

EDITORIAL

Annual Report and Group Accounts

A copy of the Group's Annual Report for 1985 is enclosed with this news sheet. Copies of the Group's Accounts for 1985 and Balance Sheet are now available from the Administrative Officer (P.W. Harvey Esq., 19. Watkins Way, Shoeburyness, Essex. SS3 9NX). A stamped addressed envelope should be enclosed with all requests.

Main Committee of the Group

At the twenty-first Annual General Meeting of the Group held in Rochford on Saturday, January 11th, 1986, the present Committee was re-elected to serve for the forthcoming year.

Group Photograph Lists

The Group has recently published two new lists of black and white photographs. Details are as follows :-

- Part 2B - Post-1945 Saloons and Coaches (list dated January 1986).
- Part 4 - City Coach Co. (list dated November 1985).

These lists are available free of charge, and copies may be obtained by sending a large stamped addressed envelope to the Photographs Officer (P.J. Snell Esq., 6. Mandeville Way, Benfleet, Essex. SS7 4LH).

New Publication

The Group now has in stock copies of a new book, 'Yesterday's Buses in Colour - Part 1. Municipals', published by Kingfisher Railway Productions. This book contains some excellent full colour photographs, and copies are available from the Administrative Officer (address above) at a price of £6.50 (inclusive of postage and packing).

Rochford Meeting - Tuesday, February 4th.

The next meeting at the Carriage Room, Freight House, Bradley Way, Rochford will be held on Tuesday, February 4th commencing at 1930 hrs. (for 2000 hrs.). This meeting will feature a slide show presented by Richard Delahoy on the theme of a 'Review of 1985'. All members and friends are welcome to attend.

Chelmsford Meeting - Tuesday, February 11th.

A meeting will be held at 18. Lynmouth Avenue, Chelmsford on Tuesday, February 11th commencing at 1945 hrs. As usual, a range of Group photographs will be available for sale, and the meeting will also provide an opportunity for general discussion. Lynmouth Avenue is close to the Army & Navy roundabout and runs between Parkway and Lady Lane.

Exhibition of Memorabilia of J.W. Campbell and Sons Ltd. - Saturday, February 22nd.

It can now be confirmed that the Group will be holding an exhibition of memorabilia of J.W. Campbell and Sons Ltd., including photographs, tickets and timetables, in the foyer of Pitsea Leisure Centre, Pitsea on Saturday, February 22nd, from 1000 hrs. to 1600 hrs. Members are encouraged to support this event, which will be of special interest to Basildon area members.

Appeal for Photographs

The Events Secretary (R. Delahoy Esq.) is currently working on a book on Southend Corporation Transport, and he urgently requires the following photographs :-

- 1) Dodge No. 1 - as an open-top vehicle.
- 2) Dodge vehicles Nos. 1-4 - in service (rather than at the depot).
- 3) Good photographs of the ex-Mansfield District AEC Regents - Nos. 242-5.
- 4) Ex-Nottingham C.T. AEC Regent No. 246.

If any member could loan photographs of any of the above vehicles, please contact Richard Delahoy (Tel. 0702 588590) as soon as possible. All expenses will be paid, and the photographs will be returned after use.

Southend Transport - Deputy General Manager

Our congratulations go to Mike Wescombe, currently Deputy General Manager at Southend Transport, who has been appointed as Manager (Sunderland) for Tyne & Wear P.T.E.. He will be taking up that appointment shortly, and his job at Southend Transport will remain vacant pending the restructuring plans noted in last month's news sheet.

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EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

Delivery of the two remaining Mercedes-Benz L608D/Reeve Burgess B20F mini-bus vehicles (0201/17) (see NS261) has now occurred, and the delivery dates are as follows :-
0201 (C201HJN)-December 16th; 0217 (C217HJN)-December 20th.

Most of the 25 mini-bus vehicles (0200-24) have now been placed in storage at Prittlewell (PL) depot; the exceptions at the time of writing were 0200/12/22, with 0200/12 being at Central Works and 0222 being parked in the driver training vehicle yard at New Writtle Street, Chelmsford.

As a correction to the information published in last month's news sheet, it should be noted that 0200 (C200HJN) is the only vehicle of this batch to have the front fog lamps positioned above the front bumper; other vehicles have the fog lamps below the bumper.

It has been confirmed that the 25 vehicles will be used in the Clacton area with a local marketing name, which will be carried on blue and white vinyls applied to the vehicles. No other official information is yet available regarding the starting date for mini-bus operations in Clacton. One unconfirmed report has suggested that the vehicles will only replace 8 of the older single and double-deck vehicles at Clacton (CN) depot (see also NS261).

Delivery of the 15 Leyland Olympian/E.C.W. dual-purpose double-deck vehicles has now commenced. An initial batch of six vehicles is expected, of which the following three vehicles had been delivered at the time of writing :-

4007	C407HJN	Leyland Olympian ONLXB/1R	ON 10002	E.C.W. CH42/30F	26277
4008	C408HJN	Leyland Olympian ONLXB/1R	ON 10003	E.C.W. CH42/30F	26278
4010	C410HJN	Leyland Olympian ONLXB/1R	ON 10005	E.C.W. CH42/30F	26279

Delivery dates : 4007-January 7th; 4008-January 4th; 4010-January 8th.

