

ESSEX BUS NEWS

January 2000

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

429



FORMER HARRISBUS VOLVO B9M PLAXTON B37F D302PEV IN SERVICE
WITH RAI TRANSPORT IN BIRMINGHAM

RICHARD DELAHOY

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ESSEX BUS NEWS
429
EDITORIAL

A HAPPY NEW YEAR TO YOU ALL

429 FOCUS OF THE MONTH

OHK 429 Colchester Borough Transport No1 was a Daimler CVD6 with Roberts H56R bodywork, one of five purchased in 1949, it was withdrawn in 1966 and sold to Palmer Brothers at Colchester. No 4 OHK432 is preserved and has recently been rebuilt and is now back on the rally trail.

Arriva Southend to get new double deckers.

Thamesway got Father Christmas to help them out on Christmas Eve on the Canvey Clipper, 'well done Santa'.

MEETINGS Freight House Rochford 8pm

February 8th Slide Show by Chris Stewart 'Around the 70s'

March 14th Group AGM.

April 11th Programme to be announced.

Next month marks 80 years of "Buses in Brentwood" and a Brentwood Special will be featured in Essex Bus News

Chris Stewart is missing Essex Bus News 12-42 and 57-59 from his collection. Any member who wishes to dispose of their collection or is willing to loan them to Chris to photo copy. Please contact him on 01277 221808.

Stephenson of Rochford are operating Dennis Falcon PJU90W Duple B51F on their school services, is this the first Falcon to operate in Essex?

It is with great regret that I have to announce the sudden death of Mike Merton a former Transport Manager with Colchester Borough Transport on 4th January, our condolences are given to his family and friends

Contributions for this Edition of EBN received from Essex Buses, Arriva Southend, Arriva East Herts and Essex. Dave Reynolds Arriva Colchester, Colin Sigston, Ian Taylor, Phil Ford, Richard Delahoy, Chris Stewart, Bill White, D.R MacGregor Heddingham Omnibuses,

Contributions for next months EBN should be with Sub Editors by 4th February and Managing Editor by 8th February..

The end of an era for Southend passengers?

Richard Delahoy

Late autumn 1999 witnessed the hasty removal of some lettering on Arriva Southend's coaches - the offending words had read "365 days a year" but that proud claim was to be no more, as no Arriva bus or coach services ran in south Essex on four days over the Christmas/New Year holiday.

Southend Transport had been one of the very few operators to run on every single day of the year, but even that had not always been so. Going back to the 1960s, the general pattern was that Sunday services were operated on Public Holidays. This included December 26th (Boxing Day) but not Christmas Day - and remember that New Year's Day was not a public holiday in those days.

I have not been able to trace the last year that normal services were operated on Christmas Day itself - does anyone know for certain? By the mid 60s, there was only an isolated return trip on service 7 running on Christmas Day and this last ran in 1967 (the 0638 Central Station to Ashingdon Schools and 0704 return - was this for the benefit of staff at Rochford Hospital?). In passing, I should also mention that some buses on Christmas Eve were still out on the road past midnight, so technically there was always some service on Christmas Day. Indeed, in contrast to today's early run in on Christmas Eve, in the 60s there were **extra** buses on that night, such as an 0028 Central Station to Golden Cross service 7 (returning dead to garage).

Thus from 1968 onwards there were no buses at all on Christmas Day, and a Sunday service on Boxing Day - this applying to all routes throughout the Co-Ordination Area and hence including operation by Eastern National as well as ST.

Boxing Day special services start

However, in 1971 Boxing Day fell on a Sunday and the following day, the 27th, was declared a Public Holiday instead. ENOC decided not to operate at all on the 26th and ST stepped in with plans to run a limited service on their own, to include services beyond the Co-Ordination Area boundary. Thus, ST buses were to be found on the 20 to Runwell Hospital and 251 to Wickford, as well as operating on some Co-Ordination Area routes normally run by ENOC.

In subsequent years, ENOC decided not to operate on the 26th whether or not it was a Public Holiday and ST have provided special services. Out of area operations featured the 2, 11, 19, 31, 151, 251 and 400. However, apart from the highly successful 400 operation, the other out of area routes were poorly used and last ran in 1977, although once January 1st also became a holiday, the 251 was reintroduced on New Year's Day in the early/mid 1980s.

In fact, 1976 and 1977 saw a repeat of the 1971 situation where the Christmas holiday coincided with a weekend; in 1976, special services therefore ran on both the 26th and 27th. However, from 1977 onwards a more reduced level of service has run on the 26th, as explained later. Services generally ran between about 0800 & 2400 (but with some exceptions) until 1987; from Christmas 1988, the operational day was cut back to roughly 0900 to 1800.

The one exception to all of this occurred in 1993, another case when a weekend intervened. In this year only, December 26th saw a repeat of the 25th's service, ie, a solitary return journey on the X2 to London, spoiling an otherwise unbroken (until now!) record of local service in Southend and environs.

Christmas Day

In 1976, Christmas Day operation was resumed, with a single return journey to London over the 400 route. This continued until 1981, but from 1982 (until 1998) the Christmas Day operation was transferred to Southend's own X1 route, initially right through to Heathrow but cut back to Victoria from Christmas Day 1988. From 1993 onwards, the service ran as an X2. The Christmas Day service has only ever offered one journey each way.

