

ESSEX BUS NEWS

The Monthly Magazine Of The

ESSEX BUS ENTHUSIASTS GROUP

NOVEMBER 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 319



Badgerline have now sold the Bristol RE with the prototype new style ECW body. This vehicle was EN 1404 and it is seen in the summer sunshine a few years ago at Colchester Bus Station.

Ian Ransom

ROCHFORD MEETING

The final meeting of 1990 takes place on 11th December and will feature a Bus Quiz. All members are welcome to attend for what should be a most enjoyable evening. The meeting will as usual be held at the Freight House adjacent to Rochford Station commencing at 8pm. Bar facilities are available.

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SUBSCRIPTION RENEWALS FOR 1991

Members whose magazine subscriptions run out in December will hopefully have already found the pink renewal form in their envelopes. Please return them with your cheques etc. to the Membership Secretary as soon as possible as it makes his job easier. Also please heed the request to NOT staple cheques to the form. This will save time and effort (and cut fingers!). Paper clips are acceptable and reusable!

It is most unfortunate that the subscription rates have had to be raised once again but both the Post Office and our printer have or will raise their prices. The latest Post Office price rises means putting an extra 24p per year on our subscriptions alone. It would be nice to stabilise our prices for a couple of years but quite frankly the Group does not have a large enough membership to help cushion fluctuations in membership totals.

MAGAZINE QUESTIONNAIRE

Members will find a questionnaire enclosed with this months magazine. It would be appreciated if you would take the time to complete it, as it will enable us to provide you with a magazine that covers your interests. Members may return the completed questionnaire to the membership secretary with their subscription or send it direct to the magazine editor.

Many thanks to Colin Sigston for taking the time and effort to design the form.

OLD MAGAZINE SALES

Back issues of all the magazines produced by the Group since January 1987 are available for sale by post. So if you've lost a copy or two or have only been a member for a year or so and would like to complete your set then send your order to the Membership Sec. (address on front cover). Prices are 45p each or £2.50 for 6 issues inclusive of postage. Supplies of the early issues are now running low so obtain them now!

SERVICE REVISIONS IN ESSEX

Following the introduction of the new style timetables by Essex County Council, it has been decided to show alterations to commercial services under the heading of the operator concerned. Alterations to ECC tendered services will appear under a separate heading.

Publicity will now also appear under the operators heading and it is hoped that these moves will improve the layout of the magazine.

EASTERN NATIONAL

Allocation Changes

10/90 1940 Pool; 1750 Pool-CR; 1760 CR-D/L(D)

A number of allocation changes are planned for 11/90 and these will be given next month.

Vehicle News

Further to 318/3 Leyland National 1940 (KEP 829X) was in fact with the South Wales subsidiary Brewers prior to moving to EN. 4501/3/9 carry 'T' shaped adverts for Ruddles and are thought to be the first coaches to carry side adverts. Leyland National 1940 spent most of October parked in CF depot and has not yet entered service.

Unusual Workings

30.9.90. CN 0211 and 3500 in use from the driver training school. Open top 3500 has a tarpaulin over the upper deck. 3500 was still present on 14.10.90. and 0211 was still there on 28.10.90.
4.10.90. BE 1125 on service 353 (usually LN operated).
DT 4014 on service 53 (and again on 23.10.90).
7.10.90. BE 1125 on service 452 (usually LN operated).
13.10.90. CF 1856 on service 53 (CR 1793 returned on this duty and it is assumed this vehicle failed on 12.10.90).
21.10.90. CF 1112 on service 56C, CF 1867 on service 451 and CF 1873 on service 53A. (An unusual mixture on a Sunday when Lynx usually operate all services).

A number of vehicles have been on loan in recent weeks. CF 1764 has been at BE during late October, CR 4503 and BS 4510 have been at CF for most of October as 4511 and 4512 are out of service. Leyland National 1740 returned from Thamesway during late October and has since been in use at BE depot.

Initial Disposals

1760 (MAR 782P) Brewer, Caerau, 10/90.

