

ESSEX BUS NEWS

The monthly magazine of the

ESSEX BUS ENTHUSIASTS GROUP

(Formerly the *EASTERN NATIONAL ENTHUSIASTS GROUP*)

JANUARY 1988

ISSUE No. 286



COVER PHOTO:

Now preserved, Southend 335

is seen at Victoria Circus on a short working of route 3 on April 20th, 1976, when it had just returned after a spell on hire to LCBS at Harlow. (Richard Delahoy)

ANNUAL GENERAL MEETING and PD3 TOUR

The Group's AGM will be held on **Saturday February 20** in the Carriage Room, Freight House, Bradley Way, Rochford (adjacent to BR station; ample car parking). Doors open 1300 for a 1400 start.

Prior to the AGM, through the kind generosity of member Frank Spence, there will be a tour in ex Southend PD3 CJN 435C, recently restored to immaculate condition. There is no charge for the tour, but passengers **MUST** be in possession of a control ticket. Pick ups are:

Southend Central Bus Stn 0945 (bus/train connections)

Rochford Freight House 1005 (train connection; cars can be parked at Freight House all day if you are attending both the tour and AGM).

EDITOR: Ian Ransom, 102 Bradford St, Chelmsford, Essex CM2 0XU

Sub Editors: *Southend Transport and Southend area small operators*

Richard Delahoy, 272 Shobury Road, Southend SS1 3TT

Small operators - rest of Essex

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon CM9 7NR

PUBLICATIONS: Andy Meadows, 52 Ferndale Road, Rayleigh, Essex SS6 9NW

PHOTO ORDERS: Peter Snell, 6 Mandeville Way, Thundersley, Essex SS7 4LH

MEMBERSHIP: Bob Palmer, 67 Perkins Road, Barkingside, Essex IG2 7NQ

Late starter pick ups can also be made at:
 Southend Deeping 1100; Central B/S 1235; Chichester Road (Victoria
 Circus) 1238. The bus will return to central Southend after the AGM.

The tour will visit South Fambridge, Larks Hill, Temple Sutton and
 Sutton, covering 1965 routes 13A & 16 and present day route 69; a 45
 minute lunch/photographic stop will be made in Southend. A full
 itinerary will be sent with bookings. Requests for tickets, specifying
 pick up point and time and enclosing an SAE, should be made direct to:
 Frank Spence, 184 Maplin Way, Southend on Sea, SS1 3ND.

On SUNDAY, FEBRUARY 28, 335 will commemorate the 75th anniversary of
 the first ever demonstration to Southend Corporation of motor buses, by
 making a run over route 1 to Rayleigh. Details of this will be
 automatically sent with AGM tour bookings; anyone else interested
 should write to Frank Spence for details, again enclosing an SAE.

NEW BOOKS

The following are now available from Andy Meadows:- (Adress on cover)

Essex County Council timetable for Basildon, Billericay and Wickford priced at
 60 pence including post and packing.

Capital Transport

Major operators in South West England £5.95 plus 30pence post & packing
 British Bus Celebration North West England £8.95 plus 50pence post & packing

Winter Sale

The AGM would not be complete without the sales stand, which this year will be having
 a sale of books and many other items. Why not come along and pick up a bargain at the
 same time?

FEBRUARY MEETING

PLEASE NOTE THAT THERE WILL BE NO MONTHLY MEETING AT ROCHFORD DURING FEBRUARY. THE
 NEXT MEETING WILL BE HELD ON TUESDAY MARCH 8 AND WILL FEATURE A SLIDE SHOW INCLUDING
 TROLLEYBUSES.

Photo swap

If any members require colour slides of former EN vehicles LPU 452J with Lincolnshire
 or Q659 OVL (LWC 980J) with Wing's, Sleaford then please write to group member
 Mr G Coxow, 59 Rowan Way, Balderton, Newark NG24 3AU who requires certain slides of
 vehicles in the Essex area.

Corrections to previous issues

282/12	GGJ 341X should read GGG 341X	283/4	disposal should read Blackwell
283/5	833 is registered HRP 673N	283/7	A844 SYE should read A844 SYR

Ideas/ Suggestions

If you have any thoughts about any aspect of the groups activities but are unable to
 attend the AGM., please write to any of the groups committee members as soon as
 possible to allow your ideas to be put forward.

TWENTY THIRD ANNUAL REPORT - A review of the Group's activities during 1987

CHAIRMAN'S REPORT

The past year has probably been the most traumatic in the Group's history. First of all, the new Committee had to become acquainted with their new jobs and responsibilities and there was then the change of name of the Group. But perhaps the most noticeable change, as far as the majority of members was concerned, was the introduction of the printed magazine. The new A5 size format has generally been well received and I am sure members will wish to thank our Editor, Ian Ransom, for all his efforts. The sales team was also revamped and the stock format changed. This has resulted in a considerably increased turnover, but not in overall profits. Due to outside circumstances beyond our control it is anticipated that a return to the more traditional sales routine will occur in 1988. This year's tours programme was rather disappointing. Two tours were organised, that to Cambus operated but ran at a loss, whilst the trip to Clacton had to be cancelled due to very poor support. The future of Group tours, and the income that they raise, appears in doubt.

So we now start a new year, but again there is a major problem, since we do not have a magazine typist. If you wish to continue to have a magazine then somebody must come forward to help us - how about you ?

ALAN OSBORNE - Chairman & Founder

TREASURER & MEMBERSHIP SECRETARY'S REPORT

Membership (1986 figures in brackets)

The Group started 1987 with 257 members (230) and ended the year with 282 members (267), a net increase of 25 (37) which means that we lost a few more members than perhaps we would have liked although they were more than replaced by some new faces. The new style magazine is a big factor in recruiting new members, the only difficulty is reaching people and showing them what we have to offer each month. Price does not seem to matter too much. Response to 'Buses' and other advertisements has been mixed with no pattern to the number of responses received.

Subscriptions

At the beginning of 1987 subscriptions were £4.90/£4.20, but they have had to be raised substantially following the decision to have a professionally printed and despatched magazine. Subscriptions are currently £7.00/£6.40. Members who renewed in December 1986 and especially those who had renewed for two years during 1986 received an absolute bargain.