It will be noted that these vehicles are fitted with Gardner engines, and that a new sequence of Leyland Olympian chassis numbers has started. These chassis numbers are for vehicles which are constructed at the Farington plant of Leyland Bus Ltd., rather than at Workington, and this is the first time that a Bristol-designed chassis has been constructed at the Farington plant. Contrary to other reports, it can be confirmed that the above chassis numbers are correct, and that the vehicles do not carry other standard Leyland chassis numbers. It should also be noted that the body number for 4010 is correct; the body numbers for 4009/11-21 will be 26546-57. The vehicles are fitted with high specification dual-purpose seating, very similar to the seats fitted to the Leyland Olympian coaches (4500-9), and the vehicles are painted in the Company's new livery style of middle green and middle chrome yellow (see also under Vehicle Repaints). The proposed depot allocations for these vehicles are not yet known, but when noted at Central Works 4007/8 carried electronic destination blind equipment for the Colchester/Clacton/Harwich area and 4010 carried equipment for the Southend area.

Withdrawn Vehicles

NIL

Re-built Vehicles

Leyland Leopard coach 1305 (LLT346V) has recently been fitted with Webasto heating (see also NS261).

Leyland Olympian 4001 (XHK236X) received lower deck floor modifications at Eastern Coach Works, Lowestoft during November, and similar vehicle 4002 (XHK237X) is now currently at Eastern Coach Works for similar modifications.

Open-top Bristol KSW5G 2383 (WNO 479) has recently been fitted with a new engine unit supplied by Tom Burrells (1985) Ltd., a division of the Paul Sykes Organisation.

PHOTO-NEWS

Photographed at
Colchester Bus Stn.
on December 7th,
Hedingham & District's
Bristol FLR6G L102
(QPU822D) is about to
depart for Halstead on
joint EN/HO service 88.

(Andy Meadows)



Seen at Great Tey on
November 29th, 0121 (B259CHK)
is one of Eastern National's
two Peugeot 505 Family Diesel
estate cars for use on
Colchester area 'Countrycar'
services.

(Richard Delahoy)

The Miracle Bus
contract service
to/from Southend
Airport has now
ceased. Van Hool
Astronema 244
(JEV244Y) of
Southend Transport
is seen on this
service on
October 27th.

(Frank Spence)



Allocations & Transfers

12/85 (additional to NS261) 3000 D/L (P)-BN-L/L (P).

3000 was temporarily licensed at Basildon (BN) prior to Christmas for operation on the Basildon Park & Ride service. It has since been delicensed, and is currently stored at Basildon (BN) depot awaiting mechanical attention.

1/86 1539 D/L (P)-D/L (D), 1541 D/L (P)-D/L (D), 1545 D/L (P)-D/L (D),
1547 D/L (P)-D/L (D), 1549 D/L (P)-D/L (D), 3001 D/L (P)-CN, 3003 CN-D/L (P).

The current allocations of delicensed vehicles are as follows :- Clacton (CN)-1541/5/7, Central Works (Driver Training Vehicle yard)-3003, Maldon (MN)-3004, Prittlewell (PL)-1539/48/9, Basildon (BN)-3000. Open-top Bristol KSW5G 2384 (L) was also noted at Prittlewell on January 6th. Bristol REL6G 1541 was previously in store at Prittlewell (PL) but has now been moved to Clacton (CN) for engine repairs. Leyland National 1652 remains delicensed at Clacton (CN) with serious accident damage.

Vehicle Repaints

The main news this month is that the first vehicles (1707, 1851 and 3108) have now been repainted in a new fleet livery style of middle green and middle chrome yellow, incorporating the Company's new style of fleetname, as previously carried by vehicles in National Holidays livery, but to a larger size. It is understood that this new fleet livery has been accepted as the standard new livery for the majority of the Company's vehicle fleet, and new Leyland Olympian dual-purpose double-deck vehicles 4007/8/10 have been delivered in the livery. The livery is basically yellow to the front half of vehicles with green to the rear half, and it incorporates two forward sloping green stripes. On Leyland National vehicles the rear bumper unit is being painted black, and this unit is also being modified to a style more usually associated with Alder Valley Leyland National vehicles.

December w/e 14.12.85 - 1921 at MN (partial repaint only) (additional to NS261).

w/e 21.12.85 - 1601 at CW (National Holidays livery), 3004 at MN (partial repaint only).

w/e 28.12.85 - No vehicles repainted.

January w/e 4.1.86 - 3108 at CW (New livery).

w/e 11.1.86 - 1058 at CN/CW - base livery painted at CN, and livery stripes added at CW, 1707 at CW (New livery).

w/e 18.1.86 - 1851 at CW (New livery).

MCW Metroliner coach 1602 (B459WHJ) is currently in the paintshops at Central Works being repainted in National Holidays livery. Bristol VRTSL6G 3098 (UAR588W) will be the next vehicle to be outshopped in the new fleet livery.

The Nissan 'UniBus' advertisement for D.A. Cornell (Cars) Ltd. carried by Leyland National 1860 (YEV318S) was partially removed at Chelmsford (CF) depot during early-January by the removal of the Nissan signs. The vehicle operated in this form for a short time, and it has now entered Central Works to be repainted with an overall advertisement livery for Trinoco Cars (Chelmsford) Ltd.

