

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

DECEMBER 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

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Thamesway have acquired a number of ex Badgerline Ford Transits. One of them is 704 (C482 BFB) seen here in the company of two others at Basildon depot.

(P Ashton)

The committee would like to wish all members a happy Christmas and Best Wishes for 1991. We would also thank you for your support and interest during 1990.

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SUBSCRIPTION RENEWALS FOR 1991

Members whose subscriptions expired this month and have not yet renewed are reminded to do so as soon as possible.

MAGAZINE QUESTIONNAIRE

Many thanks to those of you who have returned these and for the new ideas and features that you would like to see in the magazine as well as ideas for tours and meetings. If you have not yet returned your questionnaire please do so as soon as possible. It is your group and we want your ideas, likes and dislikes so as to provide a service for you the member.

PHOTOCOPYING OF GROUP MAGAZINES

It has come to the attention of the committee that an individual within the group has been duplicating magazines and selling them at opendays rallies etc. This member has now been ejected from the group and we would urge all members to report anyone else who may be attempting to make a profit at the groups expense. It should be remembered that for every magazine sold in this way we lose a potential member and that an increase in membership would help to reduce the subscription that each individual member pays.

ROCHFORD MEETING

The next meeting at the Freight House takes place on 8.1.91. This will be a members slide evening and you are invited to bring along slides of general interest. Freight House is situated adjacent to Rochford Station.

ILFORD MEETING

We are pleased to announce the return of meetings in this area with the first one being held on 22.1.91. at 7 Farley Drive, Seven Kings commencing at 8pm. Farley Drive is adjacent to Seven Kings station and the meeting will take the format of an informal get together. It is hoped to be able to continue these and members from the area are especially welcome.

ENEG NEWSHEETS

The magazine editor has the following available free of charge to any member who is interested. Jan. 1979 to Jan. 1980, July 1980 to Dec.1986. Delivery to most of Essex can be arranged although I would prefer it if they were collected.

SALES NEWS

The long awaited North Essex bus timetable should be available by the time you receive this months magazine. Andy Meadows will have copies available at 1 including postage.

Also available from Andy are Capital Transports London Bus Handbook Part Two (includes Thamesways LRT operations, all the former London Country Group, Grey Green etc.) price is 6.95 including postage.

The Bus Handbook Part One North East England is also available priced at 7.95 including postage.

ESSEX BUS FLEETBOOK

The 1991 edition of the Essex Bus Fleetbook is due for publication early next year. As with the 1989 edition, the book will be fully illustrated and Andy Meadows is now looking for suitable illustrations. If you wish to contribute photographically, please send your prints to him for consideration. Photos must be taken recently and feature any Essex operator (primarily Thamesway, EN, Southend, Colchester, Hedingham, Harris etc.) Photos should be Black and White although high quality colour prints on glossy paper may be accepted. When sending prints please enclose an SAE for return of material after use. The deadline for submissions is 31.1.91.

CAN YOU HELP

Group member G J Booth would like to hear from anyone who has photos or information on Eastern National operations in the Clacton area during the 1960s. If you are able to help please write to him at:- 178 Bramerton Road, Bilborough, Nottingham, NG8 4NF.

EASTERN NATIONAL

Acquired Vehicles

Further to 318/3 registrations of two of the acquired SWT Bristol VRs are known at the time of going to press. 3221 is WTH 958T with 3222 being BEP 963V. Further details will be given next month.

Allocation Changes

11/90 0700-06 NEW-CF; 0719 CN-CF; 1740 POOL-BE; 1750 CR-POOL; 1754 DT-POOL; 1764 CF-MN; 1766 POOL-DT; 1774/5 CF-D/L(D); 1909/10/14/16 BS-BE; 1923 CR-BE; 1926/9 BE-CR; 1930-32 BE-BS; 1940 POOL-BS; 3054 MN-D/L(D); 3057 DT-D/L(D); 3200-3 CN-D/L(D); 3219 SWT-DT; 3220-22 SWT-CN.

Although not reported by the company 3069 CF-MN and 3070 MN-CF has been observed during November.

When the four VRs arrive from Thamesway, 3052/55/56/61 are due to be withdrawn.

The above changes leave just one closed top series 2 Bristol VR in service 3204 at Colchester.

Vehicle News

Bristol VR 3218 has lost its electronic destination equipment and is now fitted with standard destination blinds. These are of the older twin aperture type rather than the later single version. With regard to last months notes at least one of Colchesters Olympian coaches carried an advert for Stansted Airport prior to the application of Ruddles adverts.

Olympian coaches 4511 and 4512 were both back in service at CF by early November and CR 4503 and BS 4510 returned to their home depots.

Leyland National 2s 1930-32 were fitted with moquette covered seats prior to their move to Bishops Stortford. These vehicles together with 1940 which has coach seats fitted, carry external vinyls for service 333.

Essex County Council have allowed Eastern National to convert the Sunday service on routes 41A and 56C to minibus. The 0840 ex Witham and 2258 ex Chelmsford are also minibus operated. These services were first operated on 18.11.90.

Former driver training bus 9003 (CPU 982G) is being stripped for spares at Thamesways Brentwood depot.

Repaints

0754, 1806, 1921 & 1940 were all repainted during October.

CF 3112 has gained a rear end advert for Kennings, a local motor dealer.

