

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

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County have had a number of vehicles for demonstration in recent months. One such vehicle is Optare Delta F792 DWT seen at Harlow on 25.5.89.

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REPORT ON THE LINCOLNSHIRE EXCURSION

On an exceedingly hot Saturday 15th July Grey Green Volvo coach B867 XYR, ably driven by former news sheet editor, Derek Stebbing, made its way up the M11 with its load of 42 passengers. The first stop was at Whippet Coaches of Fenstanton where an interesting collection of double deckers greeted the party. Of particular interest was D850 AAV, a Leyland Atlantean originally destined for Kuwait. This fleet also includes several Metropolitanians, with examples from London and Hull being presented for the cameras. After a lunch stop in Stamford the next call was at Bourne where Hugh Delaine-Smith was our host. Many examples of the superb Delaine fleet were then positioned for photographs, all present were most impressed by the impeccable facilities of this most prestigious operator. Then it was on to Kimes Coaches at Folkingham to photograph their varied fleet of green and cream double deckers. Also extracted from the garage was CJP 813 a Bedford SB still used on a regular school run. A trip to a local farmyard was then made to observe the operators preserved Bedford OB, ECT 912. Last call of the day was at Grantham Bus Station with F883 SMU, a Leyland Lynx of Reliance, Great Gonerby and an ex-Gash Leyland Leopard freshly re-painted into Road Car livery being noted. Although Essex lost their cricket cup final on this day, this Group tour was voted another winner.

'BUSES' MAGAZINE FLEET NEWS COLUMN

Since the tragic death of Gordon Watts, the Fleet News column of 'Buses' (perhaps the most widely read section of any bus enthusiast journal) has been taken over by Group member John Lidstone. We would like to wish him every success in this new and very demanding post, and we know that John would welcome reports of operators outside Essex. His address can be found in 'Buses' each month.

EASTERN NATIONAL LIMITEDVehicle re-allocations

7/89 additional 1800 BE-POOL
 8/89 1113 BS-BD; 1126 BS-BN; 1863 CF-BE; 1873 BD-MN; 1876 MN-BD;
 1899 BE-CF; 1909 BN-BS; 1910 CR-BS; 1933 BD-CR.

Vehicle Repaints

w.e. 24.6.89 1753 at HH
 w.e. 1.7.89 3500 at CN, 3501 at HH.
 w.e. 15.7.89 1111 at CN (new style overall advert for Stansted Airport)
 3083 & 4013 have rear end adverts for Kennings, Chelmsford.

Vehicle News

A Dennis Dart with Duple bodywork was inspected at Head Office on 27.7.89 The vehicle is a Dennis demonstrator and was unregistered.

Unusual Workings

6/6 CF 1121 on 59
 11/6 BS 1111 parked in CR depot
 12/6 BS 4510 on 309
 13/6 BE 1745 on a BD 351 duty. MN 1829 on service 47
 14/6 BN 4500 parked in BS depot.

10/7 CF 3054 & 4512 on 53 duplicates (OAP day)

20/7 CR 4503 on 7E

A double deck duty has been introduced at Chelmsford on service 43 which commences with the 0808 ex Oxney Green, Tigers have been removed from most 333 workings for some time at Bishops Stortford. Loans from CF to BS in recent months include 1832 during mid-June and 1778 plus 1842 during July. Other loans include 1933 from BD to BS during mid July and 1112 from CF to BN with 1126 being in use from Chelmsford awaiting a replacement for a cracked windscreen before transfer from BS to BN.

General

Increased fares were introduced on all EN, Grey Green Commuter Services from 17.7.89 a leaflet giving details is available although most of the stock was removed from GG 867 on 15.7.89!

Disposals - Initial

1718 (NEV 675M) Hastings & District, Hastings, 3/89

1720 (NEV 677M) As 1718

1934 (MHJ 730V) Remains to Sykes (dealer) Carlton, for scrap by 6/89

Disposals - Subsequent

9446 (XVW 634L) Withdrawn by Boardman & Wilson, Eccles, 4/88

1053 (TJN 976W) Allen, Sittingbourne, 4/89, ex. Martin (dealer) Middlewich.

1058 (TJN 981W) Numbered 1157 by Hedingham & District, acquired by 4/89.

1059 (TJN 982W) Contrary to reports given elsewhere, this has not been acquired by Hedingham & District, having been scrapped following an accident some while ago.

1131 (C131 HJN) Numbered 1401 by United Automobile Services Ltd., Darlington.

