

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

JANUARY 1991

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

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County Bus PNW 604W a Leyland National 2 is awaiting departure from Blackmore to Brentwood on the last day of 1990.

(I Ransom)

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TWENTY SIXTH ANNUAL REPORT - A review of the Group's activities during 1990

CHAIRMAN'S REPORT

The first year of the nineteen nineties has been a most dramatic one for the local Essex bus scene. Early in the year came the news that Eastern National had been acquired by Badgerline, and this was then followed by the division of the Company into two units with the southern portion emerging as Thamesway. These events have served to ratify and emphasise our earlier decision to amend the name of the society following deregulation.

One important alteration to the E.B.E.G. constitution was instituted at our 1989 A.G.M. This was to streamline this annual event such that it would now form a preliminary to an evening social meeting. Such a change is in line with the procedures adopted by many other societies and we hope that the new format will prove acceptable to the membership, the acid test will occur early in 1991, we hope to see you there !

ALAN OSBORNE (Chairman & Founder)

TREASURER & MEMBERSHIP SECRETARY'S REPORT

Membership (1989 figures in brackets)

The Group started 1990 with 231 members (237) and ended the year with 244 (244) which means that the membership total is stagnating. However, we can take heart that membership numbers have not gone down. In fact, the number of people being attracted to join the Group has taken a distinct upturn in the latter months of 1990, mainly due to persistent advertising in 'Buses' magazine. The number of people declining to renew their subscriptions in June 1990 was an all time low of only 5. Let's hope that the renewal figures for December 1990 have been equally as good.

Subscriptions

Members renewing for 1990 paid £7.65 (1st class post) and £7.00 (2nd class post), but for new members during early-1990 and for the mid-year subscription renewals the rates became £7.85/£7.25. For 1991 subscription rates have had to be further raised to £8.30/£7.70 in order to cover a price increase made by our printers and the recent increase in postal charges, which alone accounted for an increase of £0.24 per member per year, and of course the Group doesn't see a penny of that money.

Treasurer's Report

The Group's accounts had not been compiled at the time of writing but a copy of them will be available at the Annual General Meeting. The Group had a steady year financially, although we did have to draw on money held in a National Savings Account (our contingency fund) in order to fund the purchase of a better printer for the News Sheet Editor. This has proved to be money well spent. We are still owed some money following the sale of books and other stock to Andy Meadows (The Cliff Agency) in 1989. This will gradually diminish over the next year or two in lieu of payments for sales stand space. Finally, I must again thank Richard Delahoy for auditing the Group's books and preparing the final accounts.

BOB PALMER (Treasurer & Membership Secretary)

TOURS OFFICER'S REPORT

Two tours were organised during the year, viz :-

Sunday, 17th June - The Ipsthorne Connection
35 passengers
E.N. 1400 and Ipswich 114

Saturday, 28th July - Midland Area Tour
33 passengers
Grey Green E892KYW

Our thanks to all the operators and drivers who have assisted with the operation of these tours, without your help they would not be possible.

Both of these tours were very enjoyable, with that of 17th June possibly representing the last hiring of an Eastern National vehicle for a tour, in future Thamesway will be used. We intend to follow our well established tours programme in 1991 with a Saturday out-of-area tour and a Sunday local area tour. In addition Ian Ransom has continued to arrange day excursions using preserved vehicles, this activity will also continue during 1991.

ALAN OSBORNE (Chairman & Founder)

GROUP PUBLICATIONS

A new publication, entitled "Simpsons of Leaden Roding - A Pioneer Essex Country Busman", was published by the Group during 1990. Written by Peter Snell and published to mark the 50th anniversary of the takeover of the Simpson business by Eastern National, this new book has been well received and members can still obtain a copy from Peter Snell.

The Group did not publish a Fleetbook during 1990 due to the likelihood of Eastern National being divided into two units, and this of course did occur in July 1990. A new edition of the Fleetbook will be published early in 1991 and will contain full details of the various new and second-hand vehicles that are now entering the Eastern National and Thamesway fleets.

ANDY MEADOWS (Committee Member)

MAGAZINE EDITOR'S REPORT

1990 has proved to be the busiest year in the format now used for the publication of the magazine with 172 pages published. This compares with 144 in 1989. This reflects the greater amount of interest generated as a result of the Badgerline takeover of Eastern National, changes to the fleets and services of Colchester and Southend plus an increased amount of material covering the local independents.

The event that was to create the biggest change on the county bus scene since de-regulation was Badgerline's takeover of Eastern National. This then led to the creation of Thamesway and an influx of second-hand minibuses to Eastern National with a similar move taking place in the Thamesway area early in 1991. It remains to be seen what will happen in the county in 1991 as the area's major operators have been content to operate services without any serious competition among themselves, although Southend Transport's last revisions did introduce

some competition with Thamesway.

The introduction of a word processor from March 1990 onwards has led to an easier to read typeface, and judging by the comments that I have received the revised format for service changes is also appreciated.

