

ESSEX BUS NEWS

December 1999

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

428

A Very Merry Christmas to all our readers !



ARRIVA SOUTHEND 0332 V332J00 ON DENGIE VILLAGE LINK SERVICE D
FROM BROOMFIELD TO LATCHINGDON, 0332 IS AT ALL SAINTS CHURCH
MALDON P FORD

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ESSEX BUS NEWS

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EDITORIAL

The Committee wishes all members a very Happy Christmas and Prosperous New Millenium.

428 FOCUS OF THE MONTH

DHJ428: Southend Transport 253 a Daimler CVD6 with bodywork by Massey, a favourite at Southend. It was one of six delivered in 1949. Withdrawn in 1963 it was scrapped by Basildon Salvage Company in March 1963.

Green Line services 720 721 722 723 are under fire for poor service, the Castle Point MP has seen the operators Arriva Southend and First Thamesway to try and sought things out, it is rumoured a new timetable will appear in the New Year.

ROCHFORD MEETINGS FREIGHT HOUSE 8pm

January	2000	No Meeting
February 8th	2000	Slide Show by Chris Stewart
March 14th	2000	Group AGM
April 11th	2000	Programme to be announced

Other items of news

The following vehicles are in Purdy's Yard at Sutton Rd Rochford

Cooks	Coaches yard	Ex Eastern National Bristol KSW opentopper	WNO480
M&E	Coaches yard	JPL 142K Leyland Atlantean owner unknown	
S&P	Coaches yard	FVF423C Bristol FS ex Eastern Counties	

Seen in The Lord Mayors Show in London on 13th November was Stephensons of Rochford Bristol VR opentopper VHB677S.

Contributions for this edition of Essex Bus News with thanks Essex C.C. Essex Buses. Arriva Colchester. R Dennis. Arriva East Herts and Essex. Arriva Southend. C Sigston. C Stewart. P Ford. J Cush. D Stebbing. F Moncke R Delahoy.

Contributions for January 2000 Edition should be with Sub Editors by 4th January and Managing Editor by 8th January.

LATE NEWS

Town and Country Buses Benfleet are to acquire the bus services of Ensignbus on 11/12/99.

A MILLENIUM MESSAGE

By Alan Osborne, Chairman

Our Magazine Editor, Peter Snell, has asked me to write a Millenium Message for our members. There has already been much media coverage concerning the one second time increment from 31.12.99/23.59:59 to 01.01.2000/00.00:00, which is widely recognised, on religious grounds, as being several years in error according to the B.C./A.D convention. I therefore do not propose to dwell on this any further, instead I will concentrate on the significance of the millenium number 2000 to the bus scene, with particular reference to Essex.

The use of fleetnumbers starting at _00 for a new class of vehicles is unusual. Most operators would tend to number them as 301 - 320 rather than as 1600 - 1619, particularly as the use of matching registrations is now common practice. Registration wise, the use of 100 - 900 to initiate a new class is not a problem, but starting on a new thousand would cause considerable difficulty since 000 number registrations are not issued. Hence special arrangements have to be made. A couple of early instances of the number 2000 being reached within a large batch of standard vehicles can be recalled. The first occurred as early as 1912, when solid tyred B2000 (LF 8699) started work in London. Many years later another example of a very famous class appeared, this was RT2000 (LUC 226). However, both these examples occurred well before the advent of matching registrations. For the Routemaster series, RM1999 (ALM199B), was followed by RM2000 (ALM200B), and then RM2001 (ALM1B). In the provinces, Ribble Motor Services introduced some new Bristol VR's for OMO conversion of Carlisle City Services in stages in 1971/2. The batch of new buses were numbered 1979 - 2001 (NCK-J/K), with number 2000 being registered OCK100K.

As far as our own area is concerned, it should be recalled that the original 'National' series of numbers commenced in 1919, not with 2000, but with the number 2001 (HK 4689). This series remained in use until July 1954, when the Eastern National fleetnumbers had reached 4233. A new numbering scheme was then introduced, to incorporate the Hicks and Westcliff-on-Sea fleets, with saloons starting at 001 or 101, and double deckers starting at 1001 or 1101. These numbers never reached 2000, the highest number being 1683 (BVX680B). When the fleet was re-numbered again on 9th, August, 1964, all the vehicle batches commenced from the zero points with coaches starting at 100, saloons at 1000, and double deckers at 2000, with the first number being carried by former Moore Bros. Guy, JTW 447.

Other operators have had extended numbering schemes in the two thousands, but have instead started from 2001. The most notable example is probably the Metrobus series of West Midlands Travel, starting with 2001 (BOK 1V). Even if the Birmingham office were to have to have provided BOK 0V, it would certainly not have created a very good impression !

