from green to blue later. I suspect the change might have been connected with one man conversions, to make opening up easier for the driver.

Regarding the red fleet number plate on the Avenger 102, would I be correct in thinking that new plates made for the 1964 renumbering were all produced in red, but the CN plate dates from beforehand, so is cream? I have a number of post-1964 photographs showing this combination in my collection, but no post-1964 cream fleet number plates. I didn't know it was on a Group Tour, so now I know why I have several different pictures with it parked thus in my collection!

I believe the picture in the middle of that page was taken by me (it is identical to my one of that date) and I must have sent a copy to Keith some years ago.

The reason for CN single-deckers on the 70E was a dispute with drivers about the use of double-deckers on the service. The details are in the News Sheets of the time. I'm not certain, but from memory there may have been an accident resulting from a driver taking a Bristol VR under the Kirby railway bridge (although, as shown by my picture of the Hedingham VR on page 4 of EBM 700 it wasn't a problem in later years). Certainly VRs were 'banned' from going under it, so maybe it was just a driver being caught doing so. Again, from memory, the correct route towards Walton was the rather-unlikely Pork Lane from Main Road, Great Holland to Thorpe Road, avoiding the bridge. Possibly the difficulty of negotiating that road could also have been a source of the dispute. So, the passengers would transfer from the BS double-decker to the CN single-decker in Clacton. I would appreciate it if someone could confirm these details.

On other items in the text:

The buildings formerly belonging to the Foundry in Hall Lane still exist, but I've no idea whether they include the garage area.

Regarding the 1977 allocation that is mentioned, the MW was almost invariably 1451 (OWC 183D) and was used for route 105 (see page 10) - the Sunday allocation to that route was summer only. I suppose in winter just the Leyland National operated on Sundays.

Although previously there were no 'WN' garage allocation plates, some were made for Coastline Mercedes minibuses. From memory they were the last three 0223 - 0225, hence notionally those allocated to the depot as noted on page 5, but this wasn't strictly adhered to.

I am pleased that Ted Miles confirms that vehicles were refuelled at the depot. From pictures I have, the pump was actually outside - in the area where the Avenger was parked - and the tank under the depot floor to the right, based on my memory of the covers in that area.

Hope that's of interest and I'm looking forward to reading the rest of the magazine!

Alan 'Tebzy' Tebbit writes:

May I say how much I enjoyed EBM Extra 2 and especially the article on Walton depot. Also many thanks to Ted Miles for his sponsorship. I can shed some light on why CN 1768 was working the 70E (in the middle photo on page 7). In 1983 that service started from Dunmow, Church End, and was operated by the outstation from that town. The usual driver was the infamous Richard Wright, known as Dunmow Dick. He would do as much overtime as possible, and a family day at the beach, and paid for it, was a bonus. The other DW driver, Keith Pallet, was content with his week's wage, I never recall him to work a rest day in all of the years that I knew him. Their allocated vehicle was Bristol VR CF 3027 (NPU 974M). At that time the company would not allow VRs to operate under Kirby railway bridge, being slightly higher than an FLF. Some readers may recall Walton drivers being forced to accept OMO converted FLFs for the 107/8/9, with the threat of redundancy. Because of the ban, Dick was forced to divert via Thorpe-le-Soken, adding extra mileage, and making him very late at Clacton on the return journey. The compromise was to dump 3027 at Clacton Bus Station, and take any spare single decker that was available. By the next summer DW's allocation was a Leyland National, so no problem. Obviously by the time BS took over the 70E the company had conceded that VRs could pass under Kirby bridge.

Coincidentally, I was probably the driver of CF 1917 (also in the same photo) that day, I very often drove the 53E, a lovely, well paid, rest day working. The service terminated at The Naze, although invariably, the bus would empty out at the bus depot, the passengers tempted by the beach, and the fun of the pier. The return journey had to start from The Naze, in case anyone had wandered that far, and I doubt that many drivers would display "PRIVATE" for the short 'dead' journey there.

One of my favourite memories of a day at Walton takes me back to 1953, just prior to my sixth birthday. We had planned to go on the Sunday school outing, and Dad was coming with us, an unusual occurrence as he was usually working. He had gone off on 'an errand', and time was getting on and we were worried we wouldn't make it to St. Andrew's church in time. Suddenly a brand new Bristol LS5G dual doorway 43 seater pulled up outside our door, with Dad at the wheel, he had begged the Traffic Office for the job, although he was not on the private hire panel. My excitement for a day at the seaside was enhanced by this amazing new bus, and driven by my hero.

Below: It's that bus again! Bristol RELL / ECW 1516 (FWC 439H), which is illustrated on pages 4 & 5 and also featured in a photo taken at Kelvedon depot in April 1974 in last month's EBM. Here she is seven years later in Walton depot on Sunday 23 August 1981 looking a bit different to how she did in 1974 - now with a green radiator grille (it had been silver), red & blue on white NBC logos (including on the grille), reflective number plate and moquette seats, which had replaced the original green vinyl ones. Also, allocated back to her original depot of Chelmsford. Next to her is Bristol VR / ECW 3063 (LJN 658P). **Andrew Colebourne**



David Edwards writes:

I was puzzled that the above photo of 1516 and 3063 was taken on a Sunday as I had assumed they were working the 'Seaside Specials' 53E & 70E, but as far as I can remember those routes only operated on weekdays during the school summer holidays, so this got me thinking. The idea came to me that maybe they were working the 'St. Vincent de Paul Society / St. John Bosco' summer camp private hires that Eastern National used to do on a regular annual basis.

What were termed at the time 'under privileged' children from the East End of London were collected during the summer holidays from various locations in the East End and brought to Essex for summer camp at Wash Corner near Aldham on the A604 (the camp site still exists but the road is now the A1124). During their fortnight's stay the children, ranging in age from five to 15, were taken out to various places for activities such as swimming and other entertainment. Walton would fit in with this, Eastern National were heavily involved and a considerable number of vehicles of all types were employed, from double-deckers (VRs and even Olympian Coaches) to Leopard and Tiger coaches in my time (mid 1980s-early 1990s), so it is quite likely 1516 and 3063 could be on one of these duties (although 1981

was prior to my time of involvement). Braintree depot always covered a lot of the work. To us drivers it was known as the 'Father Keeley contract', I believe he was possibly one of the organisers.

Thinking on from that and after reading the article in EBM Extra 2, that stirred my memory and going back further in time I can remember when I was treated to a day out at Walton.

Like most children of my age I regularly attended Sunday school, in my case it was at the Kelvedon Congregational Church. One year (which I thought it was in the late 1960s, but upon checking fleet allocations I've come to the conclusion it must have been summer 1972) a day trip during the summer holidays was organised to Walton, what could be better for the local children than a day on the beach making sand castles and going for a dip in the sea followed by an afternoon on the Pier playing on the amusements? What a treat for us!

At that age as a budding young bus enthusiast and looking forward to the big day I wondered who would be taking us to the seaside and what we would be travelling on, the expected choice was Osborne's of Tollesbury with a Bedford coach. Imagine my surprise and delight when walking down the road to the church I saw EN Kelvedon depot's finest two vehicles waiting for us. The newest double-decker allocated to KN and therefore the Private Hire vehicle was Bristol FLF 2852 (OVX 296D) and newly allocated to KN was former Tillings Bristol MW coach 310 (BPU 24B) - hence the dating of the event to summer 1972 as 310 had just been transferred to KN from CF. I also remember that the driver of the FLF (dressed in his summer white 'Ice-Cream Salesman's' dust jacket) was KN depot's coach driver Perce Cottee, a former Moore's man (I know this as my father was a conductor at KN depot). At WN the large front garage doors were open and the two vehicles were reversed into the depot, just as in the photo on page 10 of EBM Extra 2 of the KSW and LS coach, to be parked up for the day along with other visiting vehicles. Such a shame I didn't own a camera at the time!

Alan Moore writes:

I have been catching up on my reading. EBM Extra 2 is another great magazine, well done to all concerned. I found the article on Walton bus depot very useful. I am currently working on a project with the Walton Community Forum looking through photographs and trying to put then in some kind of time order for a folder to be displayed in their office in the High Street.

In the Putman's of Walton archive they have this rather nice picture which I think is taken alongside the Kino Cinema:

https://www.putmans.co.uk/OldWalton_sundry_Assets/581%20Eastern%20National%20Bus.jpg

Several other pictures feature buses in the background.

On page 8, Andrew Colebourne mentions 1451 (OWC 183D) being used on route 105 from Walton to Colchester during 1977. Below is a photo of 1451 two years later, in April 1979, at the Colchester end of the route, at the bus station, ready for the return journey to Walton. **Robert Appleton**



OWC 183D was a Bristol MW6G / ECW coach which had been new to Tillings Transport in February 1966 with C34F seating, fleet number T313. She had forced air ventilation and large boot doors for extended tour work and was one of the first new vehicles in the cream livery with gold fleet transfers instead of the previous red. She was sold to Eastern National in April 1968, becoming 393. In January 1975 work was completed on converting her to a stage carriage vehicle, work involved removing the blinds below the windscreen, adding a new blind box above it, fitting powered doors, fitting bus seats from withdrawn buses (either Bristol LSs or LDs), panelling the roof quarter lights, making modifications to the bulkhead screen behind the driver plus fitting OMO equipment. 1451 also required work that other conversions of MW coaches to buses didn't, re-modelling of the rear to modify the larger boot doors.

