

Essex Bus Magazine

Current news and historical features

Issue 699 July 2022



Essex Bus Enthusiasts Group

www.essexbus.org.uk



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New Vectare Enviro 200 MMCs & TravelEssex launch





Front Cover: First Essex's red shuttle livery finally took to the road on Monday 4 July. Two days later acquired 44171 (YX11 AFK) is seen turning out of Lodge Road, Writtle, on route C4. **Richard Delahoy.**

TravelEssex

This initiative was launched at an event on 22 June 2022 at Sandon Park & Ride car park, more details on page 7.

Above: Line-up of vehicles at the event, Stephenson's 464 (EU62 FDF), Vectare 315 (YX22 OHB), Panther Travel AB62 PAN and First Essex 36841 (YN69 XYB), 67162 (YY66 OZX) & recently acquired 44171 (YX11 AFK). A close up of the three FE brands is below.

Inside Front Cover: Brand new Vectare Enviro 200 MMCs.

Top: Park & Ride 312 (YX22 OGY) and 309 (YX22 OGU). When First Essex operated the Park & Ride routes their Enviro 200 MMCs gained route branding on the cove panels in different colours, but the wording was the same and the colours didn't stand for anything, the different ones were just for variety. However, the wording on the new Vectare vehicles is different for Chelmer Valley P&R and for Sandon P&R, on green for the former and on blue for the latter.

Bottom: 315 (YX22 OHB) was actually delivered from Alexander Dennis to Vectare's depot while the event was taking place and was brought straight there for photos. The new 'Travel Essex' sticker can be seen in the nearside front window.



All **Steven Quy**

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Subscriptions

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 will 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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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.

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The last two dates are fixed, but late news can be sent up to 6th 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

Membership News

Welcome to New Member: Derek Roy, St Leonards on Sea - 1198

The Running Card by Owen Woodliffe

The following events have been advertised.

Sunday 17 July: Canvey Bus Museum open day with model rail and craft fayre.

Sunday 24 July: Steam Gala Day, Thursford, NR21 0AS. www.thursford.com/steam-museum.

Sunday 24 July: Victoria Coach Station 90 running day. www.tvagwot.org.uk/event-victoria2022.

Sunday 31 July: Worthing Bus Rally.

Sunday 7 August: Classic Vintage Bus Day. Mid Suffolk Light Railway, Brockford Station, Wetheringsett IP14 5PW.

Sunday 14 August: Big Bus Show. Stonham Barns Park, Stowmarket IP14 6AT.

Sunday 21 August: Lodge Coaches Bus & Car Show, High Easter CM1 4QR.

Sunday 21 August: Canvey Bus Museum Open Day.

Sunday 11 September: King's Lynn Heritage Open Day PE30 IDS with free bus services around the town. Timetable for the services at www.kingslynncivicsociety.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.

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) Hertfordshire Showground.

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

699 for EBM 699

EBM 698 featured Eastern National 4003 (B698 BPU), a Leyland Olympian ONLXB/1R / ECW H45/32F, which had been new in April 1985, and it was mentioned that in July 1991 it transferred to Thamesway. Sister 4004 (**B699** BPU), new at the same time, also transferred from EN to Thamesway, in May 1992, in exchange for dual-purpose 4012 (C412 HJN). 4004 is seen in Thamesway livery at Walthamstow Central Bus Station on 13 April 1993 on route 251, after its original, problematic Transign destination had been replaced by standard roller blinds. **Robert Appleton**



Follow Ups to EBM 698

Silver Jubilee Bus Launch

Right is a cropped copy of **Richard Delahoy's** photo of Eastern National Bristol VR 3053 at its launch in Silver Jubilee livery at Southend depot on 16 March 1977, featuring actress Sally Thomsett that was included on page 1 of last month's magazine. We asked if anyone recognised other people in the photo. Thanks to Ian Banks, Jon Collins and Paul Harvey for replying. From left to right: Wally Davy (Traffic Detail Clerk), Norman Kennedy (Inspector & Conductor Training Inspector), Henry Hills (Vehicle Output Driver, he later went to Southend Transport and then to Arriva at Grays; at ST he drove on the 'X' routes, doing what was called an all day shift, i.e., going up in the early morning and returning in the late afternoon), Ken Mead (Traffic Detail Clerk), the woman was a bus cleaner, the man with overcoat over his arm was a driver, the two men at the back were engineering staff, but unfortunately Paul cannot remember their names.



Anthony Spindler Experiences in the Bus Industry

Last month we recorded the sad passing of former member Anthony Spindler. We mentioned that we had some notes from the talk he gave at one of our meetings in 2015 about his career with Eastern National and Thamesway. The following is an edited version of those, with additional material as noted. Compiled and edited by **Richard Delahoy**.

Anthony was following in the footsteps of his father, Fred Spindler, who started with National.

"My father was born in Canterbury and wanted to work on the Southern Railway but failed the medical. After a time working in an auctioneer's office, he joined the National Omnibus & Transport Company at Brompton Road (over the Brompton Road Underground station) in 1931". John Taylor (a long-time bus historian) recalls that Fred Spindler was National's chief clerk there. By 1931, National had been split into the three territorial companies, Eastern, Western and Southern National, and John noted that Fred was very much involved with their applications for Road Service Licences in 1931 (under the newly enacted 1930 Road Traffic Act). NOTC itself had acted as a holding company since the three territorial companies had been established with 50% railway company shareholdings, but Brompton Road also then provided management and accountancy services to ENOC, WNOC & SNOOC. Then in May 1932 Fred was transferred to Eastern National's HQ at Chelmsford working under Frank Bryan.

After working on Road Service Licence applications under the very restrictive rules that the 1930 Act had introduced, involving applications to the Traffic Commissioners, he also worked on schedules during the wartime. Later he moved to the publicity section and was Publicity Superintendent until his death in May 1969.

Returning to Anthony's story: "Although my father was much against me joining (therefore to be in close contact with him), he had to surrender and I started with Eastern National on 5 October 1964, in the Road Service Licencing department with Mr Farage (Traffic Assistant, Licencing), Bob Beaumont and Peter Stobart. We were under Robert Hanley, the Traffic Manager. I stayed in that section to Easter 1965 when I moved to the Bus Station, Duke Street, under Arthur Allan, the Chief Inspector, Central. I did late and early reports and absences and also went with out with Arthur looking at new estates being built, for bus routes to be planned. Generally I learnt the practical workings of a depot and inspector. I was transferred back to Head Office on 9 March 1966 and had a spell in the Extended Coach Tour Department for the summer 1966 season under Mr Morley, working with Mr Fenton and Ced Harris, Miss Kettle and Susan, Mr Morley's secretary. I dealt with drivers' instructions, luggage labels, etc. Then on 19 September 1966 I moved to the Road Service Licencing (RSL) Department to take Peter Stobart's position. In September 1974 my title was made Traffic Assistant, Licencing.

"I carried on with RSL work through that time, working with David Whiteside and Bob Beaumont. Bob had worked at Halstead and Braintree depots for a while but returned to Head Office in April 1973 on Mr Farage's retirement, becoming Licencing Officer and later Planning Officer. In mid-1973 I then took on the traffic side of accident reports from Tom Taylor in the General Section (he had previously been a driver and then inspector). From 1983 my work on accident reports was expanded to liaise with the Traffic Department, Company

Secretary and the insurance company, SMT Insurance in Norwich, after the person in the secretarial department who handled that work was made redundant. I had those extra tasks until I could not cope with all the work and it passed to the Engineers Assistant. I would receive accident reports from the depots, put on an accident number and send them to SMT for them to deal with. I would enter them in a ledger and keep a copy of the report. SMT would send notifications when they wanted to know the cost of the accident so I would send these to the engineer of the depot concerned and he would send back details of the cost, i.e., parts and labour and I would add on £55 a day for loss of use of the bus if the accident was a serious one. SMT would also send me queries to sort out, which went the same way to the Engineer or Traffic for that depot, and then a reply sent to Norwich.

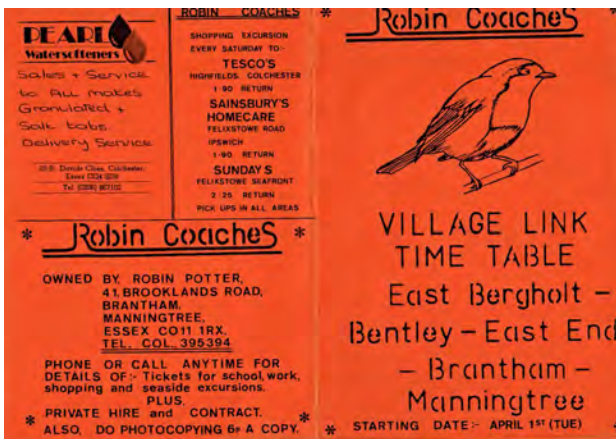
"Then I also took up stationery once a week (in a room in the driver training school yard), tickets to agents, safe driving awards, etc. from the Secretarial Department when the man in the post room who had done it was dispensed with. This I all dealt with in between doing RSL work. So it was a hard life. I continued in the RSL department until the 1985 Transport Act (which swept away all the old procedures followed since 1931, to be replaced by service registrations). I dealt with Highwayman and express coach services, stage services would be Schedules and then into the RSL department [the notes are unclear here] to take to Cambridge (the office of the local Traffic Commissioner). I had to get cash from the accounts department to cover the service registration fees. I would set off to Cambridge between 0920 & 0945 in a Vauxhall Nova car that was otherwise used by the mobile inspectors. I had to deposit the registrations and then see that they were published in N&P (Notices & Proceedings), having entered them in a ledger and kept a file copy in a binder. I used to say a three-hour turn round to Cambridge and return. I should mention that after the initial submission of all registrations for the local services that we planned to operate from October 1986, no changes were permitted to those before March 1987.

"On the split up of Eastern National after the sale to Badgerline, I went to Basildon as Traffic Officer from July 1990 when the southern part of EN was hived off as Thamesway. Life was different and I had to commute from home in Chelmsford. I was then made redundant in August 1992 and so my time with the two companies came to an end after nearly 28 years."