In Roman terms the millenium year will be MM, which will certainly be much easier to write than MCMXCIX for 1999. The millenium letters MM then can be thought of as either registration letters, fleetnumber prefixes or garage codes. The MM registration marque, like mainly in the 'M' series was allocated to Middlesex County Council.

Recently MM fleetletters have become fashionable being used by CentreWest to describe their Mercedes bodied by Marshall, and also by London Northern for their M. A. N.'s also with Marshall bodywork. Crosville Wales go another thousand better with their MMM class (Minibus, Mercedes chassis, Mercedes engine), and these vehicles work alongside SLC's, alias former Colchester Borough Transport Leyland Lynx's.

The garage code MM was first used in 1996 for the new London & Country garage at Merstham, which replaced Reigate. Here in Essex, the Eastern National garage at Maldon (MN) was, at least alphabetically, very close.

So what of the future, can we look forward to Crosville Wales introducing some Mercedes minibuses with Volvo engines (MMV) in 2005, or perhaps even a mini bicycle class (MMX) in 2010, who knows.

Have a Merry Christmas, a Happy New Year and a most Prosperous Millenium



ARRIVA EAST HERTS AND ESSEX

FLEET

Liveries

- Oct 99: 2376/82 (R946/52 VPU) to Arriva corporate livery
3431 (P431 HVX) to Arriva corporate livery with branding for routes 370/3 (Romford-Grays)
- Nov 99: 3352 (J402 XVX) to Arriva corporate livery
3377 (M267 VPU) to Arriva corporate livery with branding for routes 500/2 (Romford-Harlow)
3435 (R165 GNW) to Arriva corporate livery
5372 (TPD 102X) has received branding for route 511 (Lakeside to Epping) the same as 5374

General

Services 71/72 (see EBN 426) was tendered until the end of November and was worked from the Debden outstation instead of Harlow using a Mercedes or Iveco minibus.

New low-floor Volvo / Wright Crusader vehicles 3250/1 have been seen operating route 501 (Harlow to Brentwood).

EASTERN NATIONAL

New Vehicles

430-34 V430-34 GTW Mercedes 0814 Vario Marshall B23F

Chassis numbers are B6703742N087092/027/056/062/119.

Body numbers are B171668-1 to B171668-5.

These are for use on the Bishops Stortford area Village Link services.

Dennis Dart SLF 739-44 (V739 GPU etc.) entered service from Chelmsford on 6th December on service 42 (Broomfield Hospital - Galleywood). They carry branding for this service.

Chassis numbers are D322BR1XGW13891/888/889/892/894/893.

Alexander body numbers are 9918/4 to 9918/9.

They have Alexander 200 bodies and seat 37 passengers.

Acquired Vehicles

861	JDZ 2390	Dennis Dart 8.5 SDL	Wright	B26F
862	JDZ 2392	Dennis Dart 8.5 SDL	Wright	B26F
863	JDZ 2396	Dennis Dart 8.5 SDL	Wright	B26F
864	JDZ 2398	Dennis Dart 8.5 SDL	Wright	B26F
865	JDZ 2399	Dennis Dart 8.5 SDL	Wright	B26F
866	KDZ 5101	Dennis Dart 8.5 SDL	Wright	B26F
867	KDZ 5102	Dennis Dart 8.5 SDL	Wright	B26F

These were ex First Centrewest in 11/99.

901	ULS 101X	Leyland Olympian	ECW	DP45/32F
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This was ex First Edinburgh in 10/99 and is for spares at Clacton.

1516	K736 JAH	Dennis Lance	N Counties	B49F
1520	K740 JAH	Dennis Lance	N Counties	B49F

These were ex First Eastern Counties in 11/99.

Allocations

11/99 35 Reserve- Airport; 308 CN-D/L(D); 739-44 Acqd-Reserve; 861-67 Acqd- Reserve;
1516/20 Acqd-Reserve; 1517 Reserve-CF; 1601 CF-Airport; 2625 CF-CN; 2828 CN-CF;
4015 CF-CN

Repaints

11/99 1517

Services

42 Revised timetable introduced from 6.12.99.

Initial Disposals

106 (S312 DLG) Mistral, (dealer), 9/99.

This was one of the vehicles acquired from Airport/Biss.