The National Holidays livery carried by MCW Metroliner coach 1603 (B460WHJ) was slightly modified at Central Works during mid-December, by the removal of the blue stripe at the front of the vehicle, and the National Holidays livery applied to similar vehicles 1601/2 is now identical to that carried by 1603.

General

Eastern National Engineering Ltd. became a separate limited company within the National Bus Company group from January 1st. Former Works Superintendent, Mr. Barry Chaplin, has been appointed as Sales Engineer, whilst Mr. Michael Trodden has recently joined the new Company as Production Controller. In this news sheet, it is not proposed to publish separate news items about the new Company, except in the event of items of major significance, because the bulk of the Company's work is undertaken for Eastern National C.C. Ltd. under which heading news will be reported. This will obviate the need for cross references within the news sheet, and the possible duplication of items. However, members should note that Ford Transit vans YVX841X and A295UYT and Ford Cargo stores lorry A890TYY are now owned by Eastern National Engineering Ltd.

A large number of vehicles have received attention at Eastern National Engineering Ltd's Central Works during recent weeks. These have included Ambassador Travel

LL803 (HVG003V) and LL822 (LNG022W), an Army Bedford/Marshall bus registered 56 FM 52, an Army (NEME) lorry with registration number 03 GJ 19 (see also NS261), a RAF AEC Reliance bus with registration number 48 AC 80, a Leyland Freighter lorry of L. Wallis, Chelmsford with registration number A102MJW (see also NS261), Colchester Borough Transport Leyland Atlantean's 52 (MVK546R) and 65 (NNG 65P), Ford, Althorne coach CVS943T and London Country Leyland Leopard coaches DL5/6/11/12/14/15 (MPL125W etc.) and PL28 (NPA228W). The London Country coaches are receiving major overhauls following the expiration of their lease.

The Company's Secretary, Mr. Richard Whitbread, was appointed as Manager of the new Alder Valley (North) company with effect from January 1st. Our congratulations go to Mr. Whitbread on his appointment; he had been with Eastern National since 1982.

The Company's travel shop at Colchester has recently re-opened in new purpose built premises at 33, Queen Street, Colchester, and the former temporary premises at St. Nicholas Passage are now closed. A new travel shop will also be opening shortly at Dovercourt, and both travel shops operate under the National Travelworld name.

Open-top Bristol KSW5G 2303 (WNO 479) was entered in the Harwich Guy Carnival on November 2nd, when it was decorated as an Indian take-away restaurant.

Bristol VRTSL6G 3087 (STW 31W) sustained accident damage during mid-January, after it was stolen from Southend (SD) depot and then crashed into the Deeping roundabout. The vehicle is now at Central Works for repairs.

Services in the Chelmsford area were affected by an industrial dispute at Chelmsford (CF) depot on January 6th/7th. A number of services were cancelled, and Leyland National 1707 and Bristol VRTSL6G 3108 were quickly used in service in their new fleet livery.

In the second batch of London Regional Transport services to be advertised for tender, it is understood that the Company has been successful in being awarded contracts to operate services 145A (Schooldays journeys between Dagenham and Chingford) and 275 (Daily between Walthamstow Central Station and Barkingside). It has been reported that Eastern National operation of these services is likely to commence during April.

News of former Eastern National Bristol MLH6G coach 9430 (LWC981J) which is now owned by Eastern Counties O.C. Ltd., RE846, is that it received the engine from Eastern Counties survey bus X89 (CAH859K) (ex. RE859) during its engine overhaul at Ipswich in mid-1985 (see NS258 under Subsequent Disposals). RE846 is currently not based at Saxmundham depot; it was noted receiving mechanical attention at Ipswich during early-January.

Further to the news published in NS260 regarding the application by Hedingham & District Omnibuses Ltd. for an established use planning certificate in respect of the former Eastern National depot at Kelvedon (KN), it can now be reported that Braintree District Council has refused the application on the grounds that the depot had not been used continuously as a bus depot since 1979. Local residents were also concerned at the possible inconvenience and traffic hazards caused by bus operations.

Temporary Loans

Leyland Tiger dual-purpose vehicle 1114 (HHJ375Y) was on temporary loan from Chelmsford (CF) to Southend (SD) depot between mid-November and mid-January. It was noted on Highwayman services 801 and 804 on December 28th and January 3rd respectively.

At Harwich (DT), there has again been a fewer number of temporary loans to report during recent weeks. 1790 CR, 1872 CR and 3020 CR operated on loan during late-November and December, whilst 1117 DT was at Clacton (CN) from November 29th to December 9th and 3058 DT was at Colchester (CR) from December 11th to December 24th and from December 28th to December 31st.

Open-top Bristol KSW5G 2384 (WNO 480) was on loan to Silver End (SE) and to Braintree (BE) on December 23rd and December 24th respectively for use on special Christmas promotional work. It has also been reported that 2384 operated on Witham town services on December 23rd.

A number of vehicles have been on loan to Braintree (BE) and Silver End (SE) depots during recent weeks. At Braintree (BE), these have included 1734 CF (which was noted on service 311 on December 15th), 1747 SE (which was noted on service 70 on December 20th and on service 330 on December 23rd) and 1862 SE (which was noted on service 331 on December 20th). At Silver End (SE), the most unusual loans were 1916 BS on

on January 6th and 3039 BS on January 5th, whilst 1794 BE (which was noted on service 337 on December 24th), 1866 CF (which was noted on services 53 and 353 on December 18th and 24th respectively), 1924 DE (which was noted on service 338 on December 20th) and 3067 DE (replacing failed 3041 SE, and noted on service 353 on January 7th) have also been on loan.

