

ESSEX BUS NEWS

April 1996

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

384



Thamesway 940 M940 TEV is currently operating from Eastern National Clacton Depot replacing Clacton Darts that are working out of Ponders End garage of Thamesway on route 214.

D. Arnold.

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County Bus:

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Visit to Harris Bus

An evening visit has been arranged for Wednesday 12th June, meeting at the Depot entrance in Manor Road, West Thurrock at 19.15hrs. Vehicles will be moved for Photographs, prior to a short local tour on a vehicle from the bus fleet.

Tour to Cambridge & Lincolnshire

This will take place on Saturday 20th July and will visit Cambus at Cambridge, Viscount at Peterborough, Delaine at Bouren, plus one further operator. A booking form will be enclosed with next months magazine.

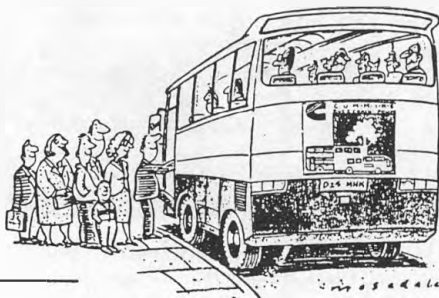
Photograph Competition

All "budding" photographers in the Group are invited to enter this Competition, which will be judged at our September meeting (date and venue to be announced).

There will be three classes :-

- | | |
|---------|---|
| Class 1 | Best Photograph of Bus or Coach |
| Class 2 | Best slide of Bus or Coach |
| Class 3 | Best Bus Scene
and an overall winners cup. |

Two prizes in each.



In this issue.

Southend Transport - interesting Fleet News!

County Bus STOP PRESS

Thameside - due to a vehicle shortage have on hire two Leaside Metrobuses M760 KYV 60X and M990 A 990 SYF.

Acknowledgements

PSV Circle, Southend Transport, R Dennis, Essex. c.c.

SERVICES

- 21 Revised to operate every 20 minutes on Saturdays from 4.5.96.
- 23 Withdrawn on Saturdays with effect from 4.5.96.
- 31A Revised timetable introduced from 29.4.96.
- 33/X Improved late afternoon and evening service introduced on 15.4.96.
- 35 Revised service introduced on Saturdays from 4.5.96.
- 37 Revised timetable introduced from 29.4.96.
- 38 Revised timetable introduced from 29.4.96.
- 39 Revised Saturday service introduced from 4.5.96.
- 40/50 Slight timetable revision's introduced from 29.4.96.
- 41 Revised to operate every 20 minutes on Monday to Friday. Late evening journeys withdrawn with effect from 29.4.96.
- 42 Revised timetable introduced from 29.4.96.
- 45/A/C Late evening journeys withdrawn after 29.4.96.
- 47 Slight timetable revision's introduced from 29.4.96.
- 48/C Revised timetable introduced from 29.4.96.
- 51 Revised to operate every 20 minutes on Monday to Friday. Late evening journeys withdrawn with effect from 29.4.96.
- 54/A Revised timetable with late evening journeys withdrawn with effect from 29.4.96.
- 55/A Revised timetable introduced from 29.4.96.
- 56/A Revised timetable with late evening journeys withdrawn with effect from 29.4.96.
- 57/A Revised timetable introduced from 29.4.96.
- 72/A/B Revised timetable introduced from 29.4.96. Most 72B journeys withdrawn.
- 133 Revised Saturday service introduced from 4.5.96.
- 350/1 Slight timetable revisions introduced from 29.4.96.
- 354 Revised timetable introduced from 29.4.96.

As a result of all commercial town services being withdrawn in Chelmsford, Essex County Council have put replacement services 41,45A,51 and 56C out to tender. The result of these were awaited as we went to press.

As a result of pressure of work, your sub-editor has been unable to visit EN this month, to obtain any items for inclusion in EBN. A full column will appear next month.

HEDINGHAM

GENERAL

The proposed takeover of Osbornes, had not occurred by the time these notes were written. Therefore all services and vehicles are still being operated by Osbornes. Local rumour suggests the takeover may now be in some doubt.

SERVICES

- 2** Withdrawn after 6.4.96. Part replaced by service 89B.
- 5** Revised timetable introduced from 9.4.96.
- 6** Service withdrawn after 3.4.96. Part replaced by service 89/A.
- 7** Revised route and timetable introduced from 9.4.96.
- 89/A** Revised route and timetable introduced from 9.4.96, some journeys numbered 89B
- 331/2** From 9.4.96. re-routed in Braintree via Churchill Road.
- C2** Colchester Butt Road Park & Ride now operates Saturday's only.

OTHER OPERATORS - REST OF ESSEX

A&M COURIERS BASILDON Have acquired E337 DRO a Fiat/Dormobile from Luton & District. It carries A&M Coaches fleetnames.