Treasurer's Report

Financially the year has been a traumatic one for the Group. Firstly, the printed magazine was a drain on resources and the reserve fund has had to be partly used to keep the current account solvent. Hopefully, this will now cease. Secondly, changing the Group's name involved a 'one off' expenditure of printing new stationery, membership cards, etc. Thirdly, the sales aspect of the Group was revised but did not produce the desired results of increased profits and in fact produced less surplus and usual. Finally, a lack of profits from any coach tours was perhaps the final straw and but for the fact that the Committee had worked hard to produce a surplus in the years 1979-86, which enabled a large reserve fund to be built up, 1987 would have been very shaky and may have spelt the end of the Group. Happily this was never a serious prospect and 1987 has perhaps shown the Committee where the strengths of the Group lie

and the directions to be taken in 1988 and beyond. Hopefully, subscription rates are now pitched at a level to cover all costs involved in producing the magazine - they haven't up until now!

As at 30th November, 1987 the Group's current account stood at £199.98, whilst the National Savings account stood at £844.75 (a decrease of £350 over 1986). The Group's accounts and balance sheet will be available at the Annual General Meeting.

BOB PALMER - Treasurer & Membership
Secretary

SALES MANAGER'S REPORT

The year 1987 has seen the introduction of a revamped sales team. The plan being to maximise sales of publications, photographs and ephemera by increasing the number of events attended and broadening the range of items sold. It is fair to say that the new regime was not the success that it was hoped to be. There are a number of reasons for this; changes of personal circumstances within the sales team; the exceptionally bad weather encountered during the Summer; and disappointingly low sales levels at certain well attended events. Also postal sales (which are a service to you - the Group's membership) have been very low compared to previous years.

No new Group publications have been produced during 1987, expenditure being concentrated on building up stocks of other publishers' material. 15 events were attended in 1987, which together with casual sales at meetings etc., has created some £2,000 in revenue. Of this figure, around 10% is actual profit however, as sales levels have been lower than forecast, and stocks in hand are fairly high.

Although the sales performance in 1987 has been disappointing, experience gained has I feel been most worthwhile. I am confident that with some streamlining a more satisfactory level of profit can be achieved in 1988.

ANDY MEADOWS - Sales Manager

PHOTOGRAPH OFFICER'S REPORT

1987 has been a steady year for the sale of photographs, with the trend turning more to coloured prints, for which we have had a good response.

Black and white prints are rapidly becoming expensive to produce and in some cases difficult to get printed, according to the size of negative. However, I hope to hold the current prices until at least mid-1988, when a possible increase in price may become inevitable.

So once again I will give my annual appeal for old negatives, no matter what company or operator, the Group will be happy to accept them for the archives.

PETER SNELL - Photograph Officer

NEWS SHEET EDITOR'S REPORT

1987 proved to be a year of change with a new style magazine, including new features and operators that would not have been possible before. The new style proved popular with most members, after one or two initial problems mainly due to the smaller print size. The news published during the year reflected many changes following the deregulation of the bus industry, of which the biggest was Eastern National being sold to its management. Other changes have seen smaller operators appearing on more bus work throughout the county, whilst Southend Transport have introduced mini-buses on certain services.

I would like to remind all members that the contents of the news sheet depends on contributions from them, and any ideas, items of news or photographs are most welcome. Finally, I would like to thank all members who have contributed to the magazine during the year with special thanks to Dave Arnold, Roger Dennis, Richard Delahoy, Andy Rook and Derek Stebbing for their help during my first year. In addition, thanks go to Alan Dixon and Tony Spindler at Eastern National Ltd. for their time and help.

IAN RANSOM - News Sheet Editor

TOURS ORGANISER'S REPORT

One tour was operated during the year :-

26th July, 1987 Cambus Tour London Buses T3

In our usual effort to organise a tour that is both interesting to participants and profitable to the Group, we decided to be a little different and use a London Buses double-decker for this year's sole tour. The plan to use Hornchurch depot's ex-West Midlands PTE bus was foiled at the last minute by the bus being declared unfit on the morning. The low response to this tour was a great disappointment; not only did the tour end with a deficit, but those who stayed away missed a very interesting tour. Bearing in mind the cancellation of the 1986 weekend tour we decided not to organise any tour for the late Summer.

We will run one or two trips during 1988 but bookings MUST improve; if they do not, 1988 could well be the last year in which tours form a part of our activities. As Group tours have made a profit of over £1,800 during the past nine years, their cessation will plainly result in either a steep rise in subscriptions or a drastic cut in other Group Activities - You have been warned!

MARTIN WEYELL - Tours Organiser

Blackpool National Coach Rally

Andy Meadows is arranging an excursion by high specification coach from South Essex and Central London to the above event which takes place over the weekend of April 16/17th 1988. Basic details are as follows:-

Saturday 16th Depart from Essex and London in the morning to arrive in Blackpool during the mid afternoon giving a few free hours before an evening reception.

Sunday 17th the rally which incorporates the Vintage Bus Display takes place. In addition negotiations are taking place with Blackpool Transport to allow free travel on its Bus and Tram services plus a Depot and workshop visit on the Sunday. Arrival back will be at about 2300 on Sunday. The fare for the above will be in the region of £25 including B&B on the Saturday.

PLEASE NOTE THIS TRIP IS BEING RUN BY ANDY AND NOT THE EBEG. CONTACT HIM FOR BOOKING FORMS AND FURTHER DETAILS.

EASTERN NATIONAL LIMITEDTransfers

12/87 1602 CF- D/L(D); 1750 CN- DT; 1859 BD- CF; 1865 BE- CR; 1866 SD- BD;
1868 CF- SD; 1892 CR- BE; 3031 DT- CN; 3068 BN- SD; 3084 SD- BN;
3206 Pool(WW)- ED.

HBC Essex advert buses 1865 & 1866 are often on loan to CF for a few days at a time in connection with BBC Essex publicity work.

December saw 0755 in use at DT acting as a duplicate to 0200 on services 22A/B owing to high loadings whilst 0756 has been in almost daily use on service 42 at CF.

On hire

E31 BTO Volvo B10M Plaxton Derwent 3000 B54F

This vehicle belongs to Deroy City Transport and is numbered 31 in their fleet. Having arrived at New Writtle Street on January 8th it was noted in CF depot on Sunday 10th and it is understood that it will enter service here on the 11th.

On order

The companies in house magazine states that an order for up to 30 new single deck buses for delivery during 1988 is to be made.