1132 (C132 HJN) as 1131, fleetnumber 1402.

1133 (C133 HJN) as 1131, fleetnumber 1403.

1237 (859 ETW) Superb restoration work now completed after eight years toil. Has appeared at several rallies this summer.

1304 (LLT 345V) Glenn Miller Orchestra U.K. (N-PSV) by 4/89, ex Linkline London NW 10.

1306 (LLT 347V) Yeates (dealer) Whaddon, 4/89 ex Cowdrey, Gosport.

1403 (VHK 176L) Carter, Colchester, 3/89, ex Clacton Swimming Club (N-PSV)

1406 (XVW 631L) Re-registered VBY 546L by Frampton, Hillingdon, 5/89 thence to Miller, Horsham, 5/89.

1411 (XOO 880L) Withdrawn by Clevestone, Hartlepool, by 5/89 (see also (CSV 231) Mag 301)

1416 (GJD 199N) Bland, Carlton, 12/88, ex Hulme Hall Educational Trust (N-PSV), Cheadle Hulme.

1419 (GJD 195N) Withdrawn by Corbel, Edgeware, 7/88. (CSV 618)

1522 (KHK 414J) Passed to Norfolk, Nayland, 2/89

1658 (KCG 615L) Re-painted into Solent Blue Line Livery, 5/89

1701 (WNO 550L) Martin (dealer), Middlewich, by 4/89, ex Bott, Abergynolwyn.

1702 (WNO 551L) Ludlow, Halesowen, 3/89, ex Martin (dealer) Middlewich.

1707 (WNO 556L) as 1702

1718 (NEV 675M) Hastings & District, Hastings, 376, 3/89 to H & D livery 4/89.

1720 (NEV 677M) as 1718, fleetnumber 377. Re-painted 5/89.

1722 (NEV 679M) as 1658.

- 1729 (MEV 686M) Numbered 686 by Milton Keynes Citybus, noted painted into overall advertising livery for Pilling Volvo, 4/89 (additional information to Mag 299)
- 2301 (RHK 348D) Went to Chicago Motor Coach Co. 1/86 (additional information to Mag 299)
- 2710 (90 TVX) Top Deck Maintenance & Repair Centre Ltd., Horsell Common, Woking, ex Top Deck Travel, London SW 5. (No known change in (N-PSV) designations where appropriate)
- 2839 (LWC 665C) as 2710
- 2853 (OVX 297D) as 2710
- 2875 (STW 763D) as 2710
- 2877 (STW 765D) as 2710
- 2898 (WVX 525F) Sykes (dealer) Carlton by 2/89, ex Fowler, Holbeach Drove.
- 2900 (WVX 527F) as 2710
- 2913 (WWC 743F) as 2710
- 3007 (SMS 33H) Re-acquired by Crosville Wales, again as DVG 554, by 1/89, ex Martin (dealer) Middlewich (see also Mag 293)
- 3009 (SMS 35H) as 3007, fleetnumber DVG 556
- 3031 (NPU 978M) Sold by Alexander, Sheffield 2/89
- 3032 (NPU 979M) Acquired by Hedingham & District by 4/89
- 3034 (NPU 981M) Jones, Bontnewydd, by 5/89 ex. Gold Star, St. Asaph/Wigley (dealer) Carlton (see Mag 299/301)
- 1407 (XVW 632L) Re-registered -?- by Frampton, Hillingdon, 7/89, thence to Miller, Horsham 5/89.

VOYAGE NATIONAL

A different type of disposal is that of a former EN subsidiary. Voyage National has been incorporated as a fully owned subsidiary of Kingston upon Hull City Transport, to recommence the Lillie based business. The Hull owned company has only acquired some of the assets. New Voyage National was launched 19/5/89 initially with fleet of three MAN coaches. Vehicles will carry a new KHCT Euro logo.

LONG TERM DIVERSION

For some months there has been a width restriction in Chapel Street, Billericay at the High Street end. This followed a mishap when a lorry hit the overhang of premises in Chapel Street. As buses used Chapel Street diversions have been in force with services 152 and 251 running via Laindon Road thence back via the main road to Southend Road with services 235 and 236 using a more local diversion.

LRT OPERATIONS

A continued shortage of drivers at Ponders End depot has resulted in drivers from Brentwood, Hadleigh and Southend working there. Ferry vehicles are used which are normally 0754 and 1116. This resulted in perhaps the most unusual working for some time when on 21/6 (a rail, bus and tube strike day) 1116 was used on Service 359 in the evening peak. Schooldays 345 passes from Citybus to East London Bus Company from the new term.