New Year's Day

January 1st became a Public Holiday from 1981 onwards. EN decided to treat it like Boxing Day and therefore did not operate. ST again decided to go it alone, on a similar basis to its established Boxing Day operations but covering a greater number of routes. This reintroduced out of area operations, with the 251 running as far as Wickford again. London was served by the 400, but the following year there was a normal Sunday service on the X1 instead, whereas that holiday, the Christmas Day and Boxing Day operations had been on the 400 to Kings Cross.

More recently, the level of service on New Year's Day has fluctuated but had latterly - until this year - stabilised with a full Sunday service being offered.

And so to the Millennium holiday . . .

There has been much comment about the premium payments being demanded by workers in many industries, to induce them to work over the holiday period. This has been compounded by Christmas falling on a weekend, thus December 27/28 are Public Holidays, the late decision to declare December 31st as a holiday and January 3rd being a holiday as well (as the 1st is a Saturday). With Arriva Southend being part of a large group, where some drivers were to receive premium payments to work LT routes, this caused further complications.

Accordingly, the decision was made not to run on December 25, 26, 31 and January 1. Never before has December 31 been bus-less. Neither Essex County Council nor Southend Borough Council seemed willing or able to fund any subsidised replacement services on any of these 4 days, partly influenced by the fact that few bus operators believed that they could resource any operations on these days. This is most regrettable, given the emphasis that the Government is placing on improving and enhancing public transport services and we must earnestly hope that it has not set a precedent for subsequent Christmases!

In conclusion

Southend Transport's special Christmas/New Year services have provided a useful public service (as well as a lot of interest for enthusiasts!). They have always been run without any external subsidy and have normally been staffed by volunteer drivers, including some part time/casual drivers in the period before deregulation, when this was not otherwise permitted, as consequence of an agreement with the TGWU. Even these measures were not sufficient in 1977, and some workings on the 400 were sub-contracted to Ensign Bus, using ST Fleetlines.

An article looking at the early years of the Boxing Day specials appeared in *Buses*, April 1979.

In next month's magazine, we will give a listing of the service patterns over the past 28 years.

ARRIVA SOUTHEND

ACQUIRED

Ex Arriva The Shires
2058 H408FGS Mercedes 811D Reeve Burgess B31F
Ex Arriva East Herts and Essex
2280 G80SKR Mercedes 609D Reeve Burgess B20F

WITHDRAWN

4309 A249SVW Leyland Tiger Duple 1/2000

DISPOSALS

Delete all disposals to First Red Bus
5322/5/8 De Courcey Coventry
5327 Reliance Lutton
5329 Porthcawl Omnibus
5331 Trimmer Travel Hornchurch

REPAINTS

Does anybody know the repaint date of Mercedes 2391 P481DPE, if you do please let Editor know. pjs.

UNUSUAL WORKINGS

15/12 Dart 3386 721
5/1 Volvo 5418 721
7/1 Volvo 5418 721
7/1 Olympian 5404 721

STOP PRESS

NEW VEHICLES

~~3286-3290 V286-290 HBH Dennis Dart MPD Plaxton B??F~~

~~These numbers are to be confirmed.~~

These are to be used on a route in the THURROCK Area.

The new Depot in Short Street will be operational from 28th January



Owing to the Christmas and New Year Holiday, it has not been possible to visit Head Office before our publication date. A full column will appear next month.

ALLOCATIONS

12/99 430-34 New - CF.

SERVICES

- 32 Further to EBN 426, this service is now under tender to Essex CC.
- 93 Revised timetable introduced from 4.1.00.
- 193 Ardleigh to East Bergholt. Revised route and timetable from 8.11.99.

UNUSUAL WORKINGS

- 12.11 CF 1407 on Diamond Service (normally Dart SLF)
- 14.12 CF 733 on service 36 (not a low floor route).

EASTERN NATIONAL IN PRESERVATION

With reference to the article in EBN427, kindly compiled by John Weeks, the following can be added to the fleet. Daimler CWA6 FOP429 was operated by Eastern National as 1199, and the ex Moores Guy 20 PVX (EN 2045) and ex City Leyland PD1 NVX311 (EN 2111) both still active in America. Bedford OB Duple ONO86 (EN 4065) was reported with Nostalgiabus and of course the veteran 2226 PU8156 an AEC Y type single decker. Now of course Leyland Nationals are joining the preserved ranks (makes you feel old doesn't it, ED) with 1707 WNO556L, 1718 NEV657M, 1833 VAR899S, and 1862 YEV320S already escaping the breakers torch. There are of course a number still service with other operators,



EASTERN NATIONAL Village Link 435 V435GTW Mercedes 0814
Marshall B23F at Bishops Stortford on service 5. These are painted in
the First Eastern Counties red/cream livery P FORD

NORTH ESSEX BUS SCENE

Heddingham Omnibuses

The following vehicle is an addition to the fleet:-

L308, (L73 UNG), Volvo B6 Alexander B38F ex Ambassador.