These will be the first new full size vehicles purchased since the company was privatised in December 1986.

However as members will no doubt be aware a number of vehicles have been on loan during the past few months for evaluation and a decision has yet to be made on the type of vehicle that will start to replace the Leyland National.

Repaints

This months list includes a few outstanding dates

w/e 22.8.87 1888 at ENE.
w/e 3.10.87 1909 at BN.
w/e 10.10.87 1854 at BN.
w/e 17.10.87 1748 at BN.
w/e 24.10.87 1889 at BN; 1924 at CN.
w/e 7.11.87 1922 at BN.
w/e 14.11.87 1776 at BN; 1806 at MN.
w/e 21.11.87 1754 at ENE; 1907 at BN; 1921 at MN.
w/e 28.11.87 1744 at BN; 1874 at BN.
w/e 5.12.87 1807 at ENE; 4003 at CN (overall advertisement for Colchester Fuel Injectors/ Lucas).
w/e 12.12.87 1740 at BN; 1773 at ENE; 1842 at ENE.
w/e 19.12.87 1774 at ENE; 1818 at BN; 1870 at MN.
w/e 26.12.87 1853 at BN; 4008 at CN.

Finally 1120 reported as being in new livery in magazine 279 remains in old livery.

Service Vehicles

Chelmsford recovery vehicle 0103 has been reregistered Q391 ~~MMK~~ it is not known if the former registration 572 VX will be transferred to another vehicle.

Modified vehicle

Leyland Olympian 4002 has reverted to standard upper deck front windows instead of the Bristol VRT style previously fitted, following accident repairs in 10/87.

General

The current depot at Braintree is expected to close during the late autumn, with a new depot being opened in Crittall Road which is situated on the towns Springwood industrial estate.

The new premises will provide room for 35 vehicles which will allow for future expansion (Braintree's allocation is currently 26) and will also mean that vehicles will no longer have to be parked in the bus park overnight, or at weekends.

Fares were increased on 3/1/88 with the exception of the following:- Colchester Inner Area, Colchester to Harwich, Colchester/Wivenhoe/Clacton, Harwich Town and Clacton Town areas which remain unchanged as does the Frinton/Walton flat rate of 35p which has not changed since May 1986. Details of revised fares are all fares up to 35p increased by 2p except the 20p fare which remains unchanged, fares 40p-50p up 3p, 60p up 4p, 65p-95p up 5p, 100p-195p up 10p, 200-265p up 15p and all fares over 270p up 20p. Discounts available by purchasing return tickets or travelcards were increased at the same time. Revised charges for explorer tickets are as follows Adult £3.50, OAP £2.70 or £24.30 for a book of ten and child £2.40.

During the period leading up to Christmas Hadleighs 1761 was observed in service, complete with decorations.

Free rides were on offer on the first few Sundays that service 250 operated owing to the fact that the Sunday service was only registered between Southend Central and Carpenters Arms although it in fact operates to Wickford. As a result of which passengers travel free between Carpenters Arms and Wickford until the registration is revised.

Services over the Christmas and New Year ran to special timetables, basic details of which are as follows:-

December 24th

Normal Thursday service with most services finishing at 2200 (except LRT contract services which ran as normal).

December 25th-27th

No service except 97X and 98X between Maldon and Bradwell which ran to a

Saturday service with the exception of the 1605 departures from Bradwell.

Can any member inform me if LRT contract services operated on these dates ?

December 28th

A special service for shoppers ran at hourly intervals on a few routes together with a Sunday service on normal Essex County Council contracted services plus some one day only operations on behalf of ECC.

December 29th-31st

A Saturday service ran on most commercial routes with some additions during the early morning and early evening. On tendered routes a combination of normal or Saturday services operated. On the 31st again most services had finished by 2200.

January 1st

Only services 97X and 98X operated to the same timetable as 25/12.

January 2nd

Normal Saturday services on both commercial and ECC contract services.

Essex CC routes that operate on Fridays but not on Thursdays all operated on 24/12 and 31/12.

All EN/Grey Green/Green Line routes ran as normal between the 29th and 31st for the benefit of the few London commuters who had to work.

Open top VR 3500 performed a most unusual working on Sunday October the 25th when as part of a fund-raising effort to enable the nave roof at St. John the Baptist church Layer-de-la-Haye to be restored, it took part in a sponsored bus pull at the Essex Water Company's grounds in Layer.

12 teams took part in the event with the first prize going to the Colchester rugby club with the booby prize, a replica Highwayman coach going to the local badminton club. A total of £400 was raised from the event.

New uniforms are being issued which consist of a green jacket and trousers, cream shirt, green jumper and anorak complete the uniform. Dark green ties with two diagonal bars and Eastern National between them are also being issued. Women drivers have a choice between trousers or skirts and also between shirts or blouses. Coach drivers receive blazers instead of jackets with the Highwayman logo on them. If you wish to see the latest fashions then visit Bishops Stortford, Maldon, Clacton, Harwich or Walton whose staff have been the first to receive them.

Further to last months notes, the diversions to services 6 and 24 had finished by the 18/12 and the CC rider was available from 23/11/87 not the 30th as published.

