

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

MARCH 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 311



The most recent acquisition of Fords of Althorne has caused a large amount of interest. It is of course a former Southend Transport Astromega JEV 245Y which is seen here at its new owners depot on 9.3.90.

(D Arnold)

ROCHFORD MEETING

The April meeting takes place on April 10th starting at 8pm and will feature a slide show on Buses in Portugal. The Freight House is situated adjacent to Rochford Station and all members are welcome.

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GROUP NOTICESAnnual General Meeting - revised format

A resolution was passed at the 25th A.G.M. held on Saturday 17th February 1990 to the effect that future A.G.M's would take place in the evening. The A.G.M. would be held as a preliminary to a social meeting in the month of February, the policy of utilising different locations would be continued. The Agenda is to be streamlined such that only pre-arranged motions would be considered rather than the general extended discussions that have previously been undertaken. These measures have been introduced in response to falling attendances and also to effect economies (it now costs over £3 per member to arrange the A.G.M. - an expense which is considered excessive). Further details will be circulated in the December/January magazines.

Re-election of committee for 1990

We are pleased to announce that the present committee has been re-elected to serve for the year 1990.

Day Coach Tour, Sunday 20th May 1990

Our first tour of the year, to north Essex, will operate on the above date, a booking form will be circulated with the April magazine, in the meantime why not make a note of the date in your diary and keep the day free. Please support Group coach tours.

EEBG MAGAZINE

Over the next few months we intend to change the format of the magazine with improved headings and layouts and also commence including some new or improved ideas. Group members comments are very welcome to the magazine editor who would also like help in the following areas:- Good quality black & white photos for the cover (these can be of any Essex Operator or of an ex Essex vehicle with an operator outside the area). Unusual workings and if possible an explanation of why it is so, any items from the local papers regarding items of interest to the group as a whole, letters to the editor can also be published (we will of course give a right to reply), items on NON-PSVs and service vehicles, and a new feature called Essex Bus Review details of which are given below. In addition we plan to start a feature of focus on EN depots giving allocation, location and output of vehicles to routes with any "normal unusual" workings. Another new feature will be 'How it works' giving a brief insight into how tachographs, ticket machines etc., work. We are pleased to announce the return of EN allocations to the magazine these will be published every three months starting this month.

ESSEX BUS REVIEW

We are pleased to announce the introduction of a major new section to your Essex Bus News magazine. Essex Bus Review will commence next month and its aim is to publish articles and features on the Essex Bus scene past and present. Historical features, topical features, profiles, personal reminiscences etc., etc., Essex Bus Review gives you the opportunity to contribute to your magazine, you may have already written an article or you may have an idea that can be developed into an article. Perhaps some of our more senior members may wish to recollect some of their experiences or may remember an operator now defunct. Essex Bus Review will have its own editor- Andy Meadows - If you wish to contribute to this section, please write direct to Andy at 52 Ferndale Road, Rayleigh, Essex, SS6 9NW.

SALES NEWS

Capital Transport have recently published two new bus Handbooks:- Scottish Bus Handbook is £7.95 whilst Bus Handbook 6 - Eastern England is £6.95 Both books are available post free from The Cliff Agency, 52 Ferndale Road, Rayleigh, Essex, SS6 9NW or from our sales stand which will be at the following events:-

1st April - LPTL Barking rally, Barking Town Hall.
 8th April - Cobham Bus Museum Open Day and Bus Gathering.
 29th April - Castle Point Museum, Canvey open day and Eastern National 60th birthday.

TIMETABLE SUBSCRIPTION SERVICE

Essex County Council have advised the Group that publication of the first two editions of their new North East and South East timetable booklets has been delayed. The South Essex booklet will be the first to be published, and this is now expected in the summer. This will be followed during the late summer by the North Essex booklet. Copies of these booklets will be despatched to subscribers as soon as they are available. In the meantime Essex County Council will publish their Summer Sunday timetable booklet in early May. Copies will be sent to subscribers as soon as this booklet is published. Members can still join the Timetable Subscription Service. The minimum deposit is £5, and simply send a SAE to Derek Stebbing at 18 Lynmouth Avenue, Chelmsford, Essex. CM2 0TP for further details.