ADTAX SAFFRON WALDEN Former Bristol Omnibus, Fort Transit/Reeve Burgess VFB 189T has been acquired. Also here is LDV minibus M904 YEW.

AJS HARLOW Ford transit LNO 936Y is no longer in this fleet.

ANDREWS TAXIS ROCHFORD Have acquired L495 PEV a Bedford minibus from Heron Park Coachlines.

APT RAYLEIGH Optare minibus D342 JUM and Bova UJY 85 Have been sold.

ASSOCIATED COACHWAYS HARLOW Have acquired Sherpa E933 GPV.

BARKERBUS ROYDON Have acquired LXY 412 a Van Hool Astromega and YHA 983X a Fiat/Caetano. The latter is for re-sale. Ford/Duple WAR 775W (FCW 75W) and Bedford/Plaxton JDW 556N have been sold

BERNARDS HARLOW A recent addition is Leopard/Duple OEH 930W.

BOON BOREHAM A new Scania/Inzar N820 DKU has arrived. H191 VVG a ?/Plaxton Paramount 3500 was here in early April, thought to be a dealer loan. Hector Boon, who was known to many member's, sadly passed away on 30th March.

BORDABUS WICKFORD Former LT Fleetline QJD 448R has been sold.

BRANDONS BLACKMORE END Have acquired Talbot Freeway E364 KKV. Ford/Plaxton XMA 200M, Volvo/Jonckhree LJL 1613, Volvo/Plaxton HVD 735N and Fleetline MLK 664L have all been sold. A Bova has been re-registered BMB 20M, This is thought to be the former F573 WHD. Fleetline GHV 13N and Bristol LH OEG 289P are being used for spares.

BRENTWOOD COACHES Volvo/Van Hool 823 NMC has been re-registered LIL 7229.

C&M LAINDON Have sold H876 HHK a Citroen minibus.

CHELMSFORD CAB DAF 200 minibus G800 VJU has been sold. All minibuses now operate as PSV's, as do the majority of cars. The only vehicles still operating as taxis are thought to be those that are self owned by drivers, working under the Chelmsford Cab name. Stansted Airport cars is associated with this fleet, with the majority of vehicles here also PSV licensed.

CLINTONA BRENTWOOD A new Mercedes/ACL conversion minicoach is N420 WJL.

COACHSTOP SOUTHEND Have sold LAG F632 SRP and Renault minibus F381 SPD.

COTTAGES GUEST HOUSE BATTLESBRIDGE A new operator with one Ford Transit E755 CTW.

COUNTY BRENTWOOD Have sold Quest/Jonckhree D196 YHK. Bristol VR BHJ 370S (new as VPF 281S) has been re-registered again and is now 5189 RU.

CROWN COACHES THUNDERSLEY Have withdrawn their service between Canvey and Benfleet Station.

CRUSADER CLACTON New Setra S250 coaches are N115/6/7/8/9 FHK.

CUNNINGHAM CORRINGHAM Sold Bedford minibuses E894 NMP and E980 NMT some while ago.

DCH COLCHESTER Bedford/Duple SNM 74R has been sold.

DENYER BRENTWOOD Further to last months EBN, REK 927R has not been acquired.

DONS DUNMOW Dennis/Duple F635 SAY has been acquired Toyota/Caetano F337 JTN has suffered accident damage, its future is uncertain at present.

ESSEX THAMESIDE CANVEY Bristol LH JHW 120P has been sold, following accident damage.

FARGO RAYNE Ford/Plaxton KHB 29W has been sold.

FARNHAM HIRE SERVICES FARNHAM Have acquired H690 JDB a Mercedes minibus.

FORD ALTHORNE Bedford/Plaxton ONR 79R has been sold.

FUNSTON CHRISHALL Have acquired Fiat/Robin Hood minibus E357 NEG.

GOODWIN Have TJI 2807 a ?/Duple 320 as a recent addition.

HAILSTONE BASILDON E245 RBE a Mercedes mini has been acquired.

HALLS ELSENHAM A recent addition is C341 PNU a Bedford/Plaxton. Further vehicles sold are AEC/Plaxton RVU 539R, Ford/Plaxton LWY 90P and Bedford/Plaxton HBW 874N.

HANN HARLOW Noted here recently was GAZ 4435, a Talbot Express. It is not clear if it's an addition or a re-registration.

HARRIS BUS The 0639 service 383 from Brentwood Road Estate was withdrawn on 22.4.96. Bristol VR VVV65S and Atlanteans STK 122/123T have been sold for scrap. Service 44C saw Talbot operation, in place of the normal Metrorider, on Good Friday and Easter Monday, with North Essex sub-editor Dave Arnold in charge. He didn't get lost once, well done Dave!