Sister OWC 182D, also new to Tillings at the same time, as T312, and which also moved to Eastern National in April 1968, as 392, returned to Tillings (Tillings Travel) in January 1971 as 9392 and then became part of the original fleet of National Travel South East, so avoided being converted to a bus and is now preserved.

EBM Extra 2 Sponsor

Ted Miles writes:

Well done on the production of EBM Extra 2, I thoroughly enjoyed reading it. Very professional and so good that topics of interest can be probed more deeply thus making our hobby even more interesting. So a big thank you to everyone for all the work and effort that has been required for this latest venture. I feel honoured to have been involved in making this all happen. Here's to the next EBM Extra. Editor's reply: and again a very big thank you to Ted for sponsoring EBM Extra 2.

The Eastern National Bristol SC

David Bell writes:

The article on Eastern National Bristol SCs in EBM Extra 2 featured ILI 98 (ex 9579 F) with Midland Bus Company of Athlone in Ireland. I visited the premises of the Cavan and Leitrim Railway in May 2018 with the Merseyside Bus Club on their annual holiday. Amongst what one member of the trip called a 'yard full of rammel' was ILI 98 and I took the below photo on 23 May 2018. As you can see the bus does not look in bad condition. At the time I took the photos I didn't realise it was a former Eastern National vehicle. 'Rammel' by the way is a northern dialect word for junk / rubbish!



EBM 702: A Brief History of 2300

In this article it was mentioned that 2301 (RHK 348D) was sold to Ensignbus in June 1982. She then moved on almost immediately to Kinch, Barrow-on-Soar. She was acquired by Chicago Motor Coach of Chicago, Illinois, USA, in July 1988 and scrapped circa April 1996. (With thanks to bcv.robbsly.com.)

Here are two photos of her in Kinch livery, both taken by **Paul A Bateson**. The first is at the Derby at Epsom Downs on 5 June 1985, still with NBC badge on the grille which has been painted over. The second was on a visit to Chicago on 26 June 1991 to view the many former British buses operated by the Chicago Motor Coach Co. The buses were parked on an open-air roof-top parking area. 2301 was jammed in between a Bristol VRLL (ex-Standerwick) and a Yellow Coach double-decker. She was fleet number 529 with CMC.





Also mentioned in the article was that 2300-2 were allocated to Clacton for the 1981 summer season, replacing the KSWs of the previous two years, although service revisions meant that they operated on routes 117/8 rather than 121. They retained their SD depot plates except 2300 received a CN plate (at the front only) during August. **Robert Appleton**'s photo above of 2300 on the 118 in Clacton Bus Station shows its CN plate, although the photo was taken on 19 July 1981, so it received this plate earlier than we previously thought.

703 for EBM 703 Below: Taken exactly a month before the above photo, Eastern National Leyland National 1791 (PEV 703R) ready to depart for its home town from Ipswich Old Cattle Market Bus Station on 19 June 1981. **Robert Appleton**



10 October 2022

K (Sch only) Thaxted - Bishop's Stortford St Mary's RC School **Acme**. Revised route and timetable.

21 November

8 (M-S) Rettendon Common - Wickford Station **Vectare**. NEW SERVICE, one journey in each direction.

10 (M-S) Basildon Bus Station - Shotgate Hodgsons Way. Following the temporary three-month ECC contract being placed with **NIBS**, new ECC contract awarded to **Vectare**, who have also registered commercial journeys which are numbered 9.

12 (M-S) Wickford The Swan - Billericay, Arlington Way. Following the temporary three-month ECC contract being placed with **NIBS**, new ECC contract awarded to **Arrow Taxis**.

13/A/C (M-S) Waltham Cross Bus Station - Epping Hospital / North Weald The Talbot **Vectare**. Revised timetable.

14 (M-F) Waltham Cross Bus Station - Upshire **Vectare**. Revised timetable.

22/A (M-S) Waltham Cross Bus Station - Waltham Abbey **Vectare**. Revised timetable.

71/72 (M-S) Brentwood Rail Station - Stondon Massey Soames Mead. Following the temporary three-month ECC contract being placed with **Stephensons**, new ECC contract awarded to **Heddingham**.

94/A/B (M-S) Basildon Bus Station - South Woodham Ferrers Town Centre. Following the temporary three-month ECC contract being placed with **Stephensons**, new ECC contract awarded to **Heddingham**.

418 (M-S) Loughton Station - Epping Hospital. Following the temporary three-month ECC contract placed with **Central Connect**, new ECC contract awarded to **Vectare**, with a revised timetable.

Stephensons services 313/314/414 will revert to normal route on the B184 North of Thaxted, following completion of roadworks on Armitage Bridge.

26 November

505 (S only) Harlow Bus Station - Waltham Abbey, Quaker Lane. Following the temporary three-month ECC contract being placed with **Central Connect**, new ECC contract awarded to **Vectare**.

28 November

20 (M-F) Brays Grove - Harlow Bus Station **Vectare**. Revised timetable.

1 January 2023

61 (M-F) Southend Travel Centre - Fossetts Park B&Q **Stephensons**. Revised timetable.

For clarity, the major **First Essex** service revisions at the end of October are listed separately.

In the text below, E denotes evening service.

Saturday 29 October 2022

C12 (M-S) Chelmsford Bus Station - Springfield Sainsbury's via Chelmer Village. Withdrawn, section of route through Beeleigh Link partly replaced by rerouted 47.

S10 (Daily, University term times only) Colchester Bus Station - University of Essex Wivenhoe Park via The Hythe. Withdrawn, partly replaced by additional journeys on 87.

Sunday 30 October

B1 (Daily) Basildon Bus Station - Laindon Fenton Way. Revised timetable, reduced frequency on M-F evenings. S and Su early mornings frequency reduced, with a later start on journeys from Basildon.

B2 (Daily) Basildon Bus Station - Laindon Fenton Way. Revised timetable, reduced frequency on M-S early morning and evening. Su late evening journeys withdrawn.

B3 (Daily) Basildon Bus Station - Pitsea Tesco. Extra M-F morning and late afternoon peak journeys added, but reduced frequency early evening. On S reduced frequency early morning and early evening. On Su the 0700 and 2230 from Pitsea are withdrawn.

B4 (Daily) Basildon Bus Station - Pitsea Tesco. Revised timetable. Frequency reduced between the peaks M-F and daytime S from 20 to 30 mins and from 30 mins to hourly M-S E and Su daytime.

B5 (Daily) Basildon Bus Station - Pitsea Broadway. Revised timetable. Frequency reduced between the peaks M-F and daytime S from 20 to 30 mins and from 30 mins to hourly M-S E and Su daytime.

C3 (Daily) Chelmsford Bus Station - North Melbourne Wickfield Ash. Minor timetable adjustments.

C4 (Daily) Chelmsford Bus Station - Oxney Green Lodge Road. Revised timetable. Frequency reduced between the peaks M-F and daytime S from 20 to 30 mins.

C5 (Daily) Chelmsford Station - Moulsham Lodge Estate Heath Drive. Revised route and timetable. Inward buses to Chelmsford operate via Lady Lane and Lynmouth Avenue for reliability. Frequency reduced between the peaks M-F and daytime S from 20 to 30 mins.

C8 (Daily) Chelmsford Bus Station - Beaulieu Park Shardelow Avenue. Reduced M-S daytime from 20 to 30 mins. Revised timetable on Su.

C9 (Daily) Chelmsford Bus Station - Beaulieu Park Centenary Way. Revised route and timetable. Extended through new developments to Beaulieu Rydes, Remembrance Avenue, revised to operate via Centenary Way, Armistice Avenue and Regiment Gate in both directions. Except in early morning and evening, no longer terminates at Bus Station, but runs as a continuous loop via Parkway, Retail Market and direct into Victoria Road.

C11 (Daily) Chelmsford Station - Springfield, Sainsbury's (D). Revised route and timetable. Curtailed from Springfield, Sainsbury's, now terminates at North Springfield, Goldenacres (D) and Beaulieu Park (E) as before.

S1 (Daily) Highwoods Highwood Square - Wivenhoe Station. Revised timetable, reduced frequency at M-F peak times and on S early morning and early evening.

S2 (Daily) Highwoods, Highwood Square - Stanway, Sainsbury's. Revised timetable, reduced frequency at M-F peak times and on S early morning and early evening.

S3 (Daily) Colchester Bus Station - West Bergholt Queen's Head. Revised timetable. The M-F peak service is reduced from every 30 mins to hourly, S starts an hour later.

