

A Very Merry Christmas to all our readers !



FORMER WESTCLIFF AEC REGAL AHJ404 STILL ACTIVE IN MALTA IN NOVEMBER SEE ARTICLE ON PAGE 3 BY J LIDSTONE

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EDITORIAL

SERVICE 404 ran from Canvey Island, Southend General Hospital and Rochford Hospital it operated twice a week, Wednesday and Sunday with 1 journey each way. Wvey Island, Southend General Hospital and 1 journey each way. With the growing importance of the Hospital at Southend there is now a daily service ,the 21 group



MARCH	10TH	Group A G M followed by slide show by Alan Osborne
APRIL	14TH	Programme to be announced.

If you have not yet renewed your subscription, you send your cheque and renewal form to Derek Stebbing to ensure prompt delivery of the January magazine.

Eastern National services in Harlow 1970 onwards
How to spend a fiver on a Sunday Rover Ticket

Contributions for this edition received with thanks from Essex Buses, Eastern National and Thamesway, Southend Transport, County Bus and Coach, Harrisbus, J Rugg, R Dennis, J Lidstone, I Taylor G Toon, C Sigston.

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Ian Ransom regrets that due to business commitments there will be no Eastern National and Essex Operators notes this month but look out for a double helping in January.



Thamesway

New Vehicles

There is no change to last month.

Repaints

1406, 9717(bus livery).

Allocations to 23 November 1997

235 HH - POOL, 328 BN - HH, 347 BD-BN, 943 HH - BN, 987 BN - HH,
1112 BN - HH, 1114 BN - HH, 1115 BN - HH, 1896 HH - BN, 9719 DTV-D/L(D).

987 is fitted with a drivers security screen which is to be fitted to a number of HH vehicles.

The BD allocation now consists of 349 to 359 inclusive!

Service Changes

- 328 The Saturday service, which is operated under contract to Essex County Council between Billericay and Wickford will be withdrawn after 6th December.
- 60 This schoolday service Stanford-le-Hope and Southend will be withdrawn at the end school term in December.
- 99 This service will be withdrawn between Chelmsford and Lakeside at the end of the college term in December.
- 133 This schoolday service between Basildon and Southend willlll be withdrawn at the end of the school term in December.
- 256 Saturday service revised from 13th December.
- 391 From 24th December the additional journeys that have been operating on Mon-Fri will be withdrawn - the Friday journeys will continue.

WESTCLIFF-ON-SEA
MOTOR SERVICES LIMITED

Members may recall an article in EBN348 about the chassis of former Westcliff on Sea AEC Regal AHJ404. John Lidstone on a recent visit to Malta, has sent us this interesting letter-

Good news AHJ404 so alive and very well, newly fitted with a Leyland 411 Turbo engine and is one of the fastest buses in Malta. Now re-bodied with a Schembri B36F body, it is seen here on the 7th November whilst being 'swept out' between duties. The driver, Carlos, was so impressed with some photos of AHJ404/5 I gave him, that he is going to paint Westcliff on Sea on the bodywork for the next season. He plans (as owner driver) to straighten the side panels to modernise it over the winter.

It sounds superb, with a powerful throaty roar from the exhaust and a perfectly tuned engine. Carlos drives it with considerable expertise, mostly without using the clutch!!!

EASTERN NATIONAL **(SUBSEQUENT MOVEMENTS)**

FLEET No.	REG No.	DETAILS.	DATE.
0222	C222HJN	Eastern Counties 728. Sold.	8/97
0603	C603NPU	To Walsh, Halifax. ex Gregg, Boston.	by 7/97
1117	HHJ378Y	de Courcey, Coventry. Re-reg MJI2368	1/97
1119	HHJ380Y	Eaglen (t/a Eagle), Morton. Re-reg KSU447	3/97
1123	A692OHJ	de Courcey, Coventry. Re-reg MJI2369	6/97
1200	BNO686T	To Jeffs, Helmdon. ex Begent, Fernhurst.	7/96
1206	BNO692T	To ? , for scrap. ex Mansfield Rugby Club.	9/97
1209	BNO695T	Sanders, Holt. Derelict at North Walsham.	by 8/97
		Sold.	by 9/97
1304	LLT345V	To Spall, Dallinghoo (dlr). ex Eastern Counties LD795.	12/95
1308	ANA92Y	To Jones, Eccles. ex Goodwin, Eccles.	8/97
1309	ANA93Y	To Fairbrother, Warrington. ex Ashall, Manchester.	8/97
1406	EUF828L	To Appleford (t/a Cambrian Transport Services), Tywyn. ex Miller, Horsham.	4/96
	[ex ARU99A]	To Appleford, Shepperton.	by 8/97
	VBV546L		
	CSV253		
	XVW631L]		
1603	B460WHJ	Swallow, Rainham. Sold.	by 12/96
1627	A651CMY	To Frost (t/a Cornish Coachway Services), St Austell. ex Costello (t/a B & J Travel), Barnoldswick.	by 5/96
1657	KCG614L	Not withdrawn by Williams, Deinolen. see EBN 393/4.	
1709	WNO558L	To A.T. Carlyle, West Bromwich, (dlr). ex Falcoln, Smethwick.	4/97
		To Rest & Ride, Smethwick.	5/97
1713	WNO562L	To Lincolnshire 2822. ex Yorkshire Terrier.	5/97
1715	WNO564L	To Wigley, Carlton (dlr). ex Greater Manchester North.	4/97
1718	NEV675M	To Watts, Old Tupton. ex Yorkshire Terrier 28.	9/97
1725	SJI5410	To Pride of the Road, Honley. ex Pride of the Road, Royston.	by 9/97
	[ex NEV682M]	Sold.	by 9/97
1749	JNO198N	Cave, Shirley. Partially scrapped.	9/97
	[ex ACH32A]		
	JNO198N]		
1790	PEV702R	To West Midlands 1702. ex K-Line, Leeds.	2/97
1823	VAR900S	To Brewer, ex South Wales Transport.	4/97
1829	VNO731S	To Bournemouth Airport, Hurn. ex West Midlands 1731.	6/97
1831	VNO733S	Classic, Anfield Plain 733. scrapped on site.	3/97
1835	VAR901S	Classic, Anfield Plain 790. Renumbered 701.	4/97
		Scrapped.	4/97