Unusual Workings

14.10.90. CR 1793 on service 452.

25.10.90. MN 1114 on service 351 (CF duty).

3.11.90. CF 1851 on service 353 (BE operated).

4.11.90. CR 3103 on service 452 (BE Nationals being normal).

7.11.90. BE 1924 on service 92 (MN operated).

10.11.90. CF 1121 and CF 1819 on Bishops Stortford town service 309.

DT 4008 was in use from Colchester for a few days during mid November.

Leyland National 1909 was in use from Chelmsford during mid November between its move from BS-BE.

General

Fares were increased on most services from 5.11.90. although day returns remained at the same price until Thamesway fares were revised two weeks later. Single fares within the Thamesway operating area remained the same as Thamesway.

The White Hart Junction in Braintree was closed for several days at the beginning of November. All EN services that use this junction were diverted via the Bus Park. Hedinghams 331 operated as service 332 via Deanery Corner whilst service 89 terminated at Tabor High School instead of the Bus Park, although services without a corresponding return journey continued to the Bus Park.

The building taken over by EN from Wright Bros. and used as an outstation of Bishops Stortford at Old Harlow, High Street has been put up for sale. This site was used by Chris Earl Coaches in more recent times.

Most bus stops in the companys operating area have had the phone number of the local enquiry office applied to them.

Park and Ride services were introduced in Chelmsford on Saturdays between 24.11.90. and 22.12.90. Two services are operated one between Rectory Lane and the Town Centre using full size buses, the other between Wharf Road and the Town Centre using minibuses. Both services are provided on behalf of Chelmsford Borough Council.

Initial Disposals

1774 (MAR 796P) Brewers, Caerau, 11/90.

1775 (MAR 797P) Brewers, Caerau, 11/90.

Little Green Buses

A number of requests have been received to include a feature on the minibus services of Eastern National in Braintree, Witham and Chelmsford. The following is therefore hoped to be of some interest.

Braintree, Witham.

34 Commenced on Monday 20th August operating between Braintree Bus Park and White Courts Estate. The service operates half hourly between 0820 and 1650 on Monday to Friday finishing at 1450 on Saturdays. The service was started to supplement the 311 as well as giving a service into the estate.

Service in Witham also commenced on 20.8.90. and are :-

37 Witham Collingwood Road to Forest Road, Redwood Close. This service operates at twenty minute intervals during the main part of the day, although the first bus is at 0540 on Monday to Friday and 0750 on Saturday. Last bus is at 1710 on Saturdays or 1910 on Monday to Friday.

38 Witham Rail Station, Collingwood Road, Town Centre, Spinks Lane, Humber Road, Flora Road, Powers Hall Road, Chipping Hill, Rail Station and Collingwood Road. First bus is 0547 on Monday to Friday or 0807 on Saturday with the last bus is 1727 on Saturday or 1947 on Monday to Friday. The service operates every 20 minutes during the main part of the day.

39 Witham Rail Station, Collingwood Road, Maldon Road, Laurence Avenue, Maltings Lane, Allectus Way then as outward to the Rsil Station. The first bus is 0606 on Monday to Friday or 0806 on Saturday with a last bus at 1646 on Saturday or 1906 on Monday to Friday. This service also operates at 20 minute intervals during the main part of the day.

354/6 Braintree to Witham via Cressing Road, Tye Green (354) or Jeffreys Road (356) then Templars School, Witham Station and Avenue Road to Collingwood Road. This service is or at least appears to be positioning or crew change runs from BE depot. The 0816 ex Witham and 1805 ex Howbridge Estate are big bus

operations off service 353 (0730 and 1715 ex Braintree). Braintree has six minibuses of which five are required for service (1- 34, 3- 37,38,39, 1- 354/6). Note services 37-39 interwork .

Chelmsford

40/40A These services commenced on 3.9.90. as a revision of the existing service 40 between Westlands Estate and Great Baddow. This service operates via its original route from Westlands Estate as far as Longfield Road, from where it now runs via Longmead Avenue, The Causeway, Bell Street then Vicarage Lane, Park View Cres. and Maltings Road (40A) or Foxholes Road, Dorset Avenue, Gowers Avenue and Hampton Road (40). These are roads never served before by Eastern National. The service 40A has caused some letters to the local press from local residents as it operates in competition with a local taxibus, whom they feel are being given unfair competition from EN. Each service runs half hourly to provide a bus every 15 minutes over the main part of the route from about 0700 to 1830 on Monday to Friday or 0740 to 1800 on Saturday.

42 This was the first minibus service introduced by EN in Chelmsford on 27.10.1986. Local council members were outraged at the time stating that the last thing that the Tile Kiln Estate wanted was a minibus. Four years later levels of use remain high and with the exception of a reduced service on Saturday afternoon nothing has changed. Except the views of the councillors!

44 This service was introduced on 3.9.90. again as a revision of a big bus route. This service operates from the Bus Station to Moulsham Drive via Lynmouth Avenue, Lady Lane then via Moulsham Drive to Lynmouth Avenue. Operation is every half an hour from 0730 (0800 on Saturday) until 1800.

