

ESSEX BUS NEWS

September 1998

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

413



ARRIVA SOUTHEND 017 DENNIS DART SLF WRIGHT ORIGINALLY WITH ARRIVA EAST HERTS AND ESSEX, SEEN HERE AT CENTRAL BUS STATION SOUTHEND.

MANAGING EDITOR:

Please send your news reports to:

Southend Transport:

Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

North Essex small ops:

TOURS ORGANISER:

PHOTO ORDERS:

MEMBERSHIP:

Peter Snell

SUB EDITORS:

Steve Thompson, 49 Meadow View Walk, Canvey Island, SS8 9SA

John Weeks, 34 Elliot Close, South Woodham Ferrers, CM3 5YN

Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE

Ian Burton, 46 Stoneleigh Drive, Hoddesdon, EN11 9LN

Paul Sparks, 87 Thorpe Road, Great Clacton, CO15 4NT

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

Peter Snell, 6 Mandeville Way, Bentfleet, SS7 4LH

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

ESSEX BUS NEWS

413

EDITORIAL

413 FOCUS OF THE MONTH

GCE 413 was a Bedford OB Thurgood C29F operated by Viceroy Saffron Walden on services in NW Essex. It was new to Harris Cambridge.

50 YEARS AGO 1948

Post war demand for public transport continued, the remaining Express services from Bedford and Luton were restored.

Control of Eastern National passed to the British Transport Commission, until this time EN was a subsidiary of the National Omnibus Company part of the Tilling Group.

ROCHFORD MEETINGS Freight House 8pm.

- | | |
|----------|--|
| Oct 13th | Slide show by Martin Weyell
A to Z of defunct operators |
| Nov 10th | Slide show by Andrew Sugden
Buses in China, Australia, and New Zealand. |
| Dec 8th | Slide show by Richard Delahoy
20 years ago. |

CANVEY OPEN DAY OCTOBER 11TH

Volunteers required to help with the Group stand, any offers to Peter Snell please.

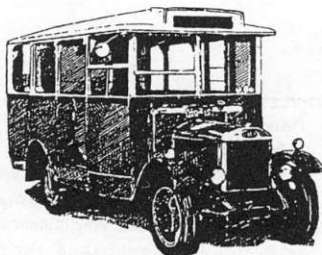
The Group have been asked to get some information about two Bedford OBs in the Marks Tey area. The first is JFJ593, originally operated by C&R Coaches of Little Tey and later reported converted into a caravan by the last known owner Roy Dale.

The second is believed to be LTA908 which is supposed to be at Godbolts Nursery on the A120 at Marks Tey.

If any member has any information on these, could they please let me know pjs.

Contributions for for this EBN received with thanks from Essex Buses, Arriva E and EH, Arriva Southend, Essex County Council, LOTS, D Stebbing, M Torrance, C Sigston, M Evans.

Contributions for October EBN should be with Sub Editors by October 3rd and Man Editor by 9th October.



ACQUIRED VEHICLES

4024	B960 WRN	Leyland Olympian (6LXB)	ECW	H45/32F	1985
4025	A147 UDM	Leyland Olympian (6LXB)	ECW	H45/32F	1983

Chassis numbers are ON 1639/1091, body numbers are 26079/25767.

These were previously Arriva North West (North Western) 616/670, although both were acquired via Stephensons (dealer), Rochford.

4303	L303 PWR	Volvo Olympian	N Counties	H47/29F	1994
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Chassis number is VYNF210RCO25365, the body number is 4751.

Details for 4315 are chassis number is VYNF217RCO25430, the body number is 4763. These are both ex Rider Group (Yorkshire Rider - Calderline).

In addition 907-12 (K907-12 CVW) have been transferred in from Thamesway.

LOANED VEHICLES

Dennis Darts 2808/17/19/21/22 have been returned from Thamesway.

ALLOCATIONS

Period end 23.8.98. 382 BE-CN; 421-8 CF-D/L(D); 907-12 Tway-CR; 1130/31 CF-D/L(D); 1833 CF-D/L(D); 1850/1916 CF-Reserve; 2601 CN-BE; 2621/25 BE-CF; 2667 DT-CF; 2668 CN-CF; 2670-73 CR-CF; 2808/17/19 Tway-BE; 2818 CR-CF; 2820 CR-DT; 2821/22 Tway-CF; 3072 CN-CR; 3109 DT-CR; 3219/21 CN-D/L(D); 3220 CN-CR; 3222 CN - Reserve; 4016-18 CR-CN; 4021 CR-DT; 4024/25 Acqd-Reserve; 4303 Acqd-CR; 4512 CF-D/L(D).