S4 (Daily) Colchester Bus Station - Greenstead, Library. Minor timing revisions M-F peak.

S6 (Daily) Colchester Bus Station - Shrub End, Hazell Avenue. Minor timing revisions M-F peak, on M-S, 0655 from the bus station withdrawn and reduced frequency early evening.

S7 (Daily) Colchester Bus Station - St Michael's Baronswood Way. M-S reduced frequency in early evening, on S the 0710 from the bus station is withdrawn

S8 (Daily) Colchester Bus Station - Monkwick Gosfield Road. Revised route and timetable. Some M-F peak journeys extended to & from Colchester Railway Station.

S9 (Daily) Colchester Bus Station - Rowhedge Rectory Road. Revised route and timetable. Revised to operate as a continuous loop round the city. M-F peak reduced from every 30 minutes to hourly.

X30 (Daily) Southend Travel Centre - Stansted Airport Coach Station. Revised route and timetable. The through service is rerouted via the new Wolsey Park development at Rawreth, between Rayleigh and Chelmsford. Additional short workings are introduced on M-F between Rayleigh and Wolsey Park, to provide a 30 min service over this section until mid-E, with some buses extended from Wolsey Park to & from Chelmsford.

20 (Daily) Southend Travel Centre - Hullbridge, Anchor. Revised timetable M-S and Su evenings.

21 (Daily) Southend Travel Centre - Canvey Newlands. Revised timetable. Reduced from every 30 mins to hourly between Leigh Station and Canvey Newlands between the peaks M-F and S daytime. Sch journeys via Westcliff High School are renumbered 21S. Reduced from hourly to every 90 mins on Su.

22 (Daily) Basildon Bus Station - Canvey Leigh Beck. Revised route and timetable. Inbound rerouted in Basildon to operate via Clay Hill Road and left into Southernhay instead of Cherrydown. Minor timetable changes M-S.

25/825 (Daily) Southend Travel Centre - Basildon Bus Station. Revised timetable, some early and late M-S services withdrawn and revised timings to other journeys. Sch 825 is slightly retimed.

27/27A/827 (Daily) Southend Travel Centre - Canvey Leigh Beck. Revised timetable, minor changes M-F afternoon and S morning.

28 (Daily) Southend Travel Centre - Basildon Bus Station. Revised route and timetable. Inbound rerouted in Basildon to operate via Clay Hill Road and left into Southernhay instead of Cherrydown. Minor timetable change at school time.

31/331/332 (Daily) Chelmsford Bus Station - Burnham on Crouch Clock Tower. Revised timetable. The M-F late morning service is reduced to hourly by the removal of the Maldon shorts, and some early evening journeys are withdrawn. Reduced frequency late afternoon and early evening on S.

37 (Daily) Warley Eagle Way (M-S) - Brentwood Station (D) - Bishops Hall Estate (D). Revised timetable. The M-S service starts later and finishes earlier, the M-F frequency is reduced from every 15 to every 20 mins and the extension from Brentwood Station reduced from half-hourly to hourly. Unchanged Su.

71 (Daily) Chelmsford Bus Station - Witham Morrison's. Revised timetable. The M-F daytime through service between Chelmsford and Witham is reduced by a couple of journeys, the S service is reduced from hourly to two hourly.

X71/371/372 (Daily) Chelmsford Bus Station - Colchester Bus Station. Revised route and timetable. 371 revised to operate under Duke Street railway bridge and so becomes restricted to single-deckers, double-deckers are still scheduled on some journeys and these remain via Coval Lane (outbound) or Parkway / Duke Street (inbound), these journeys are renumbered 372. X71 also continues to follow this route out of and into Chelmsford Bus Station. Reductions to early morning and early evening journeys.

75 (Daily) Colchester General Hospital (M-S), Bus Station (D) - Maldon Morrison's (M-S) / Milton Road (Su). Revised route and timetable. Curtailed to operate between Colchester Bus Station and Maldon, Leisure Centre (M-S) / Milton Road (Su). In Maldon, buses run in a loop via Mill Road, Mundon Road and Park Drive and no longer serve Morrison's. Unchanged Su.

86 (Daily) Colchester General Hospital (M-S), Mason Road (Su) - West Mersea, High Street. Revised route and timetable. Curtailed to operate from Colchester Bus Station (M-S), Mason Road (Su). The Su service is unchanged, and the M-F Sch journeys to & from Norman Way Schools continue, slightly retimed. The M-S service loses one round trip at the end of the day.

87 (Daily) Great Horkesley Malvern Way (M-S daytime), Colchester Station (D) - Brightlingsea, Regent Road. Revised route and timetable. The route in Brightlingsea is standardised for all journeys. The M-S service to Brightlingsea across the middle of the day is reduced from every 30 mins to hourly, with alternate buses curtailed at the University. A few additional buses operate between Colchester and the University at busy times during terms, as a partial replacement for S10.

88/A/B (Daily) Colchester Bus Station - Halstead. Revised timetable. One early evening round trip withdrawn on M-S.

100 (Daily) Basildon Bus Station - Lakeside Bus Station. Revised timetable. Reduced frequency M-F early morning; the E service reduces to hourly earlier.

103/4 (Daily) Colchester Bus Station - Harwich Station. Revised timetable on M-S, the Saturday 103 services now operate as 104, thus eliminating 103 number on that day. Reduced from hourly to every 90 minutes on M-F mornings & evenings and Saturday afternoons.

300 (Daily) Basildon Bus Station - Chelmsford Bus Station. Revised timetable. Reduced frequency M-F early morning, the M-S E service reduces to hourly earlier.

336 (Daily) Chelmsford Bus Station - South Woodham Town Centre. Revised timetable. Reduced frequency in the early morning and early evening M-S.

351 (Daily) Chelmsford Bus Station - Warley, Eagle Way. Revised timetable. Reduced frequency in the early morning and evening M-S.

370 (Daily) Chelmsford Bus Station - Colchester Bus Station. Revised timetable. Reduced frequency in the early morning and early evening M-S.

Monday 31 October

C6 (M-S) Chelmsford Bus Station - Great Baddow BAE Systems. No change M-F, withdrawn on S.

9 (M-S) Basildon Bus Station - Brentwood Station. The early morning and early evening service is reduced, with a generally later start and earlier finish and some journeys operating between Basildon and Billericay Station only.

47 (M-S) Moulsham Oaklands Park - Broomfield Hospital. Revised route and timetable. Rerouted to serve Beeleigh Link at Chelmer Village, part replacing the withdrawn C12. Minor timetable changes.

70 (M-S) Chelmsford Railway Station / Bus Station - Braintree Bus Park. Revised timetable, with some journeys withdrawn.

80/A (M-S) Colchester Bus Station - Dedham Marlborough Head. Revised timetable to improve reliability.

81/A (M-S) Colchester Norman Way Schools (Sch), Bus Station - Dedham. Revised timetable to improve reliability.

82/A/B (M-S) Colne Engaine Green - Colchester Bus Station. Revised timetable, with an additional early M-F journey from Colchester.

200 (M-S) Basildon Bus Station - Grays Bus Station. The early morning and early evening service is reduced, with a generally later start and earlier finish.

S33 (Sch) Ongar Four Wantz - Debden Park High School. Renumbered 633.

There is no change to the following services.

Commercial routes: 35, C1, C2, C7, C10, X10. Amazon contracts: Z3, Z4.

Mixed commercial / tendered: 42A.

Essex CC contracts: 1A (Colchester), 1A (Basildon), 2A, 3, 4, 11, 13/A, 14, 16, 16A, 17, 21 (Basildon - North Benfleet), 21C, 32, 40, 42B, 46, 63, 68, 73/A, 74B, 76, 80A/C (Brentwood), 83/A/B, 94, 102, 104, 106, 174, 175, 251, 256, 345, 552, 565, C56, C57.

School routes: 525, 561, 570, 620, 625, 725, 827.

A correction to last month, the Sunday service on X10 is NOT withdrawn.

With thanks to Omnibus Society Eastern & Southern Branch, Peter Clark, Richard Delahoy, Paul Harvey and Adam Kelleher.

Right: The departure board at Stand 3 at Chelmsford Bus Station on 25 October, before the withdrawal of route C12 a few days later.

Adam Kelleher

Commentary by Richard Delahoy

In the supplement to EBM 697 (May 2022) we outlined the extensive and radical set of service revisions which were introduced by First Essex on 17 April. We noted on page 2 the 'perfect storm' of problems facing the bus industry which had led to the changes. With passenger numbers still well below pre-pandemic levels and Government support reducing, just six months later, at the end of October, First Essex made further significant changes to timetables. These further cuts in frequencies are explained, in the company's words "as we seek to match the costs to the revenue received" and "some less well used journeys are withdrawn". The continued driver shortages have also meant that the full timetable has not always been delivered, with the shortages appearing to be particularly severe at Chelmsford depot, where on some days over 70 journeys have been listed as cancelled in First's daily updates (although it is thought that some may have subsequently run).