EASTERN NATIONAL

EASTERN NATIONAL

a NATIONAL bus company



SUBSEQUENT DISPOSALS

EASTERN NATIONAL

EASTERN NATIONAL

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
209	C209HJN	Smith (dlr), Wilmcote. ex First Midland Red Buses Ltd. [not used]	7/99
221	C221HJN	Henderson, Penygraig. ex The South Wales Transport Co Ltd	3/99
227	C481BHY	Henderson, Penygraig. ex The South Wales Transport Co Ltd.	by 10/99
0600	C600NPU	Walsh, Halifax. FLEET No TJ 10 re-registered B10 TJW ex Blackwell, Abbess Roding.	by 7/99 7/99
0700	B461WTC	PVS (dlr), Cudworth. ex Stringer, Pontefract.	By 5/99
0750	D750RWC	Morgan, Nantyglo. scrapped on site.	by 8/99
1055	TJN978W	Manchester Airport. Sold.	by 8/99 10/99
1100	UVX 4S	Arnold (for spares), Maldon. ex Heddingham & District. FLEET No L111. re-registered BHJ509S	11/99 7/99
1103	UVX 7S	Arnold (Preservation), Maldon. ex Heddingham & District. FLEET No L114	
1120	HHJ381Y	Pearce, Darch & Willcox Ltd. FLEET No 8027	3/99
1121	HHJ382Y	Pearce, Darch & Willcox Ltd. FLEET No 8028	3/99
1131	C131HJN	Greaves (t/a Henry Cooper), Annitsford. ex Arriva Tees & District. FLEET No 1401	6/99
1132	C132HJN	NEBB (dlr), Annfield Plain. ex Arriva Northumbria Ltd. FLEET No 1402	3/99
1133	C133HJN	Arriva Tees & District Ltd. FLEET No 1403 ex Arriva Durham County Ltd. FLEET No 1403	5/99
1302	JIL7713	Smith (t/a A Plus Buses), Sidcup	5/99
1303	[ex LLT343V] LLT344V	ex Hicks & Shaw, Heathfield. FLEET No 343 Hayward, Caversham. Sold.	7/99 6/99
1305	JIL7714	Collett (t/a Bromsgrove Bus & Coach), Catshill. ex Hicks & Shaw, Heathfield. FLEET No 346	6/99
1310	ANA 94Y	Lloyd, Hixton. (dlr for scrap) ex Jones, Walkden.	3/99
1657	KCG614L	Williams, Deiniolen. scrapped on site.	by 12/98
1713	WNO562L	Wigley (dlr), Calton. ex Andrews (Sheffield) Ltd. FLEET No 66	3/99

1834	VAR894S	Ripley (dlr for scrap), Carlton. ex Classic, Annfield Plain.	By 4/99
1887	BNO677T	Wigley (dlr), Carlton. ex The South Wales Transport Co Ltd.	12/97
1892	PIJ 8104 [BNO892T]	Feeke (t/a Freestones), Beetley. re-registered GDZ 571	6/99
1897	DAR119T	Wigley (dlr), Carlton. ex The South Wales Transport Co Ltd.	12/97
1901	DAR123T	Birmingham Omnibus, Tivdale. ex Classic, Annfield Plain.	4/99
1938	STW 19W	PVS (dlr for scrap), Carlton. ex Rider (York) Ltd.	6/99
2386	WNO484	571 Bus Preservation Group , Swansea. ex South Wales. FLEET No 500	3/99
3032	NPU979M	Heddingham & District. FLEET No L 156 withdrawn.	7/99
3034	NPU981M	Jones, Llanerchymedd. ex Woolley, Llanedwen.	by 5/99
3709	FEV178	Lister (dlr), Bolton. ex Arriva the Shires. Fletcher (for preservation), Woburn.	5/99 6/99

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>
1129	B697WAR	Stephenson, Rochford. ex Amountplan, E6.	by 10/99
1431	D875ELL [ex 810DYE D106NDW]	PMT Ltd FLEET No SLT843 .	5/99
1601	L601MWC	Leicester Citybus Ltd (t/a First Leicester). ex First Eastern Counties Buses Ltd. FLEET No 400	8/99
1847	YEV305S	Powells Bus Co Ltd, Wickersley. FLEET No 36 Fitted with DAF engine.	by 5/99
1876	BNO666T	Powells Bus Co Ltd, Wickersley. FLEET No 29 Sold.	By 4/99
1906	DAR128T	Powells Bus Co Ltd, Wickersley. FLEET No 26 Fitted with DAF engine.	by 5/99
1908	DAR130T	Powells Bus Co Ltd, Wickersley. FLEET No 32 Sold.	By 4/99
2205	C205HJN	Webber, Bodmin. Sold.	by 8/99
3236	ABD 75X	Chariots, Stanford le Hope. ex Stephenson (dlr), Rochford.	by 10/99

WHERE ARE THEY NOW No6 part 2
 THAMESWAY 351-398
 MERCEDES 709D REEVE BURGESS B23F
 PLAXTON B23F (396-397)

351	f Thamesway
352	f Eastern National 352
353-357	f Thamesway
358	f Eastern National 358
359	f Thamesway
360	f Airport Cos Stansted
361-363	f Manchester 1841/3/2 Pioneer
364	f Thamesway
365	f Eastern Counties 874 Flying Banana B874
366	f Thamesway Disposal
367	f Eastern Counties 870
368-369	f Thamesway
370	f Eastern National 370
371-372	f Thamesway
373	f Eastern Counties 873
374-377	f Thamesway
378	f Eastern National 378
379-381	f Thamesway
382-383	f Airport Cos Stansted
386-387	f Eastern National 384-387
388-396	f Capital 588-596
397-398	f Thamesway

EASTERN NATIONAL ENTHUSIASTS GUILD

The original Eastern National.