Robin Coaches

Some additional information has been provided by **Michael Allen**:

"I have a copy of Robin Coaches bus timetable which states that the service commenced on Tuesday 1 April, the year not stated but was 1986. The printed timetable was in the form of an orange coloured card consisting of eight pages. The front has a drawing of a robin under the company name of Robin Coaches followed by the words "Village Link Time Table" and the name of villages served. Pages 2-3 and 6-7 show the timetable which indicates 11 journeys on M-F and five on Saturdays to Manningtree although four in the opposite direction. However departure and arrival points for these journeys vary. Pages 4, 5 and 8 are given over to adverts for local businesses. The covers are shown right.



There is also reference to shopping excursions every Saturday to Tesco (Highfields) Colchester (should read Highwoods) and also to Sainsbury's Home Care, Felixstowe Road, Ipswich both for £1.90 return. Additionally on Sundays, to Felixstowe Seaford for £2.25 return. According to the Ipswich Transport Society Journal for June 1986 the bus used, Ford A609, NVD 429P, had previously been with Blackpool Borough Transport as a demonstrator painted in white but was in red and cream with Robin Coaches when reported on in that journal.

I have also come across a printed timetable for service 123 operated by Carters Coach Services Ltd commencing on 17 February 1998 on Tuesdays only from East Bergholt High School (NSCH) and Brantham Palfrey Heights (SCH) to Clacton Station Road."

Going back to Robert Appleton's original article about the Manningtree Crossing in EBM Extra 1, in the post deregulation period another service to use the level crossing was Colchester Borough Transport 25 running from Colchester to Ipswich via Ardleigh, Lawford, Brantham, and the Orwell Bridge. This ran from 18 April to 19 December 1987. Michael adds: "With regard to Colchester Borough Transport service 25 it should be pointed out that this was a Saturday only service with five journeys each way. It would appear to have been routed by Orwell Bridge in order to serve Ipswich Airport (which was a timing point). It used Tower Ramparts Bus Station. I recall travelling on the first journey on 18 April 1987 on the 9.10 a.m. departure from Colchester Bus Station (Stand 8) on CBT Olympian number 44 with a good load on board."

Loftin Way by Alan 'Tebzy' Tebbit

I very much enjoyed reading the letter from Andrew Toms regarding Loftin Way, Great Baddow and it got me reflecting on how many thousands of times that I travelled that road. I was employed in Eastern National's Head Office when the 44A was diverted through Loftin Way, and went out on Saturday 5 June 1965 to record some of the last journeys across the old bypass, Princes Road (see photos below). As Andrew surmised, before that date the 44B used to terminate at the layby at the shopping parade, and change to a 44 or 44A to leave the estate via Longstomps Avenue. The 44/44A would arrive just across the road, at the junction of Lewis Drive, and leave as a 44B. In the days of KSWs, Moulsham Lodge Estate appeared twice on the destination blinds, with either Lewis Drive, or Lucas Avenue in brackets, despite the fact that the buses stopped within yards of each other. The 44 variant operated via Moulsham Drive in Old Moulsham, whereas the 44A ran via Vicarage Road, Mildmay Road and Lady Lane. After the closure of the A12 junction, a new 44 ran between the bus station and Old Moulsham, now shown as Oaklands Park on the blinds, running out on the old 44A routing, and back via Moulsham Drive. One afternoon journey on 44 was extended beyond the bus station to Woodhall Estate, bizarrely operated by Kelvedon depot for a few years, so Guy Arabs became a regular sight on the service.

As for myself, I once conducted nine rounders on As and Bs in a single day, three on my own shift, and then two lots of three on separate shifts for overtime (or "gobble" as we called it). A rounder was bus station, Melbourne Farm, Moulsham Lodge and back to the station, taking exactly one hour. I started on the 0546 to Moulsham and finished with the 2305 ex Melbourne. Conductors' hours were not regulated back then. In the 1990s I often endured the notorious duty 1, seven trips on the 45 between the station and Moulsham, fourteen confrontations with the Army and Navy roundabout before breakfast, the catalyst for the 1994 dispute, which saw 105 drivers dismissed. I must correct Andrew on one small point. When the As and Bs went OPO in 1980, all six of the VRs 3077-82 (STW 21-6W) were earmarked for the service. The union insisted on increased recovery time at either end of the route. This now meant that a rounder took 1 hour 15 minutes, so five buses were required. In addition, if one failed it had to be replaced by one of the same batch, or by a Leyland National, older VRs were banned from the service.

As for the short lived 51 group of services, whilst at Head Office I would often take lunch in the Duke Street depot canteen, despite a warning from management that "fraternising with the road staff may jeopardise your career prospects". The 1335 ex Chelmsford 51 bus got me back to the office comfortably on time. My first day as a driver finished with the 1735 Chelmsford to Great Baddow 51. My conductor that day said that I drove too fast for him to get all of the fares in. We only had a handful of passengers, and I suspect that he always failed to get all of the fares in, the last few to alight contributing to his tea fund!

Top right: Bristol LD5G / ECW 2455 (434 FEV) crossing from Vicarage Road to Longstomps Avenue on 5 June 1965.

Middle right: Bristol LD5G / ECW 2492 (81 JNO) at the new Wicklow Avenue terminus on the next day, Sunday 6 June 1965.

Bottom right: Newly delivered brand new FLF6G / ECW 2831 (KNO 954C) at the bus station on 5 June 1965, the last day that West Avenue was shown as a destination. This was the first FLF to have the inverted T destination display, as an experiment, and rear wheel trims. These features were universally adopted seven months later with the revised 1966 style bodywork on the D registered FLFs, starting with 2852. However, the 1966 bodywork omitted the cream upper deck band, so 2831 was unique and this is a very rare photo.



All photos Alan Tebbit

Corrections to EBM 698 (and some earlier issues)

EBM 698

Page 12: The phrase "it [the Elizabeth Line] is due to become a through service from Shenfield to Paddington in May next year" should have read Shenfield to Reading.

Page 15: Driver Trainer 66936 (WX55 UAC), on loan to First Essex from First Bristol came from Hengrove depot not Lawrence Hill.

Page 19: The photo of 33987 was taken in Chichester Road, Southend, not Christchurch Road.

EBM 697 supplement

Page 5: The Enviro 300 in Robert Appleton's photo, SN62 AJV, has fleet number 67739 not 67339.

Page 11: "Routes 27, 27A, 827 Southend Travel Centre - Canvey Eastern Esplanade". The Canvey terminus is Leigh Beck not Eastern Esplanade. The caption to Matthew Evans's photo of a 27 on the same page does correctly mention "the Leigh Beck terminus".

Andrew Newman has provided further information:

"With the introduction of the 'Metro' branding on 15 June 2003, route number 27 was transferred to operate from Canvey Leigh Beck to Temple Sutton via Southend with the axing of the very long established route number 3. Right is a photo I took on 9 May 2003, in the advanced knowledge that the number 27 on the destination blind of a Canvey 'seafront' service was soon going to be a thing of the past. The photo is looking down from the top of the sea wall onto Leyland Lynx 1419 (F419 MWC) having just reversed at the junction of Eastern Esplanade and Seaview Road, back onto the lay-over stand - hence the blind not yet having been reset for its next journey to Southend." N.B. From 28 April 2019 the daytime 27 has terminated at Southend Travel Centre rather than Temple Sutton and from 5 January 2020 the evening service also.



London Bus Company

EBM 696 Page 10. The 339 service through to Shenfield started on 2 April this year, not 23rd.

EBM 695 Page 31. Gibson Ticket machines continued in use on route 339 beyond the last day event on 20 February 2022. After a couple of weekend trials the first full day for Ticketer machines was Friday 3 June.

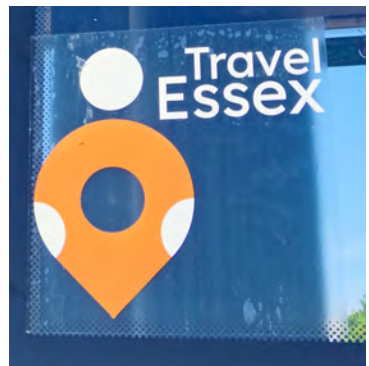
One additional piece of news: On 28 & 29 May 2022 route 339 did not operate as the Epping Ongar Railway did not open. This was due to road closures around Ongar and North Weald associated with the Ride London cycling event.

With thanks to **Paul Robinson** who was pictured with a Gibson ticket machine on page 31 of EBM 695.

TravelEssex

As referred to on page 1, a new bus identity, 'TravelEssex', was launched on 22 June 2022. Essex County Council has worked with bus operators and other partners, and following feedback from residents the 'TravelEssex' name was chosen. The aim is to help the transport network build back from Covid 19 and encourage people to swap from car to bus. According to the Council, TravelEssex has been introduced "to provide the network with a consistent, strong identity to build residents' confidence in using bus services". The logo will also be applied to bus stops and a website is being developed. Its design is based on the standard computer app pin symbol to highlight a place, although we don't know what has influenced the choice of colours or the dot above the pin. An app is already available, as reported in EBM 696, but we await details of more substance behind the concept.

Given that the recent First Essex timetable booklets for shuttle services did not include some of their own services in the relevant locations and, as reported on page 14, the new Arriva timetable booklet for Colchester excludes ECC tendered variations where they are run by a different operator, there is obviously a long way to go for the Council to achieve its aims. It's also a shame that the app and brand doesn't extend to the neighbouring authorities of Southend and Thurrock, part of the geographical county of Essex, given the extent of cross-boundary bus and rail services.



Eastern National at 90 (+2)

by Richard Delahoy

The Eastern National Omnibus Company started operations in spring 1930, taking over the Essex and Midland area operations of the National Omnibus & Transport Co (NOTC) as part of the process whereby the four main-line railway companies bought into the bus industry. To mark EN's 90th anniversary, the Omnibus Society local branch had planned a commemorative tour in 2020 but those plans had to be deferred, however on 11 June the tour was finally able to go ahead, so 90 (+2). Using Ensignbus's heritage fleet former EN Bristol MW6G coach 331 (7017 HK), with a replacement Gardner 6HLW engine recently fitted, the aim was to recreate parts of two major routes, the 51/53 Tilbury Ferry to Clacton/Harwich and the 19/19A, Southend to Clacton. Time didn't permit the whole of each route to

be covered, but we ran from Tilbury Ferry via Grays, Horndon on the Hill, over Langdon Hills (a section barred to double deckers in EN days until bypassed from 1964 when there were major service revisions), Laindon, Billericay, Chelmsford, Hatfield Peverel, Witham and on to Kelvedon, before dropping down to Tiptree to pick up the 19 via Maldon, Danbury, Battlesbridge and Rayleigh through to Southend.