Disposals

L193, (D600 MVR), Leyland Tiger Plaxton Paramount C53F ex Shearings.

L195, (D584 MVR), Leyland Tiger Plaxton Paramount C53F ex Shearings.

Both vehicles have been sold to Kirby, Anston.

The following two Bristol VR's have been repainted:-

L202, (BRC 836T), ex Trent..

L203, (BRC 839T), ex Trent.

First Eastern National

One of the ex Eastern Counties Dennis Lances destined for Maldon outstation, still in First Eastern Counties livery, is at Clacton. This is Fleet No. 536, Registration No. K736 JAH. It has been allocated a Fleet number of 1516 by Eastern National.

Still in evidence at the depot are Eastern Counties Bristol VR, Registration No. BCL 216T, Capital Citybus Fleet No. 1941, Registration No. NLP 391V and the fire damaged remains of Leyland Olympian Fleet No. 4021, Registration No. C421 HJN.

OTHER OPERATORS - REST OF ESSEX

ABA BUSES DOVERCOURT Recently acquired is F698 KTT a Freight Rover 300.

ABOUT TOWN CANVEY ISLAND Have acquired F405 KKM a Renault Master from Page Minibus Hire, Fobbing.

AIRPORT EXPRESS SOUTHEND A recent addition is Renault Master E195 ERK A further Mazda E2200 minibus is J478 YTW. Freight Rover C158 HVP has been sold.

AMBER RAYLEIGH XJX 795V a Ford R1114/Plaxton has been acquired from Fourways, Highwood for spares. Acquired for service is G948 RHH a ?/Van Hool for which no further details are known at present. VHJ 264L (BIL 4710, ATW 584L) has been sold for scrap.

AMOS BELCHAMP ST PAUL VFT 935T a Bedford YLQ/Duple re-entered service in late 1999.

APT RAYLEIGH M213 NHP a Scania K1113/Irizar has been sold. Further to EBN 422, H2 APT is confirmed as being ex H984 LEF.

ASSOCIATED COACHWAYS HARLOW Volvo B58/Plaxton HIL 8132 (NJF 671P) was still in use here in December

BAR SERVICES HARLOW Renault Master minibus P931 PBX has been acquired.

BOBS MINIBUS SERVICES LITTLE OAKLEY Renault Traffic N827 BHC is with this operator.

BRANDON BLACKMORE END A Scania/Irizar 625 DAO (ex ?????) has been acquired. This replaces a Bova Futura, which previously carried this registration.

BUZZ HARLOW New service B4 from the Bus Station to the Bus Station via Bush Fair, Sumners farm and Staple Tye on Monday to Saturday was introduced from 6.12.99.

CEDRIC WIVENHOE Volvo coaches R5 CED and R20 CED carry Travelsphere names for use on tour work. Bristol Vrs in advertising livery are HWJ 933W for Sloppy Joe's Restaurant in Colchester and HWJ 934W for Brian Burton Engines in Colchester. A Bristol VR is being used for spares, thought to be HTC 729N ex S&P, Rochford.

COULSON HORNDON ON THE HILL Ford Transit SAZ 7360 (F179 KUD) has been sold.

CROWN BENFLEET Bova Futura D420 HPO has been re-registered B962 COX. LAG Panoramic F677 BBD now carries Ambassador names and a Southend phone number, although this is thought to be a trading name, rather than an operator.

DM TRAVEL WEELEY Toyota/Caetano D367 FUV is out of use at the Supreme depot at Thorrington.

EASTERN COUNTIES Service 96C between Ipswich and Colchester on College days only was reinstated from 5.1.00.

ECABS DUNMOW Citroen minibus P414 TDD has been acquired.

ENSIGNS PURFLEET Former Southend Fleetline MRJ 231W was in use on rail replacement work at Grays on 6.12.99. A revised timetable was introduced on service 325 (Ockendon to Chadwell St Mary) from 14.11.99. Service 324 (Romford to Gravesend) and 348 (Romford to Chadwell St Mary) had revised timetables introduced from 17.1.00. Service 325 was withdrawn from the same date. Vehicles are now starting to appear with Town & Country fleetnames, although reports elsewhere that this company has bought Ensigns bus operations, are subject to confirmation.

ESSEX EXPRESS The London Commuter services operated under this banner by Fargo, Rayne and Windmill, Copford had a revised timetable introduced from 4.1.00.

EOH COACHES HARLOW Have sold Leyland Tiger/Plaxton to Olympian Coaches, Harlow,

FARGO RAYNE A recent addition is ex Bluebird Buses TSO 21X a Leyland Olympian/ECW.

FLAGFINDERS BRAINTREE Here for some while and not previously recorded is Bedford YMT/Duple bus ELA 389T, thought to have been acquired with the Wiffens business. A service between Braintree Rail Station and the Braintree Freeport Shopping Complex began on 6.12.99.

FLORIDA HALSTEAD Leyland Atlantean/ECW RFR 424P has been acquired.

GLEW COLCHESTER Optare CityPacer D633 XVV has been withdrawn. DAF/Caetano A895 UGV (A321 JBJ) and Renault Traffic F821 KJN have been sold.