CORRECTIONS

Group member Colin Sigston has reported the following misprints/errors from previous magazines - could confirmation be supplied by local members where required.

- 304/6 34-6 were registered VWA34-6Y
- 304/11 Rayleigh Roadways. I have seen F372 MUT with this operator, but not 752 (confirmation please)
- 305/9 Stephensons. LFJ 377W should read NFJ 377W (as in 309/15 under Venturer)
- 305/10 Spence. SNM 73R. The notes don't agree with my observations. I recorded this vehicle with Cook, Westcliff in 1982 & 1983 and with M & E Coachways during 1984-1988. See also 293/9 and 294/18. My notes and 293/9 show it as having a Plaxton body.
- 307/4 LFS 292F was 3043 - not 3042.
- 307/10 I think 3850 was registered TTW 268, not FTW 268.
- 308/4 SAH 851M has a Plaxton body whilst 920 GUO is a SUL4A.

Group Member Gareth Morgan has reported the following:-

- 310/2 The EN season ticket is from Dunmow not Colchester.
- 310/4 The last HH FLF ran on 1.1.81 (or just after midnight making it 2.1.81)

EASTERN NATIONAL LIMITED

Vehicle Allocations

- 3/90 1762 CR-SD; 1863 BE-MN; 1872 CN-BE; 1875 CR-SD; 1885 CN-DT; 1888 CR-SD; 1892 BE-MN; 1901 DT-CF; 1906 CN-SD; 1907 CN-SD; 1921 BE-SW; 1924 MN-BE; 1927 MN-CN; 1931 SW-BE; 1937 SD-CN; 1938 SD-CN; 1939 CF-CN; 3041 D/L(D)-CN; 3050 CN-DT; 3061 DT-CR; 3062 CR-D/L(D); 3064 SD-CR; 3204 SD-CR; 3218 SD-CR.

3500/1 are in winter storage at Walton depot.

The above changes see all National Twos transferred to North Essex whilst service 11 becomes a scheduled Leyland National working at Southend.

Vehicle on loan

A Dennis Dart is due to arrive at Chelmsford for a week during mid March. It is understood that the vehicle will be used on service 46.

Disabled peoples buses

Both 2200 at Basildon and 2201 at Chelmsford are currently running with ordinary seats in their front ends and are in use on normal stage work. 2200 is normally on service 242 although it was noted on the 250 on 14/2/90 whilst 2201 is usually to be found on the 46 although it does sometimes work other routes when a Tiger/Alexander is then usually employed on the Fyfield route.