A number of new ideas are planned for 1991 and it is hoped that these will be of interest. It is hoped to include more photographs during 1991 and good quality prints with captions would be most welcome. It would be preferred if these were topical and all prints will be returned after use.

In closing may I thank all members who have contributed to the magazine during 1990, with special thanks to Richard Delahoy, Dave Arnold, Paul Harvey and Roger Dennis for the help given during 1990. I should also like to thank my wife for being so understanding as to why I shut myself away for hours producing the magazine.

Finally, on behalf of the Group, I would like to extend our thanks to all the operating companies for their help and to Robin Wheatcroft at Essex County Council for all his help.

IAN RANSOM (Magazine Editor)

TIMETABLE SUBSCRIPTION SERVICE

Essex County Council has now resumed publication of its timetables on a regular basis, following a period of transition during early-1990 when the series of eleven area booklets were progressively replaced by two books covering South Essex and Central and North Essex. The Group's timetable subscription service now has over 50 members, and if you wish to open a subscription simply write to Derek Stebbing at 18. Lynmouth Avenue, Chelmsford, Essex. CM2 0TP, enclosing a SAE for an application form.

Subscribers also receive timetable update news, as published in the Yellow Advertiser group of newspapers. Consideration is being given to an extension of the service, possibly to include certain operators' timetable leaflets, and details will be published in due course should such plans come to fruition.

DEREK STEBBING (Committee Member)

PHOTOGRAPHIC AND MEETINGS OFFICERS REPORT

Photographic

1990- a somewhat rather disappointing year in the photographic market but we have managed to stay in the black and sales have financed the Rochford meetings. In the latter part of 1990 a substantial amount of stock has been acquired for the 1991 season.

From April 1991 the Photographic department intends to run an approval service for group members, and any member interested in this should send a SAE to the Photographic Officer.

With the recent publication of the pre 1954 fleet number photo list we have started to catalogue prints available and the next list will be that of the Frank Simpson collection.

Frank has allowed the group to use his negatives which are mainly old or very old views of various operators.

Meetings

Rochford meetings will hopefully continue, providing that the hire charges are not raised even more. If room hire costs are increased then an alternative venue will probably have to be found. Suggestions for future meetings are always most welcome.

PETER SNELL (Photographic & Meetings Officer)



Golden Boy MPG 151P is seen departing from Ongar Two Brewers for Hoddesdon on 31.12.90.

(I Ransom)

ANNUAL GENERAL MEETING

This years AGM takes place at the Rochford Freight House on Tuesday 19th March 1990. Further details will be given next month, so if you wish to attend book the date in your diary now.

ROCHFORD MEETING

The next meeting takes place at the Freight House on February 12th and will be a video evening and will feature two trolleybus videos. The Freight House is located adjacent to Rochford Station.

PUBLICATIONS

The Simpsons of Leaden Roding book, written by Peter Snell is still available. It gives an insight into a former country operator as well as including some excellent photos of vehicles operated. The book is available from Peter priced at 2.15 including post and packing.

WANTED

Martin Weyell would like to hear from anyone who has any tram/bus/trolley/rail operators ties to add to his collection. If so please write to him at 29 Glebelands Avenue, Newbury Park, Ilford, Essex, IG2 7DN.

CORRECTION

The fleet summaries published in Magazine 319/9 should be amended by deleting 1743 from the EN fleet and adding it to the Thamesway fleet.

EASTERN NATIONAL

Acquired Vehicles

The Bristol VRs acquired last month came from the SWT subsidiary Brewers. Registrations are as follows:-

3219 VTH 941T 3220 WTH 949T 3221 WTH 958T 3222 BEP 963V

They have ECW H43/31F bodywork and were 941 etc. with South Wales

Allocations

12/90 1308 BE-CF; 3054 D/L(D)-POOL; 3055 BE-DrT; 3056 CR-D/L(D)
3059 CR-D/L(D); 3061 CR-D/L(D); 3063 BE-CR; 3068 TWAY-CR
3069 CF-MN; 3070 MN-CF; 3071 TWAY-CR; 3072 TWAY-BE;
3076 TWAY-BE; 4006 CR-DT; 4014 DT-CR.

Service Vehicles

As will be seen above Bristol VR 3055 (LJN 650P) is to join the driver training fleet and will be numbered 9006.

When 9006 has entered service both 9000 (CPU 979G) and 9001 (CPU 980G) will be withdrawn. 9005 (OWC 295K) has passed to Thamesway. These changes mean that Eastern National will no longer have any series 1 VRs a type that first entered service in 1969.

Repaints

The following have been repainted in recent weeks:-

1309, 1310, 1806, 1841, 1921, 3068, 3072 and 3076.

1309 and 1310 are in a new style Highwayman livery, colours are yellow and green and the logo is as before but there are additional areas of green around the windscreen and side windows and the skirt panels are now also green. 1310 was in the blue and yellow Highwayman livery prior to repaint. The blue being a result of EN providing supporters coaches for Ipswich Town FC.