GODWARD COACHES SHOTGATE Acquired is J43 VWO a Volvo B10m/Plaxton.

GOODWIN BRAINTREE Acquired from Don, Dunmow is this operators first double decker TET 748S a Leyland Fleetline/Roe.

GRAHAMS KELVEDON Toyota/Caetano H392 CFT has been sold.

HALLS COACHES ELSENHAM DAF/Duple A32 UGA is a recent addition. Bedford YMQ/Duple FOU 999W has been acquired after a short stay with Adtax, Saffron Walden.

JWS HORNDON ON THE HILL A fleet renewal has taken place, with G227 EOA a Freight Rover ex Ace of Clubs, Benfleet, P552 OVG a LDV Convoy and J58 SDB a Ford Transit ex Bobs, Wickford now being owned.

KINGSMaster COACH COURIERS Bova/Duple NJI 3653 (new as A215 YAB) has been acquired.

LEE ROY KELVEDON HATCH Bova Futura LIW 4078 (ex B763 JGM) has been sold.

M&E ROCHFORD Acquired from S&P Rochford is JDW 556N a Bedford YRQ/Plaxton.

MILESTONE MINIBUSES CANVEY ISLAND E201 WMB a Mercedes 609D/Whitaker has been sold. Additions to the fleet are Volvo/Plaxton K20 FTG (173 HKH, K20 FTG) and Scania/Berkhof J735 JKO (J5 KFC).

NCS NEWPORT DAF minibus G378 WEW is now here in service.

NELSONS The South Woodham Town Service (37) resumed from 4.1.00. but is now under contract to Essex CC. Service 21 between Shotgate and North Benfleet had a revised timetable introduced from 4.1.00.

PRESIDENTIAL COACHWAYS SHOEBURYNESS KIB 289 (JAM 922W) has been acquired from M&E, Rochford.

RAYNHAM NEWPORT LDV minibuses S828 LER and S848 LER are additions here.

RUFFLE CASTLE HEDINGHAM Further to EBN 425 the reference to E762 EVG was in error and should be deleted. M381 CGN a Mercedes 410D/Crest has been acquired from Grahams, Kelvedon.

SEYMOUR HARLOW Acquired is G103 KUB a Mercedes 811D/Optare StarRider.

STEPHENSON ROCHFORD Further Olympian/ECW coaches are PJI 4983 (B577 LPE) ex Western Buses and C101 OTW (new as 4465 WE) ex Nash, South Mimms. Similar vehicles sold are HJI 3932 (YPJ 502Y), while ex Eastern National D510/2 PPU are now with Sanders, Holt. A revised route and timetable will be introduced on Service 20X from 31.1.00.

SUPREME SOUTHEND A further ex West Midlands Metrobus here is GOG 225W.

TOWN & COUNTRY Service 101 between Basildon and Orsett had a revised timetable introduced from 10.12.99.

VICEROY SAFFRON WALDEN Additions to this fleet are Setra H433 GVL and Dennis Dart SLF/Plaxton S726 KNV, the latter for use on ECC tendered services. Bedford YMT/Duple BWE 194T has been sold. From 4.1.00 the 0730 ex Church Street on service 590 was advanced by 3 minutes.

ARRIVA COLCHESTER

VEHICLE ON LOAN

From Arriva East Herts and Essex. 11/12/99 -----

3335 H360PNO Leyland LBM6T Wadham Stringer B39F

WITHDRAWN

Leyland AN68A/1R

13/12 5315 (85)

9/12 5319 (89)

8/12 5320 (90)

5320 was used on the Farewell Atlantean Tour on 5/12/99, see full report in this issue.

REINSTATED

3303 NWO 463R Leyland National DP49F mainly to cover for the loss of Atlanteans.

DISPOSALS

83 MEV83V Hardwick Carlton 8/99 ex Forrest Aintree.

Bristol RE 23 OWC723M advertised for sale in Gatwick area.

GENERAL

Minor fare adjustments due to First Eastern National revision in the Colchester inner area on 6/12/99. Essex C.C fares will also be brought into line on 9/1/2000

Colchester B.T. and Arriva Colchester Column.

For the last few years Roger Dennis has submitted the Colchester Column. The information being received from a friend, however Roger has decided to "hang up his pen" and I would like to thank Roger for all his efforts over the years. We are fortunate that David Reynolds who gave the information has agreed to carry on submitting Colchester news, for which we are extremely grateful.

ARRIVA COLCHESTER LTD - OCTOBER 1999
(Full depth for Olympians and Darts)