Services

- 6A Operation of the 1805 Colchester to Rowhedge and 1835 return passed to CBT on Saturdays after 2.1.88.
 - 7 group Revised timetables introduced from 4.1.88.
 - 11A 2022 Southend to Chelmsford and 2155 return withdrawn with effect from 24.12.87. and replaced by 2105 ex Southend returning at 2225 which operates under contract to ECC between Rayleigh and Chelmsford.
 - 53,70,X70 Revised timetables introduced from 4.1.88.
 - 82 No longer serves Sainsburys Tollgate with effect from 4.1.88.
 - 87/87A Revised timetable introduced from 4.1.88.
 - 101 New service replacing Coastal Red 102 on Mondays to Saturdays under contract to ECC. from 4.1.88. departs Harwich at 1935 & 2135 returning from Colchester at 2040 & 2245.
 - 102 Sunday services between Colchester and Harwich renumbered 101 from 10.1.88.
 - 103/4 Revised timetable introduced from 4.1.88.
 - 127 Date in 285/3 should read 22.12.87.
 - 250 Sunday service introduced between Southend and Wickford on Sundays replacing part of service 251. Monday to Saturday service also revised, from 3.1.88.
 - 251 Withdrawn on Sundays between Walthamstow and Oxford Circus and revised weekday service introduced from 3.1.88.
 - 307 Revised Monday to Saturday service introduced from 25.10.87.
 - 311,337,353,355 Revised timetable introduced from 4.1.88.
 - 321 1930 Notley to Deanery Gardens terminates at Braintree and a revised evening service introduced from 4.1.88.
 - 359 Revised Sunday service introduced from 20.12.87.
 - 370 The 1805 Braintree to Bishops Stortford and 1905 return operate under contract to ECC with effect from 4.1.88
 - 407 Withdrawn after operation on 25.9.87
 - 520 Revised schools journeys introduced from 23.11.87.
 - 525 Withdrawn and replaced by revised service 520 after 20.11.87.
 - 550 Group member Peter Prior reports a service for school pupils only at 0800 from Gallows Corner to Upminster returning at 1545.
 - X74 Operated on 5/12, 12/12, and 19/12 between Colchester and Basildon via Romford
- Tellyns London commuter services will pass to Eastern National/Grey Green operation on 1.2.88.
- All EN/ Grey Green commuter services were revised from 4.1.88 and will probably be revised again as a result of the above.
- Colchester LVA once again sponsored Boozer Cruisers in the town on 24.12 and 31.12 covering some 70 pubs compared to last years 50.

Unusual Workings

21.10. MN 3079 on 56
 22.10. SW 3070 on 154 (CF duty)
 3.11. Lincoln City minibus 58 D751 GBP noted in Chelmsford on private hire work
 7.11. HH 1777 on 250
 12.11. HH 1118 on 28A, BS1126 on 353, BS 1749 on 321
 14.11. BS 1916 on 70
 19.11. CF 1121 on 370
 21.11. HH 1721 on 400 relief between Southend and Romford
 24.11. EN 3120 noted on private hire work on Canvey Island
 25.11. SD 4506 on 251 (and again on 5.12.)
 27.11. BE 4017 on 321, SD 4504 on 250
 28.11. EN 4509 on 250
 1.12. CF 3082 on a Tesco working in Wickford
 5.12. BS 1749 on 321
 10.12. BE 1782 and CR 1911 on rail replacement work in Braintree
 12.12. BE 1929 on 53 (CR duty)
 13.12. BD 1796 on 251
 14.12. EN 3117 on 154, CF 3082 & CF 4006 on private hire in Southend, CF 4006 on 44 after returning to Chelmsford.
 19.12. BE 1929 on 119 (CR duty)
 20.12. BD 0240 on driver training work in Chelmsford
 21.12. SD 3060 noted being towed along the A127 by S.T. recovery vehicle 599 owing to the Hadleigh recovery vehicle being out of use.
 22.12. Pool 1701 on 311, WW 3101 parked in Chelmsford bus station
 24.12. Of the three SE duties on the 353 not one was SE worked. Pool 1701, BS 1792 & BE 1745 being in use. EN 3117 on 400, SD 4505 on 251.
 25.12. MN 1870 on 98X (and again on 26.12.)
 29.12. BS 1792 on 353 (also in use on 30.12., 31.12 and 2.1.)
 31.12. CN 3201 on 119
 5.1. Pool 1701 in use at Colchester and again on 6.1.

DISPOSALSEastern National LimitedInitial Disposals

0603 (C603 NPU) Unknown buyer, Gwent, 11/87.
 0604 (C604 NPU) Mr. Hoban, Workington, 12/87.
 1304 (LLT 345V) Returned to Arlington (dealer), off lease, 11/87.
 1305 (LLT 346V) As per 1304
 1306 (LLT 347V) As per 1304
 1307 (LLT 342V) As per 1304
 1600 (B457 WLJ) Alder Valley, Aldershot, 12/87.
 1601 (B458 WLJ) As per 1600
 1602 (B459 WLJ) As per 1600
 1603 (B460 WLJ) As per 1600
 9002 (CPU 982G) Martins, Middlewich (dealer), 9/87.
 9021 (LFS 300F) Under conversion to Chelmsford playbus, 12/87.

Subsequent Disposals

1651 (KCG 608L) Amberley Travel, Pudsey by 12/87.
 1723 (NEV 680M) Pride of the Road, Royston by 12/87.
 1727 (NEV 684M) As per 1723
 1728 (NEV 685M) Black Prince, Morley by 12/87.
 1730 (NEV 687M) As per 1723
 1731 (NEV 688M) As per 1728

Eastern National Omnibus Company- Subsequent DisposalsPre 1954 numbering scheme

L121 (AHH 358) Unknown market gardener (N-PSV), Preston, Hull, by 4/68. still present 6/72, but sold soon afterwards. (This was one of the vehicles acquired from Queens Park Coaches, Aylesbury in 1951)