Unusual Workings

10.12.90. MN 1829 on service 353 (BE worked service)
12.12.90. Pool 1754 in use at Colchester.
22.12.90. MN 1921 on service 353 (see above)
24.12.90. The 0905 ex Braintree service 353 was operated by CF 1901 with the return being operated by BE 1828.

Services

34 From 10.2.91. will be revised to serve Acorn Avenue, Braintree.
301 From 7.1.91. for about six weeks a revised service will operate due to the closure of Birchanger Lane, Bishops Stortford for roadworks.

A Bishops Stortford to Lakeside service operated on Wednesdays only between 28.11.90. and 18.12.90. Departure from Bishops Stortford Interchange was at 0930 returning from Lakeside at 1530. A leaflet was available for the service which gave very basic details. Can any member provide route details or information as to any intermediate stops etc?

General

The Leyland National 2 allocation at Bishops Stortford has been notable for its failing to appear on the 333 in recent weeks with series 1 Nationals in use. Whilst on the subject of Bishops Stortford one wonders how much confusion is caused by 1111 which carries an overall advert for Stansted Airport but never seems to go there?

Ford Transits 0750-54 now carry 'Little Green Bus' vinyls in place of the minilink branding carried when new. These vehicles now cover all minibus services at Chelmsford and are no longer captive to service 42 that they have operated since new.

Bristol KSW 2384 was used by a group of schoolchildren helping to raise funds for the BBC Children in Need Appeal. The vehicle took them from Harwich to Southend for the start of the journey to Clacton via Maldon, Chelmsford, Cressing and Colchester Zoo.

EN provided the vehicle free of charge and 670 pounds was raised. On the same day Braintree staff were to be seen in fancy dress and took collecting buckets on to their buses. Some staff gave 1p for every passenger carried on their bus and the best part of a thousand pounds was raised.

The price of Essex Ranger tickets was increased from 1.1.91. they are now 5.25 adult, 4.00 children and senior citizens with a senior citizens book of ten being 36.00, a family ticket for two adults and up to two children is 10.50.

Publicity

Chelmercard leaflet dated 4.10.90; Christmas and New Year Buses in North Essex and Bishops Stortford, Chelmsford and Maldon areas. Essex Ranger leaflet published jointly with Thamesway dated 1.1.91.

Disposals Subsequent

1002	(MAR 777P)	Reregistered 74 LIP by B. Kavanagh (dealer), Urlingford, Eire, 1/82, subsequently to Shanahan, Waterford, by 9/88.
1204	(BNO 690T)	Was withdrawn by Rhodes, Wawne, c. 5/90 (corrects Mag. 319)
1407	(CSV 219)	Renumbered 319 from 219 by Northern, North
	(XVW 632L)	Anston, 9/90.
1716	(WNO 565L)	Withdrawn by Solent Blue Line, 10/90.
2493	(1838 F)	Wacton (dealer), Bromyard (for scrap), 8/86 ex. Midlands Land Yacht Club (N-PSV). See also Mag. 275.
2928	(AVW 397F)	Withdrawn by Citybus Ltd., Hong Kong, B21, -/89. Was used to provide spares for a group of Scandinavian students passing through Hong Kong in a similar vehicle. It was then broken up and scrapped.
2930	(AVW 399F)	Reported as "Bugs Bunny Road Show", by -/90. Last given (Mag.286) as Hamlyn Books Demonstration Bus (N-PSV), in Liverpool. 7/87. Is this under new ownership or just a change of vehicle utilisation/designation?
9434	(PWC 341K)	Ripley (breaker), Carlton, by 9/90 ex. Cleverly, Cwmbran.

THAMESWAY

New Vehicles

307 H??? ??? Mercedes Benz L709D Reeve Burgess B23F

This is the first of a new batch of minibuses. Your magazine editor noted several more on delivery on 12.1.91. including H348 ???, these were seen on the M25 hence my failure to get the full registration!

Chassis and body numbers are now available for the recent new vehicles.

Fleetnumber	Chassis Number	Body Number
1001	ON11647	1130
1002	ON11648	1131
1003	ON11649	1128
1004	ON11650	1129
301	025842	18194
302	032353	18192
303	032604	18193
304	043066	18293
305	050367	18316
306	050844	18315

Acquired Vehicles

701-3 C439/445/446 BHY Ford Transit Dormobile B16F

These vehicles were acquired from Bristol Cityline in full Thamesway livery and were first noted in Basildon on 27.11.90. They were 7439/7446/7446 and were new to Bristol Omnibus in 1985. None of the batch 701-10 have yet entered service.

Vehicles on loan

South Wales Bristol VR 930 (RTH 930S) returned once again to Southend on 2.12.90. with Olympian 4504 moving to Swansea. This being the Olympian that was loaned to Badgerline earlier in the year.

Allocations

12/90 1001-4 NEW-PD; 3068/71/72/76 PD-EN

Unusual Workings

18.11.90. WW3125 on rail replacement work between Grays and Barking.
 25.11.90. BN3120,4500 & HH3099 on rail replacement work between Leigh and Pitsea.