-Yellow blank-	STANWAY	BRIGHTLINGSEA
ARRIVA	FIVEWAYS	VIA UNIVERSITY
SERVING COLCHESTER	TOLLGATE	CHELMSFORD
BRIGHTLINGSEA	VIA FIVEWAYS	CLACTON
SCHOOL	HIGHWOODS	COGGESHALL
ST. HELENA	VIA MILE END ROAD	VIA MARKS TEY
SCHOOL	HIGHWOODS	COLCHESTER
STANWAY	VIA GENERAL HOSPITAL	COLCHESTER
SCHOOL	ASDA	TOWN STATION
GREENSTEAD	VIA NORTH STATION	GIDEA PARK
S.C.L. SCHOOL	HIGHWOODS	HARWICH
COLCHESTER	VIA IPSWICH ROAD	INTERNATIONAL
ZOO	HIGHWOODS	HARWICH
CHAPPEL	VIA HARWICH ROAD	TOWN
EASTHORPE	NORTH STATION	HATFIELD
FINGRINGHOE	LEXDEN	PEVEREL
WEST BERGHOLT	VIA PRETTYGATE	HYTHE
FORDHAM	HEAD STREET	ILFORD
LAYER	SEVERALLS	INGATESTONE
OLD HEATH	PARK	IPSWICH
BUS STATION	BLACKHEATH	KELVEDON
WESTLANDS	SEVERALLS	LONDON
AMBROSE AVENUE	OSBORNE	MALDON
VIA LEATHER BOTTLE	STREET	MANNINGTREE
AMBROSE AVENUE	MIDDLEBOROUGH	MARKS TEY
VIA PRETTGATE	SCHOOL	MISTLEY
GREENSTEAD	SERVICE	ROMFORD
ELM CRESCENT	PARK AND RIDE	SHENFIELD
GREENSTEAD	PRIVATE	SUDBURY
HAMLET DRIVE	SORRY	THORPE LE SOKEN
GREENSTEAD	NOT IN SERVICE	WALTON
VIA LONGRIDGE	ON HIRE TO	WEELEY
SHRUB END	LONDON UNDERGROUND	WITHAM
ESTATE	DOCKLANDS	WIVENHOE
OSBORNE	LIGHT RAIL	-Yellow blank-
STREET	PRIVATE HIRE	
BOXTED	TOUR	
VIA GENERAL HOSPITAL	EXCURSION	
HORKESLEY HEATH	-BLACK BLANK-	
VIA GENERAL HOSPITAL	RAIL REPLACEMENT	
MONKWICK	SERVICE	
GOSFIELD ROAD	ALRESFORD	
HIGH STREET	BRAINTREE	
LEXDEN		
VIA SHRUB END		
GENERAL HOSPITAL		
VIA NORTH STATION		

FAREWELL TO COLCHESTER ATLANTEANS 5th DECEMBER 1999

The 5th of December saw the end of an era with Colchester, when the last Atlanteans are due for withdrawal.

Arriving at the Arriva garage a small band of enthusiasts saw the latest addition to the Colchester fleet, that of 4312 B100XTW Leyland Tiger /Duple coach formerly at Southend, resplendent in Arriva livery. Also parked on the forecourt was Colchester 90 (5320) with "FAREWELL TOUR" emblazoned on the windscreen. With the passengers on board, the depot doors were closed and we proceeded to the Bus Station where more participants boarded, the cameras were out again, after a few minutes we were off to North Station to await the arrival of the London train.

With a load of 42 passengers we set off first to West Bergholt and then to Severalls Hospital, Mill Road, Ipswich Road, and Parsons Heath. We then proceeded out of town passed the Essex University to Wivenhoe Railway Station, photo stops being made at all these points, complete with blind changes. After leaving the Railway Station we stopped at Cedric Coaches depot, with their fleet of Bristol VRs and Olympians, two rather "sick buses was Olympin B109LPH with roof damage and ex S&P Coaches of Southend VR HTC729N heavily cannabalised, Cedrics coaches were also evident and according to their schedules at least four coaches were on the Continent. A short trip in a Bristol VR was added bonus, for a photo stop at the University, after taking the VR back to Wivenhoe our tour continued to Hythe Quay where after about twenty shunts it was decided that No 90 was in the right position for a photo. Marshall Estate, Old Heath, Rowhedge, and Fingringhoe were all visited and then out to West Mersea, we stopped on the Causeway (the tide was out thankfully), at West Mersea we stopped outside the site of the old Eastern National garage, the local supermarket and "loo" were made good use of. On leaving the Island back across the Causeway and to Colchester points such as Gordon Rd, St Johns Green, Circular Rd, and Colchester Zoo, our final point was Westlands Estate. It was then time to discharge the passengers at North Station, Bus Station and the Arriva garage.

The weather was very good, chilly but very sunny and thankfully no rain.

The trip was a great success and our thanks must go to Keith Sadler, the driver and to Geoff Mills for organising the event.

OVERHAULING 18 BUSES AT A TIME

In May 1957, Eastern National opened their new central workshops at Chelmsford. Their fleet at this time was made up of 700 buses and coaches and all major repairs and overhauls were carried out there. The vehicles operated on a variety of stage and express services, covering an area extending throughout Essex and parts of Hertfordshire to Ipswich, and as far north as Yarmouth and Lowestoft and many South Coast resorts.

Covering an area of 46,000sq ft the new building was of steel frame construction clad with brick and asbestos. The roof also of asbestos, was lined with insulation board.

The depot layout was determined by minimizing intermediate movement and handling whilst there was room to heavy repair 18 vehicles at a time. Annexed to the main building was the stripping, cleaning and inspection department. Here a unit for overhaul was steam cleaned externally, stripped, and degreased and passed to the inspection section where the parts were examined, and passed fit, sent to the machine shop for reconditioning or scrapped, where necessary, replacement parts were drawn from the stores and put in bins for the appropriate vehicle.