Post 1954 numbering scheme

419	(GVW 981H)	Dealer,Carlton,by 7/87, ex Dack, Terrington St. Clement.
430	(LWC 981J)	Felixstowe Omnibuses, Ipswich, numbered 7 and named Neptune ex Carter, Colchester by 10/87.
1408	(XOO 877L)	Allocated to Tangmere by West Sussex C.C., Fleet number now AR68
1411	(XOO 880L)	Further to 283/5 date of re-registration by Badgerline is quoted as 8/87,although sold in 7/87.
1417	(CSV 992)	Re-registered JEU 508N by Badgerline, Nc. 2086 and re-instated at Poole for Badger-Vectis operations,9/87. (Registered GJD 196N by EN)
1418	(CSV 524)	Re-registered JEU 509N by Badgerline, No. 2084 and re-instated at Poole for Badger-Vectis operations,9/87. (Registered GJD 194N by EN)
2717	(97 TVX)	Driver Training Vehicle with Drivesafe, Scotswood,Newcastle by 8/87.
2804	(BVX 680B)	Unknown owner, North West Transport Museum, by 8/87. Last reported (NS 257) as noted at Cobham open day,4/85.
2810	(FWC 428B)	Withdrawn by Webb (Spirit of 76 tours), Washington, D.C., but still owned 10/87, in operational condition.
2817	(HEV 995B)	In use as a Playbus, Inverness, by 10/86. (See also NS 269).
2820	(JHK 452G)	As per 2810.
2824	(JHK 459C)	Still with Boston Doubledeckers Inc., Boston, Mass., 10/87,number 010
2829	(KNO 952C)	As per 2810, but now engineless.
2855	(OFU 824D)	As per 2810, but now roofless.
2891	(WNO 979F)	As per 2824, numbered 009.
2894	(WNO 982F)	As per 2824, numbered 006.
2895	(WNO 983F)	As per 2824, numbered 007.
2903	(WVX 530F)	Noted in Grays, LCNE depot in I.C.I. livery, 1/88.
2911	(WWC 741F)	Exported to Sardinia, 2/87, via London Bus Export Co. Ltd.(See also magazine 277).
2916	(WWC 746F)	As per 2824, numbered 008.
2930	(AVW 399F)	Hamlyn Books Demonstration Bus, noted in Liverpool, 7/87, acquired via Dealer, Sherburn. (See also NS 258).
2931	(AVX 973G)	Publicity suggests this vehicle may have been used by Philadelphia Tours, Philadelphia, USA.
2941	(KNO 950C)	As per 2810, but now roofless.
3008	(SMS 34H)	Noted on rail replacement work at Chingford, 12/87 alongside A.E.C. Regents of Macs Buses, Roydon. Assumed acquired ex Crosville Wales Ltd., DVG 555.
3013	(SMS 39H)	Martin (dealer), Middlewich, 7/87, ex Crosville M.S., DVG 560.
3015	(SMS 41H)	As per 3013, fleet number DVG 561.
3016	(SMS 42H)	The disposal of this vehicle from Lambeth Inner City Consultative Group to Ensigns, by 11/86, is thought to be incorrect. The vehicle used to be kept at the premises of Robson Road Haulage, SE16 who moved to new premises off Evelyn Street, SE8. By 6/87 it had arrived in a yard next to these premises.

Publicity

Timetable leaflets for C1/G2;220/1/2;550 dated 2.11.87.,22A/B dated 29.11.87.,

2(S'end);27 dated 30.11.87., 11A dated 24.12.87, 6/6A/6B/64 dated 14.12.87., 53;70/X70/370;250;251;251/551;311;321;summary of services Witham to Chelmsford all dated 3.1.88., 337;353;summary of services between Colchester and Harwich all dated 4.1.88.,795 dated 7.9.87.

Revised timetables for joint EN/Grey Green services 192/193;194/5/6/7/8/9;196;197/8/9 and 204/5 dated 4.1.88.

Eastern National Christmas and New Years services for Mid Essex and Herts.,South Essex, North Essex,and Brentwood and East London.Similar leaflets for ECC. services in Central Essex,North West Essex,North East Essex,West Essex,South Essex,South East Essex and the Southend areas.

Chelmer Card leaflet dated 4.1.88.

Leaflets for Highwayman Holiday to Mid Wales dated 23.12.87., Autumn Bus Excursions from Chelmsford between 26.10. & 3.11.87., Romford Excursion from Canvey and Benfleet on December Saturdays, and a leaflet giving basic details of service changes in the Chelmsford area dated 1.11.87.

LRT timetable for service 307 dated 25.10.87.

Undated timetable for service X41 presumed to coincide with revised 341 on 5.9.87.

COLCHESTER BOROUGH TRANSPORT

Vehicle news of great interest this month is the acquisition of an Atlantean from Greater Manchester Buses. Details are:

54 XJA 517L Leyland AN68/1R Park Royal H43/32F ex GMB 7126
It arrived on 18.12.87. and was first used on 4.1.88. on services 2/2A/2B. It retains the white and orange of its GMB livery but the brown skirt has been repainted in CBT's tuscan red.

The above was acquired to ease a vehicle shortage caused by the withdrawal of RE's 19 & 21, 21 being a write off following the accident reported last month. Leyland Swift demonstrator E566 JFR arrived on 2.1.88. and was still present on the 6th although it had not been used in service. This vehicle is fitted with Wadham Stringer B37F bodywork.

Atlantean 70 remains out of use and has been joined by 72 and 74, but 82 returned to service in early December. Olympian 42 is still awaiting roof repairs and has been joined out of use by 44. Lynx 32 is back in use.

The last journey on service 25 was operated by 43 on 19.12.87. with the last shopping special to Norwich operated by 104.

From 9.1.88. CBT took over operation of two Saturday return trips from EN., these being the 6A (see EN notes for details) and the 1803 to West Mersea on 7A/7C. The 6A is a commercial operation whilst the 7A/7C is an ECC tendered operation. New timetable leaflets dated 4.1.88. in connection with revised services have been issued for services 1/1A, 3/31, 6/6A, 7/7A/7C/7D/8 and 9/9A.

In addition to the Shenfield to Colchester rail replacement services on Sunday mornings CBT is operating a rail replacement service between Colchester and Clacton and Walton on Saturday evenings from 9.1.88. to 6.2.88. and all day Sundays from 10.1. to 7.2.88. Further to last months notes on 28/12 after 1900 a normal Sunday service under contract to ECC was operated by Eastern National.

A few more unusual workings to report include :- 32 on 1/1A on 17/11; 101 on 3/31 on 19/11; 102 on 3/31 on 27/11; 26 on 8 on 25/11 and 26 on the 75 on 24/12. Most unusual was 48 on the 2A in heavy rain on 16.12 following a traffic lights failure in the town centre.

ESSEX COUNTY COUNCIL

Special Sunday services will be operated over the following routes in 1988:- Braintree-Saffron Walden-Duxford; Braintree-Maldon-Burnham; Harlow-Dunmow-Braintree-Gt. Yeldham; Colchester-Sudbury-Saffron Walden and Colchester-Flatford-Ipswich. Operators have been invited to tender for all of these services but the one of most interest is the Harlow service which it is hoped to operate using vehicles over thirty years old.

In connection with the Armada 88 celebrations at Tilbury Fort tenders are also being invited for special operations 12.6.88., 6.8.88. and 7.8.88.

Local press reports state that the Th0 service 77 will continue for another year. The return fare is however increased from 50p to 60p. Fares collected cover only 25% of the cost of operation.

PARK AND RIDE

As in previous years operation of these services on Saturdays leading up to Christmas commenced in November in Basildon, Chelmsford and Colchester. Eastern National operated the Basildon service using Brentwood minibuses and the Chelmsford service using two Leyland Nationals. Operation of the Colchester service was in the hands of Hedinghams, using two single deckers.