ESSEX COUNTY COUNCIL

As a result of strike action at Chelmsford on 12.6.89 (302/16 services under contract to ECC operated as follows:- Evening CF duties on 152/4 - Nelsons, 351 - Vantage and the lunchtime 50 Clintona.

PUBLICITY

EN timetable leaflets for services. 33,X70,370: 33,333,X70 both dated 2.6.89: 74: 74, 78/A both dated 28.5.89: 400 dated 2.7.89: 501, 511 dated 7.8.89 and 501,502,503,504,505,506 dated 7.8.89.
 EN Services in Bishops Stortford leaflet dated 2.6.89.
 Essex County Council timetable for 211/3 dated 17.7.89.
 Stephenson/Lynxline timetable for 60/A dated 22.7.89.

SERVICE REVISIONS IN ESSEXColchester

92/3 Slight timetable revisions introduced by ECOC from 10.7.89.

Harlow

B7 Revised by Buzz to operate at hourly intervals and extended to Old Harlow with Ladysnot no longer being served from 29.6.89.
 945 Summer service from Harlow to Southend re-introduced by County from 6.7.89 on Thursdays and Sundays plus August Bank Holiday, Monday Thursdays 0920 ex Harlow Bus Stn. 1455 ex Southend other days, 0910 ex Old Harlow returning at 1555.

Chelmsford

190 From 3.7.89 additional pick ups at Chelmer Village Way 0608 and Bus Station 0610 were introduced.

Brentwood

263 According to N & P the Sunday service was withdrawn by East Midlands from 25.6.89 although they may well have been withdrawn with the X90 during May, confirmation please.

Basildon

W101 NEW SERVICE Ramsden Heath to Basildon via Wickford operated by Woods Monday to Friday AND Sundays, Bank Holidays at 0900, 1100, 1400 SuX, 1500 Su0, 1700 SuX, 1900 Su0 and 2100. Saturdays 0800 then two hourly to 2000 then 2300 from 29.8.89.
 W102 NEW SERVICE Ramsden Heath to Basildon via Billericay operated by Woods, Monday to Friday at 0700, 1000, 1200, 1800, 2000, and 2200. Saturday at 0900, 1100, 1500, 1700, 1900, 2100, and Sundays at 1000, 1200, 1600 and 2000 also from 29.8.89.
 Return times for these services were not published in N & P.
 503,504 Evening services withdrawn and replaced by 506 from 7.8.89
 501 One journey an hour rerouted to run via Vange Barge and renumbered 511 from 7.8.89

Grays

383 Revised timetable introduced by Harris Bus from 26.6.89

Southend

400 Stops at Chalkwell Park and Snaresbrook Station were re-introduced from 2.7.89

FRONTRUNNER UPDATE

Further to the notes last month at least four Southdown Leopards are in use with County but from Wyatts Green with a variety of vehicles in use from Debden including ex Sampsons Volvo buses, TDBs and SNBs. The Leopards all have Plaxton Supreme 1V bodywork with 48 seats. Registrations are OUF 65/50/49/66 W ex MAP343/7/50/52 W (Southdown 1343/7/50/52). All having carried cherished plates with Southdown. All remain in full National Express livery and carry on hire to East Midlands stickers prior to the service registrations being transferred to County. Many thanks to members R Webb and A Miller who have provided the following history of Wyatts Green and Debden operations. The original fleet was RE's 5-8 and LN2's 34-6 of which 4 plus 1 spare were down at any time. In the first weeks this started to show signs of strain when Coach 54 was used. Following a brief strike early in 1987 the EM home base was moved from Workstop to Mansfield (shades of Mansfield & District in the days when the NBC hadn't been invented!) 42/3 also appeared soon after carrying Mansfield fleetnames and there was a brief appearance of 44 in full Lincman livery (Lincoln to Manchester). Things seem to have been fairly stable for some time but early in 1988 Crosville LN HCA976N was on loan soon to become EM 503 at which stage 504 first appeared. Shortly after the first regular bus LN appeared - 593. Like 504 this was a Mansfield vehicle but as far as I can see 504 was the only Mansfield - fleetnamed vehicle to have local blinds, slipboards being the norm for 'foreigners!'. The RE's were giving cause for complaint amongst drivers - 6 was missing from Xmas 1987 to September 1988, 5 was away January to July 1988 and 7 and 8 were seldom seen. It was the Waltham Cross routes which brought about the real problems: the original 7 vehicles were all back on the road plus 512-4 and 521 which I presume were the booked extra fleet for these services. However replacements became more frequent - I saw 591/2/3/8 and 504/15/6. The 550 contract replaced the contract lost to EN in Brentwood (268) - this continued to be worked by the vehicle on the 347 which as a result from 9.88 was generally a VR Mons-Fris and on a couple of occasions on Sats too - 149 was followed by 190, 131 and 158 which I think was the final one, appearing in a fitting livery of Leaf Green with cream waistband and dark green bustle - not quite ready! Fleetnames carried were:
 East Midland 5-8, 34-6, 54, 190, 591/2/8, 503.
 Mansfield District 42/3, 149, 504/93, 515/6.
 Frontrunner 512-4, 131/58, 521 and later 6-8 and some of 34-6.
 Lincman 44