A complete fleet allocation is given below.

REPAIRS

8/98	907-12 2803-2805
9/98	2806 4025

UNUSUAL WORKINGS

1.7.98. CF 1428 on Diamond service (normally Dart SLF).

SERVICES

58/A Further to last month, revised timetable under contract to ECC has been introduced.

- 59 Revised route and timetable introduced from 7.9.98.
- 63/A Withdrawn after operation on 26.9.98.
- 115 Operation taken on from Hedingham from 7.9.98.
- 354 Revised route and timetable introduced from 7.9.98.
- 501 Service withdrawn after 22.7.98
- 502 Service withdrawn after 22.7.98
- 503 Service withdrawn after 22.7.98
- 605 Withdrawn after operation on 27.9.98.
- 606 Withdrawn after operation on 27.9.98.
- 631 Withdrawn after operation on 27.9.98.
- 632 Withdrawn after operation on 27.9.98.
- 633 Withdrawn after operation on 27.9.98.

PUBLICITY

Timetable leaflets for services 32 and 59 both dated 16.8.98

Timetable booklets for services in Braintree dated 17.8.98 and Bishops Stortford dated 16.8.98.

INITIAL DISPOSALS

- 421 (P701 PWC) First Glasgow, Glasgow, 8/98.
- 422 (P702 PWC) First Glasgow, Glasgow, 8/98.
- 423 (P703 PWC) First Glasgow, Glasgow, 8/98.
- 424 (P704 PWC) First Glasgow, Glasgow, 8/98.
- 425 (P705 PWC) First Glasgow, Glasgow, 8/98.
- 426 (P706 PWC) First Glasgow, Glasgow, 8/98.
- 427 (P707 PWC) First Glasgow, Glasgow, 8/98.
- 428 (P708 PWC) First Glasgow, Glasgow, 8/98.
- 1005 (A663 KUM) Hardwick, Carlton (for scrap), 8/98.
- 1006 (A665 KUM) First Western National, Truro, 8/98.
- 1130 (C130 HJN) First Eastern Counties, Norwich, 8/98
- 1131 (EWW 946Y) First Western National, Truro, 8/98.
- 4512 (D512 PPU) Stephensons, Rochford, (dealer), 8/98.

FLEET ALLOCATION 23.8.98.

- BRAINTREE (BE)** 383-87 2601/26-30/63-66 2808/12/17/19/26
- CHELMSFORD (CF)** 712-16/27/28 1132/33 1401-03/07/08/13-16/25-29 1899/1924
2602-25/31-46/67/68/70-73/77 2802/13-16/18/21-25 3071/77/79
3083/84/92/3103/06/10/12 4010/12-15 4501/10/11
- CLACTON (CN)** 308/28-35/82 1510/11 1921 2647-55 2827-30 4009/16-18
- COLCHESTER (CR)** 722-26 907-12 1501-09 2674-76/78-81 2801/03-06/09-11
3072/93/94/3101/09/3220/27/28/30 4301-04/07/15
1512/13 2656/69/82 2820 3076/78 4007/08/19/21
- HARWICH (DT)** 334 1129 1850 1916 3222 3226 4024/25
- RESERVE** 2383/84
- POOL** 1833 1896 2232 3069 3127 3219 3221 3229 3233 3234
- DISPOSAL**

OUTSTATION REQUIREMENTS

BISHOPS STORTFORD	4 minibus, 6 single deck.
DUNMOW	1 vehicle (can be almost anything!)
MALDON	2 minibus, 9 single deck, 1 double decker

All are taken from the Chelmsford allocation.