47/48 The most recent conversion from a big bus route which took place on 12.11.90. Service 47 operates from the Bus Station via Springfield Park, Dukes Park, Chelmer Way and the old A12 before returning via Springfield Park. This service operates from 0615 on Monday to Friday or 0715 on Saturday until 1945 on Monday to Friday or 1515 on Saturday after which operation is half hourly until 1815. Service 48 retains its original route from North Melbourne to the High Street from where it runs via Parkway, former A12 then Chelmer Way, Chelmer Village and New Dukes Way. Operation is at 15 minute intervals from 0615 to about 1920 on Monday to Friday or 0730 to 1600 on Saturdays after which it operates half hourly between Trent Road and New Dukes Way until 1930. An evening service is provided every half an hour between Chelmsford and New Dukes Way by service 48A which operates via the same route as the 48.

Park & Ride A Monday to Friday service operating morning and evening peaks between Wharf Road and the Railway Station commenced on 1.10.90. Full details were given in 318/13.

Some services on Sundays are minibus operated details appear in the Eastern National notes this month.

Chelmsford has an allocation of 19 minibuses of which 16 are required for service. (4-40/40A, 3-42, 1-44, 2-47, 5-48/48A plus one for the Wharf Road Park and Ride).

THAMESWAY

New Vehicles

301-6 H301-6 LPU Mercedes Benz L709D Reeve Burgess B23F

These vehicles were delivered in full Thamesway livery at the beginning of November. Full details will be given next month. Olympians 1001-4 are expected to be allocated to Ponders End for service in early December. They will replace 4 Bristol VRs which will pass to Eastern National.

Acquired Vehicles

704-10 C482-84/90/95/97/503 BFB Ford Transit Dormobile B16F

These vehicles were acquired from Badgerline Ltd. and were first noted in Basildon on 25.10.90. They were 4482 etc. and were new to Bristol Omnibus in 1985 passing to Badgerline in 1986. These vehicles were located as follows in late November BD 705/7/9 BN 706/8/10 and HH 704. None are as yet in service.

Vehicles on Loan

South Wales 930 has returned to Swansea, while 4506 is now back at Southend. The precise date of return is not known, it being observed by one member on 13.11.90. During its stay with SWT it operated mainly on the Cardiff-Swansea service. Further to magazines 317 and 318 4504 was observed in Essex on 22.8.90. and was next seen on 1.10.90. although these may not be the precise dates that the vehicle was on loan to Badgerline.

Allocations

11/90 3206 BD-PD; 3207 PD-D/L(D).
12/90 301-6 NEW-BD.

Unusual Workings

18.11.90. BD 3082, BN 3117/20 operated a Leigh to Pitsea rail replacement service.
27.11.90. BD 3082 on services 350/1 (normally Leyland Nationals)

Repaints

The following were repainted into fleet livery during November 1803/17/35/37/64/84/1905/11. All were repainted by Tom Sangster except 1835 which was completed at HH. 1837 was a former Yetttons overall advert while 1864 was in a scheme for Class One Travel. It appears that upon repaint vehicles are losing their allocation plates.

General

A new set of cheap day returns were introduced in the Southend &

District area from Wednesday 24th October.

Fares were increased in the Brentwood and Basildon areas from 26.11.90. although fares within ENs operating area were increased two weeks prior to this.

The majority of stops within the area now carry Thamesway stickers.

Smoking is to be banned on all services in London from mid January, it is not allowed at present on single deckers and only at the rear of the upper deck on double deckers. Smoking has been banned on all EN/Thamesway services in Essex for some time and this move will bring the entire company in line.

Basildon are operating this years Park & Ride service in the town on Saturdays between 3.11.90. and 22.12.90.

Services

LOTS report that Thamesway plan to introduce a service 369 between Waltham Cross and Lower Edmonton via Hertford Road, Mollison Avenue, Green Street, Alma Road, South Street, Hertford Road, Galliard Road, Bury Street and Hertford Road. The service would operate hourly Monday to Saturday using midibuses. LT agreement is being sought. This route would serve a number of roads not served at present.

Publicity

Certain timetable leaflets have been reissued with the Thamesway name but dated prior to the formation of the new company. Future historians beware!

COLCHESTER BOROUGH TRANSPORT

Vehicles

New Lynx 30 arrived around 8.11.90. and was first noted in use by 15.11.90. It is registered H130 LPU and has its chassis number is LX2008. It is different to the other Lynxes in that it has a protruding radiator grill and a rear facing seat, although it still seats B49F. It carries Bright-Tech destination equipment which has been programmed with over 250 combinations of destination and service number!

The two new Volvos have Ikarus bodywork. 107 seats C49FT and 108 seats C48F. The chassis numbers are 21595 and 21693.

Atlantean 51 was withdrawn on 31.10.90. and was repainted for Boons, Boreham prior to leaving around 15.11.90.

Open Top Atlantean 55 has been delicensed for the winter and was removed from the depot to provide space for the new coaches.

Services

5/8A From 2.11.90. the 0800 from Horkesley was advanced by 5 minutes to the town centre. The 0813 from Tollgate was also advanced by 5 minutes to the town centre from 19.11.90.

- 5A From 19.11.90. the 0831 from Fiveways was advanced by 5 minutes to the town centre.
- 9 From 19.11.90. the 0803 ex Lexden was advanced by 5 minutes throughout. From the same date the 0853 ex Highwoods was advanced by 5 minutes to the town centre.

General

Fares were increased on 12.11.90. as follows (in pence): 22 to 25, 35 to 40, 45 to 50, 55 to 60, 60 to 65, 65 to 70, 70 to 75 or 80, 80 to 90, 85 to 95 and 90 to 100.