Extract from the EN October 1931 timetable, before the takeover of Silver Queen added Clacton to the route



Eastern National lives on! Passing through Orsett, our attention was drawn to this bus stop flag at the Kings Arms stop. In addition to

the current Thurrock Council stop sign, this old flag remains high up on the lamppost, one side showing the NBC branding, with traces of EN's privatisation style on the opposite side, and also a Basildon 0268 phone number showing on a very faded Thamesway sticker.





Prior to the 1964 service revisions which saw the services diverted via Stanford le Hope and Basildon, the 51/53 ran via Horndon on the Hill. Today with road improvements, that section of road has been bypassed and there is no longer access from the A13, but here the tour coach is posed on the turning circle just before the dead end at the south of the village, today only served by NIBS route 11, a Thurrock Council contract. "Whole day excursion" seemed appropriate for our day out!

During the lunch stop in Maldon, EBEG Secretary Alan Osborne recounted some of the complex history of the early 1930s that led to the linking of various routes to form the 51/53 "straight line across Essex", and OS Branch Secretary (and EBEG member) Andy Gipson produced a gazetteer listing the timing points for the tour as they appeared in the 1963 timetable, along with a copy of EN's route map from that time. If you'd like a pdf copy, incorporating Alan's notes as well, please e-mail me (details on page 2).



Amongst my collection of artefacts is one of the side fleet name board as used on some of EN's FLF and RELH coaches. It seemed appropriate to bring it along for the day and here the tour party poses with it during the lunch stop in Maldon with Andy Gipson holding the sign. Our Ensignbus driver, **Mark**, kindly took the shot.

All other photos by **the author**.

Scania N94UD / East Lancs OmniDekka Contrasts at Walton on the Naze

Right: Flagfinders YN56 FDD on 21 June 2022. This bus was new to Metrobus. It previously had roller blinds, with Flagfinders covering up the nearside route number in white, but was fitted with a full width LED front blind towards the end of 2020.

Alan Moore

Below: It was reported in EBM 691 (November 2021) that Panther Travel had acquired new to Nottingham City Transport YN55 NGY from Sidlaw Coaches via Ensignbus. It is seen on layover on 9 June

having worked a school group private hire. It is still in Nottingham livery but with decals removed. **Robert Appleton**. Both photos taken at Bath House Meadow Coach Park. Another photo of a Scania N94UD / East Lancs OmniDekka is on page 27 and another at this location is on page 31.



Service Revisions

by Ian Ransom

7 June 2022 (additional information to EBM 698)

347 (Th only) Hatfield Broad Oak - Harlow Bus Station **Epping Forest CT**. Operates additionally on Tuesdays.

22 June (additional information to EBM 698)

Chelmsford Railway Station - Chelmsford City Racecourse **Ensignbus**. Further to last month, there are two shuttle services, one from Chelmsford Railway Station and a second service from Braintree Railway Station, both to the racecourse. Dates of operation were / are 14 & 28 May, 2, 7, 16, 22 & 25 June, 3, 9, 12, 19 & 24 July and 2, 6, 9, 13 & 14 August. Timings are in line with specific events (details are on Chelmsford City Racecourse website).

17 July

4A (Suns only) Southend - Shoeburyness East Beach. ECC tendered service passes from **Arrow Taxis** back to **Arriva**, who ran it until March this year. Revised to operate between Southend Travel Centre and Great Wakering, Landwick Cottages instead of East Beach, and diverted to serve Asda, Shoebury; remains every two hours.

24 July

1 (Daily) Harlow Bus Station - Sumners **Arriva**. Revised timetable

1 (Daily) Rayleigh Station - Shoeburyness, Renown **Arriva**. Revised to operate Rayleigh Station - Southend Travel Centre, with a slightly revised timetable but maintaining existing frequencies. The Southend Travel Centre - Shoeburyness, Renown section will be covered by new service 2.

2 (Daily) Southend Travel Centre - Shoeburyness, Renown **Arriva**. Section of the former 1 renumbered between these points; daytime frequency slightly reduced compared to the previous 1 (now every 12 mins M-F daytime, every 15 Sats, half-hourly eves / Suns).

4 (Daily) Harlow Town Station - Latton Bush **Arriva**. Revised timetable

6 (Daily) Southend Travel Centre - Temple Sutton **Arriva**. Revised timetable, frequency reduced from every 20 mins to half-hourly (M-S; remains hourly Suns).

6 (Daily) Harlow - Little Parndon **Arriva**. Revised timetable, operates a clockwise loop at Little Parndon, had previously operated anti-clockwise.

6/A/B/7 (Daily) Clacton Pier Avenue - Point Clear **Hedingham**. Revised timetable, with service 7 replacing service 6 on journeys to St Osyth Beach for the summer.

7/8 (Daily) Rayleigh Station - Shoeburyness, Renown / Great Wakering, Landwick Cottages via Ashingdon (7) or Hawkwell (8) **Arriva**. Reduced frequency M-F, from every 15 mins to every 20, consisting of two x 7 and one x 8, giving a 40-minute headway to & from Landwick, a 20/40 frequency via Ashingdon and hourly via Hawkwell; eves / Suns retain existing frequency (7 only, half-hourly Shoebury-Rochford, hourly on to Rayleigh).

9 (Daily) Rayleigh Station - Shoeburyness, East Beach **Arriva**. Frequency reduced from every 12 mins to every 15 (M-S, remains half-hourly eves & Suns).

29 (Daily) Southend Travel Centre - Belfairs, Belgrave Road **Arriva**. Revised timetable, frequency reduced from every 20 mins to half-hourly (M-S, remains hourly Suns).

63 (M-S) Colchester Mason Road - West Mersea **Hedingham**. Revised timetable, with some journeys extended to East Mersea for the school holidays.

31 July - Essex County Council Supported Services Changes of Operator

Following a major retendering exercise, there are a large number of operator changes of Essex County Council supported services from 31 July.

In the Uttlesford area, the existing routes are all withdrawn and replaced by a package of new and renumbered routes. We had reported on the consultation about these changes on page 17 of EBM 695 (March 2022). Essex have awarded contracts based on expanded hours of operation and frequencies plus extended routes in this area. Route 301 remains, but present services 5, 6, 59/60/590, 313/A are replaced by new routes 305/13-16/18-22/24, with **Central Connect** winning all but the 313/4 (which have gone to / remain with **Stephensons**). Fuller details will be provided next month. Elsewhere, **Ipswich Buses** have lost all of their Essex tendered work.

We understand that the new contracts are for two years. The exception to this is services 10, 12, 71/72, 94/A/B (M-S only), 418 and 505 where the winning contractor rejected the offers and so these have been retendered on an emergency basis for three months pending a further tendering exercise. Changes as follows.

1A (S only) Basildon Bus Station - Pitsea Tesco. From **NIBS** to **First Essex**.

2/A (M-S) Clacton Pier Avenue - Mistley Rigby Avenue. From **Ipswich Buses** to **Hedingham**.

- 3 (M-S) Chelmsford Bus Station - Southend Travel Centre. From **Essex & Suffolk Dart (Arrow Taxis)** to **First Essex**.
- 4 (M-F) Hythe Tesco - Tollgate Sainsburys. From **Ipswich Buses** to **First Essex**.
- 5 (M-S) Bishops Stortford Interchange - Stansted Airport **Stephensons**. Withdrawn (see new 305/315/325 below).
- 6 (M-S) Stansted Airport - Saffron Walden Tesco **Stephensons**. Withdrawn (see new 316/318 below).
- 9 (M-S) Walton on the Naze - Great Holland, the Ship. From **Stephensons** to **Hedingham**.
- 9/A (M-S) Great Notley Tesco - Great Bardfield, Alienor Avenue. From **Stephensons** to **Central Connect**.
- 10 (M-S) Basildon Hospital - Shotgate Hodgson's Way. From **First Essex** to **NIBS** on a three month emergency tender.
- 11 (M-F peaks) Colchester Station circular via Highwoods. From **Ipswich Buses** to **First Essex**.
- 12 (M-S) Wickford, the Swan - Billericay Arlington Way. From **Stephensons** to sister company **NIBS** on a three month emergency tender.
- 14 (M-F peaks) Wickford Rail Station - Wickford, the Wick. From **NIBS** to **First Essex**. First Essex already operate the 14 journeys which are extended to Chelmsford, so the ex-NIBS journeys are incorporated into a 13/A/14 (M-S) Chelmsford Bus Station - Wickford, the Wick revised timetable.
- 16 (M-S) Chelmsford Retail Market - Wethersfield, the Green. From **Stephensons** to **Hedingham**.
- 16A (Sch only) Colchester Napier Road - St Helena School. From **Hedingham** to **First Essex**.
- 21 (M-S) Basildon Bus Station - North Benfleet, Harrow Road. ECC tendered journeys (M-F peaks and all day Saturdays) pass from **NIBS** to **First Essex**. The commercial off peak (M-F) service remains with NIBS.
- 21C (M-F) Canvey Seaview Road - Hadleigh Morrisons. From **NIBS** to **First Essex**.
- 40 (M, W, S) Witham Ebenezer Close - Witham Collingwood Road. From **Hedingham** to **First Essex**. Revised to operate M-S and extended from Collingwood Road to Gershwin Boulevard.
- 59/60/590 (M-S) Haverhill Sainsburys - Audley End Railway Station **Stephensons**. Withdrawn (see new 319/320/321 below).
- 63 (W, F only) Great Wakering Police Lodge - Rayleigh. From **NIBS** to **First Essex**.
- 80/A (M-S) Colchester Bus Station - Dedham. From **Panther Travel** to **First Essex**.
- 81/A (M-S) Colchester - Langham / Dedham. From **Panther Travel** to **First Essex**.
- 82/A/B (M-S) Colchester Bus Station - Colne Engaine, the Green. From **Hedingham** to **First Essex**.
- 101 (Sch only) Point Clear - Brightlingsea, Colne School. From **Stephensons** to **Hedingham**.
- 104/6 (M-F) Basildon Bus Station - Langdon Hills, Tesco. From **NIBS** to **First Essex**.
- 105/7 (M-S) Colchester Stanwell Street - Walton on the Naze. From **Stephensons** to **Hedingham**, with a revised timetable.