At prescribed mileages and after steam cleaning, vehicles were brought in for a complete mechanical overhaul in accordance with a prearranged programme. This was on routine inspection and adjustment every 5000 miles at depots, docking at 50,000 mile intervals and major overhaul after 150,000 miles.

Seven vehicles could be accommodated in the body shop, which had the paint shop adjacent, vehicles were brush painted and five vehicles could be accommodated here. Many other aspects of the operation were put into sections. Engine overhaul was in two parts and fuel injection and electrical equipment all had their own areas. The engine test house formed part of a separate building and it provided for break testing of overhauled engines

The staff numbered 150 and special attention was made to the provision of adequate amenities.

The plan below gives you some idea of the many departments that made up the Central Works in New Writtle Street that many of us remember and I was fortunate that my job took me into the stores every day and brings back many memories

pjs

(The plan appears in the following issue)

EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

Bill White has sent in an interesting press cutting from the Essex and Thurrock Gazette dated Saturday November 11th 1942.

SERIOUS FIRE AT GRAYS

Six buses destroyed

In the early hours of Tuesday morning, six double decker buses were destroyed in a fierce fire which broke out at the Eastern National garage in Argent Street Grays.

The alarm was given shortly after 3 am when the fire was discovered by the night watchman and three fire-watchers, who made great efforts to stop the conflagration from spreading until the N F S (National Fire Service) arrived. Six double deckers, standing side by side were soon all alight and this particular part of the garage was quickly transformed into a blazing inferno. All that remained of these vehicles, which were of the newest type was a mass of twisted metal.

When seen by our representative an official was loud in praise of the work done by the men and members of the road staff who assisted. It was largely due to efforts that 10 000 tickets, in close proximity to the fire were saved.

The Fire Service soon had the situation under control, and also checked the fire from spreading along the roof which was damaged.

The loss to the Company is a serious one, and at the present time cannot be assessed.

Officials and the staff of the Company are to be commended on their efforts, for in spite of starting the day with six large buses short, the service has not been affected and little if any inconvenience was caused to the travelling public on Tuesday. Older type buses were brought into commission during the week and everything is again running normal.

Postscript.

We know that Bristol GO5Gs 3635 3637 3638 DEV472-4 have been recorded as destroyed. Was the other three 3635 3645 3646 DEV 471/45/46 ? These were later in 1944 rebodied by Eastern Coachworks.

PUBLICITY ISSUED BY "INDEPENDENT" OPERATORS
IN ESSEX DURING 1999
(COMPILED BY IAN TAYLOR)

It has been another busy year as regards the issue of publicity by the smaller operators in the county. Below is a list of the material which I have been able to obtain during 1999 but I would imagine that there have been other leaflets as well which I am unaware of. If anyone has any additional publicity items not described here, I would be pleased to receive photocopies. In particular, I know that I have missed the early issues for the H1-H3 operated by the London Borough of Havering and one or two of the myriad of A4 sheets produced by Ensignbus. Likewise, I have only one solitary leaflet for Town & Country Buses; surely there have been other items issued? Please send any information on this subject to me at 39 Hollingdean Road, Brighton, BN2 4AA and I will issue a supplement to this article in a future EBN, if necessary. As a novelty, this time I have included leaflets available for ferry services in Essex as well.

BISS BROS

A revised leaflet was issued for service 38 dated 1.2.99 to a similar design as the original one. Further revisions led to another edition dated 24.5.99 but the picture on the cover was an artists sketch rather than an actual photograph. A blue A5 size leaflet was produced by Essex County Council giving the revised timetable for service 317 from 22.2.99. Leaflets dated 30.5.99 to 26.9.99 and 26.9.99 to 27.5.2000 were issued for the Colchester to Stansted Airport Rail-Air Link service. Please note that Biss only contract the vehicles for the service and publicity is handled by Anglia Railways.

BLUE TRIANGLE

An A4 size timetable sheet, printed on what looks like a bubble jet printer, was issued following revisions to route 265 from 6.9.99. A much larger type face and the use of blue, yellow, red and black inks meant that this leaflet had a much brighter appearance to those issued in previous years.

CAMBRIDGE COACH SERVICES

A leaflet for service 38 dated 5.6.98 was missing from last year's publicity review. This was the last leaflet issued for the service by CCS before it's operation passed to Biss Bros. Leaflets for services 75 and 78/79 were re-issued in January 1999 but although the cover date remained unchanged (18.10.98) the revised versions could be identified by "1/99" on the backs of the leaflets immediately following the print code. The reason for the re-issue of these leaflets was so that route 77 could be included in the route list and in the stopping arrangements at Stansted Airport. When the 77 was withdrawn in March 1999 both of these leaflets were replaced with further stocks of the original issue coded 9/98. The leaflet for service 76 was also re-issued with a print date of 11/98 but the reason is not immediately apparent. Despite it's short life a proper slimline leaflet did appear in January for route 77 dated 19.12.98. One other leaflet which came to light for this operator was entitled "Connections From Cambridge" dated 28.9.98. It gave line diagrams for all CCS services and very basic details for services 74/75/78/79 but full timetables were not included. Further leaflets were produced for service 74 (11.4.99) and for 75,76, 78/79 (28.3.99). All leaflets were revised again showing details of services for Winter 1999/2000.