OTHER OPERATORS REST OF ESSEX

BONNERS, ONGAR. Have introduced a commercial Saturdays only service between Epping, St. Margarets Hospital and Romford Station via Coopersale, Moreton, Ongar and Stapleford Abbots. This service commenced on 10.11.90. departing Epping at 0830 and 1330 returning at 1200 and 1700 and is numbered A1.

BOON, BOREHAM. Have acquired Atlantean/Alexander MVK 538R from Colchester BT. Also on the premises are two Paramount bodied coaches. One is E337 EVH in a blue and white livery. The other is all over white and is not registered. The Chelmsford Twirlettes bus (see 317/14) is also kept on the premises.

CARTERS, COLCHESTER. A timetable leaflet dated October 1990 is available.

CHAMBERS, BURES. Olympian G760 VRT reported as entering service in white in Mag. 305 was repainted into fleet livery some time ago.

HEDINGHAMS. A further VR is PWY 43W ex Keighley & District but new to West Yorkshire. A timetable leaflet for the Halstead and Heddingham area dated 15.9.90. is available. The timing revisions referred to in Mag. 317/12 allowed service 17 from Gt. Bardfield to Saffron Walden to be combined with commercial services, hence saving one vehicle duty.

JACKSONS, BICKNACRE To correct 319/11 the Bedford retains registration 24 FLC with APT.

LONDON BUSES. Two new services operating on Saturdays only to Lakeside have been introduced. Service 723X from Stratford was introduced by East London on 20.10.90 whilst Selkent introduced service 750 from Plumstead on 10.11.90. London Forest have introduced service X10 between Hackney and Southend Central on Thursdays and Saturdays which commenced on 18.10.90. Departure from Hackney is 0900 returning from Southend at 1730. Coach seated LS71 from Leyton is the normal vehicle on this route.

NORFOLKS, NAYLAND. A full fleetlist appears elsewhere in this magazine which reflects a number of recent changes. Former LT DMS OJD 199R was in use for a few weeks recently. The last known owner of this vehicle was Graham, Paisley.

WESTS, WOODFORD GRN. A revised timetable was introduced on services 531/2 from 1.12.90.

Southend Transport

These notes are correct to November 27.

Vehicles

ACQUIRED: of the vehicles referred to last month, 121, 259, 555 and 714 have now entered service, in fleet livery: 260 is expected to follow at the beginning of December.

A further pair of Paramount 3200 bodied 12m Tigers was due as we went to press, to be numbered 557/8. Breaking the mould, they will be B registered examples & are NOT ex London Country - details next month.

MODIFIED: 242 should have re-entered service in its single door guise by the time these notes are published.

WITHDRAWN: 532 (BHK 210X) was withdrawn in November and joins sister 531 with Shaws of County Durham (noted on delivery on Nov 8).

SUBSEQUENT DISPOSALS: following last month's report, 506/7 (BTE 206/7V) have been reinstated by Brighton (84/2 resp.) and are now working in the Campings Coaches fleet, ex the Lewes Coaches fleet. The 2 Astromegas sold to Swallow Coaches of Rainham have been reregistered: 601 (NDS 841Y) is KIW 8800 and 602 (JEV 243Y) KIW 8801.

Service vehicles - the PD3 bought for training use, GRY 54D, has been allocated fleetnumber 354 but remains stored in as acquired condition.

Services

Commercial services over Christmas/New Year will be as follows:

Mon 24/12	Normal services, some PM peak cuts/alterations;
Tue 25/12	One X1 only, 0830 CBS-Victoria C/S; 1045 return;
Wed 26/12 & Tue 1/1/91	Special services - generally 0900-1900, hourly on 1, 5, 7 (Shoebury - Hockley), 9A (new this year), 29 and 63; 2-hourly on 4A and 3 hourly on X1. One 5 runs as a 3A on its return working at the end of the day.

On all other days the normal service will run, with the usual New Years Eve disruption to X1's in central London.

General

Crew routes now use ticket rolls in various colours (usage is rotated on a random basis) in order to reduce the possibility of fraud by passengers altering ticket dates.

In an interesting application of airline flight simulator principles, route learning for service changes is now conducted without ever leaving the garage, by using videos shot from the front of a bus! These even show drivers the correct turning manouvers at terminals where a reverse is needed, such as Paglesham and Lower Hockley.

We have belated news of the Olympians breaking new ground back on Sunday August 5 when 262 operated a rail replacement service, all stations from Southend Central to Fenchurch Street (excl. Limehouse, closed on Sundays). It is most unusual for a rail replacement to operate west of Barking.

A special leaflet gives timetables for the special Xmas services.

OTHER OPERATORS - South Essex

Blue Triangle, Rainham: extended their ECC work with the all day Mon-Sat 265, ex Cunningham Carriage Co. Still running Bulphan/West Horndon to Brentwood, it is extended on to Harold Wood, then via Gidea Park to Romford to replace Ensign contract route 347. Readers are referred to the LOTS news-sheets for Blue Triangle vehicle notes.

District Bus, Wickford: the latest ECC timetable reveals some previously unreported service changes, viz:

105 Shotgate-Wickford-Basildon: two jnys Mon-Fri now extended from Wickford Broadway to Rettendon (Meadow Rise - where-ever that is!); limited service between Shotgate and Basildon introduced on Sundays, being positioning journeys for ECC contract 235 and commercial 101.