Repaints

The following have been repainted into fleet livery:-
 November 1871,1895
 December 1823,1857,1888,1894,4000,4001

All were repainted by Tom Sangster except 1857 at Hadleigh and 1888,4000,4001. 1866 and 1876 were being repainted in late December.

Disposals- Initial

3207 (RRP 857R) Sold in 12/90 details awaited.

Service Revisions

- 20/22 Certain journeys were revised to operate via Caulfield Road, Shoburyness instead of Church Road as service 20A commencing Wednesday 28.11.90.
- 152 From Thursday 19.12.90, the 0749 Basildon to Grays was revised to depart 0754 and run 5 minutes later and terminates at King Edward Drive. An additional journey at 0724 Stanford le Hope to Basildon on Mondays to Fridays was also introduced (service 153).
- 225 Some journeys extended from Brentwood to Blackmore via Bishops Hall Estate from 7.1.91.
- 242 The 0850 ex Pitsea was withdrawn from 21.1.91.
- 263 NEW SERVICE. Brentwood to St. Vincents Hamlet. Wednesday and Friday only with two return journeys from 9.1.91.
- 551 The 0729 Hutton to Shenfield and 0652 Brentwood to Romford were withdrawn from 21.1.91.

Brentwood minibus routes A1-A6, 220-222, B, C1, C2 were revised from 7.1.91. These include new routes A8 via Geary Drive and Costead Manor and C3 Hutton Village to Shenfield. Service B is withdrawn between Brentwood and Woodman Road on Saturdays.

Major service revisions in the Southend area will be introduced on Sunday 20th January involving every service. It is understood that some routes will be operated by minibuses. Basic details are given below, further details will be given next month.

- 2 Extended from Basildon to Walthamstow. Revised route and timetable. Sunday service introduced.
- 3/3C Revised route and timetable.
- 4/4D Withdrawn, part replaced by service 25.
- 9/9B Service 9B withdrawn, revised route and timetable on service 9.
- 11 Revised timetable. Sunday service withdrawn.
- 15/15A Revised to operate Rayleigh to Basildon as service 15 to a revised route and timetable.
- 19/19B Services withdrawn, but service 19 revived to operate between Southend and Woodham Ferrers (those where the days!).
- 20/A/22 Revised route and timetable. Service 22 withdrawn.
- 21 Revised to operate schooldays only between Southchurch and Westcliff.
- 24/24A Revised to operate Southend to Rayleigh to a revised timetable.
- 25/25A Service 25 revised to operate between Leigh and Landwick
- 26/26A Revised to operate Rawreth to Canvey (26) or Hadleigh to Canvey (26A) on Mondays to Saturdays.
- 27/27A Service 27A withdrawn. Service 27 revised to operate Southchurch to Canvey.
- 28/28A Revised to operate Southchurch to Canvey, some journeys numbered 28B.
- 29A NEW SERVICE. Southchurch to Hullbridge, Monday to Friday peak periods.
- 29B Revised timetable.
- 61A Service withdrawn.

151 Revised route and timetable introduced. Sunday service withdrawn.
 250 Revised timetable.
 251 Revised timetable. Sunday service withdrawn between Southend and Brentwood.
 400 Service withdrawn.

Essex County Council are to introduce tendered services on Sundays to replace service 11, 251 Southend to Brentwood only and Sunday evening journeys on service 3. Service 21 will be covered by ECC and ST commercial journeys. Further details of operators will be given next month.

Publicity

Timetable leaflets for services 20/A/22/A dated 28.11.90; LRT service 362 dated 1.12.90. Leaflets for Christmas services in Southend, Rochford and Castle Point also for Basildon and Thurrock areas were published.

The leaflet for the 362 features a line drawing of a Renault/Reeve Burgess minibus in Thamesway livery!

Running Numbers

As members may be aware LRT services operated by Thamesway carry running numbers, these are located on the side and rear route number plates and are as follows :-

WW		PD	
1-11	VR 20,275,235pm	1-9	VR/ON 307,235am
21-29	LN 20,167,203	10-20	VR 359
31-35	MB W13	1-8	MB 379,W9
41-45	MB W14		

BD

51-57 MB 193
 81-85 MB 362

COLCHESTER BOROUGH TRANSPORT

Services

A number of changes were introduced on 7.1.91. and are detailed below:-

- 2B Additional journey 0839 Highwoods to Osborne Street (part replacement for a 9A journey).
- 5 The 0835 ex North Station is withdrawn. The 0813 ex Tollgate departs 0808 and is allowed 5 minutes recovery time from Halstead Road to the Town Centre. An additional journey from Tollgate to Head Street is introduced at 0913.
- 5A The 0836 ex Highwoods is split with this journey terminating at Osborne Street and a 0850 North Station to Tollgate is