Service Developments

Various transitional modifications to road service licensing, as part of the Transport Act 1985, took effect from January 6th. Section 2 of the 1985 Act replaces the term "stage carriage service" with the term "local service". The definition is the same except that on a local service passengers must be able to make journeys of not more than 15 miles (instead of 30 miles), in a straight line from any stopping place. From January 6th, road service licences will be required only for these local services. Also from January 6th, the requirement to notify express services is abolished, and the term "express carriage" is also abolished. Road service licences (including short-term licences) which were in force on October 30th, 1985 and were due to expire before October 25th, 1986 will automatically continue until October 25th without renewal, with the exception of licences for services where all stopping places are within Greater London which will need to be renewed as normal.

The main effect of these changes to Eastern National services appears to have affected certain of the commuter services jointly operated with Grey-Green Coaches Ltd., which are routed via the M11 motorway, and where there is no suitable point at which to introduce a 15 mile timetable point. It appears that the routes will therefore lose their stage carriage (now "local service") status, and that the operators will no longer be able to claim fuel tax rebate. Because of these developments, a basic surcharge of £0.25 per day has been added to all fares, with effect from January 27th, and single fares will be withdrawn from the same date. A revised set of commuter service timetable leaflets will be introduced on January 27th, and apart from proposed minor changes to service 199 which will no longer serve Great Cornard, there are no timetable alterations.

The Company has applied for a number of service revisions during recent weeks, and brief details of these changes are as follows :-

- 6/6B - Minor route revision (inbound to Southend) via Clifftown Road, Clarence Road and Alexandra Street (and this revision was introduced from November 3rd (see NS260)). However, this route revision, together with that listed below for services 24/A/E, was abandoned after December 7th, and the services have now reverted to their former inbound route via Nelson Street and Capel Terrace.
- 20 - Revised route via Southchurch Avenue (A1160), Queensway, Chancellor Road, Church Road, New Construction Road, Chichester Road and Heygate Avenue (and this revision was also introduced from November 3rd (see NS260)).
- 24/24A/24B - Minor route revision (inbound to Southend) via Clifftown Road, Clarence Road and Alexandra Street, but see above notes for services 6/6B which also apply to these services.
- 32A - Weekdays : 0700 hrs. journey from Chelmsford to operate five minutes earlier at 0655 hrs.
- 42 - Weekdays - 1848 hrs. and 1945 hrs. journeys from Oxney Green (The Chequers P.H.) to be extended to Patching Hall Lane (Roundabout), and 1935 hrs. and 2020 hrs. journeys from North Melbourne (The Flyer P.H.) to start from Patching Hall Lane (Roundabout) two minutes earlier at 1933 hrs. and 2018 hrs. respectively.
- 88A - Mondays to Fridays : 1600 hrs. journey from Colchester to Halstead to be advanced to 1545 hrs. (and this revision was introduced from January 6th).
Schooldays : 1600 hrs. journey from Colchester to Earls Colne to be advanced to 1545 hrs. (and this revision was also introduced from January 6th).
- 102 - Mondays to Fridays : Additional journey introduced (from January 6th) from Clacton to Brighthelmsea at 0700 hrs., and this journey does not operate via Great Bentley being routed via D1027 (direct).
- 106 - Mondays to Fridays : 0913 hrs. journey from Thorpe-le-Soken to Clacton to operate via Meadowview and Bockings Elm arriving at Clacton at 0940 hrs. 1130 hrs. journey from Clacton to Harwich

to operate via Meadowview arriving at Harwich at 1234 hrs.
Weekdays : 1235 hrs. journey from Harwich to depart five minutes later at 1240 hrs.

Schooldays : 1545 hrs. journey from Thorpe School to Clacton to depart 20 minutes earlier at 1525 hrs.

(These revisions were all introduced from January 6th).

123 - Schooldays : 1533 hrs. journey from Mistley to Clacton to operate via normal route (and not via Thorpe School).

262 - Route for journeys extended to/from Warley (Eagle Way) is via Warley Hill, The Drive, Warley Hill, Kings Road and High Street (see also NS259).

400 - Alternative Eastbound route from London (King's Cross) to be via Pentonville Road, City Road, Wakeley Street, Goswell Road, Upper Street and then via the normal route.

406 - A short-term licence has been granted for this service from November 21st to May 20th (Weekdays).

438 - NEW SERVICE from Ongar (Two Brewers P.H.) to Basildon (Bus Station) via High Ongar, Blackmore, Stondon Massey, Hook End, Doddington, Brentwood and Herongate, and this service operated only on Tuesday, December 17th and Friday, December 20th, with departures from Ongar at 0915 hrs. and from Basildon at 1430 hrs.

439 - NEW SERVICE from Ongar (Two Brewers P.H.) to Basildon (Bus Station) via High Ongar, Blackmore, Stondon Massey, Kelvedon Hatch, Coxtie Green, Pilgrims Hatch, Brentwood and Herongate, and this service operated only on Saturday, December 21st, with departures from Ongar at 0915 hrs. and from Basildon at 1430 hrs.

812 - A short-term licence has been granted for this service from December 19th to June 18th (Mondays, Fridays and Saturdays).