The banner used in the Facebook & Twitter announcement as illustrated here has been lazily copied from that used for the large scale April changes (see inside front cover of EBM 697 supplement) and therefore doesn't reflect reality. There are some quite significant cuts, although the network remains intact, and there are two relatively minor expansions. A different and more neutral graphic was also used, "changes to your buses".



Here we attempt to summarise the key themes:

- On many routes, some early and late journeys are withdrawn and some frequencies are thinned out, shortening the length of the operating day. For example, the last through buses on the 9, Basildon to Brentwood, now leave Basildon at 1700 and Brentwood at 1730. In some cases, such as the 100 & 300, the evening frequency is reduced.
- Off-peak daytime frequencies are reduced on various routes, particularly in the morning / early afternoon, resulting in some quite severe reductions - examples include the 31/331 Chelmsford to Maldon corridor reduced to hourly at times Monday to Friday (but remaining half-hourly on Saturdays), with a ragged frequency onwards to Burnham on Crouch M-F (e.g., departures from there at 0800, 0900, 1000, 1130, 1230, 1340, 1500). M-F mornings & evenings and Saturday afternoon journeys on the Harwich routes are reduced even further, from hourly to every 90 minutes. The University of Essex-Brightlingsea service is reduced from half-hourly to hourly. This follows the April changes which saw other interurban services reduced from half-hourly to hourly.
- Reduced frequencies also apply on various city / town local routes, including part of 21, 37, Shuttles B4, B5, C4, C5, C8 and S3.
- Two of the shuttle services which were only introduced in April are withdrawn, C12 in Chelmsford (partly covered by rerouting 47 but leaving a much poorer service for the west side of Chelmer Village) and Colchester's dedicated University shuttle, S10, the latter partly replaced by additional journeys on the 87.
- In Colchester two routes extended in April to the Hospital are cut back to the Bus Station - 75 from Maldon & 86 from West Mersea.
- However, also in Colchester, two sections of routes introduced in April to compete with Arriva Colchester are virtually unchanged, in Monkwick (S8) and Horkesley Heath (87), with the S8 even having a peak time extension to & from Colchester Railway Station added. We commented in the supplement whether the areas involved really needed or justified so many buses when other services were being cut, that comment seems even more pertinent now.
- The only areas of expansion are to C9, extending further into the Beaulieu Estate as more roads and houses are built, and X30 gaining short workings between Rayleigh town centre and the new Wolsey Park development on Rawreth Lane (with some extended to & from Chelmsford; the main Southend to Stansted service is also diverted this way). Both are developer funded with Section 106 contributions.

Publicity for the changes continues to be pdf timetables on the First Essex website, plus town / city maps for Basildon, Chelmsford and Colchester, and these do now show FE operated tendered services which were previously omitted, but there is still no map for the Southend area, nor an overall network map. A photo of some of the new timetable covers is on page 1 **David Edwards**.

The overall PVR figure reduces to 248 from the 261 reported last month, a 5 per cent reduction (see page 21), but with the trimming of early / late and off-peak journeys, the reduction in mileage is likely to be more significant, but that information is not in the public domain.

The cumulative effect of these and previous changes will inevitably further lessen the attractiveness of bus travel. People won't use buses during the day if there is no bus to bring them back late afternoon / early evening, they will look for alternatives, causing a vicious circle of cuts, less people using buses, further cuts, etc. We've cited the example of the 9, Basildon to Brentwood, above: after the April changes, the last through bus from Basildon was at 1900, now it's 1700 - probably too early for anyone working in Basildon. (Monday-Friday times - the last through bus on Saturdays is even earlier at 1630).

Whilst the Government has extended the BRG (Bus Recovery Grant) scheme through to next March, there is no clarity yet on its value beyond this December and in any event, the amounts for October, November and December this year are relatively low, against a requirement for operators to maintain at least 80% of their pre-pandemic mileage, tested against a baseline of 2019's operations. We don't know if First Essex are still claiming BRG, it has been reported that at least one other group company has declined to take BRG funding, presumably because it cannot or does not wish to comply with the conditions imposed by the DfT.

Considerable uncertainty remains over the future of bus networks, unless passenger numbers start to pick up - which seems unlikely through the winter. Further Government funding looks highly unlikely, the DfT having said that the latest extension of BRG was definitely the last, and that was before the threatened deep cuts in public spending the country now faces in light of the recent economic and political crises. Will we be writing about further cuts next spring? It is to be hoped not, but the omens do not look good.

Colchester

4037 (GN09 AWH), an ADL Enviro 200 (B38F), was transferred here in mid-October from Northfleet, replacing similar 3992 (GN07 DME) which was then withdrawn.

Southend Corporation liveried Enviro 400 6499 was received on short-term loan from Southend on 13 October, replacing VDL SB200 3759 (reported on loan last month). The swap was to give Colchester an extra double decker for rail replacement, Colchester-Clacton, on the following three weekends.

The Colchester fleet currently comprises 27 buses:

22 x ADL Enviro 200: 3991, 4011/2/5-22/37-9/44/7/52/3, 4122-5

3 x Wrightbus StreetLite DF: 4262, 4323/4

2 x VDL / Wrightbus DB300: 4459/68

with an average age of 11.3 years.

Southend

Further repaints to the latest Arriva livery are Versas 4201/6 and Enviro 400s 6501/2 (but see below re 6501).

As noted above, 6499 went on loan to Colchester on 13 October and 3759 returned to Southend. 3759 was then transferred to Harlow, being noted in use there from the 18th onwards.

On 21/2 October, Enviro 400s 6500/1 (SN66 WHT/U) were transferred to Tunbridge Wells depot.

In their place came 4233/4 (KX13 DHC/D), Optare Versa B37F, from Tunbridge Wells. Both are in the latest livery.

The Southend fleet currently comprises 57 buses:

36 x Optare Versa: 4182/6, 4201-12/25/6/33-5/40/5-60

1 x ADL Trident / Enviro 400: 6458

15 x ADL E40D / Enviro 400 MMC: 6499, 6502-15

4 x VDL SB200 / Wrightbus: 3756/61/77/9

1 x Volvo B7RLE / Wrightbus: 3816,

with an average age of 9.6 years. Eighteen are in the latest Arriva livery and two in heritage liveries.

Harlow

Last month it was reported that VDL SB200 / Wrightbus Pulsar 2 3776 (KX09 KDK) did not appear to have operated since 30 August. This vehicle has now gone to Stevenage, unlicensed, so out of our area of coverage. As noted above, it has been replaced by similar (but with original Pulsar body) 3759 (YJ08 DZK) from Southend.

3771 was not seen in October. Also further to last month, 1446 has returned to service.

On 31 October, Optare Solo SR 1519 (YJ58 CCF) was in use on route 4. It was tracking as 1454. This appears to have come from Tunbridge Wells and is not the usual temporary loan from the Ware allocation. One vehicle that did come on loan from Ware was Mini Pointer Dart 1612 (GN04 UDE), on 2 & 3 on 10 October.

Enviro 200 MMCs have become more common on 724 once again and have also appeared on 59 during October.

With thanks to John Card, Nigel Clark, Matthew Evans, Adam Kelleher, Keith Sadler, the M&D & East Kent Bus Club, Harlowride and LOTS.

Captions to photos on opposite page

Top: Repaints into the latest Arriva livery are eliminating the attractive rear graphics previously carried by the batch of long Versas, 4245-60. 4256, 'Shopping on Sea' was caught here by **Nigel Clark** heading away from Rayleigh Weir dead back to Southend on 24 October 2022. Following an RTC that morning which closed Rayleigh Road south of the Weir, service 1 buses could not get to Rayleigh. However, 4256 was trapped north of the block and ran shuttles between the Weir and Rayleigh Station for a couple of hours before returning direct to Southend via the A127.

Bottom: 6499 (SN66 WHS) operating on Arriva Colchester route 1 at the junction of Shrub End Road / Boadicea Way on 19 October 2022. **Fred Lawrence**

On the offside the bus has branding "Celebrating 100 Years of Route 1 1919-2019", as illustrated in EBN 680 and EBM 688, 690 & 695. This may be confusing to Colcestrians as it not Colchester's route 1 it is celebrating!



Acquired Vehicles

33713	SN12 AUJ	SFD4DSBRFCGX36688	B450/58	H45/30F	06/12	First Games Transport
33825	SN63 MYH	SFD4DSBRFDGX37461	D420/1	H45/30F	09/13	First Somerset & Avon

Alexander Dennis E40D / Enviro 400.

33713 was collected from Olive Grove depot, Sheffield, First South Yorkshire & Midlands on Sunday 16 October 2022.

33825 was collected the same day, from Leicester, also First South Yorkshire & Midlands. It had still been with First West of England in April this year but by July was at Leicester.