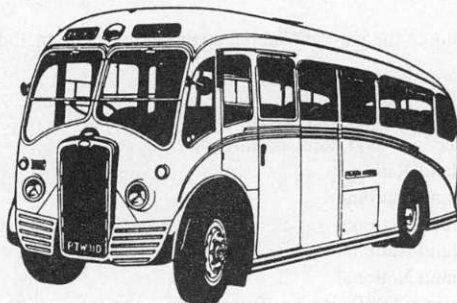
EASTERN NATIONAL

EASTERN NATIONAL ➤
a NATIONAL bus company

**SUBSEQUENT
DISPOSALS**

EASTERN NATIONAL

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
337	284NHK	Williams, Bournemouth. (Preservation) ex Sue Ryder Foundation, London.	by1/98
1125	A694OHJ	Taylor's Coaches Ltd, Yeovil. (Cawlett Group) ex Stephenson (dlr), Rochford.	7/98
1127	A696OHJ	Taylor's Coaches Ltd, Yeovil. (Cawlett Group) ex Stephenson (dlr), Rochford.	7/98
1356	MOO177	Kelsey Publishing, Cudham. ex 5th Bradford Scouts.	by3/97
1720	NEV677M	Yorkshire Terrier Ltd. 27 Sold.	by4/98
1746	JNO195N	Yorkshire Terrier Ltd. 25 Sold.	by4/98
2748	EOO590	Ireland (dlr), Hull. ex Sanders, South Benfleet. (Preservation)	by6/98
3709	FEV178	LDT renamed Arriva The Shires.	4/98



NORTH ESSEX BUS SCENE

*Paul Sparks,
September 1998*

HEDINGHAM OMNIBUSES

Volvo B6 Alexander Dash L207 L207 RNO has been placed in an overall advert for Nigel Grogan. It is mainly a silver based colour scheme.

SERVICES

12	Renumbered 327 revised route and timetable 4.8.98
21	Renumbered 341
22	Renumbered 342
50	Timetable change 7.9.98
80	Revised to operate Fordham to Boxted 7.9.98
84/a/b	Revised Timetable 7.9.98
86	Revised route and timetable 5.8.98
89/a/b/90/1	Revised timetable 7.9.98
95/a	Revised timetable and route 7.9.98
119	Withdrawn 7.9.98
128	Withdrawn part replaced by service 86
176	Revised to operate Mondays only
312	New service Braintree to Vauxhall Drive Weds only
323	New service Braintree to Halstead Thurs only
324	Operation taken over from Grahams with effect 7.9.98
325	Revised route and timetable 8.8.98
326	New service Twinstead to Sudbury Thurs only 6.8.98
329	Revised route and timetable 4.8.98
X88	Commenced from 14.9.98 Two journeys Mon to Fri, one Sats.

First Eastern National

Two North Western Road Car Company Ltd. Leyland Olympians arrived at Clacton depot recently. Their purpose is to replace the two long wheel based Olympians that the Company currently uses. One of the vehicles has been sent for re-paint into First Eastern National fleet colours, whilst as at 5th September the other, Fleet No 616, Registration No. B960 WRN was still at Clacton depot in its original colours.

Vehicles currently sitting in the yard at Clacton awaiting their fate include:-

<u>Fleet No.</u>	<u>Description</u>	<u>Registration No.</u>
0233	Mercedes 608D, Reeves Burgess	D233 PPU
0260	Mercedes 709D, Reeves Burgess	F260 RHK
1833	Leyland National	VAR 899S
1863	Leyland National	YEV 321S
1896	Leyland National	DAR 118T
1907	Leyland National	DAR 129T
1916	Leyland National	JHJ 142V
2232	Mercedes 608D, Reeves Burgess	
3221	Bristol VRT	WTH 958T
3225	Bristol VRT	AYG 850S
3233	Bristol VRT	LUA 717V

Open top Bristol KSW, Registration No. WNO 479, Fleet No. 2383 has completed its 2,000 fund raising round trip of Britain. The journey started with a visit to Kensington Palace to lay a tribute to Princess Diana.

On its journey the KSW visited First Group bus stations at Bristol, Swansea, Stoke-on-Trent, Manchester, Glasgow, Edinburgh, York, Leeds, Sheffield, Leicester and Norwich with an eventual return to Chelmsford bus station on Friday 4th September.

The event received a lot of local media cover and the organiser, Charlie Powell could be heard speaking regularly on BBC Essex Radio before, during and after the journey.

Although good times have been enjoyed by Fleet No. 2383, the same cannot be said for her sister Fleet No.2384, Registration WNO 480. She still sits in the yard at Clacton depot. So serious is her condition now that parts are literally dropping off. A portion of the bonnet cover was observed sitting on the ground during a recent visit.