Frank Monck writes

Following immediately on from the 1936 batch of Bristol JO5G 3615-3633 DEV451-433 ref EBN 424 came a batch of 19 deckers 3634-3652 DEV470-488. All of these carried Brush Bodies, the first thirteen were on Bristol GO5G chassis and the remainder on Leyland TD4. The Bristols were L27/26R and the Leylands L28/28R.

The allocation of these vehicles was somewhat unique in so far as the Bristols were all in the Eastern area whilst the Leylands were in the Midland area. Not only that the Bristols were confined to three garages ie Colchester 3634/5/41-43/5/6, Grays 3636-8 and Southend 3639/40/44, the Leylands were all at Luton eventually passing to United Counties.

The three at Grays were all destroyed by enemy action in 1942. This may account for the first three Guys being allocated to Grays.

The rest of the Bristols, except 3639 received new bodies by Eastern Coachworks, 3635/45/46 in 1944, these were similar to the prototype Bristol K 3885 JVV430, 3645 at least received a Bristol PV2 radiator resulting in the cab being rebuilt. 3634/40-44 in 1949 acquired new standard bodies as then being produced for the Ks.

The Leyland were not rebodied, although 3649 DEV485 acquired a second hand ECOC body in 1949 probably from a rebodied ENO Leyland TD4 3657-9/61 ENO935-7/9.

The only time I saw a Leyland in the Eastern area was in 1946 working from Maldon to Chelmsford presumably during a visit to Central Works.



Southend Transport 253 DHJ428, Daimler CVD6 with Massey bodywork at Rayleigh High Street which looks very rural compared to present day. Frank Church



A brace of Crossleys of Colchester Borough Transport, sporting three versions of the livery are 6 SVW431 and 8 TVX496 with Crossley bodies and 55 KPU519 with Massey. A. Broughall



S M Travel of Harlow have recently added N139GMJ an Iveco Marshall acquired from TRS Leicester where it was registered NITRS. It seen here at Harlow Bus Stn. P. Ford



Stephenson of Rochford ex Alder Valley Bristol VR CJH 119V at Southend Bus Stn on 17th August on the only appearance on Southend Sea Front service 67, being sold to Leisurelink and used on a tour of Wales to promote the Rugby World Cup. P. Snell



At Lakeside is former Stagecoach Selkent Leyland Olympian L105 C105CHM on Ensignbus service 324 to Romford P. Ford



Viceroy of Saffron Walden have put into service Dennis Dart Plaxton V377SVV, parked at Bishops Stortford it is on route 62 to Elmdon on 9th September. P. Ford



Essex Buses, Eastern National are now controlling the Airport Coaches at Stansted Airport. At Harlow Bus Stn is 117 125SUP a Bova FHD12

P. Ford



Former Eastern National 1718 NEV675M with TM Travel Old Tupton, 1718 has now joined the growing ranks of preserved Leyland Nationals

Dave Arnold

DISPOSALS November 1999

613 N613 APU To First Eastern Counties
615 N615 APU To First Eastern Counties

ALLOCATION CHANGES November 1999

345, 357 BN-Disposal. 364, 2662 BN-Reserve.

REPAINTS

603, 609, 610, 1404, 1417.

SERVICE CHANGES

251/551 Minor revisions to daytime services. Evening service withdrawn from December 24th.

CHRISTMAS SERVICES

December 25th - 27th No service.
December 28th & January 3rd Sunday service with additional journeys.
December 29th & 30th Saturday service.
December 31st & January 1st No service.
January 2nd Sunday service.
January 4th Normal weekday service.

CURRENT ALLOCATIONS

BASILDON

348, 359, 368, 369, 371, 372, 374-376, 379-381, 601-603, 605, 607-611, 711, 734-738, 809-811, 851-854, 913-922, 924-943, 959-972, 2660, 2661, 3109, 3222, 3226, 4026, 4030, 4031. TOTAL 86

HADLEIGH

309-321, 323-327, 342, 701-710, 717-721, 944-958, 987, 1400, 1404-1406, 1409-1412, 1417-1424, 1430-1433, 1803, 3069, 3113, 4003-4005, 4027. TOTAL 77

ROMFORD

353, 355, 356, 397, 398, 401-410, 805-808, 2657-2659. TOTAL 22

RESERVE

364, 612, 614, 615, 2662.