HARRIS COACHES DAF/Van Hool FHV 504 has been re-registered F574 UVW.

INGATESTONE COACHES Have sold Bedford/Duple NIW 1637 (SNM 84R).

KENTISH BUS Service 732 from Sevenoaks to Lakeside was withdrawn after 12.4.96

KILO COACHES WICKFORD Talbot L543 DKO has been acquired. It is thought to be a van re-built using parts from accident damaged E753 OMD.

KINGS COACHES STANWAY Have sold Bedford/Plaxton TER 4S.

MCINTYRE HARLOW This recently established operator has Ford Transit F668 EDH and Ebro minibus C163 JTW.

MIKES BASILDON Have sold Bedford CFL/Plaxton ODC 682W and Ford/Plaxton MOC 682W.

OCTOPUS TRAVEL CHELMSFORD Have sold Mercedes minibus UGG 925W, Fiat minibus FMY 285V and MAN/Reeve Burgess SHL 885Y.

OSBORNE TOLLESBURY Bristol VR BHJ 368S has fleetnumber 18.

PRIORY CORRINGHAM To correct last month, the Van Hool is YSV 602. Vehicles sold are Transit E307 VKL and Ford/Plaxton OEL 236M. Talbot Express G163 TNM is now in Chariots livery.

RAYLEIGH ROADWAYS Ford/Plaxton BLJ 717Y was sold some while ago.

RED CAR KELVEDON HATCH Have sold Bedford/Plaxton WPA 7M.

RELIANCE BENFLEET DAF/Plaxton D131 ACX has left the fleet.

RIDGEON ORSETT Ford/Plaxton LVS 229P has been sold

ROADRUNNER CANVEY Transit BKO 284Y has been sold. An addition is F373 STR a Sherpa.

RUFFLE CASTLE HEDINGHAM Recent additions are Mercedes/Devon Conversions K144/6 PLP.

RYDERS MINITRAVEL HARLOW This new operator has Talbot Express F84 CKP.

S&M HADLEIGH Fleetline/Roe RWU 50R was sold some years ago. (answer to query)

S&P ROCHFORD Vehicles sold and not previously recorded here are Ford/Plaxton PNB 798W, Ford/Duple LNT 671W and Leopard/Duple YWW 360S.

SIMIEN RAYLEIGH Only one vehicle remains here Bova 223 ASV. Ford/Duple coaches HYX 418W and ENF 581Y have been sold. Volvo/Duple WGB 853W mentioned here in the past was thought to be a dealer loan. The remainder of the fleet passed to Webster, Basildon. They are Ford/Duple HNM 201Y and RNK 317W, Tiger/Plaxton FIL 6278, Sherpa/Carlyle D138 WCC, Bedford/Duple XRN 718R, Bristol VR/ECW NEL 119P and Volvo/Plaxton SVM 182W. These join Websters most recent addition ATH 110T a Leopard/Duple ex Thamesway.

SM TRAVEL HARLOW Acquired vehicles to record are Metroliner double decker C54 VJU and MAN SR280 KFX 675.

STANS GT TOTHAM Bedford/Duple CVE 7V has been re-registered FFL 164V.

STEPHENSONS Service 152 on Sunday was NOT renumbered 100 from 31.3.96. A Sherpa/Dormobile E94 OUH has been operated for some while, although not previously recorded here. A more recent addition is Bristol VR NEH 724W. Only vehicles in service are recorded in these columns. A number of vehicles pass through here in a dealership capacity.

STORT VALLEY Introduced revised timetables on the Bishops Stortford to London commuter services from 20.3.96.

SUPREME SOUTHEND Volvo/Jonckhree HSK 834/5 (E697/6 NNH) have been sold.

SWT PRIVATE HIRE SOUTH WOODHAM A second vehicle is now owned, DAF 400 G120 VKX.

TIGERWAYS HARLOW Bedford/Plaxton MVY 54T has been acquired from Busby, Sawbridgeworth. There appears to be a connection between these companies, as DWP 3S formerly with Tigerways is now with Busby and in a revised livery, similar to that of Tigerways. Also with Busby are ANK 322X a Mercedes minibus and TJI 8789 a Volvo/Duple.

TOMS MINICOACHES SOUTHEND Have sold Sherpa D173 LNA.

TOWN TRAVEL SAFFRON WALDEN DAF/Duple E599 LVH has been acquired.

Thamesway

No news this month !! If you know of anything interesting then let Andy Meadows know.