CEDRICS OF WIVENHOE

The Central & North Essex timetable book dated 5.9.99 included a timetable for Cedrics Colchester to Brightlingsea service dated 1.10.98. No new leaflet was produced by the operator however and copies of the previous one, amended in biro, was used to answer postal enquiries.

CHAMBERS

An undated A4 sheet was issued on 12.4.99 for services 753/181/191 with services 370-373 (which run wholly in Suffolk) also included on the reverse. Following some minor revisions, a new timetable sheet was issued dated 17.10.99 which included the limited Sunday service on route 757 along with the 370-373 on the reverse. No publicity was issued by the operator for Sunday

services 90/90C and 93 although full details did of course appear in the Winter edition of the Essex Sunday Saver booklet.

CHARIOTS OF ESSEX

A Village Link timetable leaflet was produced by Essex County Council dated 4.1.99 for services 14/15. A revised leaflet was issued to account for minor alterations on 25.10.99. The County Council also produced a yellow A4 advertisement sheet for the services but no timetable was included. However the time honoured photograph of Townlink midibuses in Harlow Bus Station put in another appearance!

CLACTON ROAD TRAIN

A yellow (undated) A5 leaflet was available from the Tourist Information Centre in Clacton giving times of the service from Pavillion Marine Parade East to Valley Farm Holiday Park. Also included were times for the service along the seafront from Clacton Pier to Holland On Sea. Why not walk to Walton On The Naze and return by bus? I have completed this walk many times and heartily recommend it!

CLINTONA

A blue A5 size leaflet was issued by Essex CC dated 6.9.99 to advertise the Saturday service of the Brentwood/Shenfield town service 80 whilst Thurrock Council provided a blue leaflet giving details of the enhanced Monday to Friday service on route 389 from 2.8.99.

CM3 CAR SERVICE

A reply was not received to my enquiry for information about the CM3 Express. As the service only lasted from 25.10.99 to 13.12.99 would I be right to assume that publicity was never produced by this operator?

COGGESHALL COMMUNITY BUS

A new leaflet was issued dated 4.5.99. It was identical to the previous one except that this year's edition was printed on blue paper and included a photograph of the new minibus used on the service.

COLCHESTER COACHES

A reply was still awaited, at the time of writing, to a request for information about the Clacton to Harwich and Walton on Naze services which began in late November 1999.

DRAWDIVE

A new timetable sheet on A4 paper was issued dated 12.4.99 which this time included the operator's name but no address or telephone number. The timetable was produced using a Microsoft Excel spreadsheet and included distances in kilometres for each individual journey!

ENSIGNBUS

A leaflet was issued dated 8.2.99 to 15.3.99 following take over of service 324 from Capital Citybus. The revised edition duly appeared, but dated 22.3.99, only to be followed on 29.3.99 by a third edition which deleted the chronically unsuccessful night service. Surely this must be a record for the shortest interval between timetable leaflets? Yet another timetable appeared for the 324 dated 12.6.99 along with the first edition for service 348 (Romford to Gravesend). Both services were revised again from 19.7.99 accompanied by a new 325 (Ockendon to Chadwell St Mary). Further timetable revisions occurred to the 324 on 22.8.99 and 16.10.99 and to the 325/48 on 16.10.99. An undated sheet was issued on 18.9.99 showing the revised evening service on route 325. Apart from "Issue 1" of the timetable for route 324 (8.2.99) all other editions have been on A4 single sided sheets, all to the same basic design. Service 509 which started on 21.8.99 was entitled to a different style of timetable sheet although still printed on a single side of A4. It was entitled "Calling All Shoppers" and included a very basic line diagram of the route and a small picture of an Ensignbus DMS! After all these, almost frenzied, timetable changes during the year the sale of the four routes to Town & Country Buses on 11.12.99 came as a bit of an anti-climax!

ESSEXPRESS

A green A4 sheet folded to A5 dated 1.2.99 gave details of the revised timetables for services 195/197/198/199 whilst a similar leaflet, also dated 1.2.99, but on blue paper gave details of services 190-193 taken over from Eastern National. Services were revised from 19.4.99 and similar leaflets, this time printed on orange paper, were issued for the two groups of services. Further revisions took place on 31.8.99 with yellow leaflets appearing for services 190/192/195 and 195/197/198/199. For the first time full addresses and telephone numbers were included for Fargo Coachlines and Windmill Coaches but Chambers of Bures were no longer involved from this date. Furthermore the freephone number quoted on the leaflets was unobtainable by mid September.

FORDS OF ALTHORNE

Undated sheet issued showing times and fares for Malbus Route 1 although the times changed as far back as 2.2.98. Undated "time and farechart" issued for services 1,2,3 Tillingham to South Woodham/Southend/Chelmsford. Both sheets were double sided photocopies on A4 paper. Timetables for Fords services 1-6 and Malbus route 1 also appeared in the Dengie Village Link timetable booklet issued by Essex CC dated 25.10.99.