The Company has withdrawn its application for a full licence for the Colchester area Countrycar services (see also NS260).

The basic service pattern operated by the Company over the Christmas and New Year holiday period is as set out below, although there were some local variations :-

December 23rd - Normal Monday service with certain exceptions.

Christmas Eve - Saturday service with certain exceptions and reduced evening service.

Christmas Day - No service.

Boxing Day - No service, except in the Basildon/Billerica/Wickford area where services 153, 237, 512 and 513 (sponsored by Basildon District Council) were operated.

December 27th - Saturday service with certain exceptions.

December 28th/29th - Normal services.

December 30th - Saturday service with certain exceptions.

December 31st - Saturday service with certain exceptions and reduced evening service.

New Year's Day - No service, except in the Basildon/Billerica/Wickford area where services 153, 237, 512 and 513 (sponsored by Basildon District Council) were operated.

January 2nd - Normal service.

The Company increased fares on its stage services in the Bishop's Stortford area from Sunday, January 5th, and day return fares were also introduced in that area from the same date. Increased fares were also introduced on some services in the Colchester and Witham areas from January 5th, in conjunction with similar increases introduced by Colchester Borough Transport and G.W. Osborne & Sons. It should be noted that these areas were excluded from the fare increases introduced from December 1st (see NS261).

Publicity News

New publicity material published during recent weeks has been as follows :-

Tinetable leaflets - a leaflet containing details of services 438 and 439 (dated December 17th).

Christmas/New Year leaflets - further Christmas/New Year tinetable leaflets were published for the Colchester, Chelmsford/Maldon, Basildon/Thurrock, Bishop's Stortford and Braintree/Halstead/Witham areas (5 leaflets - see also NS261). A separate leaflet was published by Southend Transport for the Southend & District area.

Excursion leaflets - three leaflets are now available for 'Day Breaks' from the Central Essex, Southend and Basildon and Clacton/Harwich/Colchester areas during January and February.

General leaflets - Brentwood & Havering District has published a leaflet with details of a 'Green Bus January Sale' starting on January 12th, and involving over 100 fare reductions on services 151, 251, 351 and 451.

Unusual Workings

Details of unusual workings which have been supplied by members during recent weeks are as follows :-

19.11-1120 BE noted on service 70 (and again on 8.12).

1.12-1552 DT, 1653 DT and 1750 DT operated a rail replacement service between Harwich and Manningtree, and these vehicles operated a similar service on 2.12 and again on 8.12.

3.12-3058 DT noted on service 423, and other service 423 workings during December were 1790 CR (7.12), 3027 DT (10.12/23.12), 1920 DT (14.12/17.12), 1653 DT (21.12) and 1901 DT (31.12).

8.12-3082 and 3106/12 (all CF) operated a rail replacement service between Chelmsford and Witham.

12.12-Some observations in the Bishop's Stortford and Braintree areas were 1059 MN on service 301, 1120 BE on service 331, 1536 BS on service 303, 1542 BE on service 330 and 1553 BS on service 304; 3071 SD noted on service 251.

13.12-1736 BN noted on service 406; 1910 CR noted on the first morning journey fr service 53 from Colchester, which is normally operated by a Bristol VRT.

14.12-1721/3/38/46, 3117/20 (all DN) and 3103/7 (both HF) were noted on the Basildon 'Park & Ride' service.

15.12-Southend Transport 234 replaced failed 3053 SD on service 11, and 3053 SD again failed later whilst operating service 22A; 3091, 3110/26 (all CF) and 3123 SE operated a rail replacement service between Chelmsford and Witham.

18.12-1848 DN noted on service 24; 3021 CF replaced failed 3041 SE on service 53, and 3029 BE also replaced failed 3055 SE on service 53; 3041 SE was later noted on service 43A.

20.12-1126 SE was noted on service 119 with a Silver End driver; 3074 DN noted on service 402.

21.12-1866 CF was noted on service 353 (and again on 23.12 and 24.12); 3020 CR operated a private hire journey from Harwich to Colchester; 3035 CF was noted on service 38 (and again on 23.12); 3075 SD noted on service 11A.

22.12-3069/77, 3105/6/13/26 (all CF, but 3105 still carries SD depot allocation plates) and 3041/55/9/60, 3123 (all SE) operated a rail replacement service between Chelmsford and Witham; National Travel (East) 257 (LHE257W) and 282 (OHE282X) were both noted parked at Southend (SD) depot.

23.12-1125 SD and 3075 SD both noted on service 402; 1711 DN and 1729 SD both noted on new service 406; 3024 BE noted on service 335.

24.12-3000 DN noted on the Basildon 'Park & Ride' service; 3125 CF noted on an ASDA service at Wickford (and again on 27.12).

26.12-1877 DN and 1906 DN operated the special Basildon services 153, 237, 512 and 513.

27.12-3072 SD was noted on service 11A, with 3075 SD being noted on this service on 28.12.

29.12-Crosville CIL323 (YTU323S) was noted on National Express service 109.

30.12-1308 BE was noted at Southend (SD) depot; 1752 CF was noted on service 38.

1.1-Former E.N. Bristol RELL6G 1546 (SVW274K) was noted at Colchester (CR) depot. Southend Transport 236 was noted on service 20A, with 238 and 306 being noted on service 251.

3.1-1890 DW was noted on service 152; Southend Transport 387 was noted on driver training work in Chelmsford.