EAST MIDLAND BUSES USED AT WYATTS GREEN & DEBDEN

<u>Fleet No.</u>	<u>Reg.No</u>	<u>Type.</u>	<u>Fleetnames</u>
5	NNN 5 M	RELH/ECW DP 47F	East Midland
6	NNN 6 M	RELH/ECW DP 47F	Frontrunner (Carries East rear with Frontrunner)
7	NNN 7 M	RELH/ECW DP 47F	East Midland.
8	NNN 8 M	RELH/ECW DP 47F	Frontrunner (Carries East Midland front and rear)
34	YWA 34Y	National 2 DP 47F	East Midland.
35	YWA 35Y	National 2 DP 47F	East Midland.
36	YWA 36Y	National 2 DP 47F	Frontrunner.
39	A39 XHE	Tiger/Alexander TE C46F	Lincman.
42	A42 XHE	Tiger/Alexander TE C49F	Mansfield & District.
43	A43 XHE	Tiger/Alexander TE C49F	Mansfield & District.
52	B52 DWE	Tiger/Alexander TE C49F	East Midland.
131	XRR 131M	VRTSL/ECW H70F	Frontrunner
149	OTO 149R	VRTSL/ECW H74F	Mansfield & District.
158	SNU 158R	VRTSL/ECW H74F	Frontrunner
169	VTV 169S	VRTSL/ECW H74F	Mansfield & District.

304/7

190	DWE 190W VRTSL/ECW H74F	East Midland.
503	HCA 976N National DP 48F	East Midland (Ex Crosville carried fleet No 976 at first)
504	UTU 979R National B49F	Mansfield & Dsitric (ex Crosville Wales)
512	VKE 562S National B49F	Frontrunner (ex Hastings & District)
513	VKE 564S National B49F	Frontrunner (ex Hastings & District)
514	VKE 565S National B49F	Frontrunner (ex Hastings & District)
515	VKE 566S National B49F	Mansfield & District (ex Hastings & District carries Frontrunner on rear)
516	VKE 567S National B49F	Mansfield & District
* 591	LRB 591P National B49F	East Midland
592	OTO 592R National B49F	East Midland
593	OTO 593R National B49F	Mansfield & District
598	RAU 598R National B49F	East Midland
615	EKW 615V National 2 B44F	Mansfield & District

* Also 579 OVO 579M National B49F all over advert for Eric Mace Heating, Mansfield.

HIRED IN

Southend 303 JEH 179K

Southend 323 YHG 3N

United Counties 534 XVV 534S

United Counties 555 ERP 555T

N.B. Both U.C. Nationals were in full NBC livery including NBC double N sign.

The above does not include the Atlanteans from Rainham which have been used on some occasions.

The following list of vehicles used on Brentwood departures has been provided by member W. Crowder.

	<u>28/6</u>	<u>19/7</u>	<u>24/7</u>
0941 ser 261	6	1352	SNB 212
0951 ser 239	36	1347	1347
1041 ser 261	35	SNB 212	1352
1051 ser 239	6	1352	SNB 212
1120 ser 347	34	1350	SNB 162

LRT operations on 248 and 252 continue to be covered in the main by the ex GMPTE vehicles, which have also appeared on Ensigns other services. Evidence of Stagecoach ownership was provided on the 30/7 when RM 980 in full Mansfield livery operated from about 1100-2000 on the 248. Operations on this day ceased at about 2100 when the majority of drivers headed for a pub. The Frontrunner office at Roneo Corner passed to Ensigns and remained in use for a few weeks to enable crew changes to be made.