108 This Billericay-Gt Burstead-Ramsden Heath service reduced to just one am peak trip, ex 8 journeys in M-F peaks;

110 New service: Shotgate-Wickford-Billericay-Brentwood-Pilgrims Hatch, Mon & Sat only; out 1741, return 2245.

223 This ECC contract now includes more commercial journeys than before, using numbers 102/6/7 (107 was previously used for a Wickford local), including an early Sunday jny (positioning for 235). See the latest ECC timetable book for fuller details.

Ensign Bus Services, Purfleet & Dagenham: we are not able to give full coverage on Ensign every month (and LOTS also cover this operator, whose territory straddles the Essex/London border) but with so much news this month, we present an extended report, divided into various headings:

General

It can now be revealed that the widely reported sale to Whitehall Investments Inc was not consummated as Whitehall could not raise the finance required; Ensign Bus Services therefore remains in the ownership of Peter Newman, although other sale opportunities are being explored.

Operations on London bus services are now conducted through Frontrunner South East Ltd as a legal entity, but still with Ensign names and identity. The 'London Suburban Buses' fleetname only appeared briefly on Olympian 121 and was soon dropped.

Most bus operations are now conducted from DM depot, which has now been open for a year; on Dec 1 the 365 operation moves from PT to DM.

Vehicles

New: 251-74 H251-9, 460, 261-74 K VX Dennis Dominator NCME H??/??D

These 24 Dominators are in the course of delivery, at a cost of over £96,000 each. They will replace 28 old DMS Fleetlines. For the first time in this fleet, they will feature anti-vandal screens on the cabs.

Other changes: Atlanteans 466/7 were reinstated (317/9 refers) and we understand that 9 AN's are to be retained in the fleet, with 476/7 to be disposed of.

Ensign Bus services (continued):
Services

62 This LRT contract withdrawn north of Marks Gate from 1/12 and diverted to Collier Row. Replacement is by Thamesway 362 with new minibuses 301-6 (see Thamesway notes).

345 New service expected to start 10/12: Rainham Station to Aveley, peaks only; commercial, not LRT operation.

347 The Romford-Brentwood service was withdrawn after 27/10 (replaced by Blue Triangle 265); the other 347, Dagenham-Romford via Elm Park, commenced 3/9 we think, and has recently been diverted via Dagenham Asda; again, this is commercial not an LRT contract.

348 The Romford-Purfleet service started in April was extended at West Thurrock to serve the new Lakeside shopping complex, and was also rerouted in Ockendon via Tamarisk Road, presumably from 23/10. There are plans to double the frequency to half hourly.

349/449 One cutback was the withdrawal of these commercial Romford to County Park Estate routes after 26/10.

565 New service from 23/10, Barkingside-Goodmayes-Romford-Elm Park-Rainham-Aveley-West Thurrock, Lakeside, hourly M-S days. Yet again, a commercial operation: approval to the route had been delayed but was unexpectedly received the day before Lakeside opened. The first bus ran just 14 hours after that approval was given - not bad!! Further routes are planned to Lakeside, viz:

350 Gants Hill-Ilford-Becontree-Heathway-South Hornchurch;

351 Barking, Thames View Est-Barking-Upney-Becontree and as 350;

353 Noak Hill-Harold Wood-Upminster then as 348.

These are all provisional plans, with no start dates known.

612 London lights service, Trafalgar Sq - Marble Arch reintroduced Nov 12; some journeys run as a normal all stops service, others as tours; open top DMS's.

N23 Due to start on 1/12 is this commercial night bus service, Piccadilly Circus-via LRT 15 (we presume)-Canning Town-Barking-Upney-Becontree-Elm Park-Hornchurch-Upminster to Cranham, daily. To be marketed as the 'Night District Line' it is planned to use the new Dominators, fitted with cellular phones for public use!

M & E Coaches, Shoebury: have acquired another ex Bristol VR/ECW (this time single door) for the Rochford leisure bus free service, HTC 729N. MCW bodied VR TOE 438N was sold earlier this year to the Beiss Shammai School, Chigwell.

Rayleigh Roadways, Ramsden Heath: are using Bedford/Plaxton coach BEA 344Y on the T/F/S ECC contract 225 (Basildon-Little Burstead-Billericay) their only bus route. Ticketing is Setright.

Reliance Coaches, Benfleet: have Dennis Javelin/Duple coach E755 HJF.

Stephensons Coaches, Rochford: to amplify last month's notes, Tiger/Paramount 3500 A25 JFA is not on loan but merely garaged by Stephensons. The 4th VR is TBW 452P, presently running in South Midland 'Orbiter' livery (it had briefly worked for Ensign in this livery). RELL LHT 166L has lost its Cluney Upholstery overall advert and is now in all over white. Former Davie's of Rye Bedford RPM 21M was removed by ClassiCoaches (East Sussex) during October. Finally, special services will be operated on over Christmas again this year: Boxing Day: hourly, Eastwood Rise to Southchurch, with 3 journeys extended to Rayleigh - numbered 60B - as 60 but via White Horse, not North Ave);

New Years Day: hourly Rayleigh Station-Newington Ave on 60, plus hourly Southend-Newington Ave 60B's; in the evening a service will operate on 3B between the White Horse and Hadleigh, with some journeys extended to Rayleigh via ST route 1. There will also be positioning journeys to/from Rochford on 7.

Also, watch out for Santa driving on the Asda contracts on Dec 21 and on the 60 on the 22nd; any resemblance to the sub-editor will be entirely deliberate!!