EASTERN NATIONAL FLEET ALLOCATION MARCH 1990

Basildon (BN)	1116/24/26 1404/05/06/10/11/12/22/23/24 1742/44/48/52/55/63/67/72/76/85/86/89/95 1797/1808/18/20/22/36/47/48/49/52/53/54 1866/77-80/83/84/86/87/89/91/96/98/1904 1908/19/22 2200 3117/20 4500
Bishops Stortford (BS)	1111/27 1501/2 1741/69/92/1843/44/1909 1910/14/16 4510
Braintree (BE)	0120 1308/09/10 1120/25 1745/82/1812/13 1828/61/62/72/1924/26/29/30/31/32 3055/63/84/3128 4016/17/20/21
Brentwood (BD)	0201/25-44 0755/6 1113/22 1791/1839 1845/46/59/76/81/1902/03/12/13 3092 3206 4012/18/19
Chelmsford (CF)	0750-3 1112/19/21/28-30 1401/02/13-15 1426-29 1747/74/75/78/1804/05/11/19/24 1827/32/42/50/51/55/56/60/67/70/74/90/99 1901/17 2201/03 3054/57/69/77/82/83 3091/93/3106/11/12 4005/13 4511/12
Clacton (CN)	0200/02-19 1110/17 1766/68/1831/34/41 1927/37-39 2202 3041/3109/3201-3
Colchester (CR)	0121 1760/93/1816/65/1923/25/33/35/36 3052/56/59/61/64/66/78/95/3103/14/27 3204/18 4003/04/06/15 4501/03/09 1408
Gt. Dunmow (DW)	1118 1400/09/17-21 1738/43/53/56/57/58 1761/65/70/71/77/81/84/1817/21/35/40/57 1864/69/71/95/97/1900 3085/97/99
Hadleigh (HH)	1123 1500 1754/90/1885 3050 4007/08 4014
Harwich (DT)	1114/15 1403/07/16/25 1750/64/1806/29 1833/63/73/92 3038/53/58/60/79/94 3200
Maldon (MN)	0245-52/57 3068/71/72/74/75/76/80/81 3100/01/02/04/3205/07/08/09/11-17 1921 3070
Ponders End (PD)	1762/73/80/87/88/98/99/1809/14/23/30/37/38 1868/75/88/93/1906/07/15/18 3065/67/73/86 3087-90/98/3108/13/22/29 4000-2/09-11 4502/04-08
South Woodham (SW)	0253-56/58-60 0800-04 1779/96/1800-03 1810/25/26/82/94/1905/11/20 3096/3105 3107/10/15/16/18/19/21/23-26
Southend (SD)	3107/10/15/16/18/19/21/23-26 0220-24
Walthamstow (WW)	0220-24
Walton-on-Naze (WN)	0754 1721/25/40/51 3033/49 2383/84 3500/01
Pool Vehicles	1737 3048/51/62
Delicensed Disposal	

Coach Fleet News

The coach fleet has been somewhat reduced over the past few years and has now been reduced to 3 Leopards, 3 Tiger/Plaxton and 5 Olympian coaches these being the two in London Express livery and 4510 - 4512. The majority are employed on commuter work and the Leopards (1308-1310) and Olympians (4510-4512) can be found on layover at London Buses Camberwell depot on Monday to Friday. When an Olympian is not available at Chelmsford a Tiger/Plaxton works the Chelmsford-London service whilst Tiger/Alexanders are replacements at BE and BS.

The London Express vehicles are used on the Southend-London Victoria service although these can be seen on other work normally the 251 or the 400. The use of any of the other coaches on stage work is limited although during the Autumn of 1989 both 4511/2 appeared on the 33 at Chelmsford, while 4510 is sometimes used on Bishops Stortford town services following maintenance work.

General

The 1990 Super Day Breaks leaflet for excursions from Harwich, Clacton and Colchester shows joint operation with Chartercoach! What a difference a couple of years can make.

Springfield Road, Chelmsford will be closed for a period of at least six weeks from 5.3.90 during this time services using the section of road between Navigation Road and the High Street will be diverted outward via New Street and Victoria Road, whilst inward operation is via Victoria Road, New Street and Market Road.

SERVICE REVISIONS IN ESSEX

Saffron Walden, Braintree

- 12 Revised timetable introduced from 3.4.89. Departure from Halstead is now 1230
- 43 On 22.1.90 the 1525 ex Greneway is revised to operate via the same route as the 1615 (NS) journey arriving Royston at 1645. During school holidays and no Saturdays this journey commences from Royston at 1545. The 1615 journey is withdrawn.
- 316 From 9.3.90 this service was re-routed via the Chelmer Valley Road and no longer serves Howe Street, Great Waltham or Broomfield. Arrival in Chelmsford is now five minutes earlier and departure five minutes later.

Colchester

- 92,93,X92 The Monday to Saturday service was revised by Eastern Counties on 26.2.90.
- 109,118,119 From 18.3.90 the Monday to Saturday service was re-routed via Essex University and Valley Road.

Clacton, Harwich

Slight route and timetable revisions were introduced on services 1,1A,2, 5,5A,13 & 14 from 18.3.90.