LATE NEWS

Derby 31 did indeed enter service from Chelmsford on 11.1.88. and was still in use on the 14th having been used on the 55 & 56 group of services on every day. Leyland National 1837 was repainted in all over white at ENE during w/e 9.1.88 and has re-entered service at Southend prior to being signwritten for an unknown Battlesbridge company. 3129 in Laidlaw trucks livery has entered ENE for repainting into fleet livery.

SOUTHEND TRANSPORT LIMITED

These notes are correct to January 9.

VehiclesNEW & ACQUIRED:

New: 405 E405 BHK Volkswagen LT55 Optare City Pacer 407 B25F + 5
 406 E406 BHK Volkswagen LT55 Optare City Pacer 408 B25F + 5
 Both entered service on December 9.
 Chassis numbers for 404-6 will be published when known.

Acquired: There is no further news about the proposed 216/7 (FEH 778/80Y); it is *possible* that they will not now be acquired.

MODIFIED: 230 has been fitted with a Gardner 6LXB engine.

WITHDRAWN/DISPOSALS:

201 (LBN 201P) Withdrawn - date to be confirmed)sold to Busways Travel
 202 (LBN 202P) Withdrawn - date to be confirmed) Newcastle.
 318 (TGX 822M) Withdrawn 7/1; being scrapped at works (as is 304);
 321 (CMJ 447T) Withdrawn 7/1) to be returned to Arlington
 322 (CMJ 450T) Withdrawn 8/1) (dealer) ex long term hire.
 325 (MHX 532P) Withdrawn - date to be confirmed.
 328 (OKY 83R) Withdrawn - date to be confirmed.
 353 (CPT 822S) Withdrawn 5/1; to be returned (along with 354) to
 Kirkbys (dealer) ex long term hire.

In addition, DMS's 313-6 (GHV 106, 29, 15, 8N) have been taken out of service to form a reserve fleet (and to be available for dry hires);
 312 is expected to join this reserve fleet shortly, leaving just Gardner powered 305/11/7/20 & P registered 319 in service of the DMS's.

SERVICE VEHICLES:

599 the Seddon breakdown truck was withdrawn on 31/12 (consequent on the revised regulations governing recovery vehicles and trade plates).
 595 the ERF, ex Durox Supablocks, which will be the new wrecker (see 277/8) is nearing completion.

ON HIRE:

From London Buses Ltd (Tours & Charter fleet):

The 2 'OLST' Routemasters on hire were joined by 2 more in December; there was also a late substitution so that 5 were used in all by STL; the hire ended on 22/12. Vehicles concerned were:-

VLT 237	RM 237	Del. to STL	Dec 18;	ret'd	Dec 22;	dest blinds fitted.
VLT 307	RM 307	"	" " Nov 24;	"	" 18;	" " " "
VLT 377	RM 377	"	" " Dec 10;	"	" 22;	yellow boards used.
VLT 450	RM 450	"	" " Nov 24;	"	" 22;	dest blinds fitted.
VLT 545	RM 545	"	" " Dec 10;	"	" 22;	yellow boards used.

All were used on the 1 and 16 only and covered for a vehicle shortage.

To Sampson Coaches/Travel, Hoddesdon:

231 (MRJ 231W) Dec 5-7; 237 (MRJ 237W) Dec 3-20; 254 (Q856 MEV) Dec 5-20; all for use on Sampsons LRT contract routes in the Enfield area.

To Ford Motor Co: 220 (KWG 130W) on 5/11 for staff transport (see 284/6 for details - and note, in correction to that issue, that Ford's own coaches do *not* have tables).

Services

9A, 18 Minor timetable changes from 25/1.
 64 From 14/12 half hourly M-S evening service (2030-2230) introduced to replace withdrawn EN journeys.

- 614 Culturebus - withdrawn entirely after operation on 19/12.
 X1/10/11 From 20/12 ser beyond Green Park reduced to just 2 jnys daily (0530/0830 ex Southend; 1010/1310 ex Heathrow). Some peak hour reductions. Last 4 jnys ex London divert via Stanford Le Hope & Homesteads on request.
 X3 Withdrawn from 22/12, except for M-F jnys ex Westcliff at 0705 & ex Southend at 1700; and ex at Canvey 0743/1748.
 X31 After 18/12, off peak M-F service withdrawn except for hourly evening service ex London (1825/1925/2025).

ECC contracts: 2 contracts taken over from S&M with effect from 20/12 (404, W/Su only, Canvey to Rochford Hospital, coach operation) or 21/12 (23, three M-S evening jnys [see 280/11]). In addition, on December 28 two special one day contracts were obtained:-

- 36 South Woodham - Chelmsford (outside B/S); 4 return trips, operated by 236, fitted with special hand made intermediate & Chelmsford displays; South Woodham is already on the latest blinds; and
 235 Pitsea Bwdy - Billericay Queens Park via Basildon, Noak Bridge and Outwood Common; hourly, operated by 340/53, fitted with bus blinds.

Xmas/New Year services:

- 24/12 & 31/12 Normal ser except for alterations to 16 and London sers; ECC contract route 25 operated commercially;
 25/12 & 26/12 Special sers - see last month; Xmas Day X1 op. by 249;
 27/12 & 1/1 Full Sunday service plus hourly 3A (inc. evenings), extended to Leigh Beck (Canvey) via Mitchells Ave;
 28/12 Sunday service; 29 & 30/12 Normal Mon-Fri service.
 This contrasted sharply with EN, who ran in early on 24 & 31/12, closed completely on Dec 25-27 and Jan 1, ran a skeleton service only on 28/12 (3,11A,20,151,250 & 400 only) and ran to Saturday times on Dec 29-31.

General

Following the withdrawal of the Culturebus service, the special lettering on the Astromegas and Olympians will be removed; 363/4 have been done so far. For the record, the fate of the three London service licence applications reported in issue 279/10 was:

- 614 - licence granted in N&P 1506; before this, ran on hire to Ensign.
 615 - ('reverse Culturebus') - application withdrawn.
 674 - (Zoo - Baker St) - granted but never operated.

It is not known yet whether Culturebus will restart next summer.

364 is out of service for repair after an attempt to drive it under the Pier Bridge; the moron driver concerned has been sacked!