Ponders End Taxi Fleet

?	CYE 68V	?	HYE 545W
9221	EYF 134V	?	MYO 477X
9226	GYO 697W		

VICEROY SAFFRON WALDEN Further to recent EBN's the story here has become clear, I hope! Vehicles of Viceroy were operated by using Stort Valley discs and legal lettering, while a new owner was found as the Traffic Commissioner had closed the original company. A new owner was found, who then used disc's made available from AA Moore (t/a Town Travel) who had sold his operations to Peter Blanchard, under the Walden Travel fleetname, with his own licence and discs. The Traffic Commissioner has now granted Viceroy there own licence and discs, which will be used from early April. This means that in a short space of time vehicles have carried legal lettering and discs for Stort Valley, AA Moore and now Viceroy. Bus services have continued to operated by Viceroy vehicles, although registered as Town Travel, hence the comments in EBN 381. The current fleet at Viceroy consists of Bova 597 AXF, Bedford/Plaxton FDU 5T and ECW 65W, Bristol LHS/Plaxton GFM 663X, Bedford/Duple C141 KGJ, Scania/Duple G23 HKY, DAF/Duple H29 CFR, Toyota/Caetano J480 NJU and Mercedes/Plaxton Beaver N990 EAR. Also here but for slae are AEC Regent/Weymann DAU 370C and Leyland National ULO 379R (RYG 767R). All other vehicles, including the long term unused have been sold.

WALKERS STANFORD LE HOPE Optare minibus G688 KNW has been sold.

WARD ARLESFORD AEC/Plaxton LAH 893A has been sold.

WEST WOODFORD GREEN DAF/Optare A10 BUS (new as G259 EHD) has been re-registered G621 YMG.

WIFFEN FINCHINGFIELD A recent addition is DAF/Jonckhree A139 VYF.

Neoplan single deck bus F616 CWJ, formerly with Sheffield Mainline, was noted awaiting repaint at Abbeywood Engineering, Latchingdon. Its current owner is unknown.

EASTERN NATIONAL FLEET ALLOCATION MARCH 1996

BISHOPS STORTFORD	4 MB608, 7 Short Dart & 1 Lynx from CF.
BRAINTREE	2242/44/46 2601/21/25-30/57-64
CHELMSFORD	1001-07 1128-31 1401-03/07/08/13-16/25-29 2202-05/15/28/43/47 2251 2602-20/22-24/31-46/77 2807/08/12-16/23-30 3069/71/77/79 3083/84/92/94 3106/12 4013/14 4510/11
CLACTON	1863 1924 2217/29-33/35-37/40/48 2647-55 2810/17/21/22 3219-22
COLCHESTER	1850/51/61/62/65/67/72/74/85/90/99 1916/21 2212 2665-76 2801-06/09/11/18-20 3093 3103/27 3223-33 4010/12/15-18/21 4501/03/12
DUNMOW	1 single deck from CF.
HARWICH	1832 2241/50/52 2656 3072/76/78 3109 4007/08/19
MALDON	6 Long Dart, 2 Lynx plus 1 VR from CF
WALTON	3 Mercedes from CN plus 1 Dart from CR.
POOL VEHICLES	1833/70 2210 2383/84 3500/01
D/L DISPOSAL	50 1844/60 2206/07/45/49/76/77 9012
TRAINING	9013-14

The outstation allocations are the normal vehicle type, but can vary from time to time.

EASTERN NATIONAL
(SUBSEQUENT MOVEMENTS)

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>	<u>Date</u>
0245	C700 CEV	Withdrawn by Western National, their Fleet No.85.	10/95
-	B37 AAF	Transferred in from Western National.	10/95
0710	C433 BHY	To Southampton as Fleet No.002 ex White Horse Ferries, Hythe.	10/95
0716	C444 BHY	To Kingdon, Pencoed ex Viles, Brynna.	11/95
1111	HHJ 372Y	To Eastern Counties as Fleet No.TA532 ex Badgerline Fleet No.2211.	09/95
1119	HHJ 380Y	To Eagle, Moreton .	07/95
1121	HHJ 381Y	To Eastern Counties as Fleet No.TA533.	01/96
1122	HHJ 382Y	To Eastern Counties as Fleet No.TA534.	01/96
1123	A692 OHJ	To DeCourcey, Coventry from Western National.	07/95
1125	A694 OHJ	To Eastern Counties as Fleet No.TA535.	01/96
1127	A696 OHJ	To Eastern Counties as Fleet No.TA 531 ex Badgerline Fleet No.2217.	09/95
1300	XHK 217X	To Pratt, Moreton Valence ex Constable, Long Melford.	09/95
1721	NEV 678M	To Kettlewell, Retford ex Constable, Long Melford.	09/95
1724	NEV 681M	To Martin, Middlewich ex North Western Fleet No.292.	05/95
1910	DAR 122T	To Birmingham Omnibus, Tividale ex City Buslines, thence Ripley, Carlton.	07/95
1926	MHJ 722V	From Frontline Enterprises Ltd. to Stevensons of Uttoxeter Ltd.	02/96
1929	MHJ 725V	From Frontline Enterprises Ltd. to Stevensons of Uttoxeter Ltd.	02/96
1931	MHJ 727V	From Frontline Enterprises Ltd. to Stevensons of Uttoxeter Ltd.	02/96
1935	MHJ 731V	To Eastern Counties as Fleet No.LN630.	01/96
1937	STW 18W	From Frontline Enterprises Ltd. to Stevensons of Uttoxeter Ltd.	02/96
1939	STW 20W	From Frontline Enterprises Ltd. to Stevensons of Uttoxeter Ltd.	02/96
1940	KEP 829X	To Eastern Counties as Fleet No.LN629 from A.E. & F.R. Brewer Ltd.	09/95