5.1-3091 CF, 3106 CF, 3116 DN and 3100, 4005/6 (all DD) were noted on a rail replacement service between Chelmsford and Shenfield. 3057 SD and 3102 SD operated a similar service between Southend and Wickford.

6.1-3111 SD was noted on service 151.

10.1-1600 SD failed at Ipswich whilst operating Highwayman service 804. It was replaced by Eastern Counties LH930 which operated from Ipswich to Norwich and return, being replaced in the evening at Ipswich by 1302 CR. 1052 EB was noted on service 347 (1407 hrs. journey from Romford), and this vehicle had been noted on 9.1 on service 270 in Brentwood; 1896 DN noted on service 400.

12.1-1918 DN was noted parked by the River Stour at Liston, presumably on a private hire working for an anglers' party.

COLCHESTER TRANSPORTNew Vehicles

Leyland Olympian 41 (C41 HHJ) has now been returned to Eastern Coach Works, Lowestoft for repairs, following its accident on November 15th (see NS261).

Vehicles On Order

On January 10th, Colchester Borough Council's Transportation Committee agreed to order a further two Leyland Olympian double-deck vehicles, at a cost of £70,459 each with an additional £750 each for radio equipment. It is understood that the vehicles are due for delivery 7-8 months from the date of the order.

This order represents only half of that envisaged in an earlier bus replacement programme agreed by the Council in August 1983. That programme indicated that four buses would be required in each of the financial years 1986/7-1989/90 with six buses required in each of the years from 1990/1-1995/6. It is understood that this programme will now be superseded by the plans to establish a separate operating company from October 26th, although it is also understood that the Transport Manager is currently considering whether mini-bus or midi-bus vehicles could have a future role in Colchester.

General

Also on January 10th, Colchester Borough Council's Transportation Committee agreed to establish a new company to run the bus undertaking from October 26th, 1986. It is understood that this company will be formed under a new name for company registration purposes, and that it will then change its name to Colchester Borough Transport Ltd. Four names were put forward as Directors of the proposed new company, Mr. Clive Sampson (currently Transport Manager), Mr. Nicholas Collins (currently Traffic Superintendent), Cllr. Michael Roets (Chairman of the Transportation Committee) and Cllr. Terry Brady. A third executive director will also be appointed.

As a correction to the information published in last month's news sheet, it should be noted that a Saturday timetable (starting at about 0830 hrs. until 2030 hrs.) was operated on December 27th.

Vehicles out of service at the time of writing were Bristol RELL6L's 16, 21, 23, 25 and 28, with 25 (SWC 25K) still awaiting a new engine unit (see NS260), together with Leyland Olympian 41 (see above), Leyland Atlantean's 55, 55, 65, 85 and 90 and Leyland Leopard coach 102. Leyland Atlantean's 52 and 65 are both currently at Eastern National Engineering Ltd., Chelmsford for mechanical attention, whilst 85 is now out of service with accident damage following a collision in the depot yard on December 13th. Leyland Atlantean 64 (NNO 64P) was involved in a collision with a car at the entrance to the Bus Station on December 31st; it received slight accident damage, which has now been repaired and the vehicle was back in service by January 10th.

Leyland Atlantean 57 (JHK497N) has now been fitted with air assisted steering, and it should be noted that similar vehicle is fitted with this type of steering modification (see NS258).

Leyland Olympian 42 (C42 HHJ) now carries a wrap-round advertisement for Lunley's Insurance Co., and this advertisement is basically white with red and black lettering.

Open-top Leyland Atlantean 48 (YWC648F) has been used by Colchester Borough Council's Parks Department for tree-logging duties during recent weeks. This work has been undertaken on several main roads in the Colchester area, including the route from West Mersea to West Bergholt (service 7 group).

Leyland Atlantean's 70 (TPU 70R) and 76 (TPU 76R) are the latest vehicles to be repainted into the new livery style by Eastern Coach Works, Lowestoft, with 70 returning to service by December 23rd and 76 back in service by December 13th.

Leyland Leopard coaches 101 (DHK101T) and 102 (DHK102T) have recently had their original Duple rear light clusters replaced by the E.C.W. type, as carried by the Bristol RELL6L's and Leyland Atlantean's. 101 has recently had a major engine overhaul, and it was back in service by January 6th. On January 7th/8th, it was noted in use on services 5/5B/19.

Vehicles returned to service during recent weeks have been Bristol RELL6L 18 (by December 20th), Leyland Atlantean's 56 (by December 20th), 61 (by January 6th),

70 (see above), 76 (see above) and Leyland Leopard coach 101 (see above).

Amongst a number of unusual workings reported by members during recent weeks, Leyland Atlantean 49 was noted on service 19A on November 19th, on service 5A on January 4th and on services 4/4A on January 11th. Former Tyne & Wear PTE Leyland Atlantean 51 was noted on services 2/2A on December 28th, on services 1/1A/3 on January 11th and also on service 5A on January 11th. Similar vehicle 52 was noted on service 5A on November 19th. Leyland Olympian 42 operated a private hire journey to Halstead on December 15th, whilst Leyland Atlantean 90 had returned to service by November 19th when it was noted on service 7 (correction to NS261).

Late night shopping in Colchester on the Wednesday evenings prior to Christmas was very successful, and led to various timekeeping problems on certain services. In contrast, Saturday services prior to Christmas were less seriously affected, and there were no reports of duplicate journeys being operated.