AND FINALLY . . . some interesting comment has emerged from the County Council, in advising operators of the planned future publication dates for the new South Essex timetable book. The first edition ran to 20,000 copies and sold out very quickly. The County admit that "there is still a great demand/need for a comprehensive, up to date and reliable timetable" and, even more revealingly, "many potential passengers are being lost through lack of information or frustrated journeys as a result of timetable changes and out of date information". Has it really taken 4 years of deregulation for the County to recognise the blindingly obvious?! Some of us were saying it years ago! In the sub-editor's personal - and controversial - opinion, it would be better to spend more of the limited budget on publicity for all services, contracted and commercial, at the expense of some of the very lightly used contracts. That might yield better value for money. And how about a county-wide telephone enquiry service (perhaps part funded by using an 0898 phone number)? Any takers?

NORFOLKS (NAYLAND) FLEETLIST OCTOBER 1990

DAU 379C	AEC RENOWN	WEYMANN	O40/30F
PRG 126J	DAIMLER CRG6LX-33	ALEXANDER	H48/37F
CBV 305S	LEYLAND AN68/2R	E. LANCS	H50/36F
CBV 306S	LEYLAND AN68/2R	E. LANCS	H50/36F
CBV 307S	LEYLAND AN68/2R	E. LANCS	H50/36F
CBV 308S	LEYLAND AN68/2R	E. LANCS	H50/36F
CBV 309S	LEYLAND AN68/2R	E. LANCS	H50/36F
CFM 345S	LEYLAND NATIONAL		B49F
CFM 347S	LEYLAND NATIONAL		B49F
LMA 413T	LEYLAND NATIONAL		B49F
DFS 808S	SEDDON PENNINE VII	PLAXTON	DP57F
759 KFC	SEDDON PENNINE VII	PLAXTON	C53F
301 XRA	AEC RELIANCE	PLAXTON	C55F
229 LRB	AEC RELIANCE	PLAXTON	C53F
15 NOR	BOVA EUROPA	BOVA	C53F
90 NOR	VAN HOOL T815	VAN HOOL	C54FT

OTHER VEHICLES

Noted at the Springfield Cafe, Corringham on 9.10.90. were former Brighton JFG 355N (see Mag. 313/6) and ex Southdown OCD 763G last noted with AMRAF as a driver trainer. Both were in the graveyard area!

Former London Transport DMS 841 (TGX 841M) is with Basildon Council as a playbus. It is named Basil Badgers Toytown Bus. A photo of the vehicle appeared on the cover of Basildon Link a Council sponsored local paper on 17.9.90.

ESSEX COUNTY COUNCIL

Services

59 Certain journeys to and from Audley End Station were retimed from 22.10.90 to provide better train connections.

70/170 From 28.10.90 this service was renumbered 133 to come in line with the EN daytime service. Outward journeys from Braintree were also revised to operate via the normal 133 route.

95A Revised to depart Althorne at 0830 with the return journey terminating at Althorne from 29.10.90.

312 The pm journey from Broomfield hospital was revised to depart at 1540 from 29.10.90.

320 Further to 317/12 additional services were also introduced with effect from 29.10.90.

331/2 Further to 318/9 these services ceased to serve Wethersfield Air Base after operation on 28.9.90. according to official instructions given to Hedingham drivers.

345 A slight timetable revision will be introduced on this service (Braintree- Fuller Street from 5.12.90.)

Publicity

Timetable leaflets for services 59 (Haverhill- Clavering) dated 22.10.90; 320 dated 29.10.90; 331/2 undated and 374 dated

29.10.90. are available.

WHAT THE PAPERS SAY

The Standard Recorder of 1.11.90. featured an item on the possible introduction of minibuses in Basildon. It also stated that Thamesway would be holding regular meetings with the council to gauge grassroots opinion on the service being provided. The Evening Gazette has reported has reported that the Witham Town Service is in danger if all traffic is banned from Newland Street. Michael Holden, NE Essex Manager for EN is quoted as saying that the increased mileage would put up fares and result in fewer people using the services. He said that the services were very popular with over 8000 passengers boarding in Newland Street and Collingwood Road, the period is not stated, but it is assumed to be from August 20th working out at about 1000 journeys a day.

In another story the return to service next year of 1953 cream coloured buses is reported. Operation will be on sightseeing tours of the Tendring area. Mr Holden is quoted as saying "Tendring has a lot to offer and the problem is going to be fitting it all in. There are some lovely spots like St Osyth, Dedham and Harwich..." The District Council would appear to be involved as their PRO has revealed a two and a half hour journey with two stops.

The Essex Chronicle reports that elderly people living in the Alexander Court area of North Springfield are having to walk half a mile since service 55 was revised to terminate at Goldenacres instead of Mountbatten Way. Local councillor Wilf Davey is quoted as saying that EN have cut back the route due to a fall in passengers and that Essex County Council would not entertain the idea of providing a subsidised service in the heart of Chelmsford. Your magazine editor sees no reason why ECC service 52 could not be diverted to run via Chelmer Valley Way and Pump Lane to at least provide some sort of service at a small increase in cost and journey time.

NOSTALGIC MEMORIES OF THE 1920's

My family including myself took up residence in Westcliff in 1923, when I was 13 years of age. This is when I took up my interest in local buses, namely, Westcliff on Sea Motor Services Ltd.