DISPOSAL

345, 351, 354, 357, 366, 377, 613, 1886.

DRIVER TRAINING

9016, 9017

THAMESWAY**SUBSEQUENT
DISPOSALS**

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
701	C439BHY	Morgan, Nantyglo. scrapped on site.	by 8/99
703	C446BHY	Morgan, Nantyglo. scrapped on site.	by 8/99
704	C482BFB	Morgan, Nantyglo. scrapped on site.	by 8/99
706	C484BFB	Morgan, Nantyglo. scrapped on site.	by 8/99
707	C490BFB	Morgan, Nantyglo. scrapped on site.	by 8/99
708	C495BFB	Morgan, Nantyglo. scrapped on site.	by 8/99
711	B444WTC	McKay, Goldington. sold.	by 9/98
714	C507BFB	Morgan, Nantyglo. scrapped on site.	by 8/99
1838	WJN558S	York Pullman, Elvington withdrawn.	4/99
1919	JHJ145V	Powells Bus Co Ltd, Wickersley. FLEET No 27 Sold.	by 4/99
3080	STW 24W	Forrest (t/a Liverpool MS), Aintree ex Fleetlink (dlr), Liverpool.	6/99
3082	STW 26W	Munden L (dlr), Bristol. ex Bristol Omnibus Co Ltd. FLEET No 5550	8/98
3085	STW 29W	New York Apple Tours. First Western National. FLEET No 9823 ex First Bristol. FLEET No 5557 Panama City ex First Western National. FLEET No 9823 [updates EBN 420/3]	8/99 6/99 by 10/99
3087	STW 31W	Munden L (dlr), Bristol. ex Bristol Omnibus Co Ltd. FLEET No 5558	8/98
3098	UAR588W	New York Apple Tours. First Red Bus. FLEET No 1265 ex First Cymru. FLEET No 948	8/99 7/99
3212	YVV896S	Drury, Emberton. ex Hoar & Savage, Tilsworth.	by 3/99
3215	FRP906T	Munden L (dlr), Bristol. ex Bristol Omnibus Co Ltd. FLEET No 5556	9/98
3217	LBD922V	Munden L (dlr), Bristol. ex Bristol Omnibus Co Ltd. FLEET No 5555	8/98

4502	B690BPU [ex ILL1828 B690BPU]	Brandons Coaches Ltd, Blackmore End. ex Windmill Coaches Ltd, Stanway.	8/99
4508	B696BPU [ex ILL1829 B696BPU]	Brandons Coaches Ltd, Blackmore End. ex Windmill Coaches Ltd, Stanway.	8/99

FIRST AIRPORT BUSES/COACHES

Vehicles continue to arrive from Eastern National and Thamesway. Vehicles acquired in 11/99 are:-

35	4750 WY	Volvo B10M	Plaxton	C53F
1601	D497 NYS	Volvo B10M	Duple	B55F

Vehicles withdrawn for disposal are 105 (E290 OMG) Mercedes 709/Reeve Burgess and 1870 (YEV 328S) a Leyland National.

Leopard/Duple DSU 733 is now held in reserve.

OTHER OPERATORS - REST OF ESSEX

ABC Minibuses Brightlingsea Are operating L849 BKN a DAF/?? minibus.

Adtax Saffron Walden New here is LDV Convey V303 EBV. Acquired vehicles are LDV Convey N514 BEG and Bedford YMQ/Duple FOU 999W. Vehicles sold are E692 UND a Freight Rover/Made to Measure, and DAF minibuses L578 LFL and L155 OEG.

APT Rayleigh R6 APT (ex ????) a Volvo/Berkhof has been acquired.

Associated Coachways New and in Biss livery is V361 EKY a Volvo/Plaxton. Still here, but out of use at Stansted are KNP 1X a Volvo/Plaxton, NIL 7246 a MAN SR280, DCA 31S a Leopard/Plaxton, KSU 469 a Volvo/Jonckhree, LHE 258W a Leopard/Plaxton and D171 NON a Freight Rover/Carlyle.

Bobs Minibus Service Little Oakley This new operator has N303 XRC a Mercedes Benz Sprinter.

Brandon Blackmore End Former Eastern National Olympian/ECW coaches B690/6 BPU have been acquired from Windmill, Copford.

Brentwood Coaches Fleetline/Alexander ULS 671T is unlicensed. Mercedes 609D/Made to Measure J606 KGB is now in stock.