1848	YEV306S	Cartmell (t/a Border Bus), Burnley 306. Sold.	8/97
1879	BNO669T	Pilkington, Accrington. Re-reg PIB5513. Re-reg PIB5952.	9/96 10/96
1926	MHJ722V	To Crossville Wales Ltd. SNL722. ex Stevensons 822.	4/97
1929	MHJ725V	To North Western ex Stevensons.	4/97
1931	MHJ727V	To Crossville Wales Ltd. SNL727. ex Stevensons 827.	4/97
1937	STW 18W	To North Western. ex Stevensons.	4/97
1939	STW 20W	To North Western. ex Stevensons.	4/97
2111	NVX311	To Beaufort Historical Association, Beaufort, USA. ex u/k Film Company, Wilimington. (used on sightseeing tours of Beaufort and wears a livery of red with cream lower deck window surrounds complete with an Eastern National blind set to "Southend - Sea Front Service").	by 6/97
3034	NPU981M	To Woolley, Llanedwen. ex Price, Caernafon.	4/97
3053	LJN648P	To South Wales Transport. 38 ex Skillplace Training, Port Talbot. 38	4/97
3060	LJN655P	? , Barnsley (dlr). ex Blackwater Crusaders, Maldon.	5/97
4064	ONO 85	To Nostalgibus, Merton Park. ex Olsen, Strood.	1/97

THAMESWAY (SUBSEQUENT MOVEMENTS)

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
22	E509TOV	To Derbyshire (t/a Mercury), Woodchurch. ex Hawksworth, Upton.	2/97
0241	D241PPU	Fleet No 1420 with Gtr Manchester Buses North Ltd.	
515	E677UNE	Simonds of Botesdale Ltd, Botesdale. Re-reg 378BNG	?/96
516	F771GNA	Farmer (t/a Kent Coach Tours), Ashford. Re-reg KCT986	12/96
0721	C440BHY	To Gasworks Road Motors, Aberaman. ex Lewis, Cwmaman.	7/96
1900	DAR122T	To Linkfast, Craven Arms. ex Stephenson, Rochford.	9/97
1912	DAR134T	To Powell Bus, Wickersley for spares. (not used) To Goodwin, Carlton (dlr).	by 3/97 by 7/97
1915	JHJ141V	To A.T. Carlyle, West Bromwich. (dlr). ex Falcon, Smethwick.	4/97
1919	JHJ145V	Powell Bus, Wickersley. Fleetnumber 27.	

3086	STW 30W	To Heddingham & District, Sible Heddingham. L255 ex Stagecoach Cambus. 748	12/96
4505	B693BPU	To MTL Liverpool 0193. ex Gemsam (t/a Liverbus) 18. To Highland Country Buses Ltd. F382. ex MTL Liverpool. 0193.	?/95 by 3/97
4506	B694BPU	Re-reg NIL2735 To Stephenson, Rochford. ex MTL Liverpool. 0194.	by 6/97 by 11/97

ESSEX BUSES
(SUBSEQUENT MOVEMENTS)

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
0226	D226PPU	To Brown (t/a Crawley Luxury), Crawley	9/97
1840	WJN560S	Powell Bus, Wickersley 34. sold.	by 6/97
1847	YEV305S	Powell Bus, Wickersley. Fleetnumber 36.	
1872	ANO271S	South Wales Transport	5/97
1876	BN0666T	Powell, Wickersley. Fleetnumber 29.	
1885	BN0675T	South Wales Transport.	5/97
1903	DAR125T	Powell Bus, Wickersley. Fleetnumber 28.	
1906	DAR128T	Powell Bus, Wickersley. Fleetnumber 26.	
1908	DAR130T	Powell Bus, Wickersley 32. sold.	by 6/97
1911	DAR133T	Powell Bus, Wickersley 33. To Goodwin, Carlton (dlr).	by 7/97
1914	JHJ140V	To Fleetmaster, Horsham (dlr). [Redeveloped stock vehicle fitted with a Cummins engine]	by 4/97
1918	JHJ144V	To Linkfast, Craven Arms. via Stephenson, Rochford.	9/97
2203	C203HJN	Eastern Counties 763. Sold.	by 8/97
2246	C964GCV	To Jones (t/a M & E Coaches),Shoeburyness.	10/97
9013	WSU452S	To Midland Red West 2055. ex Heywood & Prosser.	6/97
9013	C448BHY	To Riversdale (t/a Kenmarga), Brighouse.	3/97

ITINERARY FOR SUNDAY ROVER TRIP.