Leyland Olympian Fleet No.4018, Regaistration No. C418 HJN was involved in an accident recently with a car in the locality. As a result it is now undergoing repair at Clacton depot.

Essex Buses 

Eastern National 

Thamesway 

First  **Eastern National**

First  **Thamesway**

SUBSEQUENT DISPOSALS

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
211	C685ECV	Wealdon (dlr), Five Oak Green.	
	[exC688ECV]	Via Hardwick (dlr), Carlton.	by4/98
1114	HHJ375Y	Taylor's Coaches Ltd, Yeovil. (cawlett Group) ex Stephenson (dlr), Rochford.	7/98
1115	HHJ376Y	Taylor's Coaches Ltd, Yeovil. (cawlett Group) ex Stephenson (dlr), Rochford.	7/98
2237	C678ECV	Midland Bluebird. 603	3/98
2242	C695ECV	Midland Bluebird. 614	6/98
2244	C698ECV	Midland Bluebird. 602	4/98
2247	D534KGL	Midland Bluebird. 612	3/98
2248	C107HGL	Midland Bluebird. 613	3/98

Operations at Ponders End depot will be transferred to First Capital on the 26th September, bringing routes 191.362,379,389, 399,462,W11,W12,13,w17,requiring 29 minibuses and 13 Darts.Only the 193 will remain with Thamesway at the new Romford depot. Ponders End will become a First Capital depot together with the Brimsdown outstation.

First Capital took over operation of service W9 on August 1st.

ALLOCATIONS. period end 23.8.98

245/6/54/56-8 PD-D/L(D). 394/805/11 PD Capital. 417-9 Pool-PD.
901-6 MTL-Pool. 907-12.MTL-EN.913-17 MTL-BN.2808/17/9/21/2BN-EN
2252 PD-Reserve.
616 BN-HH 25-7-98

REPAINTS

8-98 935 3113 the sole Bristol VR.

CITY SAVER

With the timetable changes on the 25th July it appears to have rendered three coaches surplus,616-7 N616-7NPU being transferred to fEastern Counties and 616 N616NPU transferred to Hadleigh for service 250 (qv) There are now only fourteen coaches allocated to City Saver duties.

SERVICES

250 SUMMER SEASIDE SERVICE 25TH July -5th September
Walthamstow -Southend via Gants Hill,Goodmayes,Romford,Brentwood.
Shenfield.Hutton.Billericay. Following much of the old CITY route
1 return trip each day Mon-Sat
327 Canvey-Hadleigh Bus Depot 1 journey only 07.58 ex Leigh Beck
15/a Minor route and timetable revision 7.9.98
40/1 Minor route and timetable revisions 7.9.98
150/1Minor route and timetable revisions 7.9.98
251 Revised timetable.Basildon-Tarpots section withdrawn 7.9.98
551 Revised timetable Ilford-Walthamstow section withdrawn
7.9.98

Conflicting reports regarding the new Romford depot have been received,we hope to have more news next month

N622MWW is a Ford transit van at Ponders End.



**RAILWAY MUSEUM
BURNHAM ON CROUCH
ESSEX**

Acquired 9/98

ex Arriva E & EH (Lea Valley)

439/40 N739/740	Iveco Turbo Daily	59.12.	2151640	2151649
	Marshall B25F	new	9/95	10/95
	ex Lea Valley		MB739/740	

Vehicles renumbered

LSL003 to 003

MM482 to 482

MM478 to 478

DISPOSALS

26 EON 826V Supreme Coaches Southend

102 VLT172(WYJ857) Exported to Argentina ex Reading Mainline

207 JTD387P Still with Applebys Scarborough open top

914/5 JTD390/5P Still in service with Arriva Cwmru open top

REPAINTS

439 N739AVW To Arriva livery

478 P478DPE To Arriva livery

UNUSUAL WORKING

Dennis 003 on service 2 to Lakeside 8.9.98

SERVICE REVISIONS SUNDAY 6.9.98

Service 1 Revised to operate Shoebury East Beach to Rayleigh

Service 1bc Withdrawn

Service 2 Shoebury Blackgate Rd to Basildon Hospital (Suns to Lakeside)