Subsequent Disposals

1204 (BNO 690T) Seats removed and then withdrawn by Rhodes, Wawne, 7/90.
1208 (BNO 694T) Went to Coombes, Weston Super Mare, by 8/87 (additional to Mag. 298).
1403 (VHK 176L) Has never been used by Carter, Colchester.
1404 (929 CVJ) Sykes (dealer), Barnsley, 8/90, ex. Badgerline, (VHK 177L) 2079.
1703 (WNO 552L) Maun Buses Ltd., Mansfield, 531, 2/90, ex East Midland Motor Services, Chesterfield, 531.
1709 (WNO 558L) As 1703, fleetnumber 532.
1712 (WNO 561L) Re allocated from Perth to Spittafield by Magicbus (Scotland), 221, c. 7/90.
1715 (WNO 564L) Withdrawn by Midland Red (North), 798, 8/90. Thence to PSV Services (Birmingham), 8/90, it is thought that the vehicle has been acquired by the dealership, however, PSV Services is

also a PSV operator.

1729 (NEV 686M) Withdrawn by Milton Keynes Citybus, 686, 7/90; thence to Batterick and Brown, Blackburn. 8/90.

2710 (90 TVX) Re-numbered by Top Deck Maintenance & Repair Centre Ltd., Horsell Common, Woking, 11/89, in alphabetical order of names. New number 41.

2780 (993 KOO) Noted adjacent to the premises of North (dealer) Sherburn, 8/90. Is this vehicle now with him?

2839 (LWC 665C) As 2710, new number 29.

2853 (OVX 297D) As 2710, new number 45.

2875 (STW 763D) As 2710, new number 36.

2877 (STW 765D) As 2710, new number 39.

2892 (WNO 980F) As 2710, new number 46, since burnt out.

2900 (WVX 527F) As 2710, new number 9.

2913 (WWC 743F) As 2710, new number 1.

3008 (SMS 34H) Wigley (breaker), Carlton, by 1/90, ex. Mac, Roydon.

3009 (SMS 35H) Withdrawn by Crossville Wales, DVG 556, 6/90, thence to Martin (dealer), Middlewich.

3010 (SMS 36H) As 3009, fleetnumber DVG 557.

3031 (PWC 514M) LA- LONDON OMNI BUS, Sherman Oaks, Los Angeles, California, USA, by mid summer 1990. (additional information to Mag 302 - note the spelling of omni bus).

GENERAL

Chapel Street, Billericay reopened to buses during September. It may be recalled that this road was closed to all heavy vehicles during early 1989 after a lorry struck an overhanging building. This section of road has now been realigned but retains a 7.5T weight limit with the exception of buses.

SERVICE REVISIONS

- 47 Chelmsford Bus Station to Chelmer Village via Springfield Pk Operates Monday to Saturday at 20 minute intervals from 12.11.90. This service will be minibus operated and replaces part of service 48.
- 48 Revised to operate from North Melbourne to Chelmer Village via Chignall Estate, Town Centre and the Army and Navy. Converted to minibus and increased to 15 minute frequency from 12.11.90.
- 53 Certain journeys revised to serve schools in Witham from 14.10.90.
- 55 Minor changes to Saturday evening services from 13.11.90
- 56 group Minor route and timing changes introduced from 21.11.90.
- 122 Revised route in the Harwich Quay area introduced from 6.11.90.
- 330 The pm journey to Alec Hunter School was revised from 14.10.90.
- 353 Certain journeys rerouted to serve Alec Hunter and Beckers Green schools from 14.10.90.
- 451/2 Journeys toward Chelmsford were revised to operate via Court Road, Broomfield from 28.10.90.

PUBLICITY

Timetable leaflets for services 47,48 dated 12.11.90; 712 dated 3.9.90; and a joint with Thamesway leaflet for services 152/3/4 dated 21.10.90.

Autumn and Winter Days Out from Mid and North Essex.



New Vehicles

The seating capacity of 1001-4 is H47/31F. However at the time of writing none of these vehicles had entered service.

The six Mercedes for service 362 will have Reeve Burgess bodies. This service will commence on 1.12.90.

Vehicles on loan

4504 has returned to Southend from Badgerline and further details on the dates of this loan would be welcome.

On 22.10.90. 4506 has been on loan to South Wales at Swansea. In return SWT 930 (RTH 930S) a Bristol VR with ECW convertible open top has been at Southend. This vehicle seats CO43/31F.