Harlow

- T21 Slight revisions to the morning service were introduced from 22.1.90.
- T24 Slight timetable revisions were introduced on 3.2.90.

Grays

- 389 An additional journey at 0820 ex Basildon to Horndon was introduced on 5.2.90.

Southend

- 11 The 2105 ex Southend and 2225 ex Chelmsford are to be withdrawn from 1.4.90.

Essex County Council

Plans for the Summer 1990 services have been announced. Service 601 will operate as normal between Colchester and Saffron Walden with one journey in each direction extended to Cambridge. Service 605 will operate between Colchester and Walton whilst the idle time spent at Walton last year has allowed a new service 606 between Walton and Harwich to be introduced. Service 622 will operate between Bishops Stortford and Great Yeldham using one vintage single decker. Service 631 and 635 are to be combined to operate between Saffron Walden and Burnham as service 602. Services 601 and 602 will be operated by Hedinham. News on the other services is awaited.

The Colchester Countrycar will be withdrawn in April and be replaced by a minibus service, providing a once a week shopping service from a number of villages.

COLCHESTER BOROUGH TRANSPORT

Services

Fares were increased on 19.2.90. In the inner area the changes are from 20p to 22, 30 to 35, 40 to 45, 50 to 55, 55 to 55 or 60, 60 to 60 or 65, 65 and above by 5p. In the outer area the increases are around 10 per cent. From 5.2.90 an extra journey was introduced on service 2 from Boxted to High Street at 1810 on Monday to Saturdays. This is the return run of the service 8B journey and passengers are allowed to stay on the bus and return as far as the Wig & Fidgett. A new timetable leaflet has been issued. From 19.3.90 the last two journeys to Longridge Park on service 3/3A were retimed five minutes later. A new timetable leaflet has been issued. CBT Coachways was launched with a photo session at Colchester Castle on 7.2.90. A very full programme of excursions for Summer 1990 has been published, so has a glossy brochure for extended tours to Newquay, Inverness, and Norway.

During the stormy weather at the end of February 1990 Lynxes were used instead of double deckers on services 7 and 7A, with duplicates between Blackheath and the Town Centre during peak periods. The rail replacement service on Sundays, between Witham and Colchester restarted on 4.2.90. Colchester/Clacton replacements were being operated on the morning of 26/2.

Vehicles

A fleet list dated March 1990 has been published. Copies are available from the Director of Operations, 26 St Botolph's Street, Colchester, CO2 7EA, provided you send a SAE. The list anticipates the withdrawal of ex-Tyne & Wear Atlanteans 52 and 53 (MVK 546/8R). It is understood that these two buses have been sold to Swanbrook Transport, via Listers, but 53 was still in use by CBT on 1.3.90. Details of the Dennis Javelin coaches that entered service in January 1990 are:

105 G105 AVX Javelin 12SDA 1907/344, Duple 320 C53t 8880/0900

106 G106 AVX Javelin 12SDA 1912/396, Duple 320 C52t 8880/0909

Both have cummins 8.3 litre engines.

Tiger coach 104 was repainted in February 1990 in the white-and-two-blues livery of CBT Coachways. Tiger 103 and 11, the coach-seated Metrorider, are to receive similar treatment.

The fitting out of 38-40 to DiPTAC specification was funded by ECC according to notices displayed in the vehicles.

All the Metroriders are receiving attention by Eastern National Engineering 12 returned to Colchester at the beginning of February 1990 and was replaced at ENE by 13.

A Ford Escort Estate car (G243 YHT) was acquired in January 1990 and is numbered 95.

A Lynx now operates service 1/1A. In the evening, this vehicle having worked the 1930 service 11 runs dead from Highwoods to Greenstead to take up its duty.