PAUL SPARKS CLACTON COLUMN

EASTERN NATIONAL

Now that Eastern National & Thamesway are part of the same Company, i.e.:Essex Buses Ltd. Fleet Numbers are being changed where necessary to ensure that no duplication occurs. Therefore the three Thamesway Dennis Darts currently stationed at Clacton are having their Fleet No.'s re-instated to 940, 947 & 948, registration numbers M940 TEV, N947 CPU & N948 CPU respectively.

Two Leyland Nationals now wear the Company's new livery. These are Fleet No.1850, registration No. YEV 308S and Fleet No.1899, registration No.DAR 121T. Both vehicles are now back at Colchester and are in service. Currently in the paint shop at Clacton is another Leyland National which is about to receive the new livery. This is Fleet No.1924, registration No.JHJ 150V and is the first Clacton based National to receive this treatment!

Ex PMT Bristol VR Fleet No.3223, registration No.MFA 721V has just failed its MOT due to having a rotten chassis and sits in the yard at Clacton awaiting its fate. Quite a lot of time and effort has been spent on this vehicle including the removing of the original coach seats and the installation of ordinary bus seats. It now appears that all this time, effort and money spent may prove to be fruitless.

Open top Bristol VR's Fleet No.'s 3500 & 3501, registration No.'s WNO 546L and NPU 974M respectively are currently at Clacton being prepared for service this summer. They will definitely be operating this year but the actual services involved have yet to be decided. It is rumoured that the sea front service from the coach park at Clacton to Holland Haven might be reinstated.

The two Brewers Mercedes and the Western National mini along with the Bedford ex training vehicle continue to sit in the yard at Clacton deteriorating by the day.

New Stage operator for Basildon. Crown Coaches of Benfleet are to commence a 'haul and ride ' service between Basildon Bus Station and Langden Hills. Ford Transit D202 NON has been acquired May 6th is reported to be the starting date.

Leyland National 'B' type in Essex.

Further to the short article in EBN 358 to up date the situation. The Thamesway 'B' type XEU 860T has been sold, and of the Southend trio 712 JTV 593T, 715HMA 560T, 751JTV 586T, only 751 remains, although this is withdrawn at present damaged, 712 is now with London Country, leaving 715 which was seen on the M11 on 16.3.96 being towed North, after having been cannibalised by Southend Transport. On the plus side Biss Brothers of Stanstead Airport have MCA 676T ex Crosville via Citibus, and Southend Transport have SNB 507, EPD 507V from London and Country, so the 'B' type lives on.

FOCUS ON THE COWIE GROUP PLC

Cowie is the UK's leading motor finance and bus group with its Head Office in Sunderland. It is also London's largest bus operator with three companies - Grey-Green, Cowie Leaside and Cowie South London. It has more PCVs on London's roads than any other operator. It also controls the biggest share of the capital's market.

The Cowie Group has an annual turnover of more than £1 billion a year and has four main divisions. Cowie Group's bus and coach distribution division consists of Hughes DAF which, two years ago, was awarded exclusive rights to import all DAF BUS International products sold to the UK.

These companies alone employ more than 3,500 people who run 1,000 buses on more than 60 routes from 11 garages serving north, central and south London.

History

The Cowie Group was created in 1948 when the then owner, Tom Cowie, went into business selling used motorcycles in Sunderland, with a capital of £1,000. During the early 1960s, the company moved into the motor trade and has since built up an impressive range of major dealerships across the UK, which include franchises for Ford, Vauxhall and Rover. 1 in 40 cars sold in the UK is brought through a Cowie dealership.

Cowie Interleasing was acquired in 1984 and is now Britain's largest supplier of company-leased cars with almost 70,000 on the road.

Cowie's venture into the bus and coach industry came in the early 1980s when it acquired Grey Green Coaches. Since the privatisation of the bus industry in London it has purchased Leaside Buses and South London Transport and its most recent acquisition has been that of County Bus from the West Midlands Travel Group.