Acquired Vehicles

A number of ex Badgerline Ford Transits were noted at Basildon garage during late October. These included C483/495/503 BFB with at least three others also present. They are in full Thamesway livery and further details will be given when available.

Repaints

The following have been repainted into Thamesway livery by Tom Sanster during October 1810,1840,1900,1902,1906,1907 and 1915.

General

It has been confirmed that the wavy line has been dropped from the fleetname (further to 318/5).

Service Revisions

Further to 318/11 the revisions to services 26/A and 151 did not take place.

Publicity

Timetable leaflets for services 2/2A; 15/15A,26; 232,233,234,250, 15; 235,236; 501-506; 520,521,242 all dated 22.10.90. and for services 250,251,551 dated 21.10.90.

Southend Transport

These notes are correct to October 30.

Vehicles

ACQUIRED: a further ex Clydeside RM to arrive for spares or resale is LDS 284A, formerly RM 546 (originally WLT 546).

Tiger/Plaxton 553 (A141 EPA) entered service in late October and sister 555 (A144 EPA) was due to go into traffic from November 1, along with LN 714 (NPK 241R), all now in fleet livery. RCL 121 (CUV 256C) has been repainted and fitted with a canopy number blind, and will be licenced from November 1 but may not enter service until later in the month; it has not yet been reseated. The former Crosville Wales Olympians 259/60 are also being prepared for service and have been fitted with ST style destination gear; 259 is repainted already any may be in traffic from November 1.

MODIFIED: in the light of the new regulations regarding the operation of centre exit doors, to become effective next year, 242 has been converted experimentally to single door. It is likely to be upseated by fitting two single seats opposite the foot of the stairs. The only alternative to such a rebuilding is the fitting of special electronic interlocks to automatically reopen doors if someone is trapped in them.

WITHDRAWN: 531 (BHK 209X) was withdrawn in October and sold to Shaws of County Durham.

SUBSEQUENT DISPOSALS: Leopards 506/7 (BTE 206/7V) have been withdrawn by Brighton Transport (Lewes Coaches fleet) and advertised for sale. Fleetline WJN 362J, noted in 317/8 as acquired by South Notts for spares was broken up shortly afterwards.

Service vehicles - acquired: is dark blue Sherpa van 003 (A973 MPU).

Services

We can now give the remaining details of the revisions introduced on October 28:

- 1, 23A, 29 Slightly revised timings
- 3A Improved M-F peak T/T, incorporating most service 13 journeys
- 4A Addn'l M-F jnys, 0836 Bournes Green-Shoebury, 0900 Shoebury-CBS
- 9A Frequency increased to half hourly M-S days (hourly evenings) and all journeys now run through to Rayleigh Station (except 3 morning peak workings which still turn at Eastwood, Silver Jubilee) - previously the day time service ran mainly to Rayleigh High St & the evening service to Eastwood only.

- 12 As well as the changes noted last month this route is extended at the Southend end from CBS via 7 to Lifstan Way, then Lifstan Way to Eastern Esplanade, then via Thamesway 20 to Thorpe Bay Corner (the terminus being the same as the trolleybus rte 52 & latterly that for the 8 till 6/81). Thorpe Bay is served 0930 until 1630. The journeys to Paglesham (the old 10 route) are the 0842 ex CBS & 1230 ex Thorpe Bay (ret at 0927 and 1327). The extended section has a highly optimistic 6 minute running time! Finally, the journeys via Manners Way rather than the Hospital and Bell (numbered 12A) run in the peaks (M-S), to/from CBS.
- 18 As well as becoming a commercial operation, this is re routed via North Shoebury (as 4A) rather than the Rose Inn (as Thamesway 4).
- 62 Diverted from Prittlewell Chase via Bridgewater Drive rather than Southbourne Grove and the A127 (ie now via ST 16/16A).
- 66 This does indeed replace District Bus 116 (last day 23 Oct) but does not serve Plumberow Mount (neither, it appears did the 116, despite the route stated in the tender). Therefore runs from CBS as 8A to Hockley Spa, then 7 to Lower Road, then Stephensons 60C to Dome. As well as the round trip to Southend, there are positioning jnys to/from Ashingdon Schs (then as 7 duplicate to CBS). This service is scheduled for minibus operation.
- X1 The journeys diverted via West Thurrock Lakeside shopping complex are the 0930 to 1530 ex CBS, 0845 to 1345 ex Hyde Park Corner.
- X2 Additional M-F peak journeys introduced between CBS and Basildon, 0657 (ex Vic. Circus) and 1700 out, return 0738 and 1758 (latter as a duplicate to the 1615 ex Hyde Park Corner). X2, it will be recalled, is the same as X1 but serves Pitsea Broadway & Ashlyns.