GATWICK FLYER

I have tended to overlook this operator as the services are not included in the Essex County Council timetable books. An A4 folded leaflet, dated 1.5.99 to 31.10.99, was available printed in red on white paper for Gatwick Flyer services from Barkingside, Southend and Rayleigh. Full details of times and fares are included but the services must be pre-booked. An almost identical leaflet in blue and white was issued dated 1.11.99 to 30.4.2000. A separate leaflet was provided for the services from South East London (Eltham and New Eltham) to Gatwick. In addition, a small slip of paper was issued giving details of revised services over the New Year period. A £6 supplement was payable for travel on 31st December 1999 whilst on 1st January 2000 the supplement was £10 per seat.

HEDINGHAM

An attractive leaflet for services 88,89/A/B, X16 was issued dated 22.3.99. It was folded to give eight pages with a photograph of double decker L300 on the front page. A blue A4 leaflet entitled "Shopper Trips 1999" was issued giving a list of Summer days out from the Tendring Area along with a timetable for services 600/602.

JACKSON MINICOACHES

An undated timetable leaflet was issued for the revisions of 7.6.99 of identical appearance to the previous one.

LONDON BOROUGH OF HAVERING

The London Borough of Havering introduced three non-LT services marketed as "Havering Connect Community Bus Routes H1-H3" on 26.7.99, operated by council owned Mercedes midibuses with tickets issued from a Gibson machine! From 23.8.99 the H1 timings had widened from x30 to x45 and the H2 from x60 to x70 due to timekeeping difficulties. However from 6.9.99 both the H1 and H2 were revised to operate to hourly headways with various re-routings along side roads in Harold Wood/Harold Hill. The H3 consisted of just one morning and one afternoon journey whilst a trial route H4 initially ran between 26.7.99 and 3.9.99 before becoming a "permanent" operation. New routes H5 and H7 began on 15.11.99 followed by the H6 on 29.11.99 from Rainham to Fairview Industrial Estate via the old A13. The H7 was on trial until 17.12.99. A4 size timetable sheets were issued for all of the routes, each on different coloured paper. On the reverse of each sheet there was a section of a local street map with the routes indicated by thick black lines, which unfortunately obliterated some detail.

MV EXPLORER 12

In contrast to 1998, no booklet was issued for the Harwich to Shotley/Felixstowe ferry services in 1999. Instead a double sided A5 size leaflet printed in blue on white paper was issued dated 1.4.99 to 1.4.2000. However the service was withdrawn from 3.10.99.

NELSONS

The revised timetable for service 37 from 17.5.99 was publicised by a small slip of paper whilst changes to the 41-46 group from 1.2.99 were treated to an A4 sheet. Essex County Council prepared leaflets on orange paper for service changes to the 224 (23.2.99) and the 232 (8.2.99) whilst Thurrock Council provided a yellow undated leaflet for the 272/273.

RULES

An undated A4 timetable sheet was issued on 17.2.99 showing service 751 which was revised to operate on Wednesdays instead of Tuesdays. Also included was the revised timetable for service 705 (Boxford to Sudbury) which operates wholly in Suffolk.

STEPHENSONS

A well illustrated leaflet was produced for service 67 dated 15.5.99 to September 1999 in conjunction with Southend On Sea Borough Council. Undated A4 single sided sheets were issued for Southend On Sea BC school services 505/506/508/509 which commenced 6.9.99, however revised times and minor re-routings led to them all being quickly re-issued on 20.9.99. The new service 50 which commenced on 1.11.99 was also publicised by a single sided A4 sheet accompanied by a leaflet produced by Waitrose whose store was served en route.

TOWN & COUNTRY TRAVEL

An A5 size timetable leaflet printed in red on cream paper for service 400, dated 2.3.99, was gratefully supplied by a group member. Although this operator's route network expanded considerably during the year, all requests for timetables (with SAEs) were ignored. This does not bode well for 2000 considering the four routes which were taken over from Ensignbus in December 1999.

TREVOR TAYLOR MARINE

A blue double sided A4 leaflet was issued with times and fares of the Burnham On Crouch to Wallasea Island ferry service. It included lots of interesting information about river trips to see the seals, daytime/lunch time/evening cruises and birdwatching trips.

VICEROY

A blue leaflet dated 1st/2nd February 1999 was issued giving timetables for all services. It was of similar appearance to the one issued in 1998 and included the same photograph of Viceroy vehicles on the cover. A blue leaflet was issued by Essex CC dated 2.8.99 following the take over of service 18 by Viceroy whilst the revised timetables for services 59/590 were publicised by a pink Essex CC leaflet dated 6.9.99. Viceroy issued an undated white slip of paper for service 62 in the early part of the year.

WHITE HORSE FERRY

An A4 double sided leaflet entitled "Fast Ferry" is available dated 4.1.99 giving times and fares of the Gravesend to Tilbury ferry service. Also included is a full timetable for ferry/bus connections between Tilbury and Bluewater dated 17.3.99.

SORRY FOR LACK OF NEWS THIS MONTH, BUT DUE TO PROLONGED HOLIDAYS, INFORMATION WAS NOT AVAILABLE