Service 2a Withdrawn

Service 2b Withdrawn

Service 2c Withdrawn

Service 4 New service Landwick to Hadleigh

Service 5 Revised route Shoebury East Beach to Leigh Stn/Hadleigh

Service 5a Withdrawn

Service 5b Withdrawn

Service 5c Withdrawn

Service 5d Withdrawn

Service 6 Revised to operate Gt Wakering Church to Kent Elms

Service 6a Replaced by Service 6

Service 7 Unchanged

Service 7a Shoeburyness to Rayleigh

Service 7b Withdrawn

Service 7c Revised to operate Shoebury Blackgate Rd to Canewdon

Service 8 Revised to operate Shoebury East Beach to Rayleigh

Service 8a Revised to operate Shoebury East Beach to Rayleigh

Service 8b Withdrawn

Service 8c Southend to Hockley revised timings

Service 9 Shoeburyness to Rayleigh

Service 9a Shoeburyness to Rayleigh (Sunday service plus odd journeys M to Sat)

Service 10 Paglesam to Rayleigh (Weds only) additional journey Canewdon/Rayleigh)

Service 11	Route revised Ashingdon to Lakeside
Service 13	New service (replaces part of Thamesway 15) Central B S to Eastwood Rise
Service 14	Unchanged
Service 17	Unchanged
Service 17a	Revised route Leigh Stn(peak periods)
Service 17b	Withdrawn
Service 17c	Withdrawn
Service 17d	Withdrawn
Service 18	Unchanged
Service 23	Unchanged peak periods only
Service 23a	Unchanged
Service 28	Withdrawn
Service 29	Unchanged
Service 29a	Withdrawn
Service 62	Unchanged
Service 62a	Unchanged
Service 64	Unchanged
Service 65	Unchanged
Service 66	Unchanged
Service 69	Revised route to operate Southend to Rochford via Sutton Rd
Service X3	All journeys now via Stanford le Hope

HARRIS BUS

VEHICLES



L475/6 GOV the Talbots formerly used on services 98/99 have been sold to Houston & Bryant, Wood Green.

Metrorider F310 OVW has been repainted in the new livery, with Thurrock Link livery.

DAF/N Counties R381 GTW has received Lakeside Link livery.

Bristol VR/ECW VEX 303X is currently on loan from Nelsons.

Austin FX4 taxi JYV 917W has been acquired for staff transport.

OTHER OPERATORS - REST OF ESSEX

APT RAYLEIGH Scania/Irizar M213 NHP has been acquired. DAF/Jonckhree A229 RNS has been sold. Setra LIL 2184, is currently with a dealer.

BLUE TRIANGLE Revised timetable introduced on service 265 from 7.9.98.

BOON BOREHAM New here is Setra S268 BTL.

BORDACOACH WICKFORD Service 63 between Benfleet and Westcliff has been withdrawn.

BRENTWOOD COACHES Bedford/Plaxton BBM 56A has been acquired.

BRIANS MAYLANDSEA Bedford YMT/Duple HAZ 2960 has been acquired from Stans Gt Totham.

BUZZ HARLOW Service B7 withdrawn from 25.9.98.

CEDRIC WIVENHOE Also have a new Setra S250 S7 CED. Olympians ACM 708/10/05X are numbered 1,2,4 respectively. Volvo/Jonckhree MXI 8204 has been sold, in part exchange for the Setra.

CHELMSFORD CAB Operations have moved from the old Station Yard, to Atholl Road, Dukes Park Industrial Estate.

COACHSTOP SOUTHEND Bova S901 GUB was new here in August.

GODWARD RAMSDEN HEATH Recently acquired is JIL 4315 (367 RTV, D573 NNS) a Volvo/Jonckhree (3 axle).

GRAHAMS KELVEDON Yet another operator with a new coach. Scania/Irizar S351 SET.

JACKSON BICKNACRE Leyland Olympian/ECW coach B782 FOG (B111 WAT, B107 LPH) has been acquired and is numbered 2. The previous 2, MJ1 3376 a Bova Europa has been sold.

NELSONS WICKFORD Bristol VR's VEX 303/4X have been acquired from Stagecoach Cambus. 303 is currently on loan to Harris Bus. School services 41-46 were revised from 7.9.98.