33713 entered service at Basildon the next day on routes 25, 200 & 106. It is in Urban livery. It had its 'First South Yorkshire' small fleet name above the entrance doors amended to 'First Essex' and main 'Essex' fleet names added (old style magenta type, not 'Essex Bus'). 33825 also entered service on 17th, but from Hadleigh, on route 21 (Canvey version). It was in orange 'Excel' livery, the same livery 33411-6/8-9 and 33750 had when acquired, but branding had been removed before acquisition. However, it is believed that it was taken out of service after 29 October for repaint. It unusually has moquette seats.

Below: 33825 on route 27 on the roundabout approaching Hadleigh Depot on 19 October. **Nick Street**



44927	YX11 HNZ	SFD1D1AR5AGY11749	A214/5	B29F	07/11	First South Yorkshire
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Alexander Dennis Dart / Enviro 200 8.9m. Acquired from First South Yorkshire & Midlands (Doncaster depot) October 2022. Exact date not confirmed, but tracking on Bustimes suggests Sunday 30 October. It lasted worked in Doncaster on 12th and entered service with First Essex from Hadleigh depot on Wednesday 2 November on routes 21 (North Benfleet), 63 and 14. In Urban livery without main fleet names.

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 7 2022/23 (25 September - 22 October)

32260 BN-CR, 33186 BN-Disposal, 33191 HH-HH (oos), 33384 HH (oos)-BN, 33385 HH (oos)-Disposal, 33402 HH (oos)-BN-Disposal, 33411 BN (oos)-BN, 33546 BN (oos)-BN, 33713 FG-BN, 33825 FG-HH, 33983 BN (oos)-BN, 34456 HH (oos)-HH, 34459 HH-HH (oos), 34460 HH (oos)-HH, 34465 Acquired-HH, 36216 HH (oos)-HH, 36218 HH-HH (oos),

36837 CF (oos)-CF, 37613 FG-CR, 37621 FG-CR, 44001 CF (oos)-CF, 44004 CF (oos)-CF, 44469 CF (oos)-CF, 44471 CF (oos)-CF, 44662 CF (oos)-CF, 66804 CR-CR (oos), 66816 CR-CR (oos), 66818 CF-CF (oos), 66821 BN-CR, 66837 CF (oos)-Disposal, 67168 BN-BN (oos), 67191 BN (oos)-BN, 67195 BN-BN (oos), 67737 CF-CF (oos), 67742 CR (oos)-CR, 69532 CF-CF (oos), 69533 CF-CF (oos), 69918 BN-BN (oos)

Disposals

33385 - details in EBM 702.

33186, 33402 & 66837 to Ensignbus, October 2022. 66837 then on to Shelton Motors for scrap later in the month.

Further to EBM 702, 33133 from Ensignbus to Bear Buses, Feltham, Middlesex, early October 2022.

Further to EBM 702, 33385 from Ensignbus to Shelton Motors for scrap, October 2022.

The End of the Tridents

The 1945 Southend to Basildon journey on route 25 on Saturday 22 October was the last service operated by 33384, driven by Group Member Gareth Norris who, once back at Basildon depot, then removed the ticket machine, O licence and GreenRoad unit. (Photos on page 24). So ended First Essex operation of Dennis (later Transbus) Tridents, the first low floor double-deckers to be operated by the company, after nearly 13 years. The first Trident journey was reported to be by 33168 (LR02 LYG) on routes 103/4 from Harwich depot on 20 January 2010 (although at the end of that month that bus transferred to First Eastern Counties for the Norwich Low Emission Zone). More details under 'Basildon' and 'Hadleigh' below.

Around the Depots

(All vehicles listed below allocated to relevant depot except where stated. All dates October 2022 except where stated.)

First Essex peak vehicle requirement (PVR) figures from end of October 2022 service changes:

	Mon-Fri Schooldays	Saturdays	Sundays
BN - Basildon	63	54	31
CF - Chelmsford	78	58	29
CR - Colchester	57	47	26
HH - Hadleigh	50	40	24
Totals	248	199	110
Change from pre-Oct cuts	-13	-8	-2

Correcting the table in last month's magazine, the Sunday total at Colchester should have read 26 not 24 and the Sunday company total 112 not 110. With thanks to Sean Menzies for extracting this data from Bustimes files made available under the BODS (Bus Open Data Service) Regulations.

Colchester

Straight staircase B7TL / ALX400 32260 and B7RLE / Urban Eclipse 66821 were end of life transfers from Basildon, but the former only managed five days service at Colchester, between 24th & 28th, and the latter just over three weeks.

The removal of 33402 from service (see 'Basildon' below) means that once again 32269 is the only Barbie liveried vehicle in use.

In the scrap line at CR on 13 October were 32539 and 66804/16/971. 32539 had body panels removed from its lower offside and was engineless. On 1 November, 66804 and 66816 were no longer there, but 32260 and 66821 had joined, as had 37136 which had suffered an engine fire whilst on route 87 earlier that day, although at first sight the damage looks to be repairable.

67742 returned to service on 11 October following rear end accident repairs, it had been out of service since 4 August.

66813 was on loan from Chelmsford from 18-31 October.

Services 80/A Colchester - Boxted, 81/A Colchester - Dedham are normally single-deck operated, but on 28 October nearly all journeys were worked by double-deckers. 47655 started the day, replaced by 37017 on 0835 Colchester - Boxted 80A, until replaced by 32547 on 1400 Colchester - Dedham 81A. 32547 stayed on these services for the rest of the day. However, this arrangement did not continue. Revised timetables for 80/A/81/A from 31 October give more running time, needing regular changeovers of buses at the bus station. On 31st, 47656, 47657, 47658 all worked in this order on 80/A & 81/A. 47656 also worked on S2, 47657 on 11/16A and 47658 on 370/82A/83B.

News of the Harwich routes (6 October to 2 November). The pool of single-deckers mentioned in EBM 702 gained 66813 on loan from CF, and reinstated 67742, compensating for the withdrawal of 66804 and 66816. The 0915 Mistley - Harwich 104 remained double deck operated, but double-deckers only reached Harwich on some of the 1935 Colchester - Harwich 104 journeys, for which the highlight was acquired purple 37621 on 25th. On the first day of the revised timetables, 31 October, all journeys to & from Harwich were worked by 67736/38/39/55, except for 37017 on 1905 Colchester - Harwich 104, plus 32676 worked 0720 Maldon - Colchester 75, then 0915 Mistley - Colchester 104. However, 1905 Colchester - Harwich 104 was worked by 47657 on 1 November and 47655 on 2nd.

Clacton routes. 74B has been worked mainly by Volvo B7TL / Wrightbus Eclipse Geminis. Exceptions reported were (in date order): 69515 (18th), recently transferred from Basildon 32260 (21st, 25th & 27th), Colchester Zoo liveried 37133 (28th), 66801 (1 November), 67736 (4 November) and 37135 (5 November).

On route 76: 67755 (16th), 37010 (23rd), 37016 (30th), 37020 (6 November).

Monday, Wednesday and Saturday only Witham route 40 was operated by Colchester on Monday 17 and Wednesday 19 October, due to staff shortages at Chelmsford, and unusually double-deckers were used, Volvo B7TL / Geminis 37037 on 17th and 37006 on 19th, although on 19th StreetLite 47656 (also unusual for the route) was also used. From Saturday 22nd, Chelmsford resumed operation, Enviro 200s 44596 and 44081 were in use on that day. Colchester were also covering some of Chelmsford's 371 duties around this period, hence the loan of 66813 noted above.

66801 on X71 (4 November).

Tram Folley is the name of the footpath through the new student flats on the site of the old Magdalen Street, Colchester bus garage. It links Magdalen Street with Military Road.

Chelmsford

44469 and 44471 have finally entered service, six months after acquisition in early April, the former on route 336 on 11 October and the latter on 351/31/331 on 18th. 44469 had been repainted into Essex Bus green in June and 44471 in May.

Further to EBM 702, 66837 was removed from Westway on 6 October. By 9th its place on the scrap line had been taken by 66818, which, although last used in service as recently as 3rd, had already been stripped of some body parts (it had also recently had accident damage repaired). 69532 and 69533 joined it on 15 October, both labelled for 'scrap', the latter had only been in use the day before and the former on 10th. MOTs had expired on these two. 66760 had joined the line by 18th. However, on 23rd, 66760 and 69532 had gone, leaving just 66818 and 69533.

With the end of October Service Revisions, Chelmsford & Colchester swapped one line of route 370 (from CR-CF) with a line of 371 (CF-CR), with 32540 transferring from CR to CF. 351 returned to mainly interworking with 37 at Warley, so eliminating the need for shuttle cars to Brentwood Station for driver changeover.

On the first day of route 372, which is the previous 371 renumbered, 32484 was on the morning journeys, and rather strangely a single-decker, 44471, was on the afternoon journeys. There has been a mixture of double and single-deckers since, 3 November was all single deck, but 4th was all double deck (the correct allocation).