General

RM 105 has had its roof repaired using parts from scrap bus RM205 after hitting a petrol station canopy. That was almost RM205's last act, as the remains were towed away by PVS during October.

Exterior advertising on ST buses is progressively being changed to painted adverts in place of vinyls, much to the benefit of vehicles' appearance.

The opening of the new Lakeside shopping centre at West Thurrock brought massive traffic jams on the first Saturday (October 27) with X1's (not yet diverting into the centre) being delayed by 45 to 75 minutes. At one point the traffic jams stretched back as far as the Chequers at Dagenham!! (7 miles). Still, spare a thought for Kentish Bus, whose 426 service from Dartford to Lakeside also has to contend with the Dartford Tunnel roadworks - these have probably doubled the normal vehicle requirement needed for this service!

Publicity news

The October 28 changes were accompanied by new leaflets to the usual style, for service groups 3A/5/13, 4A/4B/18, 9A, 12/12A, 62/A, 63, 66 and X1 (the latter being issue 36). Most surprisingly, a new edition of the free timetable book has also appeared, this time with a full colour cover and two colour printing inside. This really is an excellent little book, now including plans of bus stops in CBS and at Victoria Circus (where all the stops have recently been lettered by ST). A list of contracted services is given, but no timetables. Interestingly, no mention is made of the Southend Travelcard in the various sections about fares and passes. The timetable book is not on display in enquiry offices but is available on application and is given free to Silvercard/Goldcard holders.

Route workings

The October 28 changes have made some changes to vehicle workings, viz

LN's: there are now 14 workings for 14 vehicles, so expect to find Fleetlines on LN work at times. As 9A and 12 no longer interwork, most 12/A's will be LN; the Southend to Basildon X2's are also scheduled for LN operation.

RM's: there is no longer an RM working on 13 (the 1700 is now a 3A) but the new 4A Bournes Green-Shoebury-Southend M-F journey at 0836 noted above is RM worked (off the 13 arriving at Bournes Green, which previously ran back to the garage as a 7A dup - thus there is no longer a scheduled RM working on 7A); the M-F RM workings on 63 now run later in the afternoon, not coming off until 1732, and there is a later odd journey on 63 at 1935. The other M-F 'odd' workings on 4A (1905 CBS - Shoebury & return), 23A (1816 Leigh Stn - Eastwood Rise & 1838 return to Leigh Church) and 62 (1815 CBS - General Hospital & dead to garage) remain. On Saturdays, the single working on 9A (the retimed 1842 ex CBS) now goes through to Rayleigh instead of Eastwood.

An unusual working on Friday October 5 was RM 101 on the 1640 ser 5.

OTHER OPERATORS - South East Essex

District Bus, Wickford: the 2 Iveco 49.10's with Carlyle Works B25F bodies are F995/6 XOY, with fleet numbers 6/7. The latter had not been delivered as we went to press and in its place a similar Carlyle demonstrator (G136 GOL) was on temporary loan. Fleet numbers have now been allocated - the Sherpas are 1-4 (E962 SVP, E509 TOV, E105 SOG and F892 XOY) and the LN (HPF 325N) is 5. Further route changes in addition to those noted 2 months ago are the loss of 116 (Shotgate-Rochford, Tuesdays - part replaced commercially by ST) but the gain of a new ECC contract 21, Sats, North Benfleet to Basildon from 3/11, replacing Nelsons' commercial operation with the same route number. In addition, commercial 103 was diverted from 29/10 away from Gordon Road in Vange to run instead to Pitsea Broadway (via Sunday route 241).