- introduced. The 0858 ex Tollgate now starts from Fiveways at 0901, while the 1718 ex Tollgate terminates at Head Street. The 0753 ex Highwoods is advanced by 5 minutes to the Town Centre. The 0828 ex Highwoods was withdrawn (see service 2B).
- 21 Revised to operate Monday to Friday to the following times 0920,1020,1120,1220 ex Osborne Street, 0951,1051,1151,1251 ex Tollgate. The final journey is 1320 ex Osborne Street to New Farm.
- 39 Revised to depart Longridge Park one minute earlier and arrive one minute later. The 0836 ex Longridge Park departs 0835 and terminates at Head Street. The 1735 Head Street to Longridge Park runs 5 minutes later. Additional journeys were introduced on 5.11.90. at 0859 Prettygate to Home Farm and 1705 Head Street to Longridge Park. The first of these may be the shortest bus journey in the country covering the one fare stage and half mile of route in 3 minutes!

The majority of these changes have been introduced as a result of traffic congestion in the peak periods.

General

Between 16.12.90. and 24.12.90. drivers were dressed in costumes loaned by the Mercury Theatre under the title of Pantomime on the Buses. Last year 1200 was collected but this year 5020 was collected for donation to the childrens ward of a local hospital. Metrorider 11 and driven by Santa Claus appeared on most services on 24.12.90.

Smoking by passengers was banned on all buses from the start of the new year.

Publicity

Timetable leaflets for services 2/A/B; 5/A; 9/A/39 and 21 all dated 7.1.91.

HEDINGHAM AND DISTRICT

Member Andrew Colebourne visited Walton on 26.10.90 and found the following vehicles present:-

L114 (UVX 7S)	Bristol LH	L125 (BNO 700T)	Bedford YMT
L148 (WPH 135Y)	Tiger	L151 (F151 NPU)	Swift
L161 (SNJ 591R)	Bristol VR	L162 (MOD 569P)	Bristol VR
L165 (LRA 801P)	Bristol VR	L156 (NPU 979M)	Bristol VR

Walton allocation codes were applied to 125,148,151,156,161.

A driver explained that three of the VRs are required for local school contracts with one spare. MOD 569P was the spare (note the correct registration) and this vehicle did not carry a fleetnumber, this vehicle is allocated to Hedingham and was covering for the allocated bus (presumed to be L147 see Mag. 316 which was away for attention). L161 carries a non standard livery as it has only had a partial repaint from its Brighton and Hove livery.

so.

In Chelmsford the 52 group was rerouted to serve Mountbatten Way from 7.1.91.

OTHER OPERATORS REST OF ESSEX

CAMBUS Services 42 and 103 were withdrawn in early January and replaced by Cambridgeshire County Council tendered journeys. Service 103 is now operated by Hedingham, the operator of the 42 was unknown when we went to press. Services 26 from 5.1.91. 43 from 31.12.90. and 41 from 4.1.91. were also deregistered although details of tenders were not available for inclusion in this months magazine.

CUNNINGHAM Have registered a service 152 between Corringham and Lakeside from 3.12.90. via Stanford le Hope and Socketts Heath. Operation is hourly Monday to Saturday.

DISTRICT BUS Service 21 operates to a different timetable to that shown in the ECC book with journeys operating between 5 and 10 minutes later than those published.

GOLDEN BOY From 10.12.90. took over operation of service 381 which had been operated as a commercial service by RS Express. Operation is under a short term tender to ECC until a new tender commences on 1.4.91. On Sundays from 6.1.91 service 854 was rerouted via First Avenue and Howard Way.

GREY GREEN A revised route and timetable were to be introduced from 16.1.91. on service 190, details of which were not available as we went to press.

HARRIS Service 369 was withdrawn after operation on 4.1.91. with service 304 being withdrawn the following day. Service 369 became an ECC tendered operation from 7.1.91. operated by Cunningham. The Saturday service on route 389 has been withdrawn. Extra peak hour journeys were introduced on service 383 from 3.12.90.

LONDON BUSES ECC service 213 has been rerouted and no longer serves Harold Crescent.

NELSONS Have introduced a service between Wickford and Alderney Gardens at 20 to 40 minute intervals from 2.1.91. This no doubt provides the driver with some relief from the Wickford to The Wick shuttle!

Ex Ipswich 202 has been reregistered BIL 6538. Both BIL 4419 (201) and BIL 6538 have been used on coaches in the past.

VANTAGE Service 364 was revised from 14.1.91. the 1500 ex Uplands departs 1455 and departs from Purfleet school 5 minutes later. The 1535 ex Uplands (MO) is extended to Grays Bus Station.

Colchester member G Toon reports that Ernest Johns taxibus service passed to Pinder from 15.10.90. (Mag 318/10 refers) however he has not seen any advertising nor more to the point any vehicles operating this service.

CHRISTMAS AND NEW YEAR SERVICES

Between 24.12.90. and 1.1.91. the following level of service was provided in the county and on LRT services

24.12.90. A Saturday service with most services finishing before 2100, the exceptions being the Southend area where a normal service operated until 2100 and on LRT routes where a normal Saturday service operated. LRT routes 20,167,307,359,W13 and W14 ran to special timetables

25.12.90. and 26.12.90. NO SERVICES

27.12.90. and 28.12.90 as for 24.12.90. but with no early finish.