SM TRAVEL Service SM1 is to be withdrawn (date unknown). It will be replaced by a revised service T15. Service SM19 was introduced from 2.9.98. between Harlow and Bishops Stortford on schooldays.

STANS GT TOTHAM Leyland Tiger/Plaxton BAH 303X (new as XGS 765X) has been acquired.

STORT VALLEY STANSTED L937/8 NWW Volvo/Plaxton have been acquired from Wallace Arnold. It is hoped to publish an updated fleet list, including ex Travellers stock, next month.

SUPREME SOUTHEND ORJ 93W is a recently acquired MCW Metrobus. It is understood that more ex Colchester Leyland National 2's are to be acquired.

TEE JAYS WIVENHOE Dodge/? D155 LTA is a recent addition.

TRAVELRICH CLACTON The operating centre has moved again. It is now in the Hedingham depot, Gorse Road Industrial Estate.

WARD ARLESFORD Former Colchester Atlantean TPU 69R has been acquired.

WINDMILL STANWAY An unusual addition is VIB 9393 an ACE/Van Hool.

ESSEX ODDS AND ENDS

Recent visitors to Nationwide Seatbelts, Maldon are:-

LB of Greenwich	K695/8 BRE, M271 RKN Fd Transit/Crystals
	A778 UYL a Leyland Cub/Wadham Stringer.
Southern National	A694 OHJ a Tiger/Alexander (new to EN)
Heath Mount, Ware	K568 UFV a VW LT55.
Metroline	GYE 449W a MCW Metrobus.

Dodge/Alexander D457 YPN (new to Brighton) is at the premises of Able Trading Co. Little Clacton (dealer).

G542 OKO an Iveco/Dormobile is in use on the B1027 near St Osyth as The Wright Bite. This was with Basildon Council.

The University of Essex Students Union have P184 RGN a LDV Convoy.

Liveries

The following Leyland Lynx's have been repainted to Arriva livery, LX251/2/3/5/7/8. VPB65 (E565 BNK) has also been repainted as has Metrobus M493 (GYE 493W). MCW Metrobus M232 (BYX 232V) currently at Grays is in allover red with no fleetnames.

SERVICES

5 September	4	Perry Green - Bishops Stortford. HCC contract. Introduced on Tuesday
	17	Buntingford - Bishops Stortford. HCC contract. Revised days of operation. Standard Mon/Wed/Fri/Sat timetable
	20	Bishops Stortford - Furneux Pelham. HCC contract. Revised Monday-Friday service. Standard Monday-Friday timetable introduced. No change Saturday
	308/380	Hertford - Cuffley. HCC contract. Revised timetable
	379	Hertford - Stevenage. HCC contract to operate Monday-Friday. No change Saturday
	386	Standon - Hitchin. HCC contract. Extended from Standon to Bishops Stortford. Revised timetable to operate Monday-Friday with Tuesday variation. No change Saturday
	506	Thaxted - Harlow. Service withdrawn.
7 September	665	Tylers Green - Epping. Service withdrawn between Tylers Green, Bluemans End and Tylers Green 'Talbot'
3 October	Mobility	Revised routes and services.
24 October	301	Withdrawn Monday-Saturday between Loughton Station and South Woodford. All journeys diverted via Borders Lane Epping Forest College. All journeys extended from Tylers Cross to Ongar (instead of 10 October)
	500	Stansted Airport - Romford. Revised to operate Harlow Bus Station to Romford
	501	Stansted Airport - Lakeside. Revised to operate Stansted Airport to Epping Station
	510	New service Stansted Airport to Harlow Bus Station
	511	New service Epping Station to Lakeside
	549	Service withdrawn (instead of 10 October)
	724	Harlow - Heathrow Airport. Revised timetable
		Extensive changes to Harlow Town services. More details in the next EBN.

ARRIVA COLCHESTER

The company became a subsidiary of Arriva the Shires on 1.8.98.

In June and July three more Dart SLFs arrived from the Grays garage of Arriva East Herts and Essex: 419 on 21.6.98, 420 on 9.7.98 and 422 on 17.7.98. 430 entered service on 9.6.98, 419 on 29.6.98, 420 on 24.7.98, and 422 on 6.8.98. The Darts are being used mainly on service 5, and the Metrobuses thereby released are used on service 8/8A. From 1.9.98 419, 420, and 422 were route branded for service 5. When not needed for service 5, 430 is put on service 1/1A/1B/1C. This vehicle is going to Duxford on 27.9.98.