Nelsons, Wickford: most unusually, Dodge minibus D201 YDX (ex Ipswich) has received a non suffix registration, BIL 4419! (the boss being, of course, Bill Nelson).

Stephensons Coaches, Rochford: has had Tiger/Paramount 3500 A25 JFA on loan in dealer white (originally it was with PMT) for use on Anglo Scottish services for Caledonian Express. During October, for 3 months, contract route 224 was due to be diverted from West Hanningfield via Galleywood to Baddow, due to a road closure. A further VR acquired is TBW 451P, with ECW DPH39/27F body, ex South Midland, via Ensign (dealer).

AND FINALLY . . . much interest and speculation surrounds possible service changes in the Southend area. The recent ST changes noted above represent a further slight incursion into 'traditional' Thamesway (ex EN) territory. It now seems to be freely admitted that the EN revisions of November 1989 were a mistake. Since then, Thamesway have negotiated minibus agreements at both SD and HH depots and rumours abound of a major series of changes early in 1991, which might see Thamesway at last respond to the competitive threat of the shuttle buses of TV Taxis. In the sub-editors's opinion, will see the gloves off and Thamesway and ST engaged in a real competitive battle. Sadly, in the long run it will probably be the passenger that suffers!

THAMESWAY LTD. Opening fleet as at 29.7.90

0201/25-60, 0755/6, 0800-4, 1113/6/8/22/4/6, 1400/4-6/9-12/7-24,
1721/5/38/42/4/8/52/3/5-8/61-3/5/7/70-3/6/7/9-81/4-9/91/5-9, 1800-3/8-10/4/7/8,
1820-3/5/6/30/5-40/5-9/52-4/7/9/64/6/8/9/71/5-84/6-9/91/3-8, 1900/2-8/11-3/5/8-20/2,
2200, 3065/7/8/71-6/80-2/5-90/6-9, 3100-2/4/5/7/8/10/3/5-26/9, 3205-9/11-7,
4000-2/9-12/8/9, 4500/2/4-8.

EASTERN NATIONAL LTD. Remaining fleet as at 29.7.90

0120/1, 0200/2-24, 0750-4, 1110-2/4/5/7/9-21/3/5/7-30, 1308-10,
1401-3/7/8/13-6/25-9, 1500-2, 1737/40/1/3/5/7/50/1/4/60/4/6/8/9/74/5/8/82/90/2/3,
1804-6/11-3/6/9/24/7-9/31-4/41-4/50/1/5/6/60-3/5/7/70/2-4/85/90/2/9,
1901/9/10/4/6/7/21/3-33/5-9, 2201-3, 2383/4, 3033/8/41/8-64/6/9/70/7-9/83/4/91-5,
3103/6/9/11/2/4/27/8, 3200-4/18, 3500/1, 4003-8/13-7/20/1, 4501/3/9-12.

COLCHESTER BOROUGH TRANSPORT



Vehicles

The two new Volvo coaches arrived on 18.10.90. and entered service almost immediately. They are registered H107/8 JAR. It is hoped to give complete details next month.

The new Lynx will be numbered 30. It had not arrived by 1.11.90. Ipswich Buses 37 and CBT 15 returned to their home towns around 10.10.90.

Services

A number of errors were made in Mag. 318/10 for which I apologise to CBT and local correspondent. The correct version appears below