Below: Stephensons Enviro 200 467 (SN66 WKF) leaving the Columbine Centre terminus at Walton on the Naze to head back to Colchester on route 107 on 27 June 2022. **Alan Moore**



- 115 (Sch only) Weeley Black Boy - Tendring Technical College. From **Stephensons** to **Hedingham**.
- 256 (Tu, Th, S) Basildon Bus Station - Ramsden Heath, White Horse. From **NIBS** to **First Essex**.
- 301 (M-S) Saffron Walden, Tesco - Bishops Stortford Interchange. From **Stephensons** to **Central Connect**.

Opposite top: Stephensons had taken over operation of route 301 in March 2016. Solo 327 (MX06 BPZ) in Newport on 30 January 2018. **Richard Delahoy**.



305/315/325 (M-S) Bishop's Stortford - Stansted Airport. New services, **Central Connect**.

316/318 (M-S) Saffron Walden - Stansted Airport. New services, **Central Connect**.

319/320/321 (M-S) Newport - Haverhill. New services, **Central Connect**.

322/324 (M-S) Lindsell - Bishop's Stortford. New services, **Central Connect**.

345 (W only) Fuller Street - Braintree. From **Heddingham** to **First Essex**.

418 (M-S) Epping St Margaret's Hospital - Loughton Station. From **Stephensons** to **Central Connect** on a three month emergency tender.

552 (M-F) Ramsden Heath - Billericay Railway Station. From **NIBS** to **First Essex**.

804 (Sch) Chigwell - Debden. From **Stephensons** to sister company **NIBS**.

Finally, three routes without a change of operator and one where the new operator has yet to be announced.

313/A (M-S) Saffron Walden High Street - Great Dunmow, Tesco **Stephensons**, restructured into new routes 313 & 314, extended and now hourly as opposed to just three trips M-F (two on Saturdays).

71/72 (M-S) Brentwood Railway Station - Stondon Massey remains with **Stephensons** on a three month emergency tender.

505 (S only) Harlow - Waltham Abbey remains with **Central Connect** on a three month emergency tender.

94/A/B (M-S) Basildon - South Woodham Ferrers, Asda. Currently **First Essex**, new operator, on a three month emergency tender, to be announced. The Sunday 94, South Woodham Ferrers town service, remains with **First Essex** but with a revised route and timetable.

31 July - Commercial Services Changes

1 (M-F) Basildon Bus Station - Pitsea Tesco. Transferred from **Stephensons** to sister company **NIBS**, and revised to operate Tuesdays and Thursdays only.

6A (M-F evening peaks) Leigh Railway Station - Belfairs, Woodcutters **Stephensons**. Service withdrawn.

24/A (M-S) Southend Travel Centre - Southchurch Whittingham Avenue **Stephensons**. Revised route and minor retiming; 24A journeys now operate via Chichester Road, Southchurch Road and Queensway in both directions

38/A (M-S) Halstead Ramsey School - Witham, Allectus Way **Stephensons**. Revised timetable with pre-Covid half hourly service from Witham to Halstead restored.

81 (M-S) Brentwood Rail Station - Hutton Circular **NIBS**. Revised timetable.

1 September

1 September is the registered date for the below, the final day of operation would be at the end of summer school term in July.

200/220 (Th, F Sch only) Southminster / Burnham - South Woodham Ferrers / Basildon **Stephensons**. Service withdrawn.

438 (Sch only) Great Yeldham, the Green - Newport JF Academy **Stephensons**. Service withdrawn.

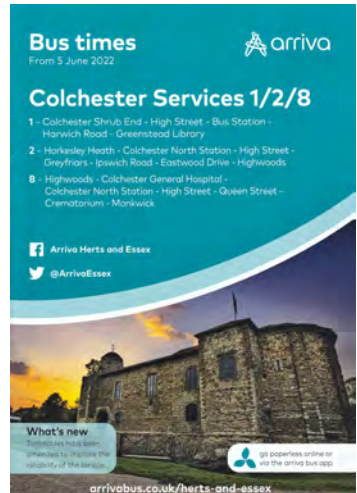
With thanks to Richard Delahoy, Paul Harvey, Adam Kelleher, LOTS and the Omnibus Society.

Colchester

Enviro 200 4037 (GN09 AWH) which was transferred from Northfleet last month, returned there on 14 June. In its place, Southend's 3759 (YJ08 DZK), a VDL SB200 / Wrightbus Pulsar, arrived the same day and entered service on 17th, but was returned to Southend on 28th.

Due to non-availability of a Park & Ride dedicated bus, 4012 was used on the service on 14 June, 4011 on 22nd, 3991 on 25th and 4018 on 27th.

Somewhat surprisingly - but welcome! - a printed timetable book has been issued dated 5 June 2022 covering the amended timetables on town services 1, 2 & 8. It is 14 pages, A5, to the usual format and includes a route map. However member Michael Allen has pointed out two errors on route 2 - the arrows on the loop at the terminus at Horkesley Heath are indicating an anti-clockwise direction instead of a clockwise direction, and at the Chesterwell development between Mile End and Horkesley a loop is shown as Gloriana Road whereas the bus still uses the main road Wildeve Avenue. Sadly, Arriva also simply say that there are no Sunday services on the 1 & 2, not mentioning that Essex County Council provide 1A and 2A, operated by First Essex - whilst not Arriva services, it does the case for public transport no good to pretend there are no buses on those routes on one day of the week.



Southend

As noted above, 3759 was loaned to Colchester on 14 June, returning to Southend on the 28th.

The expected changes to services are taking effect from 24 July as shown under 'Service Revisions' above. The key change is splitting service 1 into two separate routes, 1 Rayleigh to Southend and 2 Southend to Shoebury. Sunday service 4A has also been won on Essex tender from Arrow Taxis from 17 July (Arriva ran it until March this year) but with the eastern terminus now Landwick not Shoebury East Beach and diverted to serve Asda at Shoebury. Hopefully there will be a new timetable book for Southend coming soon.

Trainers: we rarely get reports of the training bus(es) allocated to Southend, but understand that T536 (LF02 PNX), a DAF SB120 / Wrightbus Cadet, was transferred here from Northfleet in May.

Re former Arriva Southend buses, 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 in use at Luton. Well it still is, being in regular daily service in June, along with four others of the same batch that were new to Arriva the Shires. These buses are now entering their 23rd year in service!

'Cambus' magazine has reported that former Southend Transport Leyland Fleetline 231 (MRJ 231W) is being used as a mobile advertising hording by The Mortgage Broker, Easton Scoton, Cambs. The upper deck windows are completely covered in vinyl.

Harlow

Vehicles on Loan

Further to EBM 698, 4113 returned to Harlow over the weekend of 11/12 June and 3747 returned to Derby at the same time (its last day in service at Harlow was 10th). The trials of Scania N230UB OmniCity 3556 (see EBM 697/8) and VDL SB200 / Wrightbus Pulsar 2 3747 on route 724 have led to eight of the latter type being acquired in late June / early July from Arriva Midlands at Thurmaston (Leicester) as follows:

Acquired Vehicles

FL63 DXA/B/C/D/E/F/G/H, B44F, new to Arriva Midlands North 3770-7, 12/13 (DXA was 11/13)

Four were recorded in service on Bustimes on Monday 27 June (but initially tracking as 1016/3826/SP HA/4080), with three, FL63 DXA/G/H, seen at Harlow Bus Station the next day. All had entered service at Harlow by the time of this EBM going to print, 10 July, except for 3772.

Their existing fleet numbers fit in somewhat conveniently with the Arriva Herts & Essex scheme. There was a gap between 3768 (LT63 UNM, a Volvo B7RLE / Wrightbus Eclipse Urban 2) and 3775 (KX09 KDJ), a VDL SB200 / Wrightbus Pulsar 2) so 3770-4 fit there. However, as well as 3775, 3776/7 were already taken, by similar KX09 KDK/N (and indeed KDK is also now a Harlow vehicle as reported

last month), and so FL63 DXF/G/H have been renumbered at the end of the sequence of Pulsars (following on from 3796, MX12 KWT) to 3797-9 respectively.

3770/3/4 and 3799 are in the newer light blue livery. 3797 and 3798 have been seen at Harlow in old aquamarine / cream 'cow horns' livery. 3771 and 3772 were also in old livery but haven't been noted since arrival at Harlow.

Disposals

In exchange, eight Enviro 200 MMCs, a type which proved unsuitable for the rigours of the long 724 route, have gone the other way: YX17 NGN/U/N/Z/NYG/M/N/O, 4077 (3140), 4079 (3137), 4080 (3138), 4082 (3139), 4093 (3141), 4097 (3142), 4098 (3143), 4099 (3144), Herts & Essex fleet number followed by new Midlands fleet number in brackets. Incidentally, the new numbers follow on from 3136 (YX17 NYH), new to Kent Thameside but which operated in Kent rather than Herts or Essex before moving north, which was in the same registration and fleet number sequence (4094) as these ex-Harlow vehicles.

Services

From 24 July route 86 from Waltham Cross is extended from Harlow Bus Station to serve Harlow Town Station and Templefields and there are additional early morning and late evening journeys on route 724.

With thanks to Michael Allen, John Card, Paul Harvey, Adam Kelleher, Nathaniel Mills, Keith Sadler, Owen Woodliffe, Harlowride and the M&D & East Kent Bus Club.

VDL SB200 / Wrightbus Pulsar 2 3747 (YJ59 BVK), on loan to Harlow from Derby, at Stockley Park, at the Heathrow end of route 724, on 4 June 2022. As noted above, this vehicle has now returned to Derby, but similar, newer versions have been acquired from Leicester.

John Podgorski



Colchester's Mercedes-Benz Sprinter 1009 (BF67 WGD) is generally used for staff shuttles between the bus station and the depot. On 5 May 2022 it was being used for collecting bags of rubbish from the bus station area, as can be seen just inside the doors.