On the first day of the Wolsey Park - Rayleigh High Street shorts (plus feeders to & from Chelmsford) on X30, 31st, 69432, 67162 and 67171 worked these services, with the usual Scania double-deckers on the main Southend to Stansted Airport service. N.B. There are three stops on the Wolsey Park estate, then non-stop to Rayleigh Station. Residents of the estate have been given a free annual season ticket. Funding has come from the developer, Countryside.

42940 on 371 (14th), 67162 on X30 (18th). 67196 on renumbered 633 (from S33) on 1 November, also on 35 that day.

Driver trainers seen in South Woodham: 66848 & 66860 (10th), 64017 (12th).

Basildon

Enviro 350Hs 67902 and 67903 have received super rear adverts for recruitment, both featuring a close-up of a driver, but a different one for each. The former has the main strapline "Captains Wanted"; the latter has "Smilers Wanted". Underneath them on both is the wording "Join our team today. busdrivercareers.co.uk".

33359 returned to service on 26 October on routes 25 & 9 after being out of use since February or March 2021 (we don't have exact details of the date it last operated as information at that time was limited due to lockdown).

33411, the last of the batch 33411-6/8-9 from First West of England, finally entered service on 10 October after being acquired on 6 January this year. It had been repainted into Essex Bus livery by the end of June. It replaced Barbie liveried Trident / ALX 400 33402 which had a brief period of service at BN from 26 September to 5 October after transfer from Hadleigh.

33384 was back in use on 10 October, transferred from Hadleigh. It replaced fellow Trident 33186 at Basildon, which last operated in service on Saturday 8 October on route 25. 33186 was the last President bodied Trident in service. As mentioned above, 33384 became the last Trident of all in service with First Essex, its last day was Saturday 22nd.

As well as the Tridents, two other classes have recently ended service at Basildon. 66821 was transferred to Colchester on 29 September, the last of the once numerous Volvo B7RLE / WrightBus Eclipse Urbans here, and 32260 was last in service here on 3 October before also being transferred to Colchester, the last of the not so numerous (at Basildon) Volvo B7TLs.

There are still not sufficient drivers for Basildon to take up operation of Amazon route Z2 so that remains with Ensignbus.

47654 on 9 (4 November), the only report of a single-decker on the route. 33414 on 251 (6 November). 67901 on 16 (26th). 69902 on X10 (28th). 69914 on 16 (30th).

Hadleigh

Westcliff Motor Services heritage livery Trident / President 33191 was unceremoniously taken out of service after operating on route 20 on 3 October. This had been Hadleigh's last Trident in service. However, on 26th, it joined 33985 and preserved AIN 825 in a ceremony and photo shoot at the depot. The occasion was to honour the late former Operations Manager at Hadleigh, Andy Spicer, who was known as "Mr Hadleigh", with 33985 being named after him. His name has been applied above the front blind box and on the rear, and

above the doors the wording "In memory of Andy Spicer" has been added. This was the first time ever that the three vehicles currently in Westcliff Motor Services livery have been brought together, so a fitting tribute to Andy. See photo on next page.

Enviro 400 34464, previously T85 with Arriva London, was registered 185 CLT for most of its life with Arriva London, certainly since at least 2012. Earlier this year, possibly March, prior to disposal by Arriva it reverted to its original registration of LJ59 LZE. 185 CLT was originally the registration of Routemaster RM1185 which lost it in 1994. Since then, it has been carried by a variety of Arriva London vehicles and is now on Arriva London BYD/ADL Enviro 400EV, new as LG71 DJX.

Further to the notes under 'Colchester' re Colchester depot covering some Chelmsford workings due to staff shortages at the latter, Hadleigh also covered most journeys on Chelmsford route 3 from 17 October, although, unlike the CR workings, these continued into November. On most days, CF operated the 1100 from Chelmsford and 1300 from Southend return with HH operating the rest of the journeys, although on Thursdays (20 October, 27th and 3 November) all journeys were operated by HH and on Saturdays (22 October, 29th, 5 November) all journeys were operated by CF. HH mainly used short StreetLites, including 47643/9/50 on the first day, although long versions were also used and on 3 November mini Enviro 200 44915 was in use. CF mainly used mid-length Enviro 200s with the occasional longer version and Dart.

On the first day of school journeys on 21 being renumbered 21S, 31st, 34460, 34464, 36217 and 47521 were on the route.

36216 and 37985 were on c2c rail replacement between Shoeburyness and Pitsea on 5 November, with their blinds alternating between 'Rail Replacement Bus' and 'I'm A Train'. The rest of the service was being run by Ensignbus vehicles plus a couple of Stephensons Enviro 400s.

Service Vehicles

A silver 8 seater (+ driver) Mercedes-Benz Vito Tourer WR22 THU is on loan as a staff shuttle vehicle at CF as Vauxhall Movano FP18 LCY (Sema fleet number 90717) is out of use. Ford Galaxy SN17 NYB has fleet number 90663 and Ford Fiesta ST68 HNP is 90787, the Ford S-Max VX68 NFA isn't allocated a number.

Scheduling

In the last few issues we have highlighted some clever / unusual scheduling from years gone by. The practice has not completely died out, as an examination of the current First Essex schedules shows. Reporting on the April changes, we commented then on the interworking of city routes, but these were relatively obvious. From the October 30 changes, a more obscure linking of routes was spotted for one Chelmsford bus working on Mondays to Fridays.

It starts with a dead run to Maldon to work the 31 to Chelmsford at 0530. Return to Maldon as the 0615 from Chelmsford. Then dead to Steeple for the 0715 service 332 back to Chelmsford, arrive 0832. The bus then stands until working the 0905 service 71 to Witham and back, into Chelmsford at 1049. Then the bus heads off on the new X30 short workings, running the 1120 Chelmsford to Rayleigh, then shuttling back and forth to Wolsey Park for a couple of hours before heading back to get into Chelmsford at 1429, for the 1520 336 to South Woodham and back, followed by the 1710 to South Woodham, back into Chelmsford at 1848, in time for the final trips of the day, service 31 at 1910 to Burnham and back, ending in Chelmsford at 2132 and dead to depot. Not a bad combination of routes and destinations over the 17 hours on the road!

History

Derek Stebbing has kindly alerted us to the latest issue of the magazine 'Colchester Recalled', which may be of interest to students of Eastern National history. It contains a three page article about the history of Mawdsley and Brown of Rowhedge (which was T.W. Fale and then his widow, both of Rowhedge, prior to Mawdsley and Brown). Eastern National took them over in 1960. It is also an interesting article from a social history point of view. However, the publication is not easy to find. The only outlet Derek knows of is Guntons grocery shop in Crouch Street, Colchester - price £2.00. There is a website (www.colchesterrecalled.co.uk) but it is a bit out of date, however there is a contact name and number. It should be noted that these articles are oral histories, rather than other forms of research.

Derek also adds: "I recently discovered the website www.billericayhistory.org.uk/content/category/topics/place-2/transport. There are some interesting Eastern National snippets in this. I liked the "Taking the Bus to Work" article, and well remember the service 34/A journeys - which in my day also brought school pupils into Chelmsford from Ramsden Heath, etc. Unless I am mistaken, the LD in the picture appears to have turned left out of Chapel Street which would be both dangerous and physically impossible now. That doesn't match the route description in the article though, which would seem to be more correct."

With thanks to Robert Appleton, Stephen Barham, Nigel Clark, Andrew Colebourne, Jon Collins, Ian Dann, Richard Delahoy, David Edwards, Gareth Norris, John Lidstone, John Podgorski, Derek Stebbing, Robert West, Bustimes, Bus Lists on the Web, Coach & Bus Week, Facebook, Essex Buses Google group and Terminus.

First Essex News in Pictures

The end of the Tridents. 33384 parked up at Southend Travel Centre waiting to take up service on its last journey to Basildon on Saturday 22 October 2022. The fireworks from the seafront are very appropriate! Recently 33384 had gained an engine flap in Barbie livery from withdrawn 33405.



And here is 33484 ready to depart on the last journey, on route 25, back to Basildon at 1945.

Below: The three Westcliff Motor Services liveried buses at the Andy Spicer naming ceremony (details pages 22-23) which was arranged and led by the photographer, with staff and former staff of HH & AIN Group members in attendance.

All photos this page
John G Lidstone



Wolsey Park

The diversion of route X30 to serve this estate is described under Service Revisions on page 15.

The first bus to operate a short working from Chelmsford to Wolsey Park (and on to Rayleigh) was Urban 2 liveried 69432 (AU58 FFV). It is seen in the early morning sunshine at Andrew Way on the estate, having left Chelmsford at 0717.



Later in the day 67162 (YY66 OZX) took over the shorts, but the driver could not find the correct blind display so was showing route 3.



Representing the main service from Southend to Stansted Airport, 36838 (YN69 XXV) is between Central and North Wolsey Park on the 1200 service from Southend.



All photos 31 October 2022.
All **Ian Dann**

With the establishment of the new Cambridgeshire operations (see below) there were planned to be a number of fleet movements at the end of October but the position was fluid at the time of writing and will be reported more fully next month.