- 2 Uses a new road between Myland Hospital and Gilbert School this being an extension of Brinkley Lane. Hence this service no longer serves Severalls Lane resulting in reduced running time. Service 2B retains two inward morning and two outward evening journeys during peak periods.
- 3 Terminates at Chaveling Road, Old Heath. One journey remains on service 3A at 0717 ex Longridge Park.
- 4 Revised timings apply to two journeys during afternoon school times. The 2108 and 2208 to Greenstead and 2128 and 2228 return journeys are now under contract to ECC.
- 5 Is reduced to two journeys together with the morning peak journey from Horkesley Heath (operating as a joint 8A/5). 5A journeys operate to Tollgate during the main part of the day with most afternoon peak and evening journeys terminating at Fiveways. On Saturdays this service runs Tollgate to Town Centre only. Service 5B is withdrawn (see service 8A).
- 6 The only change is on Saturdays the 1807 ex Osborne Street and 1835 are withdrawn. From the 2035 ex Head street all journeys are under contract to ECC.
- 7 The 2300 ex Blackheath is withdrawn. The lunchtime journeys to the Woods factory are now service 7 ex service 3.
- 8 Extended running time introduced between Monkwick and Osborne Street. Alternate journeys operate to Horkesley Heath. Evening journeys are all 8A at 65 minute intervals.
- 9 The section of route between Tollgate and Home Farm has been withdrawn with the exception of some peak journeys which serve Halstead Road Corner. All journeys operate via St Christopher Road and St Cyrus Road and terminate at Higwoods via Severalls Lane. Service 9A is reduced to two peak journeys.
- 21 NEW SERVICE. Tollgate- New Farm- Dugard Avenue- Prettygate- Drury Road- Town Centre. Four round trips are operated from Osborne Street at 0920 to 1220. The Metrorider then operates the 1235 to Tufnell Way (service 7) then operates to New Farm at 1316, returns dead and then operates the other service 7 to Tufnell Way. The 21 operates Monday to Friday except Thursday.
- 39 NEW SERVICE. Longridge Park- Harwich Road- Town Centre (extended off peak and Saturdays to Prettygate and Home

Farm). Replaces service 31 between Longridge Park and the Town Centre and service 9A between the Town Centre and Home Farm.

74A The pm journey from Tufnell Way is now operated as service 5

Of interest is that after over 25 years Myland Hospital is no longer a terminus. While Drury Road gets its first regular bus service after almost 90 years of public transport in Colchester. Services 3,9,39 are interworked by 4 buses mainly Lynx. Service 75 is now Metrorider operated.

Publicity

In connection with the above changes a Bus Map and Guide dated October 1990 is available. Timetable leaflets for services 2,2A,2B; 3,6,6A; 4,4A; 5,5A; 7,7A,7C,7D; 8,8A,8B; 9,9A,39; 21; 74A all dated 29.10.90. are also available as is a leaflet giving basic details of the changes.

OTHER OPERATORS REST OF ESSEX

HEDINGHAMS with regard to the note in Mag. 316 regarding the use of a VR on service 105, the same vehicle L147 was noted on the 105 on 11.5.90. and has been a sporadic visitor ever since depending on which driver is on the duty.

JACKSONS (Bicknacre) have acquired a Mercedes minicoach B897 AGJ while Bedford YMT/Plaxton 24 FLC has passes to APT (Rayleigh) as TUR 140R.

OSBORNES (Tollesbury)The 0730 ex Tollesbury to Witham was retimed from 2.10.90. to provide a train connection.

ESSEX COUNTY COUNCIL

15 Revised to operate via Colne Bank Avenue, Colchester from 29.10.90.

LETTER TO THE EDITOR

I have been meaning to write to you for a long time concerning the cover photo on the February 1988 issue of EBN. It shows Coastal Red VR GOG 632N on route 123 at Thorpe-le-Soken village. I would point out that during the time that Coastal Red operated this service it did not pass through the village. It operated from Clacton to Manningtree via Weeley, Tendring and Horsley and worked on Fridays only. I would suggest it just happened to be carrying that route number (journeys on 123 were normally single deck operated) at the time and that it is mid afternoon and about to turn right onto the B1414 to pick up children from Thorpe school. Coastal Red had several contracts to carry children from this school.

Michael Allen

Many thanks to those of you who have written articles for inclusion in the magazine and rest assured these will be included as soon as space permits.

7 & J. Sangster



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Next months magazine will feature an article titled "Buses In The Dengie". One of the operators featured is Pride Of The Marshes, who operated a small fleet until 1929 in a medium blue livery. Chevrolet (VW 790) was one member of the fleet.

EBEG Collection

CONTRIBUTIONS TO THIS MONTHS MAGAZINE WERE RECEIVED FROM:-
M Allen, R Dennis, P Hallis, I Mayoh, A Osborne, C Sigston,
G Toon, District Bus, Eastern National, Grey Green Enthusiasts
Club, LOTS, PSV Circle and Southend Transport.

DEADLINE FOR CONTRIBUTIONS TO NEXT MONTHS MAGAZINE IS 28.11.90.