EASTERN NATIONAL ENGINEERING

The history of the company in private hands has moved on from that published in 276/2 and may be of interest to members. In December 1988 the Bus Engineering Group brought the Frontsource Engineering Companies and retained them until December 1989 when a management team of Vic Ollenbutal and Gary Robinson led by Geoff Woods a Mitsubishi marketing executive took over. The Mitsubishi connection is involved as their diesel engines are being converted for marine use at Chelmsford. However the site is not included and remains part of Robert Beatties Bus Engineering Limited empire. The Company is now titled Vancrown Engineering but trades as Chelmsford Commercials and Eastern National Engineering.

SOUTHEND TRANSPORT LIMITED

These notes are correct to March 5.

Vehicles

ACQUIRED: one of the 5 LN's held in store, XPG 240N, is being cannibalised at the works and presumably will not run for ST.

DEMONSTRATOR: a B23F CVE Omni in all over white, G613 EDC, was received on March 3 for demonstration use until the 13th. Numbered 402 and with a manual gearbox, it was expected to be used on 1A, 9A and 24.

MODIFIED: 550 duly reappeared in the new coach livery during February, followed shortly by 547. The livery is quite a change from the old version in that blue dominates rather than yellow. The front is yellow except for a blue skirt, and a prominent ST fleetname is carried. On the sides, the blue skirt at the front sweeps up diagonally to almost the window level; above it is a very thin white line and then a red band. Overall, the sides are mainly blue and carry a very large ST fleetname in white, together with the brand name London Coachlink in red and blue on the yellow part of the side. The roof is still yellow and the rear is blue. Overall there is a much more of a common theme with the bus fleet than before, whilst retaining the impact of the former coach scheme on the front.

The Olympians (261, 398/9) have now been fitted with electronic side and rear route number displays; the Ivecos have yet to be done. It is quite amusing to see that the latter 2 buses now often carry yellow card destinations in the windscreen (in addition to the normal blinds) to the same style as the competing TV Taxis minibuses!

WITHDRAWN/INITIAL DISPOSAL:

509 LAK 303W Withdrawn Feb 1990 and sold to Town & Country Coaches, Newton Abbot (where it joins sister LAK 304W, ex 212).

SUBSEQUENT DISPOSAL:

380 GHJ 380L Withdrawn by Worth, Enstone 11/89

Services

X41 By the time that this is published, it is understood that X41 (the last remaining significant variant of the main X1 service) will be renumbered X2.

795 The Southend to Brighton service is to restart on April 14, running on Saturdays and summer Sundays (the latter being 27/5 to 26/8 inclusive) from Southend at 0800, returning at 1700; the winter Saturday service will return earlier, at 1500, from 1/9.

General

Certain fares were due to be increased from March 18; however, single fares up to 50p, and the £1-20 maximum, are unchanged. An addition to the range of unlimited travel tickets was launched in a very low key way in February - this is the Silver Card, giving unlimited travel on all ST commercial bus services and coaches as far as Basildon. It joins the Gold Card, which is the successor to the Southend to London season ticket and gives unlimited travel on all ST commercial services. Silver card competes directly with the Southend Travelcard, but without the EN, BR, Stephensons, Lynxline and ECC availability of the latter.

We have not previously reported one interesting addition to the Route-master workings - from Jan 2, the 1815 service 62, CBS to General Hospital (Mon-Fri) has been scheduled for an RM.

The high winds at the end of February again caused havoc on BR's LTS line, and on Monday 26/2 ST were out in force on rail replacement work all day long, from about 0800. To free up Fleetlines for this work, LN's and coaches were employed on the 1 and 7A, etc and all 14 RM's were in service, including on routes 4A, 9A (to Rayleigh for the first time) and 12 (another first). Ensign were also well represented as usual, their contribution including the former ST 206/7, still in Southend colours and at least 2 double deck Metroliners still with North Western fleetnames.

Publicity News:

More individual route leaflets of the style described in the January issue have appeared, covering routes 1, 29 (both with an RM on the cover), 4A/4B/18 (commercial journeys only) - 261 on the cover, and 23/23A/23B (LN cover - photocopied rather than printed). A further issue due soon will cover the re-introduced 795. This almost completes the route network and it would seem that the comprehensive timetable book will no longer be published. All vehicles are being fitted with leaflet carrying racks which usually carry timetables appropriate to the services being operated. The final item of publicity published this month is a new faretable book, costing £1.