Derek Stebbing



Corporate News

First Bus are proposing a restructure of subsidiary companies as follows:

Ten Existing Operating Areas		Six Proposed New Local Business Units	
1	Scotland	1	Scotland
2	West Yorkshire	2	North & West Yorkshire
3	Manchester* & York*	3	Manchester, Midlands & South Yorkshire
4	Midlands & South Yorkshire		
5	Eastern Counties	4	East of England
6	Essex		
7	Cymru	5	Cymru & West of England*
8	West of England		
9	Hampshire, Dorset & Berkshire	6	South & South West England
10	South West		



**We are proposing to bring :*

- Worcester Depot into the new Cymru & West of England structure
- York goes into North & West Yorkshire
- Manchester goes into Midlands/South Yorkshire

Locally we have been here before. In March 2009 First Essex and First Eastern Counties were merged as First East of England under a common Managing Director, although First Essex Buses Limited and First Eastern Counties Limited were retained as separate legal entities and operators' licence holders. This lasted until May 2011 when a regional structure was introduced with both companies becoming part of First South East and Midlands. Further changes in September 2013 led to more localised management with both FE and FEC once again having their own Managing Directors although some other senior posts were shared. Since 2017 they have again been under a common MD. Therefore the proposed restructure in regard to FE and FEC may merely be formalising a lot of what currently happens in practice.

The 'First East of England' brand never caught on a decade or so ago. Two Trident / Presidents with First Essex, 33186 & 33195, gained it as a small fleet name above the doors instead of 'First Essex' or just 'First', but 'East of England' was never used as a main fleet name. Here is 33195 at Colchester Bus Station on 13 May 2016.

Adam Kelleher



Acquired Vehicles

44171	YX11 AFK	SFD5D1AR5AGY32098	A245/1	B29D	03/11	First London DML 44171
44172	YX11 AFN	SFD5D1AR5AGY32099	A245/2	B29D	03/11	First London DML 44172
44173	YX11 AFO	SFD5D1AR5AGY32100	A245/3	B29D	03/11	First London DML 44173
44174	YX11 AFU	SFD5D1AR5AGY32101	A245/4	B29D	03/11	First London DML 44174
44175	YX11 AFV	SFD5D1AR5AGY32104	A245/5	B29D	03/11	First London DML 44175
44176	YX11 AFY	SFD5D1AR5AGY32105	A245/6	B29D	03/11	First London DML 44176
44177	YX11 AFZ	SFD5D1AR5AGY32106	A245/7	B29D	03/11	First London DML 44177
44178	YX11 AGO	SFD5D1AR5BGY32114	A245/8	B29D	03/11	First London DML 44178

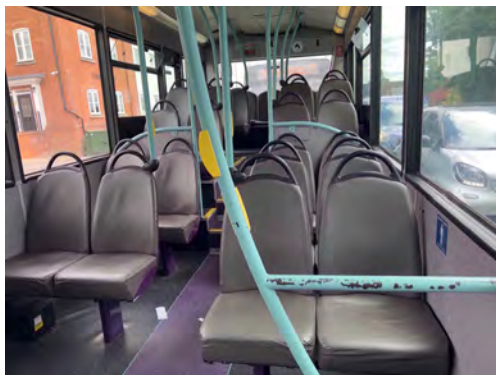
Alexander Dennis Dart / Enviro 200 10.2m. Acquired from Ensignbus, formerly with Tower Transit. These vehicles (plus DML44279-292) became surplus at Tower Transit from 5 March 2022 following the loss of the contract for TfL route W15 to Go-Ahead London.

Converted to single-door. Seats retrimmed in new red moquette. All round white LED blinds fitted. Repainted at Mardens.

As reported last month, 44171/2 were seen at Mardens on 17 May 2022, both still in TfL red. They arrived at Westway, Chelmsford in red 'shuttles' livery on Monday 20 June. 44174/5/7 were delivered to Westway towards the end of June, 44173/6/8 on 5 July.

These are the first buses to receive shuttles livery, two shades of red (as opposed to three shades of green on the 'Essex Bus' version) with gloss black around the side windows; the rear and front under the windscreen is the darker shade of red. The livery is very similar to that carried by ex-Southampton StreetLites 63061/3-5, as illustrated on the front cover of EBM 695, but with the diamond dividing line at the rear replaced by the Essex seaxes three thin yellow lines and there is no diamond dividing line at the front. Also, there is the darker red relief on the front which the StreetLites don't have. 'from first f' is on the cove panels as is 'shuttles' and a Chelmsford logo, but there is no reference to Essex. The strapline on the cove panels "quick and easy into town... & home again" may cause some comment in a place that became a city a decade ago.

These buses are in the same number sequence as the same length 44001-6/80-1 (and since sold 44076-9) which were acquired directly from First London in January to March 2014 and were also converted from dual-door to single. The seating layout is different between the 2014 and 2022 acquisitions. The former have 6 doubles nearside, 5 doubles offside, 5 rear, 2 singles (forward facing) at the front offside, 2 singles sideways facing over front offside wheel arch, 1 tip up sideways facing in nearside wheelchair area = 32. The latter have 5 doubles nearside, 6 doubles offside, 5 rear, 3 sideways facing at the front offside, 2 singles sideways facing over front offside wheel arch, 4 tip up sideways facing in nearside wheelchair area = 36. The 2014s have e-leather seats, the 2022s the new red moquette. Interior colours are the same.



Above: 44006, a 2014 acquisition, with e-leather seats and in need of a repaint of the hand poles, on route 37 on 5 July 2022.

Adam Kelleher



Right: 44173 on the same day, after arriving at Westway, with repainted hand poles and bright red moquette seats.

David Edwards

44172 was the first to enter service, on the 1000 route C2 from Chelmsford on Monday 4 July (also the first bus in service in red shuttles livery, two and a half months after the brand was launched) shortly followed by 44174 in the early afternoon on 14 & 13 /47 and then 44175 on 31 and 331. 44171 entered service the next afternoon on the 1600 Chelmsford to Colchester 371 and return, then on to 1905 Chelmsford to Warley 351 and return. 44176-8 all unusually entered service on a Sunday, 10 July, all on shuttle routes.

Further to EBMs 696-8, the last ex Glasgow Enviro 400 MMC to enter service, 33985, did so on 6 June, on route 25.

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 3 2022/23 (22 May - 25 June)

32530 CR-CR (oos), 33373 HH-HH (oos), 33404 HH (oos)-Disposal, 33405 HH-HH (oos), 33413 BN-BN (oos), 33983 oos-BN, 33985 oos-BN, 33986 oos-BN, 33987 oos-HH, 37010 CR (oos)-CR, 37062 CR (oos)-CR, 37133 CR (oos)-CF (oos), 44171 Acquired-CF (oos), 44172 Acquired-CF (oos), 47651 BN-HH, 47652 BN-HH, 63330 CR-CR (oos), 66803 CR (oos)-Disposal, 66813 CR-CF, 66828 CR (oos)-Disposal, 66830 CF-CF (oos), 67165 BN (oos)-BN, 67167 BN-BN (oos), 67168 BN-BN (oos), 67194 HH-BN, 67755 CR-CR (oos), 67779 CR-CR (oos), 69429 CF-CF (oos), 69433 CF-CF (oos), 69519 HH-HH (oos), 69905 BN-BN (oos)

32530 and 63330 are out of use awaiting engines.

Further to EBM 698, 37133 has moved to Westway for repair.

69429 and 69519 are out of use after RTCs.

As reported in EBM 698, 69905 has gone to Thorntons for refurbishment.

Disposals

33404, 66803, 66828 to Ensignbus and then on to Shelton Motors for scrap June 2022.

66810 to Ensignbus 6 July. 32631, 66798 to Ensignbus 8 July.

Further to last month's report of Dart / Caetano 41521 going to MC Tractors for scrap, sister 41522 has also gone there; sadly plans to preserve 41522 did not come to fruition.

Below: 33404 leaving Hadleigh behind Ensignbus FH4 Recovery Truck EB20 TOW on 10 June 2022. **John G Lidstone**



33404 had a difficult time with First Essex. It had been acquired on 25 March last year, having been delayed after suffering engine failure at Worcester while a replacement reconditioned Cummins engine was fitted. But once Hadleigh tried to use the bus, it was dogged by repeated failures, such that its first three appearances in service ended up with a return on tow. Much work was done to solve its issues and it led a relatively trouble free existence from the end of June 2021 until a further engine problem put it off the road for good after use on 10 January this year. Plans to put another second-hand engine in, from a withdrawn President bodied Trident, came to nothing. Front photos of 33404 were in EBN 684 & EBM 691.

Repaints

44469 & 44473 to Essex Bus green, seen repainted at Westway on 30 & 17 June respectively.

33750 and 63065 both to Essex Bus green at TVS Laindon, both used for first time after repaint on evening Z3 on 24 June (see photos on page 22). Both repainted out of non-standard liveries, 33750 from First West of England orange 'Excel' and 63065 from red Southampton 'City Reds'.

63061, also ex 'City Reds' seen in green at TVS Laindon on 6 July and back in service on 8th.

67192, which had been allocated to Hadleigh but had been out of service since 31 March this year, returned to service but at Basildon on route 300 on 1 July. It has been repainted to Essex Bus green and is the first ex-Park & Ride Enviro MMC to be painted out of black (see photo on page 23). Sister 67191 was also seen at Basildon depot on 1 July repainted from black to green.



Above: As reported last month, Enviro 200 MMC 67165 has not received any vinyls since its repaint. It is seen at Basildon depot in company with sister 67163 on 25 June. After 67165 returned to service on 30 May following its repaint it worked every day on route X10 up to and including 7 July, suggesting that the blue livery carried by 67163 may have been more appropriate (however, we don't know the plans for which vehicles will be used on the X10 in the longer-term). In between the two Enviros are Volvo 7900 hybrids 69913 and 69903 with the roof of the Platinum Jubilee bus 33983 just visible behind them. **Jake Gill**

Area News & Workings

Numerous instances of the wrong colour buses on routes, too many to include. For instance, in the first week of red shuttle buses in service at Chelmsford, w/c 4 July, these appeared on many Essex Bus green routes going as far afield as Colchester, Brentwood, Maldon, Ongar (on two routes, 32 & 46) and Wickford. It is to be hoped that as more enter service and more vehicles are repainted that allocations of buses to routes will better match the marketing.

Colchester

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

Volvo B7RLE / Wrightbus Urban Eclipse 66796 was on loan from Chelmsford to Colchester between 12 & 28 June.