Start:-

09.32	Chelmsford Bus station	}		
		}	Service 352	Eastern National 1402
10.07	Braintree Bus Park	}		(Leyland Lynx)
	<i>Total Passengers 7</i>			
10.13	Braintree Bus Park	}		
		}	Service 70	Eastern National 2803
10.55	Colchester Bus Station	}		(Dennis Dart / Plaxton)
	<i>Total Passengers 7</i>			
11.01	Colchester Bus Station	}		[on hire to Eastern National]
		}	Service 167	Ipswich Transport 216
11.50	Ipswich Old Cattle Market	}		(Optare Metrorider)
	<i>Total Passengers 4</i>			
12.05	Ipswich Old Cattle Market	}		
12.59	Stowmarket	}	Superoute 88	Eastern Counties 547
13.55	Ipswich Old Cattle Market	}		(Scania / Wright Ultralow)
	<i>Total Passengers 23</i>			
14.05	Ipswich Old Cattle Market	}		
		}	Service 156	Eastern Counties 413
14.55	Lavenham Coach Park	}		(Volvo B6 / Plaxton)
	<i>Total Passengers 11</i>			
15.05	Lavenham Coach Park	}		
		}	Service 757	Waylands Minibuses 805
16.07	Colchester Bus Station	}		(Mercedes 709D / Marshall)
	<i>Total Passengers 10</i>			

IMPOSSIBLE CONNECTION !

16.05	Colchester Bus Station	}		
		}	Service 71C	Harris Bus P320KAR
17.05*	Chelmsford Bus Station	}		(Optare Excel)
	<i>Total Passengers 4</i>			

*Actual arrival time at Chelmsford was 18.05 (1 hour late) having travelled via A120, A131 & A130 owing to the A12 being closed all day.

The above trip was undertaken by Group member John Rugg on the 2nd Nov 1997.
(Cost £5)

COLCHESTER BOROUGH TRANSPORT

On 19.11.97 an ex-LT MCW Metrobus H43/28F, M336 (EYE 336Y), arrived, in what is officially described as the blue, champagne and white livery of Arriva (Colchester) Transport. It says "ARRIVA serving Colchester" on the sides, but the owner's name is Colchester Borough Transport Limited. After a photo call on 28.11.97, it entered service on 1.12.97, without a fleet number (and promptly broke down, twice!). There is only a single track number blind, which can be changed only from the upper deck, and so this bus has been kept on service 5 workings, because they are the only ones which do not require the service number to be changed to ones with a letter suffix.

Volvo 59 (B859 XYR) arrived in Colchester on 28.10.97 and was used on a rail replacement service on 3.11.97. 56 (A856 UYM; not as shown last month) entered service the same day. 60 came out of the paint shop on 13.11.97, when 59 went in, to be painted in maroon and cream CBT livery.

Leyland National 9 (BVP 809V) was withdrawn on 19.11.97 and removed to Southend. 19 (EON 829V) followed on 1.12.97.

The company won ECC contracts for services 66C and 82, starting on 3.11.97.

Railway replacement services were operated as follows.

Between Romford and Chelmsford (for EN): 2.11.97 (43, 45, 46, 47, 48, 49), 16.11.97 (41, 43, 45, 47, 48, 49, 85), 23.11.97 (43, 46, 47, 48, 49, 69, 77, 85, 88), 30.11.97 (41, 43, 46, 47, 49, 69, 71, 77, 86).

Between Mark's Tey and Sudbury: 3.11.97 (9, 59, 60, 463), 4.11.97 (347, 348, 355), 5.11.97 (59, 349, 350, 355), 6.11.97 (9, 59, 55, 58, 59, 349), 7.11.97 (103, 104), 8.11.97 (59, 350), 11.11.97 (59), 12.11.97 (59), 13.11.97 (56, 104), 17.11.97 (347), 18.11.97 (55), 22.11.97 (349), 24.11.97 (55).

Between Braintree and Witham: 14.11.97 (60).

Between Woodford and Epping (for Capital Citybus): 15.11.97 (55, 56, 57, 58, 61), 16.11.97 (46, 55, 56, 58, 61).

45 was damaged in an accident in St John's Street on 22.11.97 and 48 was involved in an accident at the Hythe on 28.11.97.

EASTERN NATIONAL SERVICES IN HARLOW (BY IAN TAYLOR)

In the mid 1970s, when my interest in public transport was developing as a young lad, one town which I looked forward to visiting was Harlow due to the intriguing pocket of Eastern National routes which served it. My earliest memory of these routes is of Bristol MWs 1343 (2733 VX) and 1430 (MOO 975) performing short workings of the 47 to High House Estate (Roden Close) in the Summer of 1976. Such a strange name for a road, I thought, and shouldn't it have had a "T" on the end of it? Another intriguing destination served by Eastern National was High Laver but when I finally got around to cranking the routes, six or seven years later, I discovered that these places weren't as mysterious as I thought they were when I was ten and eleven!

Having researched the history of the town's Eastern National routes I found that comparatively little has changed over the years and so the purpose of this article is to describe these alterations and what better place to start than with the 47?

Introduced on the 4.6.49, in its original form the service ran from Bishops Stortford via Hatfield Heath, Old Harlow and Moreton to Ongar but on the 28.8.55 the Bishops Stortford to Harlow section was withdrawn, as it was covered by the 49, and extended from Old Harlow to the New Town Centre. On 5.9.66 some journeys were re-routed via Edinburgh Way Industrial Estate and re-numbered 47A although by December 1968 the A suffix had been discontinued with all journeys just using the plain 47 number.