OTHER OPERATORS - South East Essex

Ensign Bus Services: on order are 24 Dennis Dominator/NCME, for delivery from August on. A number of vehicles in the 2xx series will be renumbered to make way for the new buses. The 2 ex Reading VRT's, 202/5 (NDP 42R & KCF 45P), have been withdrawn. As was noted under ST last month, former ST Fleetlines JTD 386/7P have been acquired. They had been modified for training work some years ago and are expected to be used mainly in this guise by Ensign. Numbered 586/7, the latter is already in blue/silver and the former will be similarly repainted shortly (it already has an Ensign style front destination box).

Four more secondhand Metrobuses are being acquired - the first is ex Leicester FUT 37V, an MCW H45/27D example (which is one of a batch of 4 - are 36/8/9 to follow?). Recently demonstrated but not used in service (except on rail emergency work) was Peugeot Talbot Express B22F F914 KRJ. The sightseeing fleet will be augmented this summer by 4 Metroliner deckers, converted to open top. They are all ex Shamrock & Rambler, via North Western - A112-4 KFX and B115 ORU (Ensign numbers 112-5); 112 has already had its roof removed. An ex Kings Ferry 3 axle Scania double decker, C112 FMJ, is also now employed on London sightseeing, in Evan Evans livery.

Stephensons Coaches, Southend: Bristol VR NCD 556M joins the ranks of the overall adverts in this fleet, in a white scheme for the Royals Shopping Centre in Southend. It makes an interesting contrast with EN VR 3113, based at SD and also an advert for the Royals. Stephensons and Lynxline's commercial services 22C, 31C, 60, 60A & 60C are now being marketed under the 'Town Lynx' banner.

Teds Coaches, Canvey: a second vehicle acquired is VJT 614X, Ford R1114/Plaxton C53F ex Reliance Coaches of Benfleet.

T V Taxis, Southend: further fleet additions for the PSV licenced fleet are Ford Transit/Dormobile B16F C295/6 MEG, ex Cambus. A third, as yet unidentified, Transit has also come. The PSV side of the fleet has applied for an increase in its operator's licence to 8 buses and it is thought that it will eventually take over completely from the taxi licenced partnership. Further route expansion saw the 29A extended to Eastwood Old Road/Bradford Bury over virtually the entire ST 29 route, from 6/3. From the same date the Southend - Thames Drive 1S was revised to run later in the evenings, until 2030 M-S.

Non PSV: noted in the area recently, and currently parked in a boat yard near Benfleet Station, is an ex Standerwick VRL, LRN 59J. It appears to be a mobile exhibition unit and has received mechanical attention at the ST garage.

ENOC 2954

3820 - 3844 JEV 411 - 425

3820 - 3844 were twenty five Bristol K5G with Eastern Coachworks 55 seat lowbridge bodies, these were delivered to Eastern National between May 1940 and February 1941 and were initially allocated to the Midland Area. Early in 1952, 3829 JEV 420 received a new ECW L27/28R8 body, to be followed by 3821/4-6/8/31/5/6/40/1/3/4 which by this time had been transferred to the United Counties Omnibus Co., indeed the batch became UCOC 672-696. In 1955, Eastern National had a need for extra double deckers for contract work, and together with various other Bristol K's 3830/4 (UCOC 682/6) JEV 421/5 came back to EN control, and as the fleet had been renumbered they gained the numbers 1017/1018. In 1960 - 3821/4/6/31 (UCOC 673/3/6/8/83) exchanged bodies with former EN bostols 3949/57/1/8 (UCOC 726/34/28/35) MPU 10/18/12/19 and were disposed as follows:-

3821 (673)	United Welsh 1021
3824 (676)	United Welsh 1113
3826 (678)	Cumberland 204
3831 (683)	Cumberland 205