Grey-Green

Grey-Green has been owned by the Cowie Group for 15 years, and during that time, has been turned from a loss-maker to one of the most successful bus companies in the London area. The company has 171 vehicles, of which 37 are coaches. There are three depots - Stamford Hill, Barking and Strood in Kent. 450 people are employed and the company covers 13 million operational miles every year.

Cowie Leaside

Cowie Leaside became part of the Cowie Group during September 1994 for a total of £29.9 million. The company has an annual turnover of over £48 million and has 136 million passengers travelling 17 million operational miles every year. It operates more than 550 vehicles, and employs more than 1,700 people. It has six garages - Clapton, Enfield, Palmers Green, Tottenham, Wood Green and a depot at Stamford Hill used to store and maintain Leaside's private hire fleet. Of the 550 vehicles, more than 330 are Metrobuses, 90 are Routemasters and there are 40 Olympians.

Cowie South London

South London Transport was acquired by the Cowie Group at the beginning of 1995 for £17 million, and was re-named Cowie South London. Before the takeover, engineering problems had meant the possibility of its operator's licence being withdrawn. Now, just after a year, the company is running well again and employs around 1,100 people and runs more than 420 vehicles. Over 80 million passengers are carried annually throughout central and South London. It has 4 garages - Brixton, Croydon, Norwood and Thornton Heath.

County Bus

County Bus has 522 employees running a fleet of 206 public service vehicles under four separate trading divisions, ThamsSide, Lea Valley, Townlink and Sampsons Coaches and has depots at Grays, Ware and Harlow, and out-stations at Debden and Hoddesdon (Sampson).

It operates 10 routes in north and east London under contract to London Transport Buses and runs 29 main routes in Essex and Hertfordshire.

During the nine months before the end of December 1995, County Bus had a turnover of £10.5 million, a net asset value of £0.4 million and made a pre-tax profit of £1.4 million.

COLCHESTER BOROUGH TRANSPORT

AN 185 (APG185T) was repainted in cream and red, but without stripes or crest, in mid-March 1996. Both it and AN 352 (PCN892M) entered service on 20.3.96 (AN 352 is used mainly on service 16). It is understood that AN 352 is a stop-gap and not a long-term addition to the fleet.

Tiger coach 100 has been fitted with lap belts; 103 and 104 are to be similarly treated. Atlantean 68 remains off the road awaiting an engine. National 12 was taken to Ipswich Buses for a replacement engine on 4.4.96. Southend's National 706 arrived for repair on 19.3.96, but had to be written off.

The ECC contract for the 804 and 1500 journeys on service 75 was transferred from Carters Coaches to CBT with effect from 13.3.96. The bus usually used is 62.

On 17.3.96 a railway replacement service was operated between Colchester and Clacton and Walton.

No services were operated on 4, 6 or 7.4.96.

Southend Transport

Vehicles:

NEW. LR 708 (N708 TPK) Volvo Olympian YN2RV1824.

Northern Counties DPH 43/30F.

Chassis No. YV3YNF210TC026518. Body No. 5269.

Arrived at London Road Depot 6/4/96. In S.T livery.

AQUIRED. LN 3505 (NEL 128P) Leyland National 11351/1R B49F.

(Ex L&C via Maidstone & District).

Possible replacment for LN 706.

WITHDRAWN.

FL 253 (Q553 MEV) , VR 381 (BUH 233V), VR 404 (LHG 448T)

LN 507 (EPD 507V) & LN 706 (TPL 292S).

253 & 706 Both with major rear end accident damage.

Disposals:

TR 556 (A156 EPA) To London & Country, Reigate.

LN 751 (JTU 586T) To W.Norths, Dealers.

Services:

795 (Southend-Brighton) Summer 1996 service started Sat 6th April.

Days of operation; Saturdays 6/4/96 to 28/9/96 inc.;

Also Fridays, 5/4, 3&24/5, 23/8;. and Mondays, 8/4, 6&27/5, 26/8/96;.

Publicity:

Timetable Leaflet for 795 (Greenline style).

Other News:

Fares Were revised from 6/4/96. Most Single & Return fares were increased by 5p. Off-peak Rovers were increased by 10p.

Child peak Rover now £1.40 NEW o.a.p/dog Rover £1.40.

Vange/Basilidon Return incresed by 10p.

LN 707 & 709 (TPL 293S/JBO 345N) are renumbered 4707 & 4709.

VR 382 (GTX 751W) & ON 902 (F572 SMG) were displayed atthe

Castle Point Transport Museum open day on Easter Monday. 8/4/96

FL 208 (JTD 388P) was at Cobham/Brooklands open day on 14/4/96.

Late News:

A major service revision is due in the Southend area, commencing W/E 18/5/96. Full details next month.