CLACTON UPDATE

From 23.7.89 all big bus services were revised to depart from outside the former bus station. The Clacton Gazette of 28.7.89 revealed that the Town and Country Building Society is unhappy as their steps are being used as seats and rubbish left on their doorstep.

ADVERTISEMENT

Buses Worldwide

Does your interest in buses extend beyond Essex to places beyond the U.K. shores? If so then why not join 'Buses Worldwide' who produce a bi-monthly magazine 40 pages long to the same size and format as ours. The latest issue has articles on Quebec, Cape Province and Egypt plus news on 33 counties. The membership secretary, Steve Guess, 37 Oyster Lane, Weybridge Surrey KT14 7HS will send details upon receipt of an sae. The fee is a modest £8 per annum.

SOUTHEND TRANSPORT LIMITED

These notes are correct to July 30.

Vehicles**ACQUIRED:**

398	A698 EAU	Leyland Olympian	ONTL11/1R	NCME	H47/33D	1984
399	A699 EAU	"	"	"	"	"

Just when you thought that Southend's fleet was going to settle down after the various secondhand acquisitions, they've gone and done it again! Delivered on July 11 and 14 respectively (and with chassis numbers ON 406, 428 resp.), these two full height Olympians are ex Nottingham City, in which fleet they were 698/9 and had been bought in 1984 as part of Nottingham's evaluation of various current generation deckers (the other types being the Dennis Falcon, Leyland Lion, Scania BR112, Ailsa and Volvo D10M - the latter becoming their standard, along with the Lion, whilst the latter chassis was available). As might be expected, 398/9 have Nottingham's distinctive and unique body style with narrow front entrance. This is not however the first time that Nottingham bodies have featured in Southend - those with long memories will recall ST 321-4 (ETO 464/5.456/70C), MCW bodied Atlanteans hired from Ensign during 1979, at least one of which ran with Nottingham fleetnames for some time! That will not happen with 398/9, which are repainted into ST livery in a similar style to new Olympian 261.

398/9 have Leyland TL11 engines (in common with the Tiger coaches) as opposed to the Cummins unit in new 261; they also have different gearboxes - Leyland hydracyclic in 398 and Voith in 399. They should have entered service by the time that this issue appears, and the sub-editor would not be surprised to find them mainly on the OPO duties on route 1 (xx05, xx35 ex CBS). New 261 can often be found on the 4A.

Turning to the Leyland Nationals, 705 (HPF 309N) entered service on 17/7 and 708 (XPD 231N) on 24/7, giving 9 LN's available for traffic.

ON LOAN:

- T/P - Dennis Dart Duple B39F + 15 1989
The Dennis Dart prototype midibus was examined on July 26 and was used for trials over certain routes.

MODIFIED:

Further Fleetline repaints are 233/9/53/4 (leaving 14 more to be done). Red bands (just below the top deck windows) are rapidly appearing on the earlier repaints. Not previously noted is the fact that on the Fleetline version of the new livery, the staircase (offside) panel is always white, whether or not an advert is carried there.

The radiator modification to the City Pacers (see 302/11) includes new grilles on the front, resulting in the number plate being moved up above the bumper (at least on 405). Sold City Pacer 403 was also sent by Carlyle Works to Southend to have a radiator fan installed by ST.

WITHDRAWN/INITIAL DISPOSALS:

209	JTD 389P	on 13/7	) To Ensign Bus Services, Purfleet, 7/89
217	JTD 397P	on 24/7	) for LRT service 246 (Cranham bridge)

SUBSEQUENT DISPOSALS:

301 MLH 371L) Returned to Ensign, 4/89 ex Black Horse,
 310 KUC 949P) Gravesend (upon the cessation of Black Horse)
 366 WJN 366J E & D Commercial (dealer), Clayton-Le-Moors,
 2/88 ex Aspden, Blackburn
 378 GHJ 378L Kime, Folkingham, 9/88 ex COMS

General

Red 'Welcome Aboard' posters are appearing on the cab doors of OPO buses and on the platforms of the RM's.

The hot weather has seen open toppers 902/3 out on numerous occasions, usually on the London Road crew routes. Indeed, loadings have actually gone UP as a result of using 'air conditioned' buses, with passengers being seen to let other buses go by in order to catch an open topper! This is in contrast to the 'old' days of ST, when open tops only seemed to appear in inclement weather. Also in contrast, passengers on EN's sea front route 67 (an Essex CC contract) have had to suffer Leyland Nationals or Lynx's at times (eg 1758 on 8/7, 1409 on 9/7 and 1738 on 17/7) in place of the scheduled VR or KSW.