United Counties neighbour Luton Corporation purchased three from the batch in 1961/2 3825/8/35 (UCOC 677/80/7), these were given Luton numbers 91/89/90 respectively and were operated until 1966. Withdrawal of the remaining unrebuilt vehicles took place between December 1955 and September 1958 - 3820/2/3/7/32/3/7/8/9/42 (UCOC 672/4/5/9/84/5/9/90/1/4). The rebuilt vehicles remaining 3829 (UCOC 681) became a tree lopper in 1962 and 3836/40/1/4 (UCOC 688/92/3/5) were withdrawn in 1961/2. 3820-3844 were the final delivery to the Eastern National of prewar type ECW bodies, the last arriving in February 1941 in the height of World War II hostilities and were to survive twenty years service.

Photographs relating to the above article, available from the Photograph Officer.

B5	JEV 418	3827
1225	JEV 425	3834
1164	JEV 431	3840
1257	JEV 417	3826
946	JEV 419	Rear offside view
767	JEV 427	Rear offside view
1254	JEV 416	With Luton Corporation
3446	JEV 421	as EN 1017

311/10

OTHER OPERATORS - REST OF ESSEX

CHAMBERS Have acquired a third Leyland Olympian Alexander double decker G864 XDX which is in fleet livery.

C & I
COACHLINES Have acquired a Mercedes-Benz 0303 Jonckheere Executive Coach from Len White Travel TSV 803 and has been painted into C & I livery by T & J Sangster, also acquired recently is C87 HCX Van-Hool T815 which is currently white.

COOKS Recently placed into service is a new Bova Futura G522 XHK

COUNTY
COACHES An ex Limebourne Daf SB 2300 Berkhof Coach B690 BTW has been acquired, this has been re-registered 7947 RU and carries the name Cornwall.

COUNTY BUS New vehicles to report are Mercedes MB 709D/Reebur minibuses G918/9 UPP for use on the 505. Acquired vehicles are open top AN110 (re acquired from Premier Travel) whilst SNB 208, 211, 265, 284, 291, 312 & 317 have come from Sovereign. All these vehicles are based at Harlow except 284 which is at Grays. Other allocation changes are SNB 72 GY to Sampsons. SNB 81, 90 and 190 withdrawn, SNB 180, 266 GY-HA. Minibus E354 NEG is now back at HA ex Sampsons.
In Harlow Park & Ride scheme was operated between Longmans Car Park and the Bus Station on Saturdays 25.11.89 to 23.12.89 with a LRC normally being used.
From 13.1.90 service 804 was converted to minibus.
Finally an advert appeared in the local press during late January advertising for minibus drivers for a new Minibus network using Mercedes vehicles in the Grays area. These services commenced on 3.3.90 and replaced full size buses on routes 377, 378, 379, & 383. Services 370 & 373 remain big bus operations to a revised timetable whilst the 376 is withdrawn.

CRUSADER has sold Van-Hool T815's A101-4 TWV to Moseley Loughborough (dealer) with A104 TWV returning to home territory having been acquired by Norfolks of Nayland. This has now been re-registered 90 NOR. The previously 90 NOR Volvo B58 Plaxton has been re-registered NMK 907W and has been passed to Moseley (dealer)

CUNNINGHAM
CARRIAGE CO Has HFM 805N Ford/Duple Dominant ex Audawn, Corringham. It retains Audawn livery and fleetnames on side and rear, but has Cunningham C.C. on the front illuminated panels. It was in service on 265, Also seen on 265 was PGX 235L Ford/Willowbrook new to Continental Pioneer and in full Audawn livery complete with fleetnames and legal lettering.

FARGOS F724 SML Leyland Swift has been sold.

FORDS Acquired D66 ONS Bedford YNV Duple 320 C57F. Sold Ford/Duple SNM 495N and Ford/Plaxton CVS 942T also sold JSC 892/3E Double Decker Buses.