On the 21.3.76 the timetable was reduced somewhat with the service omitting Tilegate Green, Threshers Bush and Hobbs Cross to operate from Harlow to Ongar via Matching Tye, Matching Green, High Laver and Moreton. Further cuts were implemented on the 21.6.83 with the rural section between High House Estate and Ongar reduced to work on Tuesdays, Thursdays and Saturdays only although two additional journeys to Ongar were re-introduced on Wednesdays from 1.2.84. Three months later on 12.5.84, operation passed to LCBS along with new-comers 47A and 47B which had been introduced on 21st and 22nd June 1983 respectively. The 47A worked on Mondays and Fridays only as a circular from Harlow via Matching Green, Moreton, Toot Hill, Epping and Epping Green although a revised route was implemented on 30.1.84 which took buses via North Weald between Bobbingworth and Epping. The 47B was initially also a circular service from Harlow via Matching Green, Moreton, Fyfield, Willingale and Abbess Roding with operation on Wednesdays only. 1st February 1984 saw the circular service abandoned in favour of one return journey running between Toot Hill and Harlow only although when LCBS took over they extended it through to Ongar.

On 15.4.85 the 47 was given a new timetable by London Country and introduced on Fridays as well whilst the 47A was withdrawn in its original form with a new service introduced from the same date between Abbess Roding and Ongar on Tuesdays and Thursdays which led to Eastern National 34/A being withdrawn as a consequence. The 47B also gained a revised timetable but was terminated at Toot Hill once again with the bus running light to Ongar instead of in service as before.

Another route number which has been associated with Harlow for over forty years is the 49. Introduced on 1st May 1951 this service worked between Bishops Stortford and Harlow, not via Harlow Mill and Sawbridgeworth like LT Country Area services, but via Little Hallingbury, Hatfield Heath and Sheering.

Apart from it's extension from what we now call Old Harlow to the New Town Centre on 28.8.55, the 49 led a remarkably quiet existence for almost a decade until 23.5.66 when certain journeys were diverted via Edinburgh Way and re-numbered 49A. Both the 49 and 49A lost their Sunday services on 4.4.71 with the Saturday service disappearing from the 49A on 21.3.76. In common with the 47 a general timetable reduction took effect from the same date although the new 59 did provide replacement. The short workings of the 47 to High House Estate which had caught my imagination as a boy received the route number 49B w.e.f. 12.5.84 although both the A and B suffixes were lost on de-regulation day, 26.10.86, when all journeys became known as plain 49. One journey in the morning peak did continue to operate via Edinburgh Way however until 15.6.87 when this and the Templefields bifurcations were withdrawn with all journeys serving Harlow Bus Station, First Avenue and Old Harlow. On the 7.5.95 the 49 was renumbered 58 after 44 years of operation; the deviation via Harlow Sainsburys ceasing from the same date. It should be noted that Eastern National was also confusingly running a 58/58A service between Bishops Stortford and Hatfield Broad Oak at the same time. In recent times the 58 had gained a modest extension within Harlow to Princess Alexandra Hospital from 1.4.97 although from 3.11.97 the entire Hatfield Heath to Harlow section was withdrawn.

The Chelmsford to Willingale service which was known as the 46 since at least 1929 was extended to Matching Green on 24.3.40 upon the takeover of the former Simpsons business, further extended to Old Harlow on 4.1.53, and to the New Town Centre on 26.11.56. This was another route which saw very little change throughout the fifties and sixties, although in common with the 49/A the Sunday service was lost on 4.4.71. As part of the package of changes on 21.3.76, the 46 was revised to operate Chelmsford - Roxwell - Willingale - Fyfield - Ongar, with the service to Harlow transferred to the new 59. As usual, there were some Mondays to Fridays journeys serving Edinburgh Way and these took the 59A number. The 59B variant was awarded on the 7.9.80 to some further bifurcations via First Avenue and Hatfield Broad Oak. A few years later however, on 20.6.83, the 59A was in effect withdrawn following the re-numbering of the last journey to 59B, although upon de-regulation on 26.10.86 the B suffix was also dropped. In common with the 49, on 15.6.87, remaining journeys via Edinburgh Way and Templefields were withdrawn with the routing standardised from the Bus Station via First Avenue and Old Harlow. On 1.4.97 some journeys were extended to Princess Alexandra Hospital as per the 58. Associated with the old 46 was the limited stop 446 which was introduced 26.5.68 from Harlow via Chelmsford to Southend. However this could not have been a great success as it was withdrawn without replacement on 1.9.70.

The most famous Eastern National service operating into London is undoubtedly the ex City Coach Company 251, along with it's later variants the 151 and 351. In addition to the 400, a relative newcomer in 1971 which lasted until 1991, there was also the ex-Hillman service 30 from Chelmsford to Bow although the section west of Romford was abandoned on 7.1.68.

In addition there was the 322 from Braintree to London (Kings Cross) which had started as Hicks Brothers 22 service in 1930. This route ran via Dunmow and Harlow and avoided the road via Chelmsford on which six or seven operators were competing. The Hicks business was acquired in January 1950, the service being re-routed to serve Harlow New Town Centre on 27.11.56 and the new Kings Cross Coach Station on 13.5.63. On the 11.4.65 the Takeley to Braintree section became limited stop whilst the route was extended via Gosfield, Halstead and Maplestead to

Sudbury. A further extension to Great Cornard took place on 28.5.67 whilst part of service 336 was incorporated on 26.5.68. The 17th May 1969 saw the Braintree to Sudbury section re-numbered 326 but the 322 disappeared completely, without replacement, on 20.6.71 and is almost entirely forgotten today.