29.12.90. and 30.12.90. Normal services

31.12.90. As for 24.12.90.

1.1.91. No service except for LRT routes and County Bus 370 where a Sunday service was in operation.

ECC services were provided on most services over the holiday period with a different day of operation if the normal service runs on a Tuesday or Wednesday. Special leaflets for West Essex, NW Essex, Central Essex, SE Essex, South Essex and NE Essex were published by ECC.

Please refer to last months ST and Stephensons notes for details of their operations over the holiday period.

RAIL REPLACEMENT SERVICES

As a result of engineering work at Witham on Saturdays and Sundays during January and on Sundays during February train services were replaced by buses. Inter City services from London terminated at Ingatestone with coaches normally being provided to take passengers to Colchester. Network South East services terminated at Hatfield Peveral with buses being provided to Witham. The contract appears to have been won by CBT with a vast amount subcontracted to Eastern National.

Observations at Ingatestone on 5.1.91. included CBT 45,46,101-4 106,108 and EN 1110-12/15/17/19-21/23/25/27,1308,4014.

6.1.91. produced CBT 34,40,45,84,86,101/3-5/7/8 and EN 1129/30.

12.1.91. CBT 30,45,46,101-3/5-8 and EN 1110-2/14/17/20/27-30, 1310,4007,4014,4503.

The Hatfield Peveral-Witham service on 12.1.91. was provided by CBT 40,41,43,44,82,85,89 and EN 1909.

The Witham-Braintree rail service was also being bus operated on these dates and 12.1.91. saw 1935 in use.

The south end of the station is receiving a revised layout and hence trains from the Colchester direction were able to terminate at Witham.

NON PSVS IN ESSEX

A new playbus in Basildon is GGG 311N an Atlantean/Alexander in a blue livery and lettered 'Basildon Toddler Bus'. It was new to Greater Glasgow/Strathclyde PTE as LA 859 passing to London Country (NW) as AN315. Fleetline TGX 841M is still in use with Basildon Council.

Southend Transport

These notes are correct to January 4.

Vehicles

ACQUIRED:

557	B83 SWX	Leyland	TRCTL11/3RH	Plaxton	3200	C53F
558	B84 SWX	"	"	"	"	C48Ft

Originally with West Yorkshire RCC (2711/2), these two Tigers were acquired in December from Yorkshire Voyager Travel Services. 558 has had its toilet removed and has been resealed to C57F; 558 will also be upseated before going into service. Both are repainted but neither had entered service as we went to press. They will allow the withdrawal of the final Leopard, 521.

MODIFIED: 242 re-entered service in its single door guise in late December: it is now H49/33F. This conversion is an experiment to assess the impact on passenger flow of removing the centre doors from the Fleetlines (which, of course, have centre staircases).

Iveco 412 has been out of service for about two months following an accident whilst on service 24 but has now been rebuilt and should re-enter service shortly.

WITHDRAWN: not yet withdrawn, but advertised for sale is Olympian 261! With a non standard body which is slightly higher than that on the other ON's, the £68,000 asking price would presumably allow its replacement with 2 or 3 older ECW bodied examples.

Incidentally, the second ex Crosville Wales ON, 260 is now in service. These two ON's look very smart in ST colours and with standard ST destination gear - sadly, the bilingual interior notices which gave away their origins have been removed! They have also been retrofitted with certain DiPTAC features, funded under the Essex CC scheme.

INITIAL DISPOSAL:

511	XGS 770X	Keenans Coaches, Ayr 10/90
545	XGS 769X	Hart Coaches, Thornaby, Stockton on Tees 10/90

SUBSEQUENT DISPOSALS:

359	WJN 359J	Reported sold by Birmingham Health Authority to PVS (dealer) - possibly for scrap. Our last report of it was in 1982 when it became a mobile display unit for Robinsons Barley water (later lettered for Colemans Mustard). Where has it been since then?
403	E403 BHK	Derby City Tpt to Burman Ltd, Mile Oak, Tamworth 9/90 Note also that the 4 City Pacers remaining with Derby (401/2/5/6) are all now in Derby livery - originally they had operated in ST livery with Derby names.
507	BTE 207V	It is now reported that Brighton have NOT reinstated this coach (320/10 refers).

General

We are not yet able to comment on the various rumours circulating about possible fleet additions and service enhancements which may be instituted to counter the massive increase in competition from Thamesway which will start with the latter's January 20 service revisions. Thamesway will be providing very high frequency minibus services in most parts of the Southend area and it must be expected that ST will respond in some way. It is possible that some of the withdrawn and the acquired-but-not-operated vehicles (eg the ex Clydeside RM's) will be put into traffic. We will give fuller details next month - in the meanwhile, Southend is clearly going to be an interesting place to visit in the next few weeks and months!