Bromley Private Hire Elmstead Market LDAF minibus J583 EGH has been acquired

Chelmsford Cab Ford Transits R675/6/7 FTW have 5 Star Minibuses, Harlow lettering for use in that town.

CM3 South Woodham Service CM3 express will be withdrawn from 13.12.99.

Crusader Clacton New Setra coaches are T107-10 LTW, UDX 105, OUD 106, LSU 113, 114 RVX. EOS Coaches L109-12 PVW have been sold as have Van Hool T815's UDX 105, OUD 106, LSU 113, 114 RVX which were re-registered

CJ Travel Harlow Acquired is LDV Convey P970 ONC.

DM Travel Weeley Heath Freight Rover/Sherpa D826 KWT has been acquired.

Don Dunmow Acquired is ex Brentwood Coaches CBV 306S an Atlantean/East Lancs. A further Toyota Caetano M10 KFC has been acquired.

Eastern Counties Service 96C between Ipswich and Colchester will be withdrawn at the end of the current school term.

ECABS Gt Dunmow E79 HVX a Fiat/Carlyle has been acquired. This was once with Hedingham.

Fargo Rayne Former Thamesway Leyland Olympian/Roe TPD 105/111X have been acquired. Two further LDV Conveys here are S269 RBC and T494 OAY. Freight Rover F82 WBD and DAF 400 L637 ANX have been sold.

Farnham Hire Services The only vehicles here are Iveco/? G884 XJS a midi sized coach and H545 EVM a DAF 400 ex Viceroy, Saffron Walden.

Flodida Coaches Halstead New here is an unusual MAN/Noge T877 JBC

Golden Boy Roydon New here is V4 BOY an unidentified minicoach.

Grahams Kelvedon K4 FET a Mercedes 814D/Plaxton has been sold.

Harbach Manningtree This new operator has acquired E773 LAS a Talbot Express from Bromley Private Hire, Elmstead Market.

Harris Coaches West Thurrock Dennis Javelin/Caetano M786 VJO has been returned to Dawson Rentals off loan.

Kirby Coaches Rayleigh Setra VWX 361X has been sold.

Kirby Coach Services Clacton Have recently commenced operations with XBD 556W a DAF/Jonckhree and ex Colchester Atlantean/ECW TPU 68R acquired from Colchester Coaches, who are actually based in Clacton!

KV Minibus Travel Wrabness This new operator has former Essex CC Ford Transit G808 WEV. Also here but not licensed is Ford Transit H811 UTV.

LB Minicoaches Canvey Island A new operator with DAF 400/Crystals RDZ 1359, for which no previous history is known.

Lodge High Easter A second Scania/Van Hool acquired from Parks of Hamilton is N139 YMS. Similar, but older 160 EBK (E663 YDT) is now E442 JAR, while 436 VVT (46 AEW, E665 YDT) is now E443 JAR. G361 FOP a Sherpa/Carlyle has been acquired from Ace of Clubs, Benfleet.

M&E Rochford Bristol VR/ECW KOU 796P is now back with this operator.

NCS Newport Further Renault Traffic's are K403 PLL and L957 PHJ.

Need-a-Bus Bowers Gifford LIL 2836 (B380 AMH) a Leyland Royal TRiger/Van Hool has been acquired from Lacey's, E6.

Nelsons South Woodham town service 37, will be withdrawn after 24.12.99. Service 6 (Basildon Drive - Gt Knightleys) will be withdrawn at the end of this school term.

PDQ Colchester LDV minibus N205 DME is here.

Ruffle Castle Hedingham Recent additions are XVA 545T a Ford R1114/Plaxton, L919 ABJ a LDV 400 ex Airport Minibuses, Colchester and Ford Transits G327 RBD, N249 GOO and P926 NNO. Ford R1114/Duple CBM 295T has been sold for scrap.

S&M Thundersley AEC Reliance/Plaxton MRR 808K has been sold for preservation.

SM Travel Harlow Leyland National 2 JNJ 194V has been acquired, as has RNH 784V a Ford R1114/Plaxton.

Stans Gt Totham Ford Transit G808 FTW has been acquired from Hunters, South Ockendon.

Supreme Southend Ex West Midlands Metrobuses acquired include GOG 95/249W, LOA 380/413/417X. Atlantean/East Lancs BFR 304R is being used for spares.

Travelrich Clacton Have acquired UGV 847 a short Neoplan.

Viceroy Saffron Walden The second ex Stephenson's Atlantean/East Lancs rebody HIL 4346 has been acquired. Exotic short Neoplan A243 BHE (1625 JN, A119 RTL) has also been acquired.

Walden Travel V10 WTL a Mercedes Vario has been acquired for use on ECC tendered services.

Ward Arlesford LDV Convoy P925 CBV has been acquired.

Westons Taxis Clacton Mazda E2200 P73 BJU has a disc, also here is Mercedes Vito S290 UHK a non-PSV.



ROUTE 20 to EPPING.

The new Village Link route 20 operating Mondays only from Ingatestone to Epping is not the first serve to use this number in Epping, London Transport route 20 ran from Leyton stone and Epping and Green Line route 720 operated through the Market Town from Bishops Stortford to Aldgate.

Coincidence or has someone been checking old timetables.

ARRIVA SOUTHEND

FLEET

WITHDRAWN

4306 A246SVW	4312 B100XTW	4315 B85SWX
4309 A249SVW	4313 B83SWX	

DISPOSALS

4306 A246 SVW	Arriva The Shires	luton
4312 B100XTW	Arriva Colchester	
5322 XTE222V	De Courcey Coventry	plus 2 others
5323 XTE223V	Hardwick Carlton dlr	
5324 XTE224V	f Red Bus Devon	

REPAINTS

5373 MUH283X	Arriva Corporate livery	11/99
5402 H262GEV	Arriva Corporate livery	12/99

GENERAL

4353 M54AWW	On hire to Arriva The Shires, seen on	Green Line service 757.12/99.
4322 F572UPB	Training Bus at Southend	6/99
5415 N705NPK	Arriva Enfield Repair Centre.	

DISPOSALS

103 WLT577, 105 WLT937 gone from Greater Reading 3/99 6/99
106 XVS319 renumbered 405 by Greater Reading
107 WLT933 renumbered 403 402 by Greater Reading
110 ALM34B renumbered 401 by Greater Reading PVS for scrap
122 VLT44 renumbered 407 by Greater Reading

334 WRO433S Maye Astley ex Harrison Byfleet

334^S CJN434^SC
Converted into a mobile childs play area It has a ball pool on the lower deck and various other equipment
Called The Play Bus,
Paty

SERVICES

From about September, when the low floor guarantee was introduced on the 9, route 9a has been changed, previousley it was used for all short workings, CBS to Rayleigh, now it refers to journeys which are not operated by SLF buses(MF 0705 Vic Circus-Rayleigh, 0705 East Beach-CBS,1849 Renown-CBS,1920 CBS-Rayleigh,,0638 CBS-East Beach,1755/1820/1850/1900/1945/2005 Rayleigh-Vic Circus; SAT 0653 Vic Circus-Rayleigh.1600/1845/1915 East Beach-CBS, 0725/1725/2005 Rayleigh-CBS, 1810 Rayleigh-Easr Beach)

TICKETS

Clipper Cards have been introduced on routes 2 and9. They provide for 10 journeys of any distance on thf relevant route, at a price of £11 (9) or £12 (2).

A web site has been set up specially for route 9 www.route9.co.uk

DENGIE VILLAGE LINK

0333 V733JOO Damaged in accident 11/99

The correct registrations of these vehicles are
V729JOO. V731JOO. V732JOO. V733JOO V734JOO
Fleetnumbers 0329 0331 0332 0333 0334.
Renault MTR Renault M7F

ARRIVA COLCHESTER LIMITED

On 3-11-1999 two Volvo B10M single-deck buses, 3324/5 (E564/5 BNK) arrived from Harlow. 3325 entered service on 17-11-1999, and 3324 was first used on 27-11-1999. And on 4-11-1999 Arriva Southend's Tiger coach 4312 (B100 XTW) was transferred to Colchester. It arrived in Green Line livery and was repainted by 2-12-1999. It was first used on a private hire on 4-12-1999.

On the minus side, Atlantean 5317 (MEV 87V) was transferred to Watford on 7-10-1999, and Leyland National 3303 (NWO 463R) and Greenway 3311 (NIW 6511) were both withdrawn on 1-11-1999. 3311 went to Watford as a training vehicle on 19-11-1999.

Railway work was as follows.

3-10-1999: Leytonstone & Bethnal Green.

17-10-1999: Southend & Wickford: 5407, 5408, 5409.

24-10-1999: Southend & Wickford: 5407, 5408, 5409.

31-10-1999: Southend & Wickford: 5407, 5408, 5409.

7-11-1999: Shenfield & Witham: 3315, 3419, 3420, 3422, 3430 5259, 5350, 5365, 5366, 5369, 5377, 5389, 5390, 5397, 5407, 5408, 5409.

14-11-1999: Shenfield & Witham: 3315, 3422, 5320, 5350, 5360, 5365, 5366, 5389, 5390, 5397, 5398, 5407, 5408, 5409.

21-11-1999: Shenfield & Witham: 3419, 3420, 3422, 3430, 5360, 5364, 5389, 5390, 5397, 5398, 5407, 5408, 5409.

28-11-1999: Shenfield & Witham: 3419, 3420, 3422, 3430, 5350, 5369, 5389, 5397, 5398, 5407, 5408, 5409.

5377 was damaged by a fire on 19-11-1999.

New destination blinds were fitted to the Olympians and Darts on 17-10-1999.

4-12-1999

AMBER COACHES RAYLEIGH.

Leyland PSU5C/4R with Duple C53F coachwork, currently carries the registration IAZ6387, but since May 1985 when it was registered AFH192T it has carried the following MKH487A, AEP253T, 999BCY, ATH58T, 278TNY, ATH110T.

Members will recognise the registrations 278TNY and ATH110T as Thamesway 511.

It was new in 1979 to National Travel (SW) 192 with Duple C51F registered AFH192T passing to South Wales Transport 194 in May 1987, it was severely damaged in October 1987 and was rebodied in November 1989 returning to service with United Welsh Coaches U194 where was registered 999BCY later going to Brewers in August 1992.

Are there many PSV's around with this kind of pedigree?

Chelmsford Quality Bus Partnership

Briefing Note for Launch 26th November 1999

Background: Transport Concerns and Pressures

Transport is a very important issue for Chelmsford residents. A 1998 survey revealed that dislikes of life in the Borough of Chelmsford centred on transport related problems and amongst the four most mentioned dislikes was poor public transport. When asked what services and initiatives the Council should concentrate upon, transport was given top priority: improving bus and train services was identified as a priority by 48% of respondents.

Pressures of growth compound these concerns. Chelmsford has experienced substantial residential and economic development over the past 20 years, and the town is now a major sub-regional centre for employment, shopping, education and leisure. The town is an important centre for out-commuting and in-commuting, a role that will increase as Chelmsford Borough has the highest level of planned growth within Essex as a whole in the period up to 2011.

The Context: Integrated Transport Strategy

An integrated strategy has been developed to address existing transport concerns and to manage and control the transport demands arising from future development. This has been achieved through a partnership between Essex County Council and Chelmsford Borough together with representatives of the local rail and bus operators. These partners have key responsibilities for transport planning in the area. The County Council is the strategic planning and transport authority, the Borough is the local planning authority, and the operators are responsible for providing and running public transport services.

In line with Government policies, the strategy is based on reducing reliance upon the private car; promoting sustainable forms of development, particularly mixed use schemes; encouraging the regeneration and revitalisation of town centre areas; and promoting the use of public transport wherever possible.

The strategy consists of the following inter-related elements:

- a) Management of transport demands, particularly by controls on long stay commuter parking;
- b) Improved Public Transport Facilities;
- c) Cycling Promotion Measures;
- d) Pedestrian Measures;
- e) Traffic Calming and Speed Reduction;
- f) Traffic Impact Reduction Measures;
- g) Integration with the planning of developments; and
- h) Promotion and Education.

The integrated strategy is a central feature of the Chelmsford "Package" which formed part of Essex County Council's 1999/2000 Transport Policies and Programmes (TPP) bid to central Government for capital funding of County-wide transport schemes. The Package is a co-ordinated sets of measures designed to address the transport problems of the Chelmsford urban area on an integrated basis. The 1999/2000 TPP submission was highly successful and was given £575,000 of Government funding. This is being used principally for:

- Bus, cycle and pedestrian improvements in the Great Baddow corridor, particularly in the vicinity of the Army and Navy roundabout
- Quality Bus Partnership improvements to buses and stops in the Broomfield and Galleywood corridors (service 42)
- The provision of bus telematics
- Cycling and pedestrian improvements across the Package area.

The route 42 Quality Bus Partnership

The Route 42 Quality Bus Partnership is an important part of the overall Chelmsford Integrated Transport Strategy.

It is a partnership between Eastern National Buses, Essex County Council and Chelmsford Borough Council. It is aimed at providing comprehensive improvements for Eastern National route 42, which runs from Broomfield Hospital to Galleywood via the town centre. It includes:

- 6 new high quality low floor buses dedicated to the route;
- A 15minute frequency throughout the route for most of the day;
- bus priority throughout the route, including a direct crossing of Parkway for services from town and bus lane in New London Road for buses into town;
- improved bus stops, including raised kerbs to help wheelchair users and others to board the low floor buses; and
- improved bus passenger information and upgraded bus shelters.

The new buses will start in service on the 6th of December. The associated works on street are ready for implementation early in the New Year.

Bus Telematics

The Partnership also includes agreement to introduce a sophisticated system of control known as "telematics" from Spring 2000. This system uses satellite technology to closely monitor the position of each bus and to compare this with its timetabled position. Where buses are running behind time, messages can be sent to signals further along the route to ensure that they get an early green signal. This will considerably improve bus reliability and ensure that buses arrive on time.