Metrobus 493 went on loan to Grays on 21.6.98, and some of the other Metrobuses intended for Colchester have been diverted to Grays. Tiger coach 100 was returned from Southend on 8.8.98.

Bova coach 102 (HDZ 8354) was first used on a private hire on 8.6.98.

On the debit side, Atlantean 68 (TPU 68R) was withdrawn on 7.8.98, and 69 (TPU 69R) was sold to Wards of Alresford on 10.8.98.

Twenty-three year old open-top Atlantean 95 (JHK 495N) was used on "Colchester Borough Transport" tours of the town from 22.6.98 to 5.9.98, daily (except Sundays before 26.7.98 and bank holidays), at 11.00, 13.30 and 15.00. This bus was also in the Colchester Carnival, with Dart 420.

Tiger coach 101 was repainted in Arriva livery between 10 and 21.8.98. Olympian 41 was similarly treated between 21 and 29.8.98, and 43 went into the paint shop on 29.8.98.

On 14.6.98 and 28.6.98 the company took part in a railway replacement service between Finchley Road and Wembley Park, for London Traveller. (Olympians 45, 46, 47 and 48 were used on 14.6.98.) On 16.8.98 Olympians 46 to 49 operated between Embankment and South Kensington for First Capital. And on 6.9.98 45, 46, 47, 48, 49 and Atlantean 87 ran between Wimbledon and Parsons Green for London Traveller. (It had been intended to use 41 as well, but it broke down before it got to London. 87 broke down in London and had to be repaired by staff from Brixton Garage.)

Service 31 group, a six-bus contract between Wivenhoe and a Brightlingsea school, was not renewed for September 1998, but the company has four new contracts for other schools.

And finally, on 22 and 23.8.98 Olympians 46 to 49 operated a service between Hylands Park and Chelmsford Station for.....First Eastern National.

7.9.98

EASTERN COUNTIES OMNIBUS COMPANY

BODIES ON EASTERN NATIONAL 3653-3687 ENO931-965

By FRANK MONCKE

The 35 new ENO registered vehicles delivered in 1937 comprised no less than six different types albiet all were bodied by ECOC.

First came three Bristol GO5G double deckers ,[3653-5 ENO 931-933]] these spent most of their lives at Colchester and were rebodied by ECW in 1949. 3654 ENO932 did however spend it's last years at Southend.

Seven similar bodies followed [3656-62 ENO934-940] this time on Leyland TD4 chassis. It would appear that all of these (with the possible exception of 3656) spent time in both the Eastern and Midland areas,3657/8/9/61 received new ECW bodies in 1949 whilst based at Maldon. 3657 and 3661 were later reallocated to Hitchin and along with 3656 and 3662 (original bodies) were transferred to UCOC in 1952. 3660 was a wartime casualty and 3658/9 later were re-engined with Gardner units and saw their time out at Braintree.

Three coaches with similar bodies to those on the DEV Bristol chassis followed on Leyland TS7 chassis [3663-5 ENO 941-943]].These initially had diesel engines but were soon exchanged for three petrol engines from deckers of the BTW series. It is recorded that they were converted to gas power at Maldon in the early part of the war. 3665 later acquired a Gardner engine.

Twenty Bristol JO5G chassis [3666-3685 ENO944-963] were next.The first sixteen having standard saloon bodies, six of these (3668/70/1/3/5/6) were known to have been converted to ambulances during the war, 3666 and 3669 are also thought to have been so treated ,there may also have been others. All reverted to normal at the end of hostilities. 3666/9/70/1/3/5/7 allended up with UCOC as they were Midland area residents in 1952.

The other four [3682-3685 ENO 960-963] had coach bodies similar to those on 3663-3665 except that they carreid a large roof rack for luggage. 3682 was at Luton and susequently went to UCOC. 3683/4 were at Chelmsford and 3685 at Colchester. However 3683 was another casualty in 1943 and eventually the remaining, 3684/5 ended up relegated to bus duties at various north Essex garages.

Finally two more standard saloons [3686-7 ENO 964-5] appeared on Dennis Lancet chassis. It would appear that these two never strayed from Chelmsford garage having been refurbished by Beadle late in the war.