A further version of ST's fleet list, dated December 1990, is now available, price 50p from ST at 87 London Rd, Southend.

In conjunction with the Group, it is hoped that ST Routemaster coach 121 will be used on the free bus services at the LBPG Cobham Museum open day on April 7. It is likely that 121 will operate to Cobham partly as an X1 duplicate and then as an excursion from Aldgate. Fuller details will be available next month, so book the date in your diaries now!

Route workings - we hope to be able to publish full details of the allocation of vehicles to routes in a forthcoming issue, once the new competitive situation with Thamesway has settled down. Readers interested in such information are also referred to recent issues of the magazine, where details have been given piecemeal. It is also worth recording here that the Caribbean bodied Tigers are now generally employed on Monday to Friday only on the peak hour X duties that lay over in Aldgate during the day time. The Olympian buses are usually to be found on the OPO workings on route 1 and on routes 4A & 9A on Monday to Saturday; Sundays usually sees them solely on 7 and 8.

OTHER OPERATORS - South East Essex

District Bus, Wickford: a further Iveco/Carlyle, G150 GOL, has been noted in use. Presumably it is on loan from Carlyle.

Ensign Bus Services Ltd: has now been sold, at the end of December, to Hong Kong Citybus. We hope to give fuller details next month.

Stephensons Coaches, Rochford: further service changes from Jan 23/4 respectively are the renumbering of the Wednesday Romford route from X102 to 402, with the service being re-routed via Downhall Road instead of Hambro Hill, and via London Road Rayleigh and the Carpenters Arms instead of the Weir; and the introduction of new 401, Thursdays only, as 402 to Nevendon, then Basildon (East Mayne, Whitmore Way, town centre [not serving the bus station], Nether Mayne) and then non stop to West Thurrock, Lakeside.

COUNTY BUS NEWS

A number of changes have occurred in recent months in the Essex operating area which are detailed below.

Further to 318/9 regarding the sale of County from AJS to a management team, ownership of County and Sampsons passed from AJS to Lynton Travel Group Ltd., which is wholly owned by R.L. Howells on 15.10.90. The AJS Group retains a minority interest in the new company. AJS have set up a new subsidiary Simco 314 Ltd. to operate 29 vehicles and services 103, 377, 378, 379, 381, 382, 383, 722, 723 and 733 at Grays. County operate services 370, 373 and LRT services 256, 346 from Grays.

The vehicles and contract for service 103 passed to Grey Green during January and the service will now be operated from their Dagenham base. On Sundays no services are operated from Dagenham and it is expected that Volvo/Alexanders from Stamford Hill will be used.

Service changes include service 373 rerouted via Hathaway Road and Lodge Lane from 29.9.90. replacing service 370 on these roads. From 23.10.90. new services to Lakeside operating Monday to Saturday were introduced as follows:-

551 Leytonstone Green Man (0945) via Sth Woodford, Woodford Wells, Chigwell, Hainault and Chase Cross (returns 1520) operated by a Debden Lynx.

552 Cheshunt Old Pond (1000) via Waltham Cross, Waltham Abbey, Upshire, Loughton and Epping (returns 1435) operated by a Sampsons coach.

553 Hornchurch St. Georges Hospital (1000) via Emerson Park, Harold Wood and Harold Hill (returns 1430) and is operated by Grays.

554 Sele Farm (0930) via Hertford, Hoddesdon, Broxbourne, Cheshunt, Waltham Cross and Waltham Abbey (returns 1500) and is operated from Harlow.

555 Bishops Stortford (0900) via Thorley, Sawbridgeworth, Harlow, Brays Grove and Potter Street (returns 1530) operated from Harlow.

556 Tilbury Ferry (1105, 1205) to Lakeside (returns 1350, 1450) and is interworked from Harlows routes. This service is part of a joint package offered by Kentish Bus and Sealink involving through fares from Gravesend.

Service 552 did not last long and was withdrawn from 12.1.91.

Also from 23.10.90. services 370, 377, 378 and 383 were rerouted to serve Lakeside Bus Station and no longer serve Tesco's. From the same date off peak journeys on service 383 were rerouted via West Thurrock Way and no longer serve The Rabbits.

Services in the Harlow area were again revised and with effect from 5.1.91. the following apply:-

Service 354 was extended from Puckeridge to Buntingford and now operates Monday to Friday to a revised route and timetable. Golden Boy provide a Saturday service on this service.

Service 500 extended from Bishops Stortford to Stansted Airport and revised timetable introduced.

Service 501 withdrawn.

Service 502 Harlow to Romford services revised to operate via The Stow in Harlow. One Saturday morning journey extended to Stansted Airport.

Service 506 renumbered 501 with one journey extended to Romford via Ongar.

Service 711 revised to operate Monday to Friday peak hours only.

Services 802-804 revised peak hour and reduced off peak on Monday to Friday. Minor changes introduced on Saturday.

Service 805 revised peak hour timetable introduced.

Services 807/8 minor timetable changes.