HARRIS COACHES UHK 202W Daf Plaxton Coach has been sold.

HEDINGHAM have opened a depot at Burnham on Crouch to operate the South Woodham minibus service which is due to commence 2.4.90.

JACKSONS FLEET LIST

1	UTR 705	Leyland Leopard	Duple	C50F (SHD 330X)
2	HTA 842N	Leyland National		B49F
3	24 FLC	Bedford YMT	Plaxton	C53F (TUR 140R)
4	MJI 2374	Bedford YMT	Plaxton	C53F (BVE 107V)
5	MJI 2375	Bedford YMQ	Plaxton	C35F (BCJ 900V)
6	MJI 2376	Bedford YMT	Plaxton	C53F (KBX 362X)
7	F303 RMH	Mercedes-Benz L307D	Reeve Burgess	C12F
8	F76 NLH	Mercedes-Benz L407D	Coachcraft	C15F
9	C678 KFW	Mercedes-Benz L608D	Coachcraft	C21F
10	JGV 317V	Bedford YMT	Duple	B55F

OSBORNES 2 new Van Hool T815 Alizee Coaches with Cummins engines have been added to the fleet, registration numbers are G430/1 VML they have replaced 35/6 D614/5 SJX Daf/duble Coaches. The prototype Bristol VRL GGM 431D which was operated by Osbornes for a number of years has been sold by Carter of Colchester to Northern Buses, North Anston.

WAY MINI COACHES Have a new Mercedes Mini Coach G261 GRF with PMT ? bodywork.

WEBB PEL 915M a Ford Plaxton Coach has been sold to Future Ford Uxbridge. This coach was used in the BBC T/V Christmas edition of Only Fools and Horses and was deliberately set on fire in Margate.

WESTS JTH 761P has been sold to ENE Chelmsford who stripped it for spares and sold the remains to a Chelmsford Scrap Merchant.

W.H.M. Ltd. Recently acquired are D263 HFX a ex Excelisor Volvo/Plaxton which has been numbered 4 and re-registered XCF 447, also acquired Fleet number 9 TFP 3X a Volvo/Plaxton and number 15 F626 SAY a Toyota Caetano Optimo, Volvo/Plaxton BWC 800 fleet number 3 has been re-registered to UJN 174Y previously FUA 389Y BWC 800 is now on a Mercedes car. Sold - No 4 F897 SMU Leyland Swift Reeve Burgess Coach.

WINDMILL have two new Bova Futura coaches F263 RHJ and G787 URY.

WOODS OF ESSEX AL34 XNH a Daf Jonckheere has been re-registered ASV 247.

Non PSV

FORD MOTOR CO Further to 304/11 A500 NWC is currently for sale with The Kings Ferry, Kent and A600 NWC is now with Priory Coaches Stamford.

SHAFTESBURY SOCIETY BL192 BPP Volvo B10M Plaxton Paramount 3500 has been acquired from North Mymms Coaches and converted into a coach for the disabled by ENE Chelmsford. This coach was previously registered NMC 785 and was originally registered B873 BMT.

TTE282D Leyland PD2/40 - East Lancs, new as Widmes 42. It was signwritten for RSM Driver Training with 0268 (Basildon/Wickford/Canvey/Rayleigh/S.Benfleet) and 0702 (Southend) phone nos.

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Bristol K5G 3834 (JEV 425) is seen here at Aylesbury depot. This vehicle became United Counties 686 but was later sold back to Eastern National becoming 1018.

As a correction to magazine 310 the caption to the Hicks photo is incorrect as this vehicle became 1104 with Eastern National.

Contributions to this months magazine were received from :- R Dennis, P Harvey, G Huggins, J Lidstone, B Lynch, C Rogers, C Sigston, P Snell, D Stebbing, G Toon, Eastern National, Grey Green Enthusiasts Club, LOTS and Southend Transport.

CONTRIBUTIONS FOR THE APRIL MAGAZINE TO ARRIVE BY 6.4.1990.