The offices were on Pier Hill and the garage in London Road, Southend on the site of the more recent Eastern National garage and buses served the districts around Southend.

At this time, normally each vehicle was allocated to a route from which it was unusual for it to stray. So from memory I give details of the routes and vehicles then in operation.

Route 1 Southend Victoria Circus to Rayleigh High Street, operated by HJ2312/3 Dennis/Strachen opentop vehicles. All solid tyres with the driver in the open behind the engine. Built around 1922 with windcreens and open staircase.

Route 2 Southend to Pitsea operated by HJ3081 a single deck Daimler and HJ3319 an opentop doubledeck Daimler, this had

pneumatic tyres on the front and was built about 1923 with a windscreen and open staircase.

Route 3 Southend to Benfleet Station. Operation was with HJ1759,1760,1879 & 1902 all Daimlers with London General K type bodies which were modified so that the first passenger bay became a drivers compartment. These were opentop with an open staircase and windscreens fitted. Pneumatic tyres were fitted to the front with solid tyres at the rear.

Route 4 Southend to Great Wakering Church. Operated by HJ2409, 2826. Dennis opentop vehicles with all solid tyres. The drivers cab was open situated behind the engine, behind the driver was an open bench seating four passengers. The lower saloon was open fronted and an open staircase was fitted.

Route 5 Southend to Shoebury High St. Operated by HJ2509,2510 these vehicles were similar to those used on service 4. From about 1926 Shoebury & District introduced two closed top vehicles EV1925,1926 both of which were Dennis chassis.

Route 6 Southend Pier Hill to Westcliff Plough. Used single deck Daimlers HJ147,230,1313 & 2055. All single tyre pneumatics except HJ230 which was twin tyred. Bodies were Strachen & Brown. Drivers cabs were situated behind the engine and were fitted with windscreens.

Route 7 Southend to Ashingdon Church. Operated by HJ2314 which was similar to HJ2312,2313.

Route 8 Southend to Hockley Spa via Rochford and Hawkwell. This service was operated by ex General HJ1388,1389.

Route 9 Southend to Rochford Square. This service used Dennis 18 seaters HJ5309,5310,5691.

Route 10 Southend to Canewdon and Route 12 Southend to Paglesham were both operated by HJ 1387 a front entrance single deck Daimler.

Route 14 Southend to Sutton Cemetary. This service used HJ1386 a rear entrance single deck Daimler fitted with pneumatic tyres and double rear wheels.

Route 15 Southend to Laindon. An opentop Daimler HJ4671 was used on this service which later became 16 and was extended to Brentwood.

Route 17 Southend Pier Hill to Eastwood Woodcutters. A single deck Daimler HJ1312 was normally to be found on this service.

Route 18 Southend to Foulness. HJ4918 a Bean 12 seater operated this service.

Route 19 Southend Kursall to Leigh. Two vehicles operated this service HJ3811,3812 both were Berliet Toastracks which were replaced by Daimler Toastracks HJ5874,5875 & 6028.

Route 20 Leigh Church to Rayleigh was operated by HJ6881-4.

In addition Coaches were used for half day, full day and extended coach tours which started from Pier Hill or from the seafront at the bottom of Holland Road.

Daimlers with canvas hoods with unique baloon bodies in a red livery operated throughout the summer with destinations ranging from Creeksea to most parts of England, Wales and Scotland.

Coaches used were Daimlers HJ572-575, Dennis HJ576,577 Daimlers HJ934,935,1308-1311,1383-1385,3717,3718,3755 and Dennis HJ2959.

As I have relied solely on memory I stand to be corrected as I am now 80 years old.

Before closing I would add that around 1926, HJ1313 was involved in a fatal accident outside Hamlet Court School and was promptly reregistered HJ9628.

Norman Maxim

It is interesting in the above to note how many services are still operating 60 years later with the same route number. In addition it proves that the idea of minibuses is nothing new!

THE BUS SCENE IN ESSEX PRESENT AND FUTURE TRENDS (PART 2)

Returning once more to the theme of liveries and their application I will give my own suggestions of what I would like to see regarding the EN fleet. Starting with double deckers a dark green lower half to the top of the lower deck windows with a cream band at cantrail level followed by a lighter shade of green top half would look most fetching on all ENs current fleet. Saloons would be in an identical style with the band at waistrail level. Dual purpose saloons could be in a scheme of a dark green lower half and a cream top half seperated by a lighter shade of green at waistrail level. Double deck coaches and DP Olympians would have the same basic livery as adopted for the 400 service in 1985 without the fussy stripes as originally carried by the Olympians. Single deck coaches would be allover cream with a dark green band and a light green one carried in a similar position as that of the RELH 1404 which had the prototype B51 ECW body back in 1981. Although the yellow Highwayman livery works well this is probably due to the relatively few coaches painted thus in the greatly reduced coach fleet. If this scheme had been more widespread it would have lacked the impact that it had on the Plaxton bodied Tigers, the ECW bodied ex Ribble Leopards do not look so at home in this livery.

By way of contrast Southend Transports updated blue and white livery on their buses preserves a semblance of Municipal lineage and is therefore a more logical step foward compared to Eastern Nationals more radical change. The simple white coloured fleetname is more effective althogh I dont know what the red stripe is for on this livery, perhaps the red white and blue is a show of patriotism! Applied in the current style the light blue and cream former colours would have looked good if not better than the chosen shade of blue and white.