EASTERN NATIONAL ENTHUSIASTS GUILD

Southend Allocation 1949

Missed from the list in EBN 383 was :-

3917 KNO 620 Bristol L

Later vehicles allocated to Southend were

3993 NN093 Bristol K

4005 NN0105 Bristol K

4032 ON053 Bristol K

4079 ONO993 Bristol LL

Leyland TDI 3015, why is it different ?

When looking through the early Eastern National fleet from 3000 onwards it reads 3001-5 TM 6313/6904-7. Leyland LTZ saloons followed by 3006-9 TM6908/9/6316/4 Leyland TS3 saloons, 3010-17 are Leyland TD1 deckers with TM6405-9 (3010-14) registered at Luton 3016/7 VX4672/3 registered in Essex, but 3015 UR6225 - UR being a Hertfordshire registration, the TDI chasses are in sequence (71255 - 71262).

The question is why was 3015 registered differently ? any ideas would be welcome.

Bill White, Guild member from Grays writes :-

There was quite a lot of nostalgia for me in the March EBN. The articles by Ted Miles and Frank from Durban were very interesting. Forgive me Ted, but I hope your driver didn't drive the 53 through West Hornden ! Like Frank I have memories of trips to Chelmsford on the 53, when the family visited relatives in Moulsham Street. In winter we took blankets for warmth as not many buses had heaters. The struggle pulling up Crown Hill at Langdon Hills was quite something in those days before the layout was changed.

It was common place at one time for operators to convert old buses into service vehicles. Eastern National were no exception and notable were the following :-

2267 NM 5771	Daimler CK	Van
2311 TW3614	Guy BK	Lorry
2329 XM7092	AEC B	Breakdown Tender
2498 TM2264	Leyland PLSC	Lorry
2521 VW3512	Leyland PLSC	Lorry
3506 VW9850	GMC T52	Lorry
3688MJ7021	Bedford WLB	Lorry
3698 CEV694	Bedford WLB	Lorry

Other vehicles were used as mobile offices, restrooms, tyre stores and training buses etc.

County Bus

FLEET

Cowie Group acquires County Bus from West Midlands Travel

On February 29, 1996, the Cowie Group plc. acquired County Bus from West Midlands Travel, part of the National Express Group, for £10 million (£8.6 million plus an additional sum of £1.4 million in settlement of loans).

This has meant that West Midlands Travel is now completely out of the London area, after selling its Westlink operation last year to London United, and further enhances the Cowie Group's presence in London.

Managing Director, Rodney Pangbourne has returned to WMT and his place taken by Steve Clayton (MD at Cowie Leaside and Cowie South London previously).

Repaints

M 75	JBO 75W	Repainted with dark green lower panels and cream coloured mid and upper panels. It has no fleetnames on it at the moment.
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Allocation Changes to 19 March 1996

MB 731	M731 AOO	Grays to Harlow
SN 312	UPB 312S	Edmonton to Ware store
AN 110	MPJ 110L	Delicensed to Leaside
LP 550	KUB 550V	Delicensed - sold to K Line
LP 551	KUB 551V	Delicensed - sold to K Line
SN 319	UPB 319S	Delicensed - sold to K Line
TPL 510	OIB 3510	Delicensed - sold to Central PCV Cardiff
MB 47	E347 SWY	Delicensed - sold to WMT
MB 49	E349 SWY	Delicensed - sold to WMT
MB 50	E350 SWY	Delicensed - sold to WMT
MB 56	E356 NEG	Delicensed - sold to WMT
MB 702	D129 DRV	Delicensed - sold to WMT
MB 990	E290 OMG	Harlow to Delicensed - sold to WMT
SN 277	SPC 277R	Delicensed - sold to WMT
SN 306	UPB 306S	Delicensed - sold to WMT
SN 338	UPB 338S	Delicensed - sold to WMT
LDL 533	DSU 733	Ware to Delicensed - sold to WMT
AC 570	H370 GRV	Ware to Delicensed - sold to WMT

Delicensed Vehicles

The following vehicles are currently delicensed:

DW 316	(J316 XVX)	SN 312	(UPB 312S)
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Vehicles Scrapped

AN 190	(XPG 190T)	MB 752	(E452 TYG)	TL 29	(FBZ 2514)
LP 549	(PPM 689R)	VPL 530	(EHJ 74P)		

SERVICES

29 March	Last day of operation of HCC Goldings contract.
30 March	372 Last day of operation of ECC contract journeys.
4 May	500 Stansted Airport - Romford. Revised and standardised Monday to Saturday timetable. Later journey to Old Harlow. 501 Stansted Airport - Lakeside. Revised and standardised Monday to Saturday timetable. Later journeys to and from Lakeside and Stansted Airport. Between Bishops Stortford Town Centre and Stort Hill roundabout will operate via Dunnow Road instead of Rye Street. 517 Upshire - Enfield. Revised running time Monday to Saturday. Monday to Friday peak hour service introduced to Oakwood. Revised early and late journeys with later journey to Upshire. 724 Stansted Airport - Heathrow Airport. Withdrawn daily between Harlow and Stansted Airport. On Mondays to Saturdays additional early and late journeys to Heathrow Airport with later journeys to Harlow and St. Albans. Enhanced Sunday service.
18 May	206/ Chigwell Row - Loughton and Lambourne End - Loughton. 209 Revised timetable and re-routing via Woodford Bridge.
20 May	349 Harlow - Chelmsford. Minor timing revision.