From January 6th two additional journeys were introduced on Mondays to Fridays, and details are as follows :-

- 2 - Mondays to Fridays : journey from Colchester (North Station) to Highwoods (Shopping Centre) at 1947 hrs.
- 2A - Mondays to Fridays : journey from Highwoods (Shopping Centre) to Osborne Street at 2008 hrs.

Former London Transport DMS 2005 (KJD 5P), which is now owned by the Post Office Corporation and used as a Postcode publicity vehicle, was at the Magdalen Street depot at the time of writing.

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ROCHFORD DISTRICT COUNCIL

General

Daimler Fleetline 556 (BXG525K) was taken out of service on November 25th with a major engine fault. The preserved former Western National (Royal Blue) Bristol RELH6G coach 2385 (OTA645G) was temporarily transferred to Rochford's Central Depot (on loan from Venturer Travel) to act as a reserve vehicle for schools traffic, but this arrangement has now ceased.

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SOUTHEND TRANSPORT

New Vehicles

Re-built and re-bodied Leyland Leopard coach 255 is now understood to have been completed by Berkhof. However, neither this vehicle nor similar coach 254 have yet entered service with Southend Transport (see also NS260/1).

Withdrawn Vehicles

Daimler Fleetline 384 (GHJ384L), which was withdrawn in June 1985 (see NS256), is reported to have been sold to Jubilee Coaches, Stevenage during early January.

News of two former Southend Transport Daimler Fleetline's 352/3 (WJN352/3J), which are currently owned by South Notts Bus Co. Ltd., Gotham, is that both vehicles have had their upper deck front offside windows replaced by plain glass without the top ventilators. This has produced a curious frontal appearance.

The P.S.V. Circle has recently reported that former Southend Transport Leyland PD3/4 347 (MHJ347F) passed to Plymouth City Transport in October for use as a driver training vehicle.

Vehicles On Hire

Ipswich Borough Transport Leyland Atlantean 40 (RGV 40W) remains on hire to Southend Transport, and it was fitted with a farbox soon after arrival. It usually operates on the 10/12/13 group of services, but was noted on service 29 on December 27th, on service 1 on December 28th, on service 9A on January 7th and on service 63 on January 10th.

The former Parks of Hamilton Leyland Leopard coach 359 (MDS242V), which is on hire from Caledonia Coach Sales and Services Ltd., entered service with Southend Transport during late December. It carries a temporary fleetname in the front windscreen.

Bristol REILL6L 303 (JEH179K) remained on hire to Ipswich Borough Transport at the time of writing.

Re-built Vehicles

In response to a member's query and to clarify previously published information, it should be noted that the new body number of re-bodied Daimler Fleetline 306 (Q475MEV) is 2636 (see also NS247/50).

General

DAF MB200 coach 253 (B253CVX) remained at Duple Coachbuilders Ltd. for bodywork repairs at the time of writing (see also NS261).

Van Hool Astronoga 243 (JEV243Y) and Leyland Leopard coach 340 (YHB 20T) are also both currently out of service for accident damage repairs, which resulted when 243 ran into the rear of 340.

The Miracle Bus Company contract service between London (Aldgate) and Southend Airport ended on December 20th, when the service was finally terminated. Prior to the demise of this service, it had been the normal practice to use a single-deck coach on those workings which linked with the use of a Herald aircraft, with a Van Hool Astronoga being used on workings which linked with a Viscount aircraft at Southend Airport.

Between October 28th and November 15th, the two Southend Transport duties which operate contracts from Canvey Island and Bonfleet to Thomas Moore School, North Leigh were taken over by London Pride Sightseeing Ltd. using former London Transport DMS vehicles. From November 18th to the end of the school term, these duties were taken over by Ensign Bus Co., Purfleet using two DMS vehicles in London Transport sightseeing livery. Due to a scheduling error the contracts were not operated at all on the morning of November 18th. Southend Transport continued to operate the afternoon duties throughout this period.

Southend Transport and Eastern National are currently promoting a joint publicity campaign in the Southend area. With the slogan 'Buses Are Good For You' badges and plastic carrier bags are available at the Central Bus Station.

As usual, special services were operated by Southend Transport during the Christmas and New Year holiday period. One return journey was operated between Southend and Heathrow Airport on service X1 on Christmas Day, whilst special timetables were operated on services 1, 3, 4A, 7, 20A, 63 and X1 on Boxing Day. On New Year's Day, special timetables were operated on services 1, 3, 3B, 4A, 7, 8, 10, 12, 20A, 23A, 24, 25, 27, 29, 63, 64 and 251 with a Sunday timetable being operated on service X1. A timetable leaflet was published by Southend Transport containing full details of these services.

There were a number of reports of Southend Transport vehicles covering various Eastern National duties on December 23rd and December 27th. On December 23rd, Fleetline's 222 and 306 were noted on service 22, 233 was noted on services 22 and 64 and 242 was noted on service 20. On December 27th, Leyland Leopard 201 was noted on service 24, whilst Fleetline's 226 and 396 were noted on service 20, with 389 being noted on service 60 and 396 being also noted on service 2.

Southend Transport also operated various duplicate journeys on National Express service 109 prior to Christmas. On December 21st, Leyland Tiger 248 operated this service, with similar vehicles 247 and 250 being noted on December 23rd and Leyland Leopard 213 being noted on December 22nd.