They say many things in life turn full circle and this has certainly been the case with the 57 and 57A which were introduced on 12.5.84 to replace LCBS 338. Both services ran between Hatfield Broad Oak and Harlow with the 57 additionally serving Sheering whilst the 57A ran direct. The services were not registered under de-regulation and passed back to their previous operator on 26.10.86 who by this time had been re-organised as LCNE. Sheering journeys were re-numbered 347 whilst the direct journeys became the 348. They did not remain with LCNE for very long before passing to Golden Boy Coaches on 28.3.88 although Eastern National had operated them on a short term contract between 3.2.88 and 28.3.88 only. This hasty exchange of contractors was a result of the disastrous LCNE strike in early 1988 which also saw former Eastern National routes 47/A/B pass to Associated Coachways on 3.2.88. Just to bring the story of this group of routes up to date they passed to County Bus on 2.8.93 with the 47A/B renumbered 146/7 at the same time. On the 28.10.89 the 347/8 came back to the Eastern National fold yet again upon re-tendering, along with the 349 variant (peak hour Harlow to Chelmsford journeys via Hatfield Heath and Hatfield Broad Oak and Saturday Harlow to Hatfield Broad Oak journeys). Lo and behold on 2.11.92 they were lost once again to County Bus, the present day successor to LCBS in this area!

During the build up to de-regulation, Eastern National introduced a new route numbered 333 between Bishops Stortford and Stansted Airport on 2.6.86 running on a Mondays to Saturdays basis. On 26.10.86 it was extended from Bishops Stortford via Harlow and Epping to Loughton Station competing against LCNE for much of it's length. The Epping to Loughton Station section did not last long, being withdrawn on 15.6.87, and at the same time a diversion to Stansted (Maitland Road) took place to cover for withdrawn services 303/4. Within Harlow itself the service was diverted via Third Avenue, Southern Way and Potter Street instead of Hare Street and Pollards Hatch from the same date and on 17.3.91 in Bishops Stortford buses were re-routed via Parsonage Estate. On 7.5.95 two journeys were extended to Stansted Mountfitchet School as new service 339 and from the same date the Sainsburys store in Harlow ceased to be served. 9.9.96 saw a further re-routing in Harlow via Harberts Road and yet another change on 1.4.97 saw buses visiting Princess Alexandra Hospital.

One final group of routes which sees Eastern National buses, albeit only on the Sabbath, is the 851-854 on contract to Essex County Council. These town services were won on 28.3.93 from Biss in the case of the 851 (Sumners to Church Langley) or from County Bus. The 852 runs from the Town Station to Staple Tye, as does the 853 which also serves Little Parndon whilst the 854 works from Little Parndon to Latton Bush. As the 851 is worked from Braintree Depot and the 852-854 from Chelmsford, over twenty miles of dead running is required by the minibuses involved. How can this be more cost effective when the previous incumbents were local concerns? Having said that, buses from both of these depots are no strangers to Harlow. I can recall all these years later that those Bristol MWs which I saw on the 47 in mid 1976 were carrying Chelmsford depot codes, whilst Braintree used to work the ex-Hicks 322 service. Is anything really new?

Southend Transport

Vehicles

LN 12&25 (BVP 812V/EON 825V) both entered service w/c 23/11/97.

They are generally used on 28/29/29A, but have been noted on various other services.

RMC

The RMC is being operated as the "Festive" bus and is in use on most S.T routes when crews are available.

Services

Minor service revisions commenced on 23/11/97.

route 1, Additional journeys between Southend and Rayleigh Station.

route 5A, An additional journey via Hadleigh Rd at 08:20 to Leigh & Southend as Route 22. Evening service will run to & from Thames Drive via Hadleigh Road.

route 7/8, Route 7A, 7C, 8C will operate via Victoria Ave. & Cuckoo Corner.

Route 7, 8, 8A will operate via Prittlewell Chase & Hobleythick Lane.

route 9/9A, Revised to run every 15 mins. between Southend & Rayleigh High St.

9= Southend - Rayleigh Station. 9A= Shoebury - Rayleigh High Street.

Repaints

LN 745 (PJI 3745) into fleet livery. (As 12/25) Ex Southend College advert.

Other News

Correction to EBN 403. The rear end vinyl adverts for EssexFM should read 904 & 906 not 905.



COUNTY BUS & COACH

FLEET

New Vehicles

R416-20/2/4/6/9 COO Dennis Dart SLF Plaxton B36F (11/97)

The above new Darts are allocated to Edmonton for LRT route 34 (Barnet to Walthamstow). They are in green and cream "Lea Valley" livery. The remaining vehicles to make the set R416-31 COO are to be delivered shortly. No fleet numbers have been allocated as yet.

SLF 165 Dennis Dart SLF Wright Crusader B36F (9/97)

SLF 170 Dennis Dart SLF Wright B36F (9/97)

The new Mercedes Varios (see EBN 402) are type O810D with Plaxton B27F bodies. Delivery is expected shortly and they are to be registered R940-954 VPU, but no fleet numbers have yet been allocated. They are due to replace the remaining Iveco 49.10's.

The new DAF coaches (see EBN 402) are type SB220 (11.9 metre) with Plaxton C36F+32 bodies to Northern Counties design. Delivery of these vehicles was expected to start at the beginning of December. The registrations are R201-9 VPU and are to be in Green Line Livery.