Service 811 revised to operate to Harlow Mill station and minor timetable changes.

Service 895 withdrawn.

Service 311 was withdrawn between Harlow and Hundred Acre from 12.1.91.

Finally, from 19.1.91. service 239 was cutback and now once again terminates at Ongar Four Wantz.

A number of vehicle movements have also occurred which are reflected in the following:-

COUNTY BUS/SIMCO 314 ALLOCATIONS AS AT NOVEMBER 1990

HARLOW AN110; LRC14/15; LX251-258; LN67/121/124/604/606/821;
SNB 204/08/12/21/32/51/65/66/67/77/78/84/91/306/08/12/17/
319/38/585/86; TDB61-63; MB45/46/52-54/56/57/115/700/701/
918-23; BTL6; TL31/33; TP72/75

GRAYS AN194/99/244-52/54/56; SNB224/86/96; MB924-32;

SIMCO LR101-10/12-15; SNB213/16/27; MB795/96/901/12-15; TL17/27
TP61/70/71

AN190 and SNB 228 are used for driver training at Harlow. MB41 is unlicensed at Harlow and a number of withdrawn vehicles are present at both depots. Harlow vehicles are outstationed at Debden and Wyatts Green.

WHAT THE PAPERS SAY

Essex County Council plan to operate services 602,605,606,612 and 631 again this summer, with the 622 reintroduced between Harlow and Braintree. Although revenue fails to meet half the running costs the following contracts will be retained, services 71, 74(Evenings), 77, 128, 177. Service 81 will be amended.

Colchester Borough Council is negotiating to buy land to the North East of Mile End Road for a permanent Park and Ride car park. A peak hours bus lane would be provided in Mile End Road. The Transportation Committee Chairman said that he hoped similar plans for the South, East and West would follow.

CBT vehicle type output from 29.10.90

1. Main allocation (buses used continuously from 1000 to 1400 hours)

services	Mondays to Fridays	Saturdays
1/1A	4 An, 1 On	4 An, 1 On
2/2A	-	2 An, 1 OC, 2 Lx
2/2A/5A	4 An, 2 OC, 2 Lx	-
3/9/39	4 Lx	4 Lx
4/4A	4 An, 1 Lx	5 An
5A	-	1 An, 1 OC
6/6A	1 An, 1 Lx	2 Lx
7/7A	1 An, 1 On	1 An, 1 On
8/8A	2 An, 1 On	2 An, 1 On
74A	1 An	1 An, 1 Ld

2. Evening allocation (buses used after 2100 hours)

services	Mondays to Fridays	Saturdays
1/1A	1 An, 1 Lx	2 An
2	1 Lx	1 Lx
4	1 An	1 An
4/4A/6/6A	1 Lx	1 An
7/7C	1 An, 1 Lx	1 An, 1 Lx
8/8A	1 Lx	1 An

3. Others (buses used on services not shown above and other types used on services shown above, both Mondays to Fridays only)

1A: Lx; 2A: Mr; 2B: An, Lx, Mr; 3: Mr; 3A: Lx; 4: Mr; 5: An, Lx, On; 7: Ld, Mr; 7D: An (also Saturdays); 9: An, Mr; 9A: Lx, An; 10: Lx; 11: Lx, An, Ld; 13: Mr, Lx; 14: Lx, Mr; 14A: Mr; 15: Lx, Mr; 16: An; 21: Mr; 39: Mr, Ld; 74A: Lx, Mr, Ld; 75: Mr, Ld; 77: Mr; 82A: An; 83: Mr; Tesco: Ld.

key: An: Atlantean (61 to 90);
 Ld: Leopard (101 or 102);
 Lx: Lynx (30 to 40);
 Mr: Metrorider (11 to 15);
 OC: Olympian coach (45 or 46);
 On: Olympian (41 to 44).

Note: the types shown are those most usually used, but different types are sometimes used, eg Ans for Ons, Ons for OCs and Lxs for Mrs. Coaches 103 to 108 are not used on bus services, but buses (especially coach-seated 11 and 46) are often used on private hire.

7 & J. Sangster



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LOCAL TOURS

Gone are the days along the Southend Sea Front between the Kursaal and Pier that various operators plied for hire, advertising local tours to Canvey Island, Canewdon, Creeksea and Stambridge.

Cooks, Waverley and George & Leslie were notable operators who over the years used a variety of interesting vehicles. Cooks had a TSM, DM 5148, a Gilford originating from Ireland as ZI 1752 and a Daimler MY 1405. George & Leslie operated two Leyland Lioness charabancs that originated from the National Omnibus Company, one was ex Western National 2356 TW 9348 the other being ex Southern National 2564 VW 4709. Finally Waverley coaches used an ex Southdown TSM UF 2041 and at one time operated an ex Eastern National Guy B 2416 TW 9338.

All these veterans sported canvas roofs which rolled back to give passengers a breath of country air. The fare for a tour to Canewdon, Paglesham and a tea shop visit at Stambridge in 1949 was 1/9 or less than 10p in present currency.

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