Southend Transport vehicles continue to be used on service 795 (Southend-Brighton) on Saturdays and Sundays during the Winter timetable period. On January 5th, Leyland Tiger 210 (BHK210X) failed at Grays on the journey to Brighton. It was replaced by London Country Leyland Tiger TD 28 (YPD128Y) (in National Express livery) which operated from Grays to Brighton and return, being replaced at Grays on the return journey by Southend Transport Leyland Leopard coach 207 (DTE207V).

Prior to being hired to Ipswich Borough Transport, Bristol REILL6L 303 (JEH179K) had returned to service, after some months off the road, on the 1732 hrs. service 29 journey on November 27th.

On October 27th, preserved Southend Transport Leyland PD3/6 341 (CJN441C) toured various routes in the Southend area for photographic purposes. It was again in Southend on November 10th, and is currently kept at the Docklands Transport Museum.

On December 16th, Southend Transport provided a vehicle to operate the 2147 hrs. rail journey from Fanbridge to Southminster and the 2227 hrs. return journey from Southminster to Wickford due to overhead line construction work. On January 9th, Leyland Fleetline's 225 and 232 operated a rail replacement service from Woodham Ferrers to Wickford due to a shortage of Diesel Multiple Units.

Various Southend Transport coaches have been hired to Venturer Travel during recent weeks. On December 1st, Leyland Leopard coach 334 (WRO433S) was on hire to operate a private hire trip to Richmond, whilst on January 11th, Leyland Tiger 215 (A215PEV) and Leyland Leopard 335 (WRO435S) were on hire for journeys to Canvey Island. Also on December 1st, Leyland Leopard 336 (CTM406T) was hired to Venturer Travel for a National Express working from Golders Green to Peterborough.

Leyland Leopard coach 212 (LAK304W) was hired to Eastern National on December 30th, and it was noted at Southend (SL) depot on that date, whilst Leyland Leopard 220 (KWG130W) was hired to Crown Coaches, Benfleet on January 11th, with Leyland Leopard 325 (MHX532P) being hired to Channel Coachways, Southend-on-Sea on the same date.

EASTERN NATIONAL DISPOSALS

Initial Disposals

3014 (SMS 40H) - Still at Central Works, Chelmsford, 1/86, and has not yet been cannibalised and broken up for scrap (see also NS259/60/1).

Subsequent Disposals

1954 - 1964 numbering scheme

- 455 (9579 F) - Still with West of Ireland Steam Railway Association Bus Group (W.I.S.R.A. Bus Group), now of Ballinasloe, Eire (for preservation), 12/85. Vehicle was towed from Athlone to Ballinasloe on September 21st, and restoration into Midland Bus Company livery of brown and grey/cream has commenced. (additional information to NS253). Further colour photographs of this vehicle are now available from Mr. M. Hewitt, W.I.S.R.A. Bus Group, Station Road, Ballinasloe, Co. Galway, Eire, and members are invited to write to him for details.
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- 362 (00 9550) - Dealer, Carlton, by 10/85, ex. Costain Mining, Fife, (N-PSV), B5.
 363 (NWC 14) - Dealer, Carlton, by 10/85, ex. Costain Mining, Fife, (N-PSV), B3.
 9427 (LWC978J) - Correct registration of this vehicle is LWC978J, and not as shown in NS261.
 1216 (BN0702T) - New Enterprise, Tonbridge, 9/85, ex. Linebourne, S.W.1. Report in NS248 of this vehicle with Goldenport, S.W.16 is now believed to be incorrect; therefore details in NS245 remain correct.
 1405 (VHK178L) - Disposal reported in NS256 to Liverpool Community Transport (N-PSV), ca. 3/85, should be deleted. Correct disposal is as listed in NS260.
 1408 (1256 EV) - Correct location of premises of Hogg (farmer) is Yanwath, near Penrith, and not Yarnworth. (correction to NS229).
 2301 (RHK348D) - Advertised for sale by Kinch, Mountsorrel, 12/85.
 2882 (UEV220E) - Advertised for sale by Cliff Skey, now of Mere (N-PSV), 12/85.
 2904 (WVX531F) - Still with dealer, Sherburn, 12/85. (see also NS250/6).
 2923 (AEV817F) - Dealer, Carlton, by 10/85, ex. dealer, Sherburn. (see also NS260).
 3017 (SMS 43H) - Various upper deck body parts were removed by Grosville Motor Services Ltd. prior to disposal. (additional information to NS261).

News Sheet Contributions

Contributions to this news sheet were received from A.G. Osborne (C&F), P.J. Snell (M32), R.H. Palmer (M105), W.J. Morrison (M131), R. Delahoy (M180), A.W. Meadows (M209), R.L. Clark (M268), J.S. Wilby (M298), S.D. Barham (M313), D. Arnold (M379), J.G. Collins (M405), J. Ruge (M443), G. Dangerfield (M487), C.D. Sigston (M523), C. Pretty (M524), R.A. Dennis (M535), F.G. Spence (M545), J.A. Murphy (M546), J. Whittingham (M555), D.A. Coulson (M568), I. Harden (M572), R.W. Searle (M584), P.D. Ashton (M599), S. Coates (M603), G. Huggins (AM1) and the P.S.V. Circle. The deadline for contributions to the February news sheet is Wednesday, February 19th.

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