With regard to the ex-London Scania OmniCity double-deckers bought earlier this year, a further bus converted to single door and repainted into Stephenson's livery is YR59 FYP; fleet number not yet allocated. The pair loaned to Xelabus (YR59 FYO, YT59 PCF) have returned to Essex and were noted in store at NIBS on 27 October. Another one, YT59 SFO, was also converted to single door and repainted into BorderBus, Beccles livery, it was in service with them by early September. Enviro 200 467 (SN66 WKF) was on loan to BorderBus towards the end of October, presumably to cover for YT59 SFO which was noted at Boreham depot. 467 was seen on route 580, Great Yarmouth to Bungay. It was back with Stephenson's by 31st, operating that day on Suffolk route 16.

The routes that were won / continued on short term ECC tenders in August are all passing to other operators from 20/21 November:

10 Basildon-Shotgate, to Vectare; 12 Billericay-Wickford, to Arrow Taxis

71/2 Brentwood-Stondon Massey and 94/A/B, Basildon-South Woodham, both to Hedingham Omnibuses.

More information is now available about Stephenson's significant expansion into Cambridgeshire, replacing various Stagecoach East services which have been withdrawn as they rebalance their network in the light of declining passenger numbers and on-going staff shortages. The new Stephenson's services comprise:

11 Newmarket-Cambridge via Burwell, hourly M-S (combined with 12 below to give two buses an hour into Cambridge)

12 Newmarket-Cambridge direct*, hourly M-S and mostly interworked with the existing Stephenson's 16, Newmarket - Mildenhall - Bury St Edmunds, as a through service Bury-Cambridge

12A Newmarket town service, M-S peaks only, complementing the town coverage of the rerouted existing 16 and new 11 & 112

112 Newmarket-Ely via Soham, hourly M-S

8A March-Cottenham, M-S one journey each way

9A Ely city service, M-S to mid-afternoon, generally half-hourly.

* Compared to the former Stagecoach 11/12, the new 12 now diverts off the A1303 to serve Bottisham, previously the more indirect 11 served that village.

Service 12 is commercial; the other new routes are tendered by the Cambridgeshire & Peterborough Combined Authority. Service 16 has support from Suffolk County Council. An attractive 12-page DL-sized booklet has been produced for the Newmarket network, in the usual house style and including a route map.

A new outstation is being established at the depot of coach operator Greys of Ely, with seven buses allocated there for a PVR of 6. Most of the new work will be based there, but as the new 12 interworks with the existing 16, that will be operated by Haverhill depot, and in consequence, Dunmow-Saffron Walden services 313/4 move from Haverhill to Essex depots. The isolated service 8A takes Stephenson's operations further north than ever before, March being almost due east of Peterborough - a long way from Essex! As these new operations are well outside of our geographical area of coverage, we will not be reporting on them regularly in detail. (Of interest, other operators replacing withdrawn Stagecoach East services include A2B Travel, Centrebus, Dews Coaches, Grant Palmer, FACT, Vectare & Whippet).

With thanks to the companies, Ian Ransom, John Podgorski and the East Norfolkbus Facebook page.



Stephenson's first started serving Newmarket back in 2011 with services 312 from Bury and 400/1 from Mildenhall, where Dart 411 (SK02 XGO, since withdrawn) was seen passing the war memorial on 22 June 2013. The 400/1 were replaced by an extension of service 16 from Bury St Edmunds in September 2013 and now buses run through all the way from Bury to Cambridge.

Richard Delahoy

See also inside rear cover.

Acquired Vehicles

NK56 KJF/N/O/V Scania N230UB OmniCity B41F Ex Go Northern 5256/58/59/61
533 LX59 DCU Volvo B9TL / Wright Gemini Eclipse 2 ex Go Ahead London WVL325

Vehicles on Loan

644 LK08 FLJ Alexander Dennis Enviro 400 from Konectbus, at HD 21 October
645 LX57 CJI Alexander Dennis Enviro 400 from Konectbus, at SY 18-20 October
646 LX09 FCD Alexander Dennis Enviro 400 from Konectbus, in use at HD until 21 October
647 LX09 FCE Alexander Dennis Enviro 400 from Konectbus, returned to Konectbus 28 September
9009 LX54 GZO Volvo B7TL / Plaxton President Driver Trainer, on loan at CN 19 October

Vehicles Withdrawn

291 EU06 KCX ADL Mini Pointer Dart - cannibalised remains for scrap October 2022
584 PJ02 REU Volvo B7TL / Plaxton President - removed from CN depot

Significant Allocations

277 KN - CN by 13 October
514 KN - HD by 23 September
527 CN - KN by 27 September, back to CN by 20 October
823 KN - SY by 22 September
877 SY - KN by 6 October until 18 October

Fleet News

Volvo B9TL 533 (LX59 DCU) entered service on Greater Anglia rail replacement on 8 October. All four Konectbus Enviro 400 P&R buses have operated schools services in Suffolk for Hedingham or Chambers. 647 returned to Konectbus late September with 646 and 644 being used on the Stour Valley School service. On 18 to 20 October 645 was used by Chambers on the 694 East Bergholt High School - Langham service. On 16 October both 258 and 262 operated the GA RRP Thorpe-le-Soken - Walton service. Go Ahead London SOE16 and SOE20 have been reported at CN depot. 877 (PN09 ENO) worked Hedingham stage and school services from Kelvedon from 6 October until at least 18 October but had returned to Sudbury and Chambers allocation by Saturday 29 October. It is seen right on that day on layover at Sudbury Bus Station. **Mark Lloyd**



Service News

Services 19, 50/A/B, 69/A, 79, 84 and 85 have transferred from Clacton to Kelvedon depot. On the 88 & 89 routes, diversions are in place due to a road closure at Tidings Hill. The stops in Conies Road are still being used. Chambers have fares revisions in place from 31 October.

Preservation News

L103 (BAR 103X) attended the final Showbus on 25 September. It was fitting that L103 attended the last Showbus having attended when new the 1982 Showbus event at Woburn Abbey.

With thanks to John Podgorski, Robert Appleton, Colin Berry and the Hedingham website.



Ensignbus

omnibus suppliers to the world

by Mark Lloyd

Dealer Stock Movements October 2022

Vehicles In

From **Arriva London**: Enviro 200s LX11 AVZ/WC/O/R
From **Brighton & Hove**: Articulated Citaros BD57 WDE/L
From **Cardiff Bus**: Scania CN57 BKF/G/I
From **First Eastern Counties**: Volvo B7TLs YJ51 RAU/RCO/RDU
From **First Essex**: Volvo B7RLE MX05 CFU, Trident LK53 EZE/LT52 WVB/VX54 MTY. These are ex-First Essex 66837, 33385, 33186, 33402, see page 21.
From **First Halifax**: Volvo B7TL YN53 EOB
From **First Huddersfield**: Volvo B7TL KP51 WBJ
From **Go Ahead London**: Enviro 400s LX58 CXF, SN06 BNY
From **HCT Group**: Enviro 200 YX17 NRO
From **Mullaney's Coaches**: Enviro 400 HP05 BUS
From **RATP London**: Scania YR59 FYT/FZE, YT59 RYF
From **Stagecoach East**: Darts GX04 EYH/K/L, KX06 JYK/S
From **Stagecoach Highlands**: Volvo B9R SV11 FFW

Vehicles Out

Enviro 200s SN59 AXA, KX10 DVN: **Avondale, Glasgow**
Trident LT02 ZBZ / Enviro 200 LK58 CTV: **Bear Buses, Feltham, Middlesex**. The Trident is ex-First Essex 33133.
Volvo B7TL HF03 ODS: **A S Bone, Hook, Hampshire**
Scania NK56 KHZ, YT59 RYD: **Bullocks Coaches, Manchester**
Volvo B7Rs SP06 FVG, SP07 HHX: **Bus & Coach Repairs, Yaxley, Cambridgeshire**
Solo KX51 CTE: **Coastal Liner, Wolverhampton**
Volvo B9TL LX59 DBZ: **First Eastern Counties**
Enviro 400s LJ59 LZG/H/K/L/M/N/O: **First Somerset & Avon**. These are ex Arriva London and follow on from the batch that went to First Essex, 34451-65. FE have LZD/E/F.
Volvo B9TL BJ11 EBG: **First South Yorkshire & Midlands**
Volvo B9TL LK59 CXA: **First West Yorkshire**
Enviro 200 LK58 CPX: **HGV Training Services, London W1**
Enviro 200 MX12 DZB: **Langston & Tasker, Steeple Claydon, Buckinghamshire**
Volvo B9R KX58 NCO: **New Adventure Travel, Cardiff**
Enviro 400 LK08 DXY: **Nu Venture, Maidstone**
Enviro 200s YX13 BNV, YX63 LUE: **Redline, Aylesbury**
Enviro 200 YX13 BNU: **Select Bus Services, Stafford**
Volvo B9TL HF11 HCU: **Sharpes Coaches, Nottingham**
Volvo B7TL HF05 HNC: **Sleafordian Coaches, Sleaford, Lincolnshire**

To Shelton Motors for scrap:

Volvo B7TLs YJ51 RCU, YJ51 RRY, HF03 ODR.
Tridents AK02 POW, LK53 EZE (ex-First Essex 33385), SN06 BNE
Volvo B7RLE MX05 CFU (ex-First Essex 66837)
Darts GX04 EYH/K/L, KX06 JYK/S

Ensignbus

Fleet News

136/7 (BJ11 DVV/W) Volvo B9TLs Wright Gemini Eclipse 2 sold to First South Yorkshire.
151 (LX67 DDU) BCI sold to Aintree Coachlines.