Engineering work undertaken for other operators: Len Wright's London Buslines fleet of DMS's continues to receive attention (note that the bus noted last month is GHM 882N); a LBL Red Arrow fleet Leyland National (engine repairs); and Maidstone Boro'Line LHS GFN 561N, being fully rebuilt (see also 283/8).

To correct 285/6, the ex WMPTE Fleetline seen on 14/11 is GOG 539N.

Officials from the Department of Transport visited Southend in December to travel on X1 to assess STL complaints about delays on the A13 caused by excessive roadworks and poor enforcement of bus lanes and parking restrictions.

Route workings/Unusual workings

Following the withdrawal of 614 and cuts to X1/10/11/31, there is only one scheduled Olympian duty on London services (M-F 0630 X1 CBS-BDN; 0730 X1 GYS-GPK; 1705 X31 GPK-PSA); the other Olympians are used on local bus services, subject to the same height restrictions as the DMS's. Another change to scheduled ops is that 3A is now OPO and no longer interworks with the 1 (which remains crew operated M-S days).

Unusual workings: 7/12 Fleetline 308 on X1; 18/12 Open top 371 on 1.

Publicity News

The new timetable expected on 20/12 had not appeared when these notes were written but was expected any day. Other recent items include:-
 Timetable leaflets for X1 dated 20.12., X31 dated 21.12., red A5 sheet advertising the company's 'Autorama' services; a 2 page photocopied leaflet covering changes to 1 and 3A, 23, 23A, 23B, 64, 614, X3 and a letter from the Managing Director to all London coach passengers dated 16/12.
 All the above available from Richard Delahoy in the usual way.

OTHER OPERATORS- Southend Area

S & M COACHES BENFLEET: to follow up last months notes, the ECC contracts and the commercial service ex Benfleet officially ceased in w/e 19.12. STL won the contacts for 23 & 404; 257 passed to Eagle Coaches and the retimed 374 to Harris (now ex Linford 0915 & 1330; ex Grays 1223 & 1523).
 Vehicle news is that ex Oxford UFC 423K (CRL6/NCME H43/27D) was acquired ex Spence (dealer) Thorpe Bay, who took ex Leicester PD3 GRY 50D in part exchange. The cherished plates on the ex East Kent Fleetlines are 549 YKM (ex RFN 960G) and 905 GVX (ex RFN 963G).
 SOUTHEND RADIO CARS: further taxi buses are Bedford CF LKW 451R and Toyota B55 XHJ
 TV TAXIS: this operators 'Shuttle' services in Southend were featured on Television South in a not very factual story on the Southend 'bus war'. Fares were increased on 14/11 to the then EN/STL levels, to pay the VAT bill.
 VENTURER COACHWAYS: recent acquisitions include the ex S&M PD3 above and former EN XVX 26 which was in use as the Chelmsford playbus. More low height Fleetlines are expected to be acquired.

OTHER OPERATORS- Rest of Essex

ASSOCIATED COACHWAYS: With effect from 2.11.87. services T14 & T21 became commercial operations. The timetable on both being amended with the T21 being changed again on 5.1
 BRANDONS: With effect from 2.11.87. all services on 320 are operated by Brandons
 CARTERS: Revised timetable introduced on Service 96 from 2.1.88.
 CLINTONA: New service 240 under contract to ECC between Basildon and Dartford via the old EN 402 was introduced on 30.11.87. Departs Basildon at 0905, 1305 and 1805 returning at 1040, 1440 and 1940.
 COASTAL RED: Leyland Leopard OEX 800W suffered severe accident damage whilst operating the 1803 Colchester to Thorpe ser. 103 on 1.12. when it suffered a brake failure on East Hill, Colchester and as a result collided into a shop front. Despite the serious damage neither the driver or six passengers were seriously hurt. Service news is that the 10 was withdrawn after operation on 2.1.88., 40 revised timetable from 7.1.88
 service 73 was withdrawn after 19.11 and replaced by revised Country Car operations. The 76 is now being operated commercially ex ECC tender. Daytime services were introduced on the 174 from Colchester to Clacton via the EN 74 from 30.11.87. The 10 noted above is of course the former Harwich-Colchester service. Shopping excursions were being run during December to various destinations.
 CROWN COACHES: Further to 284/8 the vehicle in use is TRE 929X a Fiat with Caetano DP20F+tables bodywork, in an off white with black stripes livery.
 CULLINAN: Have a Leyland Swift/Wadham Stringer on order for use on the 249.
 DAVIAN: All change again in Harlow with the T1 passing to Associated Coachways from 1.11.87. The T5 was withdrawn from the same date as a result of diverting the 500 and extending the T1.
 DISTRICT BUS WICKFORD: This new operator commenced operation of a Kathleen Ferrier Crescent, Laindon to Basildon via Gt Knightleys and Laindon Link from 4.1.88. Operation is half hourly Monday to Saturday using Freight Rover Sherpa/Carlyle minibus E962 SVF. ST 405 was in use on 11.1.87.
 EAGLE COACHES: One vehicle observed in use is OWJ 460X a Leyland Cub/Reeve Burgess B-F ex Crystals, Orpington. An RELH with ECW bodywork may also be owned. If any member has further details please let me know. A commercial service in Basildon via a circular route serving Clayhill Road, Pitsea, Felmores, Whitmore Way, and Cranes Farm has been registered as commencing 4.4.88 should it read 4.1.88?
 EASTERN COUNTIES: The first day of operation of 190 the 31.10. saw JCL 809V a Leopard Willowbrook in use with VR276 in ASDA free bus livery on the 199 on the same day. Services 191 & 199 will be withdrawn after operation on 30.1.88.

EAST MIDLANDS: Schools journeys to and from Sawyers Hall Lane School on service 260 were withdrawn and replaced by EN 268 from 2.11. Other changes include service 263 the 1417 Wyatts Green to Ongar and 1431 withdrawn and replaced by 1717 ex Wyatts Green returning at 2111. The 347 is operated commercially from 2.11.87.

ENSIGNS: Service 604 is again being operated from Chandlers Corner, Purfleet to Vauxhall Station on Saturdays only from 2.1. although a service ran on Fridays before Christmas.

FARGO: Operation of service 312 was taken over from Hedinghams with effect from 2.11 and passengers in the Braintree area now have a phone call pick up facility. Service 314 at 1720 ex Braintree runs 20 minutes later from 4.1.88.