Acquired Vehicles

DI 4	P754 RWU	DAF	Ikarus C53F
DP1/2	N551/2 LUA	DAF	Plaxton C49FT
DP 3	P753 RWU	DAF	Plaxton C49FT
M 170/5	BYX 170/5V	MCW Metrobus	MCW H43/28D
M 537/73	GYE 537/73W	MCW Metrobus	MCW H43/28D
M 625/49	KYO 625X / KYV 649X	MCW Metrobus	MCW H43/28D
M 1248	B248 WUL	MCW Metrobus	MCW H43/28D
M1367	C367 BUV	MCW Metrobus	MCW CH43/28D
M1379	VLT 88 (ex C379 BUV)	MCW Metrobus	MCW CH43/28F
M1398	C398 BUV	MCW Metrobus	MCW CH43/28D
M1437	VLT 12 (ex C437 BUV)	MCW Metrobus	MCW CH43/24F
RMC 1453	453 CLT	AEC Routemaster	PR H32/25RD
RMC 1464	464 CLT	AEC Routemaster	PR O36/25RD
RV 1	GJG 750D	AEC R	PR H40/32F
T 69	70 CLT (ex CUL 69V)	Leyland Titan	PR O44/26D
T 83	CUL 83V	Leyland Titan	PR O44/26D
T 100	CUL 100V	Leyland Titan	PR O44/26D
TPL 1	124 CLT (ex G661 WMD)	Leyland Tiger	Plaxton C53F
TPL 2	361 CLT (ex G662 WMD)	Leyland Tiger	Plaxton C53F
VPL 1/2	C874/6 CYX	Volvo B10M-61	Plaxton C53F
all from Leaside (LN) (10/97)			
DIB 56	J56 GCX	DAF	Ikarus B48F
from South London (10/97)			

Sold Vehicles

AN 247/52	KPJ 247/52W	to Field of Kimblesworth
AN 249	KPJ 249W	to Lloyd of Bagillt
BTL 6	B106 KPF	to Fleetmaster Bus & Coach, Horsham (dealer)
MB 845	C45 WBF	to Fleet Sales of Wigan (dealer)
TL 15	UJN 634Y	to Fleet Sales of Wigan (dealer), now with Hatton K G, St. Helens
TL 20	OIB 3510	to Fleet Sales of Wigan (dealer)
TL 31	WPH 115Y	to Fleet Sales of Wigan (dealer)

Repaints

10/97	LR1/9/17	TPD 101/9/17X	to "new" fleet livery
11/97	MR 367	E367 CHE	to "new" fleet livery
	MR 667	E667 YDT	to "new" fleet livery
	MR 714/9	F714/8/9 CWJ	to "new" fleet livery
	OD 621	G621 YMG	to "new" fleet livery
	OD 760	K760 JVX	to "new" fleet livery

Allocation Changes to October 1997

All the acquired vehicles from Leaside to Edmonton (EM): DI4, DP1-3, M170/5/537/73 /625/49/1248/367/79/98/437, RMC1453/64, RV1, T69/83/100, TPL1/2/8, VPL1/2

SLF 165	R165 GNW	New to Ware (for service 395)
SLF 170	R170 GNW	New to Ware (for service 395)

Allocation Changes to November 1997

	R416-20/2/4/6/9 COO	New to Edmonton
LR 3/5/11	TPD 103/5/11X	to Store at Grey-Green Barking

GENERAL

VEL 856/9 (A856 UYM / B859 XYR) Volvo B10M-61 were placed in store at Cowie Barking but were returned temporarily to County Bus to cover for the ex West's vehicles being repainted. They have since returned to Colchester.

County Bus vehicles have been seen on West's services, while West's vehicles have been seen on Harlow Town services. The Darts have been seen on 802/3.

From 10/97 County Bus took over the responsibility of the Leaside Private Hire and contract fleet and the vehicles were transferred to the new Edmonton premises.

Marshall Minibus P550 JEG was on trial from the Ware depot during October.

SERVICES

1 September	255	Epping-Waltham Cross. Minor timetable changes.
	445	Belhus-Rainham. Revised timetable. 0805 from Aveley, 0750 and 0830 from Rainham journeys withdrawn.
	807	Little Parndon-Old Harlow. Minor timetable changes.
4 September	665	New service Tylers Green-Epping. One journey in each direction.
27 October	313	Saffron Walden-Great Dunmow. Revised timetable.
1 November	C2	Cuffley Station-Brookfield Centre. Shoppers service operating on Saturday only. 3 return journeys from Cuffley Station and 2 from Hammond Street.
	C3	Waltham Cross-Brookfield Centre. Shoppers service operating on Saturday only. 2 return journeys.
	C4	Sele Farm Estate, Hertford-Brookfield Centre. Shoppers service operating on Saturday only. 2 return journeys from Sele Farm Estate and 3 from Hoddesdon.
7 November	34	LRT Contract. Barnet-Walthamstow.
8 November	392	Hertford-Harlow. The 1725 Harlow-Hoddesdon (Mondays to Fridays) is extended to Hertford, returning at 1822.
22 November	255	Waltham Cross-Epping. Journey times revised to improve service reliability, resulting in a 70 minute frequency.
29 November	PR7	Hertford Park & Ride service. Operating on the 4 Saturdays before Christmas.



WESTCLIFF ON SEA BRISTOL KSW5G FJN160 WAS THE FIRST VEHICLE DELIVERED IN GREEN LIVERY. SEEN HERE AT VICTORIA CIRCUS SOUTHEAST ON ROUTE 5 TO SHOEBOURNE.

R Marshall.