FLEET ALLOCATION AS AT 19 MARCH 1996

Edmonton (ED)	DP 301-13, DW 314/5, MD 601-12, MB 918/9/27-31, MBT 713-6, BP 504/7
Grays (GY)	AN 194/9/238/44-52/4/6, LP 555/6, DP 318-23, DW 317, MB 45/8/115/54/700/1/25-7/48/924-6
Harlow (HA)	LX 251-8, TDB 61-3, VPB 64/5, SLF 266-9, DPL 406-14, TL 10/3/5/7/20/7/30/1/3, MB 343/706-12/17-21/30-8/41-44/9/51/5/932-8, MBT 801-5, TDL 53/60/3/5, BD 357 (NPSV)
Ware (WA)	LR 1-5/7/9-11/5/7/23, M 75/80, DPL 405, DWL 401-4/15, MD 613/4, MB 46/52-4/722-4/28/9/39/40/95/6, Bov. 594-6, LD 552/4, STL 10, TP 61/70-2/5, TDL 37/54/5, TPL 518, VDL 537, VPL 501/3, BTL 6/10, MC 540

Debden is an outstation of Harlow and is allocated 7 LSD, 3 SD and 11 MB.
Hoddesdon is an outstation of Ware.

I have received an interesting letter from Dave Jones, a keen Gilford historian and preservationist recording a visit to Norfolk's Mayland. Dave is currently restoring an ex Clavering & District Gilford 1680T. WX3567

In a previous issue of EBN there was a report on a visit to Norfolk's Mayland in which mention was made of part of an old chassis propping up one of the sheds. I made a couple of visits there a few months before your trip where I was met by Albert Norfolk who had quite clear memories of the Gilfords they operated. The reason for the trip of course was to collect a quantity of Gilford spares that they still had in stock. While there I was shown around and saw the chassis off cut mentioned above.

Albert told me that it was Gilford and I confirmed that it was indeed the front chassis member from a 1660T. They bought two unidentified Gilfords just for spares and it was from one of these. Also in the main garage where the workshop and stores is situated, there is yet more Gilford chassis supporting the upstairs stores, quite easily recognisable from the upsweep where the frames crossed the back axle. In that upstairs, Albert pointed to a vast pile of stuff perched on a bench and he said that in about 1940 something or other he had put a Gilford magneto on the bench, about there (pointing to specific part of the bench). Following a small clearance, during which there were a couple of landslides of parts, the magneto was revealed. Of all the Gilford magnetos I have that one gives by far the best spark I have ever seen and will certainly be the one I shall use when I get to that point in the restoration on WX.

One or two further comments to add, in the shed that was/is propped up by the Gilford chassis member was a complete front near side wing for a 166/1680T. Quite how many years it had laid there I have no idea but it was just where Albert said it would be. It was complete with all the brackets just as it had been removed from the chassis. The only problem was that it was upside down and held about four gallons of the most foul smelling water (?) that I have ever come across! After tipping it out and then lifting the wing from the shed to somewhere more accessible, I had to clean it out and put it in the van. I took it directly to Kent to join the rest of my Gilford spares, but had to travel the entire journey with the windows open. Back at the main workshop I was given what had for many years been the office door-stop. It was in fact a Gilford hub spanner complete with the part number as identified in the spares list. I trust they have since found a replacement for the door.

Upstairs in the loft were various cupboards, (under the bench mentioned previously) each with a chalked name on them, all long gone PSV makes and of course Gilford as one of them. Among the parts that I acquired were a couple of Dewandre brake servos, some new valves complete with receipt from Trident Valves of London, N19. There were a number of new Silentbloc spring bushes that I have since used, wheel bearings, gaskets, a water pump (not that I have a shortage of these). A few years ago I was pleased to buy a new cylinder head gasket from a dealer at an autojumble thinking I had done well. There were four or five more from Norfolk's and about a dozen from a similar trip (5 trips actually) to Jack Mulley at Ixworth, but that's another story. So if you know of anyone that needs a Gilford cylinder gasket, I might be able to help.

Contributions for the May EBN should be with the sub Editors by May 6th and Managing Editor by 13th May.