GOLDEN BOY: Sunday services T2-T4 were taken back from LCNE on 1.11.87. with the T7 & T8 being taken over from Sampsons on 2.11.87. An additional service 393 operates from Harlow to Roydon at 1640 on TuF only with effect from 3.11.87. A new operation is service 524 under contract to Herts CC between Harlow and Hertford as part replacement for withdrawn journeys on LCNE services resulting from the introduction of the 724.

HALLS: The Sheering- Bishops Stortford service was withdrawn from an unknown date.

HARRIS: Two Leyland Swifts with Wadham Stringer bodywork are on order for use on stage work. Service news is that the evening ECC journeys on 370 are withdrawn after 29.1.88. A new Sunday only service numbered 234A from West Thurrock to Basildon Hosp. at 0935 & 1435 returning at 1600 & 2000 was introduced from 22.11.87. this is a commercial service in connection with operation of the 234. A revised timetable was introduced on service 383 on 21.12.87.

HEDINGHAM: The 0720 service 19 from Sible Hedingham now runs ten minutes earlier, revised evening journeys were introduced on the 90 from 2.11.87. whilst service 324 now operates schooldays only.

LONDON COUNTRY NE: Further to 283/10 service 524 is operated by Golden Boy. A new service 533 from Bishops Stortford to Epping running a few minutes in front of the EN 333 was introduced on 5.12.87. As a result of the introduction of the 724 services 350/1 were withdrawn after operation on 31.10.87. Some services under contract to Herts CC remain operated by Golden Boy and Sampsons. The 1716 Victoria to Harlow on service 711 was retimed to 1720 and extended to Harlow Bus Stn. from 14.12.87.

NATIONAL EXPRESS: Service 783 will recommence on 26.1.87. between Felixstowe and Cardiff via Ipswich, Colchester, Chelmsford, Harlow, Luton, Oxford and Gloucester after being withdrawn for a short spell from 31.10.87. Service 090 between London and Southend is by Midland Red West (1200 ex Vic. 1440 ex Send) and Maddren Travel, Billingham (1800 ex Vic. 0840 ex Send). Service 405 is operated by Premier Travel who were recently purchased by Cambus.

NELSONS: Service 245 was withdrawn after operation on 30.10.87., and a revised timetable was introduced on the 245 on 7.12.87. Services under contract to ECC ran in Brentwood on 28.12 over some of the towns minibus routes.

NORFOLKS: Service changes to the Colchester service are 0750 Nayland to Colchester is withdrawn whilst the 1515 return runs 15 minutes earlier, both with effect from 14.1.88.

ONGAR COACHES: The 0930 from Chigwell to Abridge service 208 was withdrawn after 27.11.87. whilst the 209 is extended to Lambourne End from Abridge.

OSBORNES: OUC 38R has been numbered 3 and replaces KUC 219P which is withdrawn. Other vehicle news is that both the RE's are to be withdrawn and replaced by two former Eastern Scottish Seddon/Plaxton vehicles.

SILVER BIRDS: The Chartercoach double deckers are no longer in use. A Rule's of Boxford vehicle was in use on 30/10 but an 8 seat VW taxibus belonging to a London hire firm was noted on 4/11.

VICEROY: Service 305 was withdrawn after operation on 30.10.87. On Saturdays the 1525 Saffron Walden to Dunmow is retimed to 1700.

WESTS: On Mondays-Fridays the 0759 ex Loughton is advanced by 5 minutes at operates via Ongar Comprehensive on Schooldays.

EAGLE COACHES: Operates a number of ECC tenders a summary of which follows:- 158 (Pobbing- Stanford), 230 & 242 (Basildon schools/works), 257 (Basildon- Bulphan) and 380 (Stanford - Tilbury Ferry).

WALKERS: A new vehicle E745 WND a Talbot Express taxibus has been observed on the Stanford - Basildon service, (using EN route numbers 152/3).

Voyage NationalFleetlist October 1987

8915 NZ 59	Ka S228DT	13900001030207	Ka	CH55/20FT	5/85
8919 NZ 59	Ka S228DT	13900001030208	Ka	CH55/20FT	5/85
8922 NZ 59	Ka S228DT	13900001030206	Ka	CH55/20FT	5/85
1631 FE 59	Volvo B10M	9281	Je	C41FT	4/86
1634 FE 59	Volvo B10M	9369	Je	C41FT	4/86
1637 FE 59	Volvo B10M	9280	Je	C41FT	4/86

19553/4/2 are the Jonckhree body numbers of the above.

Tellyn Coaches WithamFleetlist October 1987

Mainly operates a London commuter service using the following vehicles:-

XGS 734S	Leyland PSU5B/4R	Flaxton	C57F
CVA 111V	DAF MB200DKTL600	Flaxton	C57F
DHY 479W	Leyland PSU5D/4R	Duple	C57F
SPP 609W	DAF MB200DKTL600	Flaxton	C57F
HAX 331W	Ford R1114	Flaxton	C53F
A62 DJH	Bova EL28/581	Duple	C53F
A169 OHJ	DAF MB200DKFL600	Berkhof	C49FT
669 OYA	DAF MB200DKTL600	Flaxton	C48FT
UHH 267	MAN SR240	MAN	C47FT

669 OYA was registered UFP 235X
 UHH 267 was registered GPA 609V
 A62 DJH was registered 6967 PH

Visitors to Eastern National EngineeringNovember 1987

East Midland 35
 Hampshire Bus 3343
 London Buses T1014 & V24
 Luton Bus 839
 Maidstone & District 5135
 Panorama Coaches Ilford JMC 617W
 Shaftesbury Centre VHK 175L (which is of course ex EN)

December 1987

County Coaches Brentwood 2899RU
 Essex County Council SVW 274K (which is also ex EN)
 Hedingham L79
 London Buses L208 and T1014 (still present with upper deck fire damage)
 London Country NE LR32 & TP35
 Metrobus, Orpington UWW 16X & CUB 63Y
 Wests GCL 341N

Contributions to this months magazine were received from :- D Arnold, J Collins, R Delahoy, I Hardie, P Harvey, A Osborne, R Palmer, C Paynter, P Prior, J Rugg, C Sigston, D Stebbing, G Toon, M Weyell, J Zebedee, Grey Green Enthusiasts Club, LOTS and the PSV Circle.

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