Various scheduled and emergency rail contracts have been undertaken in recent weeks, including 12 Fleetlines on Monday 3/7, operating Wickford to Farnbridge. Generally, ST now cover emergencies EAST of Pitsea, with Ensign dealing with those to the west. As a result, Ensign were very busy in the week of June 19, when the wires were brought down twice - in the morning peak on Tuesday 20th near West Horndon and in the evening peak on Friday 23rd at Laindon. Ensign should also have been out in force on the weekend these notes were written, as the Tilbury loop was blocked to allow work to proceed on the new Dartford River Crossing, but in fact ST covered a large part of the Saturday operation.

Returning to ST (!), the continued series of strikes by the NUR has led to duplication on X routes, although this has not been anywhere near as extensive as in the 1982 strikes. On strike days, local routes 3, 7C, 16 & 16A (all of which run purely for rail commuters) did not run.

Services were due to be disrupted in July and August as a result of various carnival processions. The Southend carnival (August 12) this year has reverted to a Leigh start, after some years of commencing in Kings Road in Chalkwell. This is bad news for bus operators, as it will cause diversions to ST's 23A/B, EN 24/A, 25 & 67 and Clintona 21A.

On the subject of diversions, to follow up 302/12, the Southend town centre cycle race did indeed take place on June 13 & 15. On both days the exit from CBS, and the roads leading to the east, were closed in the evening, resulting in the odd sight of buses leaving the bus station via the entrance! Through routes 7 & 8 (plus EN 20) had to divert via Queensway, with ST operating a minibus shuttle from CBS to Victoria Circus to connect (EN did not appear to make any provision for the 20, however). We presume that EN 6 and District Bus 24 terminated short of CBS in the Alexandra Street area.

Finally, there are still seats available on the £4 excursion by RM 102 to the Norwich rally on September 10. 102 will also be travelling to Woburn on September 24 for the Showbus rally, again at a fare of £4 return. Call Southend 355711 to book for either trip.

OTHER OPERATORS - South East Essex

Stephensons, Southend: The revisions to the Mon-Fri service on 60/60A were deferred to July 31 due to delayed processing of the application by the Traffic Commissioner. However the Lynxline Sat/Sun changes were accepted to start from 22/7 as planned.

T V Taxis, Southend: the two Mercedes minibuses are F34/5 TJN and have Reeve Burgess bodies seating DP19F + 6 (2 & 1 seating), to correct 302/13. They are in white, lettered 'Southend & District Shuttle Bus Company' and only appear to be used very spasmodically at present (due to a lack of PSV licenced drivers). There must also be some doubts about the legality of their operation - the operators licence for the full size buses is in the name of TVT Transport Services Ltd, a different legal entity to that which has lodged the service registrations (that operator, a partnership, only having a taxi bus licence). A further retrenchment from 14/8 will see the Thames Drive to Hadleigh section of the 1S withdrawn.

AND FINALLY

. . . the recent NUR strikes (6 so far, with - hopefully! - no more to come) have generated some useful extra revenue for coach operators. Many big City firms have hired large fleets to transport their staff - for example, the sub-editor's employers, one of the 'Big Four' banks, used 111 coaches (plus 6 pleasure steamers!), co-ordinated by Seamarks of Luton. Thus I was able to travel to work on such motors as a Bova of Reliance of Grantham and a Neoplan Jetliner of Harris of Bromsgrove. These were not the furthest travelled vehicles however - South Wales operators were well represented (such as Eynon of Trimsaran, with an ex LCBS TL), while some 'lucky' commuters came in on Chesterfield Transport Leyland Lynx buses! On the last day, I saw virtually all of Hull's coach fleet as well. If double deck buses were your preference, how about a nice new Scania of Harris of Grays - or an RT of Blue Triangle!! Class 302 EMU's (with 'Network SouthEast names) will seem quite boring by comparison, although (sometimes) a little faster. Incidentally, to follow up on last month's notes, our Romford coach regularly took over 5 hours to reach the City! I eventually found the best method to get to work was to drive to Plaistow with a bicycle in the boot, and then cycle the last 7 miles!

EASTERN NATIONAL

PLAXTON COACH BLIND 7/89

WHITE BLANK	BASILDON	EXETER	PLYMOUTH	PRIVATE HIