

ESSEX BUS NEWS

The monthly magazine of the

ESSEX BUS ENTHUSIASTS GROUP

JUNE 1988

(Formerly the *EASTERN NATIONAL ENTHUSIASTS GROUP*)

ISSUE No. 291



Former Southend Transport coach 326, is viewed with its new owner Busways Travel who have painted it in the dark blue livery of Blue Bus Services. It is seen here at Slatyford depot where it only visits on Saturday mornings, being outstationed during the week at the regular drivers house.
(R Delahoy)

SUBSCRIPTION RENEWAL

Members whose subscription is due for renewal with this magazine and have not yet done so should return their notice ASAP to avoid delaying receipt of the July magazine.

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MEDWAY TOUR REPORT

This tour soon became labelled "the alternative Cup Final". The vehicle used was the Forest Ranger alias T1128 (WDA 3T) a London Buses coach seated Leyland Titan. Whilst awaiting passengers at Romford Station participants were given the opportunity to photograph the East Midlands Bristol RE arrival on route 347. After the final pick up at Dartford Tunnel the load totalled 51 - an excellent turn out. We travelled via the M20 to the first stop at Boro' Line, Maidstone, where the garage was full of cars, a Saturday Park and Ride facility being in operation. We were made very welcome and during the next hour many vehicles were positioned for photographs including 214 (BNO 701T) the former Eastern National Bedford YMT as well as 762 a brand new Leyland Olympian for L.R.T. services. A transfer to Maidstone centre was then arranged so that local operations could be observed, the Leyland Lynx's being an obvious attraction. After leaving Maidstone the Titan then had to ascend the tortuous Blue Bell Hill before arriving at the Pentagon Bus Station in Chatham. During our stay many different Maidstone & District vehicles were seen including the latest minibuses, some in overall advertising colours. At Luton garage a former East Staffs Dennis Dominator was presented for the cameras whilst at Gillingham former Greater Manchester Atlanteans were the chief attraction. Finally at Sittingbourne a Bristol VR in a very attractive overall advertising livery for the Fremains Ales initiated the focal plan shutters. On the return journey an information board was passed round indicating the resignation of our Tours Officer. Many of the non-member participants were astounded to read of this and were considerably saddened by the thought of the final demise of coach tours that have been organised from the Ilford area since 1961. The excellent weather and friendly welcome all combined to provide an excellent day for this almost record attendance.

DATE FOR YOUR DIARY

It is proposed to operate an Eastern National garage tour including a trip on the Essex Heritage route on Sunday 25th September 1988. Further details to appear in due course, in the meantime keep the date free if you wish to come.

VACANCY FOR TOURS BOOKING OFFICER

Following the announcement in the March magazine for a new Tours Officer, NO applications for the post have been received.

The future of Group coach tours was discussed at our last committee meeting and also on the recent Medway tour and it has now been decided that since no applications to take over the complete operation of tours have been forthcoming then an alternative arrangement might be possible. This would involve tours being arranged by Alan Osborne, Bob Palmer and a third person, who would be appointed as Tours Booking Officer. This person would be involved in tours and planning (to add an additional opinion), and would be responsible for all tour finances (hires and bookings). The position need not necessarily involve committee membership and it would ideally suit a member resident in East London or West Essex to facilitate contact, but this is not an essential requirement. A keen interest in the continued operation of tours is all that is wanted. From the size of the attendance on the Medway tour there is clearly still a market for tours but some assistance in their organisation would be appreciated. If you would like to assist then please write to:

Alan Osborne, 7 Farley Drive, Seven Kings, ILFORD, Essex IG3 8LT

A VIEW FROM THE MEMBERSHIP

Following the Medway trip, a letter was received from Chris Harper who has asked me to thank Martin Weyell for his work as Tours Organiser over the years and requesting the membership to support the Tours Organiser even if one or two trips may not be the success we would like them to be.

NEW BOOKS

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

1988 Essex Bus Fleet Book giving details of EN, ST, CBT, Harris Group, Osbornes, Heddingham, Nelsons & Voyage National. Published by EBEG and priced at £1.20 post free.

City Coach Company an illustrated history by A Osborne & P Snell, priced at £4 post free.

Available from Mark Bullock, 219 Maplin Way North, Thorpe Bay, Southend, SS1 3NY is the long awaited ECC timetable for Southend, Canvey and Rochford. Price is 30p + 30p post.

TOUR TO NORTHERN IRELAND

Autobus Review Publications, who are publishers of Bus Fayre are arrangin a trip to Belfast and Londonderry to see the mass of ex English Bristol RE's operating in the two cities, including ex EN examples. The tour departs Leeds at 10.00pm on Friday 9th Sept. and returns to Leeds on Sunday 11th Sept. and the fare including ferry and hotels is £65.00. Full details including a booking form are available from Autobus Publications, 42 Coniston Avenue, Queenbury, Bradford BD13 2JD. Phone (0274) 881640.

EASTERN NATIONAL LIMITEDVehicle Re-allocations

6/88 1050 Pool - PD; 1655 D/L(D) - BD; 1785 BD - WW; 1858 WW - D/L(D);
1862 BE - SE; 1865 SE - SD; 1866 DT - CR; 1868 SD - BE; 1892 CR - CF;
1901 CF - DT; 3040 SE - Pool; 3059 BE - SE.

Further to Magazine 289 1701 remains at BS and is not a pool vehicle. Although 4511 has now returned to service at Chelmsford, 4013 remains in use on normal double deck duties (except 44A/B). 1901 failed to appear at Chelmsford with 1750 being sent instead. CR 1054 is normally employed on the 87/A.

Repaints

w/e 27.2.88 1763 at BN, 1925 at CN.
w/e 5.3.88 1898 at BN.
w/e 12.3.88 1824 at ENE, 1896 at BN, 1939 at ENE.
w/e 19.3.88 1937 at ENE.
w/e 26.3.88 None.
w/e 2.4.88 1878 at BN.
w/e 9.4.88 1923 at CN, 1924 at ENE, 4005 at ENE.
w/e 16.4.88 0231 at ENE, 1822 at BN, 1903 at ENE, 3089 at ENE.
w/e 23.4.88 None.
w/e 30.4.88 1119 at ENE, 1741 at BN.
w/e 7.5.88 9005 at BN, 1654 at CF (NBC leaf green).
w/e 14.5.88 1126 at CN, 1869 at ENE.
w/e 21.5.88 None.
w/e 28.5.88 1860 at ENE.
w/e 4.6.88 1125 at ENE, 9001 at BN.
w/e 11.6.88 4008 at CN.

Repaint dates for 1820, 1886, 1906 & 1912 are not known. 0231 (Eddy Grimstead), 1923 (Lancaster Garages, Colchester), 1924 (Quest Motors) and 4005 (Essex County Cricket Club) are in all over advert liveries. 1869 is now in an all over advert for County Insurance, Canvey Island ex Fairfield of Leigh. 1860 has a revised Trimoco all over advert. 1742 is currently at ENE for repaint into Yettons of Battlesbridge livery ex Allen of Romford.

Acquired Vehicles

As mentioned in the Coastal Red notes last month HNU 118N did not pass to EN and remains in service with Chartercoach. The only Coastal Red vehicle used by EN was Leyland National ORP 462M which was used on schools contracts on several occasions, EN fleet names were applied onto Coastal Red livery, however no ticket machine was fitted. Two Leopards JCL 807/12V were hired to Chartercoach between 29/2 and 12/3 for use on various contracts, both with their Coastal Red fleetnames painted out. All the vehicles acquired from Coastal Red passed to Lonsdale Coaches, Heysham during May 1988, although some have been advertised for sale by this operator.

General

Press reports suggest that Clacton Bus Station will not now close as published in the March issue, also reported is that Clacton service 2 may be cut back to Meadow Way, Jaywick owing to the poor condition of the privately owned Brooklands Promenade, an EN spokesman is quoted as saying that buses have been damaged, whilst an EEB van had to be towed out after getting stuck in one of the holes. Day trips from the Clacton and Walton areas are being jointly operated with Kemp Coach Travel this summer. Late news is that 3202 was involved in a fatal accident in West Mersea on 11.2.88 when it collided with a low flying seagull, resulting in a broken upper deck window and one deceased seagull. Olympian coaches are having Essex 400 stickers placed over the current City Commuter lettering carried on these vehicles at Basildon and Southend depots.

Services

- 11A The 1607 schooldays only Chelmsford to Gt Baddow Research Centre will be withdrawn after 24.6.88.
- 31A,40,43 Revised timetables to be introduced from 27.6.88.
- 33 Extended from Dunmow to Bishops Stortford via Stansted Airport from 27.6.88 approx, two hourly frequency. Hourly Sunday service introduced between Stansted Airport and Bishops Stortford only.
- 41 NEW SERVICE. Galleywood, Barnard Road to Chelmsford Bus Stn via Duffield Road and Moulsham Lodge at 0822 on Monday to Friday only, from 27.6.88.
- 41A 0818 Galleywood to Gt Baddow school, schooldays only is withdrawn after 24.6.88.
- 42 Revised Saturday service introduced from 2.7.88.
- 44 0720 Saturday and 0745 plus 0820 Monday to Friday from North Melbourne withdrawn after 25.6.88.
- 45 0837 Galleywood to Chelmsford withdrawn after 24.6.88.
- 51 Service withdrawn after 24.6.88 and partly replaced by service 41.
- 55 Certain journeys extended to North Melbourne to replace withdrawn 44 journeys from 27.6.88.
- 71 NEW SERVICE. Braintree to Thaxted via Felsted, Little Dunmow & Great Dunmow, replacing some 370 journeys. Introduced from 27.6.88.
- 82,88/A Revised timetable introduced from 6.6.88.
- 101 The 2135 ex Harwich, runs 10 minutes later throughout with effect from 6.6.88.
- 106,116,126 Revised route and timetable introduced from 31.5.88.
- 109,118,119,X19 All services to operate via X19 route but numbered 119 and calling at all stops, introduced from 6.6.88.
- 193 LRT service diverted to serve Romford Ice Rink from 26.3.88.
- 251 Additional journeys on Sundays only introduced from 30.5.88. (Bank Holiday Monday).
- 311 1700 Chelmsford to Braintree withdrawn after 24.6.88.
- 330 Revised timetable introduced from 27.6.88.
- 341 Revised timetable introduced on behalf of Herts CC from 25.4.88.
- 347/8/9 ECC contract services passed to Golden Boy with effect from 28.3.88, following short term operation of ex LCNE journeys.
- 350 Additional journey 0640 Bishops Stortford to Hertford on Monday to Friday under contract to Herts CC, introduced from 25.4.88.

- 351/450 With effect from 27.6.88, Monday to Saturday ECC contracts journeys are extended to and from Romford station, but will no longer serve Brentwood station.
- X41 0700 Bishops Stortford to Hertford was withdrawn with effect from 25.4.88.
- X70,370 Revised timetable, with some journeys revised to service 71 introduced from 27.6.88.
- X71 Service withdrawn after 26.6.88 and replaced by journeys on the 33.

Until further notice services 31A and 93 have been diverted in Woodham Walter, owing to road works which commenced on 17.5.88.

Unusual Workings

- 11/4 CR 3037 on 353, BE 3067 on 309.
- 3/5 SD 1937 seen on tow having failed at Battlesbridge on 11A.
- 9/5 CF 3057 noted on private hire in Southend.
- 14/5 BD 1122 on 127, SD 4506 on 251.
- 19/5 BE 1745 on 127, M+D 2161 noted in Colchester.
- 20/5 WN 3028 on 3/4 and again on 24/5.
- 21/5 BD 1846 on 127.
- 24/5 CF 1112 replaced failed Western National 2230 on service 081 at Chelmsford.
- 25/5 SW 1931 on 119.
- 26/5 CF 3033 on 353.
- 29/5 CF 1650 on 1/1A.
- 3/6 BD 1903 on 251.
- 6/6 BD 1913 on LRT 20.
- 7/6 SD 4021 ON 400.

Service 127 is a CR operation, although looking above its hard to believe. Recent loans include 1926 from BE to CN, with 1110 going the other way whilst 1310 received mechanical attention at ENE. BE 1658, SE 1659 and BE 1782 have all been in use during May & June at Bishops Stortford, whilst BD 3206 has been in use at Walthamstow. Further to 290/7 the Stock - South Woodham Asda contract is CF operated on Tuesday, Thursday & Friday.

DISPOSALS

Eastern National Limited

Initial Disposals

- 0600 (C600 NPU) Is with Blackwall, Abbess Roding (correction to Mag. 290).
- 1656 (KCG 613L) Hastings & District, Hastings 5/88.
- 1714 (WNO 563L) " " " " "

Subsequent Disposals

- 1305 (LLT 346V) Hill, Houslow, 1/88 ex Stains, Laleham.
- 3035 (NPU 982M) Jones, Bontnewydd, by 2/88. Previously given (Mag. 283) as Good, Carlton, 10/87, for scrap. Clarification/confirmation appreciated.

Eastern National Omnibus Company Limited

Subsequent Disposals

- 381 (VYO 768) Withdrawn by Tinline (N-PSV), Holbeach St. Matthews, by 1/84.
- 1206 (BNO 692T) Sold 12/87, by Brooklyn (Whiston), Shirland.
- 1419 (CSV 618)(GJD 195N) Corbel, Edgware, 9/87, ex Frampton, Hillingdon.
- 1524 (KVX 570J) Withdrawn by Citybus Ltd., Belfast, 790, 2/88 - maliciously destroyed.

1527 (LPU 452J) Repainted into new livery by Lincolnshire Road Car, and operating from Newark depot.
 1530 (MHK 912J) As 1524, fleet number 791.
 1552 (WNO 541L) As 1524, fleet number 715, bu, but withdrawn.
 2359 (VNO 857) Henson, Northampton (for preservation), 6/87, ex Le Tall, Ingham, (on loan to Lincolnshire Vintage Vehicle Society).
 2401 (XVX 26) World Bus Group, Crouch End, London (N-PSV), ex Spence, Thorpe Bay.
 2804 (BVX 680B) NOT owned by North Wales Transport Museum (further to Mags. 286/8).
 2944 (AVW 403F) P Harrison for spares required for 2946 ex Dengie Hundred playbus
 3015 (SMS 41H) Returned to Crossville ex loan to Yelloway, 6/87.

VISITORS TO EASTERN NATIONAL ENGINEERING - MAY 1988

Hampshire Bus	3322, 3373
Heddingham	L144
Lodges	FHS 748X
London Buses	T836 & 1014 plus DMS2330 still present
Linkfast	TOE 438N

NATIONAL CAR PARKS

Have acquired three former London Country Leyland Nationals for use between the Car Parks and terminal at Stansted Airport, they are TPD 192M, UPE 201M and UPE 203M. Maintenance of these vehicles is carried out from time to time by ENE at New Writtle Street.

Publicity

Timetable leaflets - For services 3, 4, 5, 5A (undated); 109, 118, 119, 129, 106 & 126 dated 6.6.88; 251 & 551 dated 30.5.88; Buses in Harwich dated 31.5.88 giving details of 22A, 22B, 120, 106 & 126; 100 & 200 dated 28.5.88 to 10.9.88 and service 300 also dated 28.5.88 to 10.9.88. Stansted Airport rail air link dated 3.5.88 and giving timetables for 333, X70 & 71.
 Highwayman leaflets - Leaflets for services 804, 805/6, 809, 824, 825, 826 and 827 all dated 28th May except 809 which commences 2nd July. Highwayman Holidays to Scotland giving details of 3 day tours to the Glasgow Garden Festival.
 Excursion leaflets - Two leaflets one for day trips, the other for half day trips from the Clacton area jointly operated with Kemp Coach Travel.
 National Express - Leaflets for Felixstowe, Ipswich, Chelmsford to London and Stowmarket, Sudbury, Chelmsford, Romford to London both dated 1.5.88.
 General - A leaflet giving basic details of services 251, 400 and 551 in Greater London.

COLCHESTER BOROUGH TRANSPORT

The company has published a fleet list dated April 1988, containing chassis and body numbers. Mr R N Collins, Director and Operations Manager, has kindly agreed to let group members have a copy if they write to him at Osborne Street, Colchester, CO2 7DP, marking the envelope "fleet list" and enclosing a S.A.E.

Another midi-bus demonstrator arrived on 8.6.88. E365 KKV is a Peugeot B20F with two rear axles.

Driver training vehicle 96 (WEV 746F, formerly bus 46) was removed from Magdalen Street on 6.5.88. New in December 1967, this bus was withdrawn from the operational fleet in August 1980 and painted in light blue and yellow the following year. It had not been used for several years and went for scrap.

The one remaining Atlantean PDR, open-top 48 (YWC 648F), was used on a private hire to the Derby at Epsom on 1.6.88. It is intended to use this bus on the circular tour again this summer and it was repainted earlier this year. It is now 20 years old and its days must be numbered. The tour will be operated on Mondays to Fridays at 1400 from 4.7.88 to 2.9.88 and at 1130 from 25.7.88 to 2.9.88.

Both RE's 16 & 22 are still available for service at the time of writing, although they only seem to be used if nothing else is available.

The three summer express services are to be operated again this year are:

X21 to Great Yarmouth on Tuesdays from 26.7.88 to 30.8.88;
X22 to Southend on Thursdays from 28.7.88 to 1.9.88;
X23 to Brighton on Wednesdays from 27.7.88 to 31.8.88.

In addition, twenty excursions are to be operated in the summer to various places of interest, starting with Showbus 88 at Woburn on 3.7.88 and finishing with Buxford 88 on 18.9.88.

Separate leaflets for the excursions and the express services have been published. Both excursions and express services will be bookable in advance and the Leopards, the Tigers and the two coach-seated Olympians on order will have seat numbers fitted.

A new timetable leaflet dated May 1988 has been published for services 5/5A/5B, although the only change is the addition of a school journey on service 5B which has been operating for a few months.

Lynx's seem to appear quite frequently on the 601.

Atlantean 86 (MEV 86V) was repainted in the new fleet livery between 16 and 20.5.88, but was returned to the paint shop for further attention on 6.6.88. It previously carried an overall advertisement for Autocare/Central Garages. This was the only remaining overall advertisement bus: at one time Atlanteans 61, 82, 84 and 87 all had overall advertisements. 61 (NNO 61P) has had a smart, rear advertisement applied for Levett & Ward, a local television company.

Lynx 33 was back in use by 17.5.88. Olympian 44 was back by 21.5.88, but 43 was off the road following an accident. On 4.6.88 Atlantean 52 was involved in a collision with a digger at road works in Turner Road. Following this, services 5A and 8 were diverted via Mile End Road and Mill Road, with a double run to the General Hospital on trips towards town.

Atlanteans 63 was awaiting a new engine and 68 and 83 were also out of use at the beginning of June 1988. Leopard 101 was away from Colchester, receiving mechanical attention.

Unusual workings include Olympian 42 on services 2/2A/2B on 6.5.88 and on 4/4A on 26.5.88, and Atlanteans 52 on 4/4A on 1.6.88, 54 on 74A on 6.5.88 and 4/4A on 12.5.88, and 60 on 31 on 1.6.88.

The chassis numbers of Leyland Lynx's 33 - 37 are as follows: LX1095 - LX1098, LX1103, they are all B49F.

Bristol RE's 16/8/20/2/3/5/6 sold to Busways, Newcastle have been numbered 1810-1816 by their new owner.

SOUTHEND TRANSPORT LIMITED

These notes are correct to June 12.

Vehicles

NEW: news is now to hand about the 2 DAF MB230/Duple 320 C57F coaches intended to be 259/60 but subsequently cancelled (see 285/5 etc): One (with chassis number 275708) was delivered to Southend in the early hours of 24/5 in dealer white, but with ST legal lettering. ST then painted the vehicle, and it was delivered to Metrobus of Orpington, registered E957 GGX. Metrobus are using it on a recently started commuter service numbered 705 between Biggin Hill and Victoria. The second DAF (thought to have chassis 275698) went direct to Davie's Coaches of Rye, registered E761 HJF.

We can now give the chassis numbers of the three Optare City Pacers which entered service last December, 404 - 6:
 404 JH003620; 405 JH003621; 406 JH003619.

WITHDRAWALS: 333 (AYF 864T) was withdrawn on 23/5 and was repainted dark blue for sale to MW Travel, but we understand that that sale has now fallen through.

INITIAL DISPOSALS: 335 (WRO 435S) has been sold to Skelton Travel Services of Lurgan, Co. Armagh, N.I. Member Mike McCabe delivered it to Larne (via the Stranraer ferry) on June 10/11.

SUBSEQUENT DISPOSALS:

301 (NLJ 828G) was noted in 5/88 with Williams of Deiniolen, with the fleetname 'Townrider'. It was last noted with the ATL Holdings Group (see 278/6).

ON HIRE:

to the FORD MOTOR CO: further instances of coach hires for the staff services are of 343 (March 14/5) and 214 (May 11-20). (Incidentally, from 25 May Ford have had an ex Crosville Leopard/Duple, JMB 335T, on loan from an unidentified source for the service).

Services

8 ST have bowed to public pressure, and from 12/6 the 8 reverted to its old routing at Golden Cross, via Rectory Road (instead of via Lascelles Gardens and Harewood Avenue). The other new section of the route, introduced last June, at Hockley Station remains however. We expect that the County Council will not proceed with its proposed traffic regulation order (see issue 289/6).

General

A new Traffic and Commercial Director was appointed with effect from May 9 - he is Mark Howarth MCIT, MITSA: he had previously worked in South Africa for UTI. We would like to welcome him to Southend and to wish him well in this new post (which replaces the former Operations Director's job). Finance Director David Shlackman continues to double up as acting Managing Director. Other organisational news is that the non executive directors appointed by the Council have been reduced from five to three (now just one from each of the three political parties).

Duplication on service 7 continues (see 288/10), with ST now facing competition from TV Taxis (qv) as well as from Southend Radio Cars. Certain duplicates now run on the 8 between Golden Cross and Southchurch; 7 and 8 dups are usually Fleetlines, but City Pacers are also sometimes seen.

The Southend Transport entry for the History on Wheels Rally on June 5th comprised 242, 257 and 401: in addition 237 & 307 were loaned to CPTMS for use at the entrance gate. Other ST vehicles at the rally were Fleetline 233 (apparently entered by Ensign, with whom it was on short term loan), ex Southend 368 (WJN368J, now with S&M Coaches of Hadleigh, which won the award for the Best Double Decker Post 1965) and preserved buses 244, 314 and 335.

Preserved 335 featured a few days later on June 10 when it was used with Maidstone & District Olympian 5451 for rehearsals at the Dartford Tunnel for a ceremony to take place on August 2, when the tunnel will be transferred from the Joint Committee controlled by Essex and Kent CC's to the Secretary of State and then to Trafalgar House, in preparation for the building of the private enterprise Dartford Bridge. The actual ceremony will feature CJN 435C, AJN 825, ONO 49 and WNO 478.

On Derby Day, June 1st, the only Southend vehicles to go to Epsom were 2 Fleetlines of the W reg batch. We believe that this is the first time for at least 29 years that no Southend open topper has been to Epsom on Derby Day. With reference to recent notes, the open tops are now being overhauled and recertified: we understand that they will be painted in base white, pending a decision by the County Council over the proposed seafront route - evidently there was only one tender submitted, and that was not acceptable to the County, who are inviting further bids. If ST do not win the contract, it is likely that all three open toppers will be sold.

We understand that Weyfarer ticket machines will be introduced shortly. Surplus short range Setrights were being sold (price £28-75 inc VAT) at the Southend rally, and may still be available - contact the Sub Editor in the first instance if you are interested.

Services of ST & EN in Rayleigh were disrupted on the afternoon of 12/6 when the town centre was closed for a cycle race (see 280/10 for details of the diversions used last year for this event).

Route & unusual workings: two person operation on ST ended after 4/6 (except for isolated M-F peak journeys on the 7) with the conversion of all duties on route 1 to OPO.

On Bank Holiday Sunday 29/5 and BH Monday 30/5 (the Southend Airshow) all minibus duties were covered by Fleetlines or coaches because of heavy loadings.

Two long distance private hires recently featured Astro 244 from April 1-3 (Leeds area, rugby club tour) and Tiger 251 from April 17-22 (based in Huddersfield, polytechnic field course). One unusual bus working to note is of (plug door fitted) Tiger 247 on the 4B on June 10.

OTHER OPERATORS - South East Essex

Clintona, Brentwood: a further ECC contract from 5/6 for the summer is for service 11A, Southend - Chelmsford, on Suns, every two hours to augment the existing two hourly commercial EN service and to replace the short lived single trip operated by Stephenson's (see below).

Cunningham Carriage Co: a new vehicle noted is E980 MMT, a yellow Bedford Midi minibus, presumably used on contract route 380 (Tilbury to Stanford Le Hope).

District Bus (Tomlin). Wickford: the second Freight Rover Sherpa/Carlyle Works B18F is E509 TOV. This operator was featured in Bus Business's May 18 issue in a supplement on Carlyle Works. Copies of the article can be obtained by sending an SAE to the Sub Editor.

Eagle Coaches, Basildon: a further ECC contract from 8/5 is for a new route, 387, Basildon Hospital-Corringham-Stanford Le Hope, M-F hourly. Unusually, the route does not serve Basildon town centre.

Ensign Bus Services, Purfleet: obtained their first Essex contract from 8/5, for two Sunday journeys on 723 between Grays (dep 1930 & 2130) and Rainham (dep 2040, 2210).

Harris, Grays: the new vehicles noted briefly last month are:
 E305/6 EVW MCW Metrorider MCW B25F (for new route 389)
 E307 EVW Scania K112DR Alexander H47/31F (usually on 383)
 The 2 Wadham Stringer bus bodied Swifts were due in w/c 13/6.
 Secondhand purchases are PRX 190B & BUF 426C, both Leyland PD3/4 with NCME FCO39/30F bodies, ex Southdown 3216 & 3226 resp. PRX 190B was originally registered 416 DCD. To end news of the bus fleet, DAF/Plaxton coach NEV 773V is now in Harris Bus blue/cream livery; sister NEV 774V retains coach livery but is used on bus services.

New vehicles for the coach fleet comprise:

E93 EVW	Bova FHD	Bova	C49Ft
E95/6 EVW	DAF SB	Van Hool	C49Ft
E123 DEV	Ford Transit, 11 seater		

There were considerable changes to Grays area contracts from 7/5, with Harris operations increasing at LC-NE's expense. We do not have room for full details: members are referred to the free ECC leaflet for details.

London Country North East: seasonal routes to south Essex this year comprise the following:

930 Hertford - Southend, Suns 8/5 - 2/10 & Weds 3/8 - 5/10;
 943 Harlow - Basildon, Weds 25/3 - 31/8;
 945 Harlow - Southend, Suns 26/5 - 2/10; and
 947 Stevenage - Southend, Suns & BH M 5/6 - 16/10.

Observations so far suggest that the Southend terminal is (unofficially!) on the seafront near the Kursaal.

Stephensons, Southend: the 22A/C Hullbridge - Rayleigh peak hours service (see 290/11) appears to have been reduced to a one bus, half hourly operation by early June, now using ex Northern General Leopard bus CCN 911D in place of MAN coaches!

Also with reference to last month, the ECC contract on 11A was a short term one under the de minimis rules. EN had withdrawn the last 11A on Sundays last Christmas: at the start of the ECC Sunday Saver promotion (27/3), there were complaints about the lack of a sensibly timed last bus from Chelmsford, and accordingly Stephensons were contracted for a journey at 1805 ex Southend, 1933 return, from 3/4. This was replaced from 5/6 by the Clintona contract (qv). Strangely, the contract journey did not run on BH Monday 30/5, as EN ran the journey commercially, despite having a Sunday timetable in operation!

Supreme Coaches, Hadleigh: new coaches to report are E695-7 NNH. Volvo B10M's with Jonkheere C49Ft bodies. Withdrawn is TND 407X (DAF/Plaxton).

T V Taxis, Southend: Vehicles - an additional high roof VW LT31 is C434 SRX. A592 XKW now carries advertising for National Commuter Airlines, who fly from Southend to Paris, Brussels and Jersey.

Service news: it appears that the Traffic Commissioner has allowed TVT to register what they have actually been (illegally) operating for many months with no apparent enforcement action! This contrasts with other Traffic Areas, where operators have been forced to suspend operations for 6 weeks where they were operating outside the terms of their registrations. Thus N&P 1499 contains details of 2 "new" services, commencing 4/5:

TV24 M-S Southend CBS - Thames Drive via Westcliff & Chalkwell stations, Leigh Church and Marine Parade (NOT station), with peak hour journeys Leigh Station - Woodlands Park:

TV29 M-F Southend CBS - Woodlands Park via Prittlewell Chase, Hospital, Blenheim Chase and London Road.

Variations also to apply from 4/5 are:

TV1 Daily Extended from Thames Drive to Hadleigh Church; Southend terminal moved from London Rd (where they have not appreciated the competition from ST's new 1A minibus service!) to Queensway (Argos).

TV64 Extended in Newington Ave via the EN/ST 64 terminal loop: operation legally notified as daily - in practice it always was!

Subsequently N&P 1502 reports two more new services:

TV7s M-S Woodgrange Dr - Eastwood, Woodcutters via central Southend and Prittlewell and Blenheim Chases; from 21/6, replacing present TV7 (Woodgrange Drive - Central Bus Station); and

TV8 M-S Southend CBS - Airport via Victoria Avenue and Manners Way, commencing 23/5.

Dealers: Spence (Thorpe Bay) has sold VLT 87 (RM87, bought from the liquidator of Combined Industrial Services Ltd, Southend) and LJF 19F (PD3A/East Lincs, ex S&M Coaches, orig. Leicester) to Brakell (dealer) and has placed GRY 50D (PD3A/MCW, originally Leicester, ex S&M, but latterly on loan to Coles School of Motoring/Amraf) on long term hire to Midland Red North as a driver trainer at Cannock.

Non PSV's: further vehicles to note are:

JUV 522D Bedford VAM/Duple, originally Grey Green - Rochford Sports Football Club; red & cream; kept in a timber yard in Rochford T/C; 918 NRT AEC Regent V/Massey (ex Lowestoft CT) is still in use as a playbus in Basildon;

YHA 330J Ford R192/Plaxton B45 F (ex Midland Red) is with Basildon Swimming Club;

DRM 950K Bedford VAM/Duple C45F (originally Cumberland?) with Blue Eagles (drum & bugle corp.) and kept, along with YHA 330J, at Konica Business Machines in Miles Gray Road, Basildon.

AND FINALLY

... the very long awaited County Council comprehensive timetable for the Southend area finally appeared at the end of May. Coverage is very good, extending down even to the Pier Railway and sailings from Southend Pier - all it now needs is details of flights from Southend Airport in order to claim the prize for the most diverse public transport timetable in the country!!

OTHER OPERATORS - REST OF ESSEX

ASSOCIATED COACHWAYS With effect from 3.5.88, operation of the Tue, Fri & Sat 0905 Harlow to Chelmsford and 1300 return was taken over from Biss.

BONNER COACHES, ONGAR Not previously reported is that this operator took over the evening 500 journeys from Associated with effect from 28.3.88 who had operated it from 8.2.88 following LCNE industrial action.

GARTERS Commenced operation of the Sunday service 92 between Ipswich and Colchester on 5.6.88 ex Ipswich Buses. With effect from 3.5.88 service 124 was retimed to depart Mistley at 0920, returning from Clacton at 1350.

CHARTERCOACH Details of the vehicles listed in magazine 290 are:

CDU 798T	Leyland	PSU5G/4R	Plaxton	C57F
HBP 331/2X	"	PSU3B/4R	"	C46F (rebodied from chassis YDF329/8K in 1981)
WPH 131-3Y	"	TRCTL11/2R	ECW	C53F
JMB 332T	"	PSU3E/4R	Duple	C49F
JXI 914I	"	TRCTL11/3R	"	C51F (ex BLH 717Y)
BSG 551W	"	"	"	C46FT

Also now acquired is PSF 558Y a TRCTL11/3R with Duple C46FT, new to Eastern Scottish.

FARGO Further to 289/3 this journey now runs from and to Watchouse Green.

GATWICK FLYER Commenced a new service from Wickford to Gatwick via Basildon, Corrington, Stanford-le-Hope, Tilbury and Grays on 1.5.88. Operation is daily at approx 2 hourly intervals.

GOLDEN BOY With effect from 28.3.88 took over evening journeys on the 503 ex Wests short term contract and kept the 502. As a result of LCNE revisions to service 724, Golden Boys service 524 was withdrawn, but additional journeys on 350/1 were introduced all with effect from 23.4.88.

HEDINGHAM Took over operation of the Thursday service 370 that Fargo operates on Saturday, from EN with effect from 5.5.88. The remaining commercial journeys on service 79 are now being operated under contract to ECC with effect from 13.6.88. Service 18 & 59 were revised as a result of changes to train times at Audley End with effect from 16.5.88.

JACKSONS Commenced operation of the former Webbs service between Bicknacre and Romford on Wednesdays only from 23.3.88.

NATIONAL EXPRESS Noted on service 081 on the 4.5.88 was Western National 2235 E341 WTT, a DAF/Duple 320 in Rapide livery.

NELSONS Further to 289/8 services 221/2/6 were revised on 30.4.88 from which date they were also renumbered to route 021.

OSBORNES The section of route serving St Michaels on service 10, was due to be withdrawn from 6.6.88. Can anyone confirm if this took place?

PREMIER TRAVEL From 9.5.88 commenced a once daily service between Cambridge, Haverhill, Halstead, Colchester & Clacton.

SILVER BIRDS

Services were revised on 6.5.88 to operate as follows:-

Colchester - Brentwood - Gatwick - Heathrow
 0600 outward and 0930 return plus 2310* return;
 Colchester - Billericay - Brentwood - Gatwick - Heathrow
 1200 outward and 1530 return
 Colchester - Brentwood - Stansted
 0230 0830 1630* 1830* 2030* outward
 0430 1030 1830* 2230* return
 Colchester - Billericay - Brentwood - Stansted
 0415* 1230 outward
 0640* 1430 return

* Commenced 20.6.88 from this date the 1830 to Stansted is extended to Heathrow thence to Gatwick arriving 2210.

The 'AIRPORT FLYER' is now being operated by E627 HJF, a CAETANO C19F Midicoach in a Blue/White livery.

WESTS

A new purchase is E667 YDT a MCW Metrorider, for use on 204/5.

LONDON COUNTRY NORTH EAST

A large number of changes have taken place in recent months, which affect other operators, notably Harris Buses, which are detailed below.

On 26.3.88 service 570 was officially withdrawn, although now Grays vehicles were in use on 19.3.88 although Harlow were operating.

From 27.3.88 to 23.10.88 the Sunday service on 723 is extended from Tilbury Civic Square to Tilbury Ferry via Fort Road, under contract to ECC. On 23.4.88 service 338 was withdrawn, with all 724 journeys being revised to operate via Harlow to a revised timetable. Service 533 which was the LCNE answer to EN's 333 was also withdrawn on this date. After operation on 7.5.88 service 156 passed to Eagle as 389, 159 to Harris Bus as 388/9 and 369 passed to Harris. Service 368 was withdrawn after operation on 6.5.88. On the same date services 370, 371, 373, 377 & 378 were revised. Service 389 also passed to Eagle being combined with the 156.

Changes to Green Line routes include service 721 withdrawn after 6.5.88 and part replaced by new service 733 from 9.5.88. On 7.5.88 service 723 was withdrawn between Grays and Tilbury on Monday - Saturday except for a few peak hour journeys, some peak 723 journeys were rerouted to 733 from 9.5.88. Service 722 was revised to depart Victoria at 1751 also on 9.5.88. As a result of changes to the evening service on 723, two Monday - Saturday evening services between Grays & Aveley, Usk Road pass to Harris Bus, whilst two Sunday journeys between Grays & Rainham pass to Ensigns, all under contract to Essex CC.

On 14.5.88 service 799 was withdrawn and part replaced by 738 which is a joint LCNE, Cambus & Premier Travel operation, which also replaces PT service 38 Mon - Sat. Frequency is two hourly between Haverhill and King Cross via current PT 38 then Baker St, Marble Arch, Hyde PK Cnr and Victoria, whilst on Sunday operation is four hourly, two hourly between Stansted Airport & Victoria.

On 24.5.88 service 354 was withdrawn between Hadham Ford & Bishops Stortford, whilst the Thursday service is withdrawn.

Many thanks to LOTS whose notes were used in confirming the above changes.

HARRIS BUS

Service 256 was withdrawn after 26.3.88 and was not replaced. Service 18 (288/11) did not pass to Clontarf after all, on 1.4.88 no service was operated on 8.4.88, operation was by Harris under contract to ECC, whilst from 15.4.88 Eagle Coaches took over under contract to ECC. From 7.5.88 service 372 was revised to double run via Byron Gdns to replace LCNE 371 whilst the Sunday service was withdrawn, along with the Sunday services on 373, 375 & 377 all being replaced by new services 381/2, from 8.5.88. Also from 7.5.88 service 374 was extended to Uplands Estate. Evening journeys 372, 373 & 377 were also withdrawn and replaced by 381/2.

LONDON BUSES

Further to 287/5 the results of the Hornchurch scheme have been announced, and London Buses kept only the midibus routes to be operated in the area. Ensigns have taken the 165, 165A, 246 & 246A whilst the biggest surprise is East Midlands gaining the 248 & 252 for which they are acquiring a number of ex GM buses vehicles. Wandle District are operating service 581 from Loughton to Ongar via Epping and Toothill on 5.6, 3.7, 7.8 & 4.9. A routemaster was to be used on 5.6 whilst LS vehicles will be used on the other dates.

EX EASTERN NATIONAL FLF's 2944 and 2946

Paul Harrison has recently acquired 2946 (AVX 975G originally 2614) for preservation and is in the final stages of preparing it for rallying. In addition he has acquired 2944 (AVW 403F originally 2612) for spares. To help with this project he would welcome help with the following items:

1) Fleetnumber plates for 2614 and 2946.

2) Photos of 2612/2944 and 2614/2946 in service with ENOC.

If you can help, please contact Paul at 104 Golding Thoroughfare, Chelmer Village, Chelmsford, CM2 6UF (phone 0245 - 465991). On behalf of the present owner of RWC 608, Peter Hughes, Paul would also be interested in acquiring the fleetnumber plates for that FLF in its final form as open topper 2300.

FOR SALE

Setright Ticket Machine, short range (1/2p to 199 1/2p), excellent working order, no box or strap. £25 plus carriage. Contact Richard Delahoy on Southend (0702) 588590 in the first instance.

A recent day out combining Explorer and Capitalcards enabled the following for about £5

CF 3112	0700 Chelmsford Bus Stn to Ongar, Four Wantz (Service 32)
Central Line	0807 Ongar to Epping (Single 80p)
BS 1113	0840 Epping to Stansted Airport (service 333)
BE 1932	1020 Stansted Airport to Braintree (service X70)
BE 3067	1105 Braintree to Chelmsford (service 311)
CF 1774	1200 Chelmsford to Basildon (service 152)
BD 3092	1350 Basildon to Ilford (service 551)
Ensigns KUC 142P	Ilford to Redbridge Stn (service 145)
Central Line	Redbridge to Stratford
Docklands Unit 03	Stratford to Island Gardens
Walk	Island Gardens to Greenwich
L138	Greenwich to Euston (service 188)
Walk	Euston to Kings Cross
SD4502	1932 Kings Cross to Romford (service 400)
CF 1885	2036 Romford to Chelmsford (service 451)

Highlights of the trip included the train captain under manual control of the train between Bow Church and Poplar and the sighting of 31902 on a Bedford service at St Pancras.

PAGES FROM THE PAST

A look at what may have appeared had Essex Bus News been published in February 1947:

John Smith of Brook Street, Dedham has made application (F/R 275/1) to the Traffic Commissioners for a licence to operate a daily Dedham to Clacton service. Details are as follows:

	am	noon	pm		am	pm	pm
Dedham (Church)	8.30	12.00	4.00	Clacton on Sea	10.00	2.00	6.00
Ardleigh (Church)	8.39	12.09	4.09	Gt Clacton (Church)	10.03	2.03	6.03
Gt Bromley (Cross)	8.44	12.14	4.14	St Oysth Village	10.15	2.15	6.15
Gt Bromley (Eagle)	8.49	12.19	4.19	Gt Bentley (Green)	10.27	2.27	6.27
Gt Bromley (B Boy)	8.52	12.22	4.22	Frating (K Arms)	10.33	2.33	6.33
Frating (K Arms)	8.55	12.25	4.25	Gt Bromley (B Boy)	10.36	2.36	6.36
Gt Bentley (Green)	9.01	12.31	4.31	Gt Bromley (Eagle)	10.39	2.39	6.39
St Oysth Village	9.13	12.43	4.43	Gt Bromley (Cross)	10.44	2.44	6.44
Gt Clacton (Church)	9.25	12.55	4.55	Ardleigh (Church)	10.49	2.49	6.49
Clacton on Sea	9.28	12.58	4.58	Dedham (Church)	10.58	2.58	6.58

Fare Table. Single Fares. Children half fare to nearest 1d:

Dedham Church
 3d Ardleigh Church
 5d 2d Great Bromley (Cross)
 7d 4d 2d Great Bromley (Eagle)
 8d 5d 3d 1d Great Bromley (Black Boy)
 9d 6d 4d 2d 1d Frating (Kings Arms)
 11d 8d 6d 4d 3d 2d Great Bentley (Green)
 1/3 1/- 10d 8d 7d 6d 4d St Oysth Village
 1/7 1/4 1/2 1/- 11d 10d 8d 4d Great Clacton (Church)
 1/8 1/6 1/4 1/2 1/1 1/- 10d 6d 2d Clacton on Sea

Returns Fares:

Dedham to:	Adult	Child	Clacton to:	Adult	Child
Clacton	2/6	1/6	Gt Bentley	1/4	10d
St Oysth	2/2	1/3	Frating	1/6	11d
Gt Bentley	1/6	1/-	Gt Bromley (Black Boy)	1/8	1/-
Frating	1/2	10d	Gt Bromley (Eagle)	1/10	1/1
			Gt Bromley (Cross)	2/-	1/3
			Ardleigh	2/3	1/4
			Dedham	2/6	1/6

Period of operation: Daily.

Objections were lodged by The Eastern National Omnibus Co.Ltd., B Beeston & Sons Ltd., Hicks Bros. Ltd., G Sutton, and C F Barnes all of whom ran excursions to the areas to be served. C F Barnes for example charged 3/- for his trip to Dedham so the prospect of a rival charging 6d less was a threat to his business.

Following a hearing on 12 March 1947 the application was refused.

No mention is made of the terminus in Clacton, but the three minutes running time between Gt Clacton and Clacton would indicate perhaps the Railway Station, any further into the town would have been reachable only by breaking the speed limit!

FORDS, ALTHORNE FLEETLIST 5/88

DGE 339C	Leyland Atlantean PDR1/1	Alexander	H44/33F
JSC 857E	" " "	"	H43/31F
JSC 886E	" " "	"	"
JSC 892E	" " "	"	"
JSC 893E	" " "	"	"
PRG 124J	Daimler Fleetline CRG-6LX-33	"	H48/35F
PRG 127J	" " "	"	"
PRG 134J	" " "	"	H48/32D
WJN 356J	" " CRL6-33	Northern Counties	H49/31D
ATD 780L	Seddon Pennine 6	Duple	C53F
SNM 495N	Ford R226	"	"
SMN 406N	" " "	"	"
KMC 673P	Bedford YRQ	Plaxton	C45F
ONR 79R	" "	"	"
WGR 66R	" "	"	"
TDI 32S	" YMT	Duple	C53F
CKX 392T	" "	"	"
CVS 942T	Ford R1014	Plaxton	C45F
CVS 944T	" R1114	Duple	C53F
KMJ 680V	" "	Plaxton	"
JGV 321V	Bedford YMT	"	"
EYH 693V	" "	"	"
CHK 831X	" YNT	"	"
GEX 790Y	Bova Europa EL26/581	Bova	"
A123 NAR	Bedford YNT	Plaxton	"
A128 NAR	Volvo B10M-61	Van Hool	C48FT
C658 KVV	Bedford YNT	"	C53F

Contributions to this months magazine were received from: M Bullock, M McCabe, J Cooper, J Collins, R Delahoy, R Dennis, P Halls, P Harrison, P Harvey, A Meadows, A Osborne, R Palmer, P Prior, A Rock, B Searle, J Simpkin, G Toon, P Wolton, LOTS, Grey Green Enthusiasts Club, PSV Circle, Metrobus and Davis of Rye.

Deadline for the July issue is 8.7.88.
 " " " August " " 29.7.88.