Peter Oughton

Peter also expressed his thoughts on the future of EN but events have overtaken these, some of which have proved to be correct, such as the use of a new fleetname in the Southend area. Others were proved to be incorrect such as EN expanding to takeover other bus operators.

EASTERN NATIONAL FLEET ALLOCATION DECEMBER 1990

Bishops Stortford (BS)	1111/27 1501/2 1741/69/92/1843/44/1930 1931/32/40 4510
Braintree (BE)	0120 0710/13/14/16-18 1308/09/10 1120/25 1740/82/1812/13/28/61/62/72/1909/10/14 1916/23/24 3055/63/84/3128 4016/17/20/21
Chelmsford (CF)	0700-09/11/12/15/19 0750-4 1112/19/21/28 1129/30 1401/02/13-15/26-29 1778/1804 1805/11/19/24/27/32/42/50/51/55/56/60/67 1870/73/90/99/1901/17 2201/03 3069/77/83 3091-93/3106/11/12 4005/13 4511/12
Clacton (CN)	0200/02-19 1110/17 1768/1831/34/41 1927/37-39 2202 3109 3220-22
Colchester (CR)	1793/1816/65/1925/26/29/33/35/36 3052/56/59/61/64/66/78/95/3103/14/27 3204/18 4003/04/06/15 4501/03/09
Gt. Dunmow (DW)	1408
Harwich (DT)	1123 1500 1766/90/1885 3219 4007/08/14
Maldon (MN)	1114/15 1403/07/16/25 1764/1806/29 1833/63/74/92/1921 3053/58/60/70/79/94
Walton-on-Naze (WN)	0220-24
Pool Vehicles	0121 1750/54 2383/84 3500/1
Delicensed Disposal	1737/51 1928 3033/38/41/48-51/54/57/62 3200-03

1928 no longer appears on the official allocation list.

THAMESWAY FLEET ALLOCATION DECEMBER 1990

Basildon (BN)	1116/18/24/26 1404-06/10-12/22-24 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 1908/22 2200 3117/20 4500
Brentwood (BD)	0201/25-44 0755/6 1113/22 1745/47/91/1839 1845/46/59/76/81/1902/03/12/13 3082 4012/18/19 301-6
Hadleigh (HH)	1400/09/17-21 1738/43/53/56/57/58/61/65 1770/71/77/81/84/1817/21/35/40/57/64/69 1871/95/97/1900/19 3085/97/99
Ponders End (PD)	0245-52/57 3068/71/72/74/75/76/80/81 3100/01/02/04/3205/06/08/09/11-17
Southend (SD)	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
Walthamstow (WW)	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
Pool Vehicles	1721/5

STEPHENSONS COACHES LTD

Destination blind specification

black blank	Rusty Bucket and Newington Ave	Hadleigh
black blank	and Rochford, via Sutton Prittlewell Bell Hotel	Canvey
Bournes Green	Eastwood Rise	Wickford
Southend, White Horse	Southend	Billericay
Thames Drive	Hospital, Hamlet Ct Rd	Brentwood
London Road	Kent Elms Corner	Basildon
Tarpots Corner	Stephensons Coaches	Pitsea
Southend, Hadleigh	0702 541511	Laindon
School Contract	Sorry, not in service	Stanford le Hope
ASDA	Special rail service	Tilbury
Shoppers bus	Romford	Grays
Park & Ride	Rochford	Chelmsford
Gt Baddow Kings Head and Chelmsford	Shoebury	South Woodham
The Hanningfields	Wakering	Essex County Subsidised bus
Wickford and Nevendon	Eastwood	black blank
Sweyne School	Leigh	black blank
Rayleigh	Hockley	
Hullbridge		
Bell, Kent Elms		
Rayleigh		
Kent Elms, Bell		
Southend		
Newington Ave		
via Central Ave		
Central Bus Stn & Victoria Circus		

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Thamesway.

My apologies for the amount of space filler and typing errors
this month, but work commitments have meant that this months
magazine had to be produced in a very short space of time.

7 & J. Sangster



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BUSES IN THE DENGIE

With the recent route revisions in the Maldon and Burnham area, otherwise known as the Dengie Hundred, it seems appropriate to look at the operators in the late 1920s and 30s, when the small operators served this thinly populated area.

Pride of the Marshes of Steeple and Burnham & District were the operators who had the main business until Quest Motor Services came on the scene first linking Maldon with Witham. Turning their attention to the Burnham road brought conflict with the existing operators and open warfare raged. The next few years saw the demise of many of the operators with Quest going from strength to strength.

Eastern National saw that further potential existed in the area and in 1934 opened negotiations to take over Quest Motor Services and on January 1st 1935, the fleet of fourteen vehicles were taken over by Eastern National. Eight routes were operated together with an express service to London and excursions and tours. The routes became EN 60-68 and Express C.

The fleet a mix bag of chassis were given fleet numbers 3562-3575 most of which did not survive very long with EN apart from 3562 (EV 6296) an AEC Regal/ Metal Bodies B32F which survived with EN until 1958 having been rebodied in 1943.

Of the routes, three of these basically survive today, the present route 90 now operated by Hedingham under contract to ECC was formerly 60, the present 95/96 were originally 61/62.

With the reduction of EN services in the Dengie in recent times the independents- Clintona, Hedingham and of course the old established Fords of Althorne have made something of a comeback. The Quest name is still connected with Eastern National, with 1924 being in an allover advert for the family motor business.