Update on the Colchester 'scrap line', previous report was on 27 May. On 9 June, 32532 was no longer there (it was only out of use for just over a week and was back in service on 5 June), 32087 had taken its place (but that too later returned to service). The others were still there: 32539, 63332, 66803, 66810, 66828 and they had been joined by 66798 which had been 'missing' on 27 May. As noted above, 66798, 66803, 66810 and 66828 have since been disposed of.

News of the Harwich routes (2 June - 4 July 2022). 26 double-deckers worked on 104 with a large number working through to Harwich. This large increase on recent months is mainly due to the 1935 Colchester - Harwich 104 (dead back to Colchester) now being worked by a double-decker off service 86, West Mersea - Colchester, instead of a saloon from an all-day duty on 104.

There have also been a few sightings of double-deckers working all-day duties on 104 instead of saloons.

On 20 June 37138 replaced 67736, and worked 1635 Colchester - Harwich 104 plus 1805 return.

21st was a double-decker day: 37017 on 0915 Mistley - Colchester 104; 37035 started on 0605 Harwich - Colchester 104, later replaced by 32068 on 1030 Colchester - Harwich 104, 32068 worked the rest of this all-day duty; 37054 worked the second all-day duty starting with 0705 Harwich - Colchester 104. The only saloon spotted was former Hadleigh 69515 which made its debut at Harwich by working the third all-day duty starting with 0715 Harwich - Colchester 103. The day was completed by 37053 on 1935 Colchester - Harwich 104.

Then the 23rd produced four double-deckers: 37006 noted on 0915 Mistley - Colchester 104, 32629 on 1935 Colchester - Harwich 104, 37016, 37034 on two of the all-day duties (67739 was on the third all-day duty).

On 28th, 37053 worked 0715 Harwich - Colchester 103, unusual nowadays to spot a double-decker on service 103.

However on most days the Harwich routes were still worked mainly by saloons. There were 10 of Colchester's 12 ADL Enviro 300s (67755 & 67779 were both out of service during this period) plus all of the remaining eight Volvo B7RLEs in service, as well as 66796 on loan from Chelmsford. There were just three Wright StreetLites noted, 63337, 63339 and 63343. The Saturday and Sunday duties have been completely worked by saloons. Finally, the double-deck duty on service 86 which continues on 1935 Colchester - Harwich 104 was worked by a saloon, 66801, on 1 July.

Clacton routes. 74B: 32068 (27th), 32526 (20th, 25th), 32530 (13th), 32531 (22nd), 32629 (24th, 2 July), 37007 (7 July), 37010 (23rd, 28th), 37015 (9th, 21st, 30th), 37016 (5 July), 37017 (6th), 37020 (16th, 6 July), 37042 (10th, 15th, 1 July), 37054 (7th), 37062 (8th, 14th), 37134 (11th), 37135 (9 July), 37136 (18th), 63340 (17th), 66801 (29th), 67736 (4 July), 67750 (8 July). 76 (in date order): 37140 (12th), 37020 (19th), 67750 (26th), 66971 (3 July), 32628 & 37016 (10 July).

Other: 63328 on 370 (9 July), 63333 on 75 (10th), on 370 (6 July). 63331 on 87 (6 July).

Chelmsford

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

On 1 July, on the 'scrap line' were 32249, 32631, 42923, 66815 and 66830, the latter both now with Ticketer base plates removed and all being stripped for parts. As noted above, 32631 has since been disposed of. 66872 is also VOR with gearbox issues and may not return to service. 66795 was dumped behind the workshops and had also had parts removed.

67169 on X30 (26th). 37 branded 44540 not quite on the correct route on 3 July, on 371.

66760 on S33 on 4 July (this route is usually operated by a black ex P&R Enviro 200 MMCs).

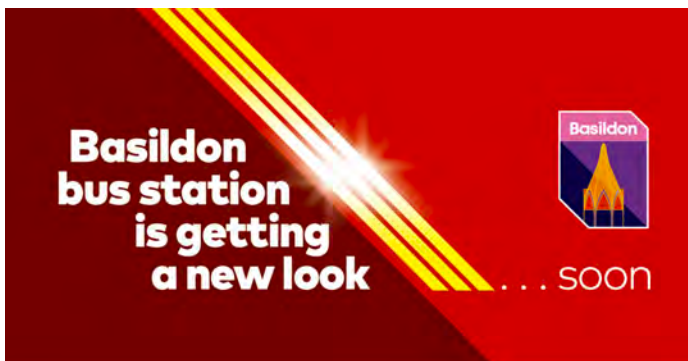
On loan DS66936 on driver training in Hullbridge Road, South Woodham Ferrers, seen following a red driver trainer (29th). DS66863 on driver training in Walton (29th). DS66825 driver training in Witham (5 July).

Basildon & Hadleigh

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

Work started on the refurbishment of Basildon Bus Station on Monday 4 July, including new stands, doors, improved interior & exterior design work and an improved roadway. It is due for completion in autumn 2022. During this time, there will be temporary stand changes.

Trident HH33098 was withdrawn from service after developing a fault whilst operating on route 21 on the morning of 30 June and replaced at Hadleigh by Basildon's Enviro 400 33561 later the same day.



Volvo 7900 hybrids at Basildon are having their 'City Country Connections' route 100 branding removed.

Very few single-deckers on route 9, the only ones noted being 44910 (11th, 7 July), 47653 (25th), 47656 (25th, 5 July), 47657 (13th).

On Monday-Saturday routes 94/A/B a mini Enviro 200 and a StreetLite on most days, some days two SLs. 33568 replaced 47652 on the 0723 from Basildon on 15th, the only report of a double-decker in the last five weeks. On 29th, 47653 replaced 47656 on the 1000 from Basildon.

Route 100 continues to be mainly Enviro 400 operated, with occasional appearances of the former Volvo 7900 hybrids. Also reported: 33186 (13th), 47655 (26th), 66759 (24th).

Double-deckers on 16: 33507 (18th), 33551 (10 July), 33555 (1 July), 33558 (1 July), 33561 (19th), 33572 (2 July), 33574 (15th).

Double-deckers on Basildon shuttle routes. No reports on routes B3-B5. On B1: green 33418 (27th), green 33419 (10 July), 33424 (4 & 8 July), 33544 (6 July), 33549 (9th), 33562 (23rd), 33572 (25th, 26th), 33574 (14th). On B2: green 33415 (5 July), green 33418 (16th), 33424 (6th, 19 July), 33425 (7 July), 33545 (14th), 33546 (1 July, see photo on page 23), 33548 (16th), 33549 (7th), 33553 (20th, 1 July), 33989 (5 July).

Blue 67161 unusually not on X10 but B4 (12th), 16 (4 July) and 300 (6 July).

Non Enviro 200 MMCs on X10: 69902 (10th), 69904 (12th), 69909 (6 July), 69914 (14th), 69915 (7th), 69919 (9th).

44908 (19th, 3 July) on 251.

Suitably liveried 33425 again attended the Chelmsford Pride Festival at Central Park, which was held this year on Saturday 25 June.

Former Depots

First Essex have surrendered the lease of Harwich Depot, Station Road, to the land owners (presumably Network Rail as successors to British Rail) and therefore have no more to do with the property, thus ending another chapter in ENOC history. The depot had opened on 16 April 1967, replacing the depot at Kingsway, Dovercourt. After service on 30 November 2013, it became an outstation of Colchester and closed completely after service on 28 June 2014, remaining empty ever since.

The small Haven Road Colchester depot, which closed in August 2015 when the new Quayside depot further down the road opened, is now occupied by a kitchen maker, Blackstone Handmade Kitchens. This depot had previously been mentioned in EBN 679 (November 2020) when it was reported that it had been vacated by Revis Autos. Below: the weekend of its closure by First Essex, with a 'To Let' board and withdrawn Scania L94UB / Wrightbus Access Floline 65653 (T653 SSF) abandoned at the side, 30 August 2015.

Adam Kelleher



Preservation News

It was reported in EBN 677 (September 2020) that former Eastern National Bristol MW5G / ECW 1348 (208 YVX) had changed hands, from Chris Bulmer in North Yorkshire (with whom it had previously operated in public service between Ripon and Hawes) to preservationist Richard Masterman of Stroud. It recently been acquired by Ian Mahoney and is back in Essex at the Convey Museum. It has regained a front grille and remains in Eastern National Tilling green and cream livery, with EN fleet names.

Unfortunately, as noted above, plans to preserve Dart / Caetano 41522 fell through.

With thanks to Robert Appleton, Dale Bell, Stephen Barham, Jon Collins, David Edwards, Jake Gill, John Lidstone, William Morrison, Ross Newman, Gareth Norris, John Podgorski, Derek Stebbing, Chris Stewart, Andrew Toms, Robert West, Bustimes, Bus Lists on the Web, Facebook, Essex Buses Google group and Terminus.

First Essex News in Pictures

33750 (SN12 AOK) on route 27 on its first day in service with First Essex, 21 April 2022, still in First West of England orange 'Excel' livery.



After working on route Z4 on the morning of 24 May, 33750 was taken out of service to be repainted. It returned to use on route Z3 on the afternoon of 24 June, without any vinyls. It is the first Hadleigh double-decker in this livery. Seen on its second trip, 1705 from Southchurch. Sadly, upon repaint it lost its ADL badge above the registration. It gained vinyls on 27th.

63065 (SK63 KKF) also returned to service on route Z3 on the afternoon of 24 June, after repaint from Southampton 'City Reds' to Essex Bus green livery. It is seen on its first journey. It has full vinyls applied and in this shot the nearside fleet name on the cove panels as applied on StreetLites can be seen.



Ironically, as illustrated on the front cover and on page 24, buses used on shuttles will receive a very similar livery to 'City Reds', but Hadleigh does not have any shuttles routes, hence 63065's repaint into green. Sister 63063 in red livery was on the cover of EBM 695, plus there have been other photos of these vehicles in red in EBMs 695, 697 and 697 supplement (although not of 63065 itself).



All this page in London Road, Leigh, taken by **John G Lidstone**

A double-decker on a Basildon shuttles route, Enviro 400 33546 (SN58 CFM) on route B2 on 1 July 2022, the last weekday before work to refurbish the bus station began.

William Morrison



EBM 698 included an offside photo of driver trainer Volvo B7RLE / Wrightbus Eclipse 66936 (WX55 UAC) at Westway shortly after arrival on 18 May 2022. Here is a nearside view, in Duke Street passing Chelmsford Bus Station on 1 July.