As widely reported, most Arriva group bus companies were renamed on April 2nd. It is less well known that other name changes have subsequently taken place, to protect the rights to some of the former trading names. For the record therefore, we record here the exact changes. Every company in the UK has a registered *number*, which remains constant, irrespective of changes of name or ownership and is the *only* unique way to identify a company. Recent searches at Companies House, the official Government register, have revealed:

Renamings of active trading companies, on April 2nd 1998:

Southend Transport Ltd (number 1,992,873) became	Arriva Southend Ltd
Colchester Borough Transport Ltd (1,996,370) became.....	Arriva Colchester Ltd
County Bus and Coach Co Ltd (2,294,927) became.....	Arriva East Herts and Essex Ltd

Renamings of dormant companies

On April 9th, a number of dormant (non trading) companies in the Arriva group were renamed in order to protect the rights to the old company names:

Luton Bus Ltd (2,582,692) was renamed to.....	Southend Transport Ltd
Stuart Palmer Travel Ltd (2,961,493) was renamed to	Colchester Borough Transport Ltd
Stevenage Bus Ltd (2,802,298) was renamed to	County Bus and Coach Co Ltd

So, the old names live on, even if not on the sides of buses! Company renamings certainly can be confusing - in fact, there have been three companies called "Southend Transport Ltd" - so far! The first (number 1,947,340) was registered in September 1985 but due to errors in its formation, it never traded and later changed its name to Southend Buses Ltd, to make way for the second company to be formed in February 1986 to take over the council's bus undertaking; the third is the recently renamed Luton Bus Ltd, as shown above.

Ownership and control

As reported in *EBN* 412, Arriva Southend, Arriva Colchester and Arriva East Herts & Essex now come under the management control of Arriva The Shires instead of Arriva London North (Leaside as was). Southend and Colchester are in turn controlled through Arriva East Herts & Essex (a.k.a. County Bus), these days being managed effectively just as separate garages.

It is not believed that there has been any change to the actual legal chain of ownership of the companies - just as there was no change to the ownership when control of Southend and Colchester passed from London & Country to Leaside in summer 1997. Whilst all three Arriva companies in Essex are owned by Arriva plc, none is owned directly. Space does not allow us to show full details, but according to the latest returns on file, Arriva Southend Ltd is actually owned by Arriva Croydon & North Surrey Ltd (the former London & Country), which is in turn owned by Londonlinks Buses Ltd, itself owned by Arriva Kent Thameside Ltd, which in turn is owned by Proudmutual Transport Group Ltd, which in turn is owned by three companies (British Bus plc - 46%, Fickling Investments Ltd 27% & Kennan Investments Ltd 27%). I have yet to complete research here, but finally we reach Arriva plc as the ultimate parent company! Confused? Damp towels available on request!

Essex County Council schools contracts

EBN readers will have noticed that a large number of operators are now registering certain schools contracts as local bus services. This follows a change of policy by the County for 17 & 18 year old students. The statutory obligation to provide free transport to/from school for pupils living more than 3 miles away only applies up to the age of 16. Previously, the County had extended this to include 17/18 year olds but from the start of the September term, this concession has been withdrawn and if such pupils want to use school transport, they have to buy a pass from the County Council.

Effectively this means that passengers are now being carried at separate fares and hence any contract affected must be registered as a local bus service. A very large number of contracts are involved and have been retendered, ahead of any normal contract expiry dates. A number have changed hands as a result, with some operators making significant gains - for instance, we understand that Supreme Coaches of Hadleigh/Southend now have around 30 vehicles worth of work. The change is further complicated by the fact that a few contracts are to schools in Greater London and thus require the services to be registered as London local bus services - this is a more complicated and time consuming process, as operators are discovering!

Some operators are seizing on this change to register what would otherwise be dead mileage as part of the local service. Also, the County's contract terms allow any excess capacity on these "schedule 16" school contract vehicles to be sold to the general public - eg, if the contract specifies 40 seats but the operator provides a 53 seater, the remaining 13 seats can be sold separately, perhaps to pupils living less than 3 miles from the school.

Therefore members can expect to see a large number of "new" local bus services appearing over the next month, with perhaps a considerable influx of secondhand vehicles to service the new work. Some new transport links may be created in the process.

Richard Delahoy