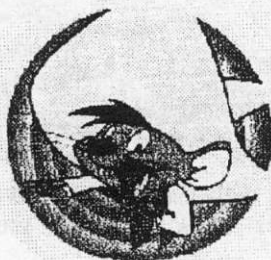
ARRIVA PASSENGER SERVICES

As described in EBN 403 the Cowie Group is now trading as Arriva, and the former Cowie -Group Bus Companies are now Arriva Passenger Services. Of significant note is that Arriva has a new livery which will be universally applied to all Arriva vehicles, which will erase all local liveries within three years. Outside London the livery will be turquoise with a cream frontal area and a yellow stripe. The fleetname Arriva is in white capitals. In London the existing red livery with yellow diagonal bands at the rear will remain on South London and Leaside vehicles and will also be applied to Grey-Green vehicles.

Local company names will also disappear, being replaced by "Arriva" and a strapline beneath. The details of the strapline have not yet been released but it is possible that two different companies may have the same strapline, or there may be more than one strapline between each company. This will not include the old fleetname. For Maidstone and District the strapline is "through Kent & Sussex". The old companies will remain as legal entities, even though their fleetnames will no longer be used.

Arriva Passenger Services - Companies

Bee Line	Maidstone & District
Clydeside	McGills of Barrhead
Colchester Borough Transport	Midland Fox
County Bus	Midland Red North
Crosville Cymru	North Western
GMS	Northumbria Motor Services
Grey-Green	South London
Guildford & West Surrey	Southend Transport
Hunters of Seaton Delaval	Starline
Kentish Bus	Stevensons, Uttoxeter
Leaside	Tees & District
Liverline	United
London & Country	Yorkshire Bus (West Riding, Yorkshire
Londonlinks	Woollen, Selby & District, South Yorkshire)
Luton & District Transport (The Shires)	



MEDIA MONITOR

October 7th: A taxi-bus service is being considered for Colchester's Greenstead Estate to take residents to evening classes at Sir Charles Lucas School. Operated by 577777 Taxis there would be a £1 flat fare.

October 8th: The drivers periscope on a school contract operated by Ward's Coaches of Alresford was covered by a coat and since nobody would admit to owning it the driver threw it off the bus. A 16 year old then owned up and got off to collect it but the driver drove off before they could get back on.

October 10th A CBT bus driver has resigned before attending a disciplinary hearing after he clipped the ear of an 11 year old on a Ser 31B journey whom he thought had been responsible; for continually ringing the bell. Unfortunately he got the wrong boy, he had been trying to stop those responsible. The driver had quit EN six years ago when he resigned after being suspended following an incident in which rubbish was being thrown out an upstairs window and he had pulled in a boy who had his head out of the window.

October 31st: Great Tey Parish Council have opposed a planning application for the parking of six coaches at Warrens Farm.

November 5th: Fingringhoe Parish Council are asking for a late afternoon bus on Saturdays and for more Rowhedge journeys to be extend to the village. They were concerned that bus operators had not been informed of a recent bridge closure and chaos had resulted, even in normal times few drivers knew the correct route.

November 11th: Bus drivers are unhappy at Essex County Council deciding to run services on Christmas Eve and New Years Eve. The County said "It is our policy to promote public transport to discourage drink driving particularly at Christmas and New Year".

November 12th: New ticket machines are being blamed for delays to EN buses. A Maldon passenger, sorry customer, complains that the 0725 from Maldon didn't arrive in Colchester until 0855, half an hour late, and that the following journey caught up. She had the impression that drivers had not been trained on the new ticket machines which will be fitted to all EN vehicles by the end of the year. Derek Trotman of EN claimed that all drivers had been trained and delays were due to car drivers diverting to avoid road works on the A12. The new machines work out the correct fare once the passengers destination has been entered and allows the introduction of new fare deals.

November 13th: Eastern National plan to make saving of £200,000 by revising arrangements for overtime and meal allowances. The TGWU is needless to say unhappy. EN would not comment until negotiations were completed

November 14th: Braintree Tourist Information Centre is taking on the task of issuing Eastern National season tickets, bus passes etc. as they are more conveniently located for users. A plea from a mother who received no help when trying to board a bus with two children, a buggy, and a number of bags of shopping. Her 4 year old fell over and asks why nobody offered the child steady hand.

November 19th: Essex County Council will not be renewing the contract for Service 19 in Colchester, the service costs £3,200 a year to run and averages 2.9 passengers per journey. The service runs between Greenstead Estate and the General Hospital and it is claimed that passengers can use existing services with a change in the town centre. Town councillors are not happy and want the service to remain. Service 377 is also being withdrawn, costing £1,400

it averages just 3 passengers.

November 26th: Traffic snarl-ups in Colchester are causing severe delays to bus services. The new ASDA store at North Station is responsible for some Service 2 buses which terminate at the store having to run empty via Mill Road to High Woods to get back on schedule. Journeys are not being lost as extra buses are being used.

November 27th: First Group are to order 800 vehicles worth £80m for delivery in 1988. Wrights are supplying 310 Axxess Flioline single-decks. Alexander 100 Royale double deck, Dennis 100 Dart SLF midis, of which 55 will be Pointers; 105 Mercedes Vario Beaver 2 and 25 Plaxton Palatine double deck. The remaining buses will be for Centre West but models have not yet been decided. All will be delivered in the new corporate colours of off white with dark blue and magenta lining but existing subsidiary names will be carried. This brings the total investment in new stock over the last 30 months to £165m.

Chelmsford Cab Co has had 62 of its 64 registered services axed by the Eastern Traffic Commissioner Brigadier Compton Boyd leaving only the Chelmsford Loop and a service registered in 1995. They will be unable to apply for any new local service licences for 6 months although their 'O' license was increased from 109 to 129 vehicles. Checks revealed that attempts to board many of the 29 schools services claimed to be available for the general public had proved fruitless. Many services were not being operated, those that were did not operate according to the registered routes and destination boards were not being displayed. Many of the axed services continue to operate as school contacts not attracting fuel rebate. None of the schools had complained and there were no problems regarding maintenance, finance or reputation.