Jake Gill



67192 (SN66 WKO), the first of the ex-Park & Ride Enviros to be painted out of black to re-enter service, on Southernhay heading into Basildon Bus Station with the blind already changed for its return journey on 1 July 2022.

William Morrison



From London to Essex

44176 (YX11 AFY) with previous operator Tower Transit in King William Street, London on 28 October 2016.

Dave Arnold



Converted to single door with LED blinds fitted, 44171 (YX11 AFK) at Mardens awaiting repaint on 17 May 2022.

John G Lidstone



The end result. 44174 (YX11 AFU) at Chelmsford Bus Station on its first day of service, 4 July 2022.

Derek Stebbing



Fleet News

Former New Horizon Volvo B7TL / Wrightbus 710 (BX04 AZU) has been sold, buyer to be confirmed next month.

Stephensons Dart / Pointer 460 (EU05 CZA) has been withdrawn, meaning there are just two Darts left in the fleet (406/7).

The transfer of coaches from Kirbys Coaches of Rayleigh to Galloway European has been deferred until the end of July, we will have full details next month; as reported last month, these coaches will be out-based at Stephenson's Rochford depot.

Service News

In the latest Essex County Council tender round a significant number of Stephenson's and NIBS contracts were up for renewal but the company decided not to bid again for some of them, due to the on-going staff shortages at certain depots. A number of contracts have been retained, but a significant number of services have been lost from 31 July, viz:

NIBS

- 1A Pitsea-Basildon Saturdays
- 14 Wickford circular, M-F peaks / evenings only
- 21C Canvey-Hadleigh M-F off peak only
- 63 Rayleigh-Landwick W, F off peak only
- 104/6 Basildon-Langdon Hills M-F
- 256 Basildon-Ramsden Heath T,Th,S off peak only
- 552 Billericay-Ramsden Heath M-F peaks / evenings only

Stephensons

- 5 Bishop's Stortford-Stansted Airport M-S
- 6 Stansted Airport-Saffron Walden M-S
- 9/9A Great Notley-Great Bardfield M-F
- 9 Great Holland-Walton on Naze M-F
- 12 Wickford-Billericay M-S (but won back on an emergency three month tender by NIBS after the original winning contractor rejected the offer)
- 16 Chelmsford-Wethersfield M-S
- 59/60 Haverhill-Audley End M-S
- 71/2 Warley-Stondon Massey M-S (but won back on an emergency three month tender after the original winning contractor rejected the offer)
- 101 Point Clear-Brightlingsea Sch
- 105/7 Colchester-Walton on Naze M-S
- 115 Weeley-Thorpe le Soken School days
- 301 Bishop's Stortford-Saffron Walden M-S
- 418 Epping-Loughton M-S.

The above include the Uttlesford area services which have been restructured by ECC as explained under 'Service Revisions' above (and awarded in the main to Central Connect) and the Tendring package of 9, 101/5/7/15 (to Heddingham) which Stephenson's won in a previous (2016) tender round. The photo on page 13 recalls Stephenson's tenure on the 301.

In contrast, 10 (M-S) Basildon Hospital - Shotgate Hodgson's Way has been won on an emergency three month tender by NIBS after the original winning contractor rejected the offer. Currently operated by First Essex.

In other service changes:

Routes 313/A, Saffron Walden-Great Dunmow, have been restructured by Essex into new routes 313 & 314, extended and now running hourly as opposed to just three trips M-F (two on Saturdays) and Stephenson's have won the new contract.

Route 1 at Basildon, previously operated by Stephenson's M-F, is transferred to the NIBS licence and reduced to T, Th only (dovetailing with service 265 which runs M, W, F).

Basildon route 21 (NIBS) has its peak & Saturday tendered service withdrawn, now won by First Essex. The M-F off-peak service is commercial and remains with NIBS.

Routes 38/A, Witham to Halstead, will be restored to their full timetable from the end of July; due to the pandemic, the Bocking-Halstead section had only been running hourly.

Leigh station commuter service 6A (which has latterly only run in the evenings) and Dengie shopper buses 200/220 are also ceasing, along with school service 438 (Great Yeldham-Newport).

With thanks to the companies.

Acquired Vehicles

YN56 FFB & YN56 FFC Scania N94UD / East Lancs OmniDekka in red & cream Brighton & Hove livery but reportedly from the Go Ahead Commercial Fleet. These are longer wheelbase than the 800-820 batch. They were new to Brighton & Hove as 902/903 respectively and seat H51/37F. Part of a batch of 18 delivered in September 2006. A third is reportedly scheduled to join as well. Also reported to be acquired is an Enviro 200 from a London fleet. More details next month.

Significant Allocations

287 KN to CN by 1 June 514 KN to HD by 25 May

Fleet News

From 1 June, Mini Pointer Dart 287 (HW54 BUE) was transferred from KN to CN. By 4 June, 292 (EU59 AFF) was back in service after being off road long term for repairs and has had a fresher up of the lower dash panel paint but is still in the original Heddingham livery. As reported last month, the open top Volvo B7TL / President 500 (PL51 LDJ) has had a slight revision to the vinyls and now advertises that the Clacton Breeze service is every 30 minutes with 24 stops and hop on / hop off ticketing. The Octopus Ahoy branding has been replaced with a similarly aquatic theme as seen below on the 1245 Pier Avenue, Clacton stop during service on 24 June. **Mark Lloyd.** Photos of this bus with earlier branding were on the front cover of EBN 664 and in EBNs 688/9.

By 10 June, Chambers Scania K230UB / OmniCity 455 (AN61 LAN) had returned to the road after an extended period out of service receiving a rebuilt engine. During June, both Konectbus liveried Enviro 400s 603 (SN10 CFG) and 605 (SN61 CZV), illustrated last month, continued to appear from Sible Heddingham depot on the 88 and 89 services.



Service News

Amendments from 22 July 2022 relate to 6/A/B in Clacton, where services to St Osyth beach are withdrawn for the summer to coincide with service 7 enhancements to the beach. Also, service 63/A will have some journeys extended to & from East Mersea for the school holidays. From 1 August Heddingham will serve Chelmsford regularly again after regaining the 16 Wethersfield to Chelmsford service from Stephenson's. The 105/107 Walton to Colchester services have also been won from Stephenson's but the 16 St Helena school service and the 82/A/B Colchester Bus Station-Colne Engaine services have been lost to First Essex. Another significant gain is the 2 Mistle - Clacton, regained from Ipswich Buses. This will strengthen Heddingham's dominant control of bus services in the Tendring peninsula.

With thanks to John Podgorski and the Heddingham website.

As reported last month, Enviro 400 640 (LX56 EUC) has become a regular performer in service, first being seen in use on route X76 on 7 June although not reported on Bustimes until a couple of days later. Seen just completing service on route 4 in Pier Avenue Clacton on 24 June, the vehicle still looks tidy in appearance relating to its short period in service following repaint.

Mark Lloyd



Hedingham Mini Enviro 200 298 (OU57 FHA), still in Carousel Buses livery, returning to Colchester from Little Horkesley on route 84B in Turner Road Colchester on 16 June 2022 near to Wryneck Close bus stop.

Alan Moore



Chambers 811 (YN55 PZP), on loan to Hedingham, a Scania N94UD / East Lancs OmniDekka, in Queen Street, Colchester on a school service to Berechurch on 9 June 2022, being followed by Chelmsford allocated First Essex Volvo B7TL / Transbus ALX 400 32482 (AU53 HJZ).

Ken Coldwell

A photo of this bus in Clacton, taken almost exactly a year earlier, was in EBM 688.



Further to last month's report, the two Volvo B11RT / Caetano Levante coaches continue to provide a touch of luxury on Ipswich School contracts. On 8 June both were on the 1625 departures from Ipswich School, 2 (SGZ 1002) on contract 6 to Halstead and Castle Hedingham, 3 (SGZ 1003) on contract 2A to Colchester Tollgate and Feering.

Colchester route 4 Stanway Tollgate Sainsbury's - The Hythe Tesco's still has an ex Lothian Buses Volvo B7RLE / Wrightbus Eclipse Urban allocated from time to time, replacing one of the usual ADL Enviro 200s. 6 June saw two of these Volvos replacing both Enviro 200s. Top right: rear view of 160 (SN57 DDF) at Stanway Tollgate Sainsbury's waiting to depart at 1135, and an hour later 162 (SK07 CGO) had just departed at 1235, bottom right. Both **Robert Appleton**. SN57 DDF was previously illustrated in EBN 686, page 30, when it was still in Lothian Buses livery, and carried fleet number 2 at that time. 160 and 162 both worked on Colchester routes 4 & 11 again on 7 June. Thereafter Enviro 200s returned, and the only sightings of the Volvos on these routes since have been: 161 (SN57 DCX) on 27 June, 1 July; 162 (SK07 CGO) on 10/22 June. More unusual was Scania OmniCity 49 (SGZ 3349) working the 1750 and 1850 Colchester North Station - Highwoods Circular service 11 journeys. It is possible that seat-belt fitted 49 had reached Colchester on one of the afternoon school contract journeys from Ipswich School.



Meanwhile Clacton - Mistley 2/A was mainly worked by the 8.9m long ADL Enviro 200s 70 - 73, but on a few days one of the 10.8m long Enviro 200s has been used: 82 (YX63 LGF) on 27 June, 83 (KX58 GUW) on 1 July, 84 (MX09 HHS) on 10 June, 85 (KX59 GNY) on 29 June, 101 (SN16 OGG) on 24 June.

Sadly, after two years, Ipswich Buses' operation of these services is to end. Essex County Council have retendered many supported services. From 1 August, Colchester routes 4 & 11 pass to First Essex and Clacton - Mistley 2/A pass to Go Ahead Hedingham.

In EBM 697 it was reported that Solos 241 (YN04 LWK) and 245 (YJ05 XNY) had been acquired by Vectare and Lodge's Coaches respectively. Vectare are now offering both for sale, so at some stage in the last two months 245 must have passed to them, although there is no record of it being operated.



With thanks to Ipswich Transport Society Journal, Ipswich Buses Enthusiast Facebook Group, Ipswich Buses website, Ipswich School website.