Services

Further to the news last month that for half-term week, from 22-28 October, a special hourly service would operate on the 68 using a closed top Routemaster, RML2588 duly started off this service, but the weather was so unseasonably warm for the end of October that open-top RM371 ended up operating most journeys. The service did not continue on Saturday 29 October due to the closure of the seafront for a Halloween parade, but RM371 instead participated in the parade.

Congratulations!

At the prestigious routeOne Awards ceremony in Birmingham on 2 November, Peter Newman of Ensignbus received the judges' Special Award, given to the individual that has made a significant contribution to the industry, reflecting the many achievements of Peter's more than 60 years in the bus industry. The award was presented at the conclusion of the gala dinner, to a standing ovation from the 800 strong audience. We add our congratulations to Peter on this honour from his peers.

With thanks to Richard Delahoy, John Lidstone and Ross Newman.



by Ian Ransom

Enviro 200 AB09 PAN is still on loan to Purple Parking Heathrow.

Volvo B12B / Plaxton YN55 WSV, which had been acquired as a source of spares, has gone to DJ Recycling, Ipswich, for scrap.

Enviro 200 DB10 PAN has reverted back to YX10 BDY.

Iveco minibus VV10 ERN has now become DB10 PAN.

With thanks to Adam Barham.



by Robert Appleton

One further service into Essex not mentioned before is a late bus from East Bergholt High School to Colchester for pupils staying on for after school activities. This service departs from the High School at 1650 on Tuesdays and Thursdays, running via Stratford St Mary, Langham, Boxted, then serving part of north Colchester, via Mill Road, Brinkley Grove Road, Highclere Road, Highwoods Approach, Severalls Lane, terminating on Ipswich Road at 1736.

Ipswich Buses inherited this service from Carters Heritage Buses when they took over service 193 (renumbered 693) Ardleigh - East Bergholt High School on 3 September 2021. Right: On 27 September 2022, 55 (PN52 XB0), a DAF DB250 / East Lancs Lowlander, had arrived at Ardleigh on 1545 693 from East Bergholt High School, and was running light back to the High School to work the 1650 late bus to Colchester. The driver had already reset the destination display. The late bus does not have a route number, instead EBC for East Bergholt - Colchester was displayed.

Robert Appleton



During the school half term holidays 24 to 28 October, services 92 Ipswich - Manningtree and 93/A Ipswich - Colchester were worked by a mixture of Scania OmniCities and ADL Enviro 200s. One exception was 160 (SN57 DDF), a Volvo B7RLE / Wrightbus Eclipse, which worked on 93/A on 25 October and 92 on 26th.

Barker, Roydon

The following are recent arrivals here. LFZ 8052, a Scania K400EB6 with Irizar C63FL body, previously with Ulsterbus, Northern Ireland. OIG 9145 (ex T54 BBW), a Jonckheere CH53/19FT bodied MAN 24.350, previously with Thandi Executive, Smethwick, West Midlands. R7 TSV (ex WX06 UZH), an Ayats integral CH77FT, formerly with Gaytime, Epsom, Surrey. The following have now gone from here. SKZ 8903 (originally X582 JKU), a Neoplan C49FT bodied MAN 18.350. N808 MWO, a Volvo B10M with Plaxton C53F body. X866 HEE, a Mercedes-Benz 0814D with Autobus C33F body. Y186 GDH, a Setra S315GT (C53F) and BX10 DHN, a King Long C49FT.

A correction to last month, the acquired AEC Regal with Plaxton C41F body, previously with Go-Goodwins, Eccles, Greater Manchester, is registered 129 DPT not 129 DFT. A photo of it is on the opposite page.

Flagfinders, Braintree

S190 SLL, a Mercedes-Benz 0810D with Frank Guy B24FL body, has gone from here.

Ford, Althorne

R156 VPU, an Alexander H83F bodied Volvo Olympian, and T697 KPU, a Dennis Trident / Alexander (H84F), are no longer here.

Kevendy, Wickford

SF56 TYT, a Neoplan N122/3L (CH59/20CT) is here from Milestone Coaches, Canvey Island.

London Bus Company, Northfleet

The last day of route 339 this season was Sunday 23 October. The services for half term Halloween trains between 27 & 30 October and the Santa Specials in December are not registered as public services and run as 'private hire' for ticket holders for specific trains only. Although RFs are used from time to time, on Saturday 8 October RF13 (LUC 213), one of the first 25 which were shorter and had the windows along the side of the roof ('Private Hire'), was on the 339 for the first time (OPO operated). It is seen right on that day at North Weald Station.

Paul Robinson



Swift Travel, North Weald

Bova Futura V24 ROM (ex KC08 ABC) has gone from here.

Sullivan Buses, South Mimms

An update on Andrew Colebourne's letter and photo of Sullivan AE17 in EBM 698 (June 2022). Since July, AE18 has been the regular bus on the 549 with only occasional substitutions. The six buses mentioned in the letter are still the only ones to have worked the route.

Tendring Travel, Thorpe-le-Soken

YT08 EFT, a Temsa Opalin, C35F, has gone to Parnell, Honiton, Devon (dealer).

With thanks to Andrew Colebourne, Alan Moore and the PSV Circle.

Below: Barker, Roydon AEC Regal / Plaxton 129 DPT at Showbus on 25 September 2022. **Allan White**

Bottom: Spotted in St Helen's with Hatton's Travel on 3 October 2022, during the recent Omnibus Society Presidential Weekend, was the former Regal Busways 801 (RG09 BUS) instantly recognisable to Essex enthusiasts from its (faded) final livery with Regal; the bus was withdrawn by them at the end of 2017 when they ceased operations. A Wrightbus Meridian bodied MAN NL273F, it was being used as a crew restroom at St Helens Bus Station. No O licence was displayed. **Richard Delahoy**



New Vehicles

1610	YX72 ONA	SFD9L1ERANGY18317	B30F	10/22
1611	YX72 ONB	SFD9L1ERANGY18318	B30F	10/22
1612	YX72 ONC	SFD9L1ERANGY18319	B30F	10/22
1613	YX72 OND	SFD9L1ERANGY18320	B30F	10/22
1614	YX72 ONF	SFD9L1ERANGY18321	B30F	10/22

Alexander Dennis E20D / Mini Enviro 200 MMC 8.9m. 1610 was seen on 7A on 12 October. 1613 was seen on route 305 on 11th.

Acquired Vehicles

Further to last month, Volkswagen Transporter T5 / Bluebird Tucana has received fleet number 1102. Its seating is probably B14F.



Above: Two vehicles from the defunct HCT fleet met in Debden on 7 October 2022. Volkswagen Transporter T5 / Bluebird Tucana YX10 AYP that once operated on service 812 in London is now with Central Connect, whilst the electric Enviro 400 City E20 HCT (ex-2549) on TfL route 20 has passed with the contract to Stagecoach East London. The standard size Central Connect blind is too big for the midibus's screen, so although the bus was on route 542 it was only showing '5!' **Owen Woodliffe**

Withdrawn Vehicles

Enviro 200 1407 (CC55 BUS, ex LJ09 KRE) is withdrawn and is to be used for spares. Further to last month, the accident Enviro 200 1411 (LK08 DWA) incurred was outside the depot on 23 September.

Other News

MetroDecker 2102 was very unusual on route 420 on 14 October, the first time it has been reported on normal stage service. This bus does not track on Bustimes.

With thanks to John Card, Robert Downton, John Podgorski, Owen Woodliffe, Harlowride, LOTS and Bus Lists on the Web.

Stephensons in Cambridge

Below: Enviro 200 465 (EU62 FBO) and Enviro 400 610 (CX14 EMS) leaving Drummer Street Bus Station, Cambridge, on routes 12 and 11 on the first day, 31 October 2022. Both **David Bell**



Rear Cover: Following the hat trick of open top vehicles on the rear covers of EBM 700-2, another treble, three rear covers in a row featuring Southend seafront service 68. But this time a rare closed-top working, RML2588 (JJD 588D) demonstrating why such a vehicle was needed, making a splash in Broadway West, Leigh-on-Sea on Sunday 23 October 2022. **John G Lidstone**.
The weather improved dramatically in the following days resulting in the open-top Routemaster, RM371, being used.



ESSEX BUS MAGAZINE Issue 703 November 2022
Reporting the Essex bus scene since 1964