November 30th: As part of the First Group 1998 order Eastern National are to receive 10 double deckers, 10 half length single deckers and what are described as 10 people carriers. All will have low step access, internal climate control, extra leg room, air suspension, low noise low emission engines and electronic destination panels. Delivery will be from April but four buses from this year's order will arrive by the end of December.

November 28th: Colchester Council are considering commissioning consultants for a £15000 study into bus and rail interchange facilities to see what needs to be done to boost use of public transport over the next 20 years in line with government policy. A Wivenhoe reader wants to know why Eastern National buses are running 20 to 30 minutes late yet Cedrics are able to run to time. She also complains of overcrowding caused by using single deck vehicles, passengers are often left behind. Robin Wheatcroft from ECC attended a Winstree Hundred Parish Council meeting to outline options for re-introduction of bus services to Gt. and Lt. Wigborough. The first bus in the new Arriva livery will make its debut on the streets of Colchester on December 1st. It will take up to 18 months before all the buses are repainted. Once the resignalling scheme has been completed Great Eastern Railway annual season ticket holders will be able to use their tickets at weekends to travel anywhere on the GER taking another adult free of charge and up to four children at £1 each. There is no mention on the availability of bus/rail season tickets.

December 1st: Another EN driver has been attacked while working Ser 64 in Colchester. The passenger didn't have enough money for his destination so bought a ticket for the money he had. On getting off he punched the driver breaking his glasses who was only slightly hurt but a bit miffed as the buses he normally drove had screens fitted.

December 4th: The debate over the running of buses on Christmas Eve and New Year's Eve finally reached BBC Essex. A former EN driver said that last year had run empty and

there was no point in running them This brought a number of responses which can be summarised ; if people are too be encouraged to use buses then they must be there when they want them - there used to be services on Boxing Day especially New Years Day when many shops re open. Other people work unsociable hours, the drivers knew it when they took the job

Original reports appeared in East Anglian Daily Times, Colchester Evening Gazette, Essex County Standard and Coach & Bus Week

Comment: 70% of callers to the newspaper concerned while not completely condoning the action of the bus drivers faced with rowdy children supported their motives. Indeed surely not a driver has a right under the regulations to remove a troublesome passenger from his vehicle. Pull the kids head in and he's in trouble; a headless child..... its a no win sitation chaps. While it may appear to be uncaring not to help a woman with small children and shopping it avoids a potential nightmare The driver helps, he puts his back out and has to retire - not in his job description so possibly no compensation. Take hold of the child's hand and find yourself up before the magistrate on an assault or child molestation charge. Despite the logic of a town centre change of vehicles if Ser 19 is withdrawn its not so easy in the real world. Towards the Hospital both Ser 1 and 4 arrive at the same time Ser 2 and 8 depart - even a minute late and its up to half an hours wait. On the return the 1 or 4 depart a minute before the arrival of the 2 or 8!! The simple answer is a two hourly service by running Ser 102 through Greenstead and extend beyond North Station to The General Hospital - additional running time and mileage on n existing contract is minimal.



WESTCLIFF ON SEA BRISTOL KSW

THE FIRST Bristol KSW delivered to WESTCLIFF was unique in that it was a Bristol engined version, registered DJN560 it arrived in 1951, followed by Gardner engined EJN627=632, FJN156=159 were delivered in 1952, the FJN were the last to be delivered in Westcliff red livery, these four spent most of their lives at Hadleigh depot where they replaced former Benfleet and Distict Daimlers mainly on route 3, In the same year UEV830 840=842, UVX664=666, FJN161=162 arrived in standard Eastern National green livery with Westcliff fleetnames. In 1953 VNO867=868 WNO472=479 were delivered. By 1965 WNO474=475=476=479 were converted to opentoppers by the Company. Of the original Westcliff KSWs VNO868=WNO478 are preserved and WNO479 is still owned by Eastern National in 1997.

THE EASTERN NATIONAL TIGERS
PSU PSUC TRC

The concluding part of this series looks firstly at the PSUs of which six came with the Westcliff fleet in 1952, these were 133=138 FJN 212=210=211=218=208=209, originally ordered by the Ccity Coach Company, they were delivered direct to Westcliff, they carried Burlingham Seagull bodies with C39C seating. Only one other PSU1 was operated, this was the only vehicle acquired with the business of Rose Bros. of Chelmsford in 1957 numbered 015 it carried a Thurgood body.

In April 1971, two Tigers Cubs PSUC1 YAL368=9 with Metro Cammel B44F bodies were acquired from East Midland R368=9, they were only operated by Eastern National for a short period, being withdrawn in November 1972.

The final Tigers were the TRC=TL 1110=1127 HHJ371Y=3832Y. A691=0HJ=6960HJ were delivered in 1983, these had Alexander TE DP 53F and carried a variety of liveries including Highwayman and National Express, most of these have now been sold, three remain with Thamesway 1112=4=5 HHJ373=5=6 for contract and occasional stage service.

In 1985, two Plaxton Paramount 3500 coaches were delivered 1128=9 B696=7WAR followed in 1986 by four Plaxtn Paramount 3200 coaches 1130=33 C130=3HJN..

ESSEX BUS NEWS



Material for January FBN should be with Sub Editors by 3rd January and
and Man.Editor by 12Jan.