Dealer Stock Movements May 2022

Vehicles In

From **Ashcroft Academy**: Enviro 400 LJ09 OKO
From **Brighton & Hove**: Mercedes-Benz Citaros BD57 WDC, BP57 UYH/J
From **First Eastern Counties**: Volvo B7RLEs KX05 MHK, MX05 CHD
From **Go Ahead London**: Enviro 400H SN61 DAO
From **Newport Transport**: Enviro 200s YX12 DHM/N/O
From **Rotala**: Scania N94s YV03 RBF/PZX/Z
From **Tower Transit**: Enviro 200s YX11 AFK/N/O/U/V/Y/Z/AGO. These are now with First Essex, see below and page 17.

Vehicles Out

A2B, Luton: Volvo B9TL SN59 BGO/Y
Barway Services, Ely, Cambridgeshire: Volvo B7TL LJ05 BLF
Bullocks Coaches, Manchester: Scania YF59 RXR/RVC/RYN/SFU
DM Motor Services, Tockwith: Volvo B7TL LX54 GYY
First South West: Volvo B9TLs LK59 CXH/J, converted to open top
Guru Travel, Birmingham: Enviro 200s SK07 DZN, LK56 URO
Hulleys of Baslow, Derbyshire: Enviro 400 LJ09 CCK
Langston & Tasker, Steeple Claydon, Bucks: Volvo B9TL SN58 BFY
Lodge Coaches, High Easter, Essex: Scania JFZ 7002
Trainforgroup, Canterbury: Enviro 200 LX09 AZI
Vision Bus, Bolton: StreetDeck SN64 CTV
Young Urban Arts Foundation, London: Scania YT59 RYB

To Shelton Motors for scrap

Mercedes-Benz Citaros BD57 WDC, BP57 UYH/J, Volvo B7RLEs KX05 MHK, MX05 CHD, Volvo B7L LX05 HSC

Dealer Stock Movements June 2022

Vehicles In

From **Brighton & Hove**: Mercedes-Benz Citaros BD57 WDN/R/S
From **Dawson Rentals**: Enviro 200 KX08 HMF
From **First Essex**: Trident VX54 MUA, Volvo B7RLEs MX05 CCN/CFE (fleet numbers 33404, 66803, 66828, see also page 18)
From **First Huddersfield**: Volvo B7TL YJ51 RRY
From **Mayfair Coaches**: Volvo B9TL BJ11 EBG
From **Metroline**: Enviro 400s LK08 DXY/Z/DYA/NVD/E, Enviro 200s LK08 DWA/E/N, LK58 CPX/CTV
From **Tower Transit**: Enviro 200 YX10 BDV
From **Transdev**: Enviro 200 SN65 CFE
From **Tyrers Coaches**: Enviro 200s YX60 DXY, YX12 FPY, ML62 OGY

Vehicles Out

Barway Services, Ely: Volvo B7TL LJ05 BKK
Brighton & Hove: Enviro 200 SN65 CFE
Cube London Ltd, Surbiton: Volvo B7L EU05 VBN
Delaine, Bourne: Enviro 400s LJ09 CCN/O
DJ Thomas, Neath Wales: Volvo B9TL SN09 CVB
First Essex: Enviro 200s YX11 AFK/N/O/U/V/Y/Z/AGO - see also page 17
Galleon Travel: Enviro 200s KX08 HMF, LK08 DWA/E, YX60 DXY, YX12 FPY, YX12 DHM/O, ML62 OGY - see also next page
Maghull Coaches, Liverpool: Volvo B9TLs BN16 MXT/W/X

To Shelton Motors for scrap

Trident VX54 MUA, Volvo B7RLEs MX05 CCN/CFE, Enviro 200 YX10 BDV, Mercedes-Benz Citaros BD57 WDN/R/S, Scania YN05 GWY

Ensignbus Fleet

Correction to a correction. In EBM 693 it was reported that Enviro 200 792 (LJ56 ONS) had been sold to Aintree Coaches. In EBM 694 this was corrected to 790 (LJ56 ONN). However, it now transpires that it was 793 (LJ56 ONT)! This is confirmed by photos on Flickr. 790 has now been sold to Grant Palmer.

As reported and illustrated in EBM 696, Ensignbus had been providing and staffing six buses for schools work on behalf of Stagecoach South East since last September, garaged at the Stagecoach depots at Ashford (two) and Herne Bay (four). This work ceased at the end of May.

With thanks to Ross Newman and the Maidstone & District and East Kent Club.



Bus Operations of Galleon Travel, Roydon by Adam Kelleher

New Vehicles

1605-9, YX22 OKA/B/C/D/E, ADL E20D / Enviro 200 MMC, B34F, 06/22

1607/8 entered service on 30 June, 1605/9 on 1 July, 1606 on 7 July. Fleet numbers are carried on the vehicles.

Photos of new vehicles:

Right: 1607 (YX22 OKC) on route 420 on 1 July in Ongar High Street. **Robert Downton**

Opposite page top: 1608 (YX22 OKD) in Hoddesdon town centre on 30 June, its first day in service. **Allan White**

Note the green and red route numbers, they alternate between the two colours.

Opposite page bottom: A rear view of Optare MetroDecker 2101 (CT21 GAL) after dropping off a school party at Bath House Meadow Coach Park, Walton on the Naze on 30 June 2022. **Alan Moore**. A photo of the front of this bus was in EBM 696.



Acquired Vehicles

KX08 HMF Alexander Dennis Enviro 200, B29F, new to Prentice Westwood, West Calder, 04/08

LK08 DWA Alexander Dennis Enviro 200, B37F, new to Metroline DEL849, 05/08

LK08 DWE Alexander Dennis Enviro 200, B37F, new to Metroline DEL852, 05/08

YX12 DHM Alexander Dennis Enviro 200, B39F, new to Newport Transport 312, 05/12

YX12 DHO Alexander Dennis Enviro 200, B39F, new to Newport Transport 314, 05/12

YX60 DXY Alexander Dennis Enviro 200, B29F, Thompson, South Bank, 10/10

YX12 FPY Alexander Dennis Enviro 200, B29F, new to Nicoll, Laurencekirk, 07/12

ML62 OGY (new as BUS 1N) Alexander Dennis Enviro 200, B29F, new to Stones, Leigh, 09/12

From Ensignbus June 2022, KX08 HMF had come from Dawson Rentals June 2022, LK08 DWA/E had come from Metroline June 2022, YX12 DHM/O had come from Newport Transport May 2022, YX60 DXY, YX12 FPY and ML62 OGY had come from Tyrers Coaches June 2022.

The large influx of vehicles this month is at least partly to cover the ECC contract gains from 31 July, see 'Service Revisions' above.

Optare Solo YG02 FWL, reported as acquired and illustrated last month, has had its LED blind fixed.

Other News

The number of double deckers in use on the Epping routes in June has increased to six with YP59 OEW seen again on 24 June (Bustimes would suggest that 23rd was its first day back in use) and YP59 OEO also back in use.

With thanks to John Card, Robert Downton, Ross Newman, Allan White, Owen Woodliffe and Harlowride.



New Vehicles

Further to EBM 697, more details on the new Park & Ride buses. The full fleet is:

307-10 YX22 OGS/T/U/W ADL E20D / Enviro 200 MMC B39F 04/22

311-14 YX22 OGW/Y/Z, OHA ADL E20D / Enviro 200 MMC B39F 05/22

They are in black ECC P&R livery. 307-10 carry blue branding for Sandon service with 311-4 having green for Chelmer Valley.

The last hired white P&R Enviro 200 MMC was returned in early July.

Also new into the fleet:

315 YX22 OHB ADL E20D / Enviro 200 MMC B39F 05/22

This is in fleet livery and was delivered on 22 June.

309, 312 and 315 are illustrated on the inside front cover.

Vehicles for Sale

Both Solos, 297/9, have been advertised for sale with blue 299 not used since 11 June, although Ipswich liveried 297 was last used as recently as 4 July. Also for sale is another Solo, YJ05 XNY, which had been Ipswich 245 and remains in their livery, but latterly had been at Lodge Coaches (see EBM 697). There are no reports of this bus being operated by Vectare.

Former Gardner Vehicle

Lahden bodied Scania K34 OEB4, C55FT, YR58 SNK is now with Gatwick Minibuses, Crawley, West Sussex and has been re-registered to G14 WCK.

With thanks to Roger A Smith, the company and the PSV Circle.

Other Operators

by Roger A Smith

Minicab Services, Colchester

M400 TMG (ex BN09 FXE), a Setra S416GT-HD, C52FT, is here from Travelmaster, Carrington, Greater Manchester.

South East Coaches, Wickford

Jonckheere bodied Volvo B12B(T), C57FT, VHM 847 (ex FJ08 BZD) is here from Ridleys, Leamington Spa, Warwickshire.

Truck & Bus, Rettendon

X312 NNO, an Alexander ALX400 bodied Dennis Trident, has gone from here. This was new to Stagecoach London (TA312) and had been Regal Busways 1302.

Photo Captions

Inside Rear Cover - London / Essex Connections

Top: West Midlands Travel SH290 (BV19 XRX), a Scania K410EB6 / Caetano Levante III, at Bishopsgate, London on 28 May 2022 on route A8, Stansted Airport-King's Cross via South Hackney, Bethnal Green, Shoreditch, Liverpool Street and Farringdon. **John Podgorski**

Bottom: WHV10 (LJ61 GXH), a Volvo B5LH / Wrightbus Eclipse Gemini 2 parked up at Wilson's Corner, Brentwood High Street on 15 June 2022. Go-Ahead London operate in Brentwood on TfL school route 608 between Gallows Corner and Shenfield School. **Chris Stewart**

Rear Cover - Southend Transport 30 Years Ago

Top: Highbridge Bristol VR / ECW 402 (LHG 441T) in Eastwood Road, Rayleigh on route 50 to Basildon on 27 June 1992. It had been recently acquired from Ribble and had entered service with just the front repainted into Southend Transport livery, although it gained full ST livery very shortly after this photo was taken. It had been new to Ribble in December 1978, fleet number 1441.

Bottom: Routemaster 113 (ALD 871B) new to London Transport as RM1871 in April 1964, it passed to Southend after service with Southampton City Transport (416), seen on Canvey Island at the Newlands terminus of route 3A on 10 July 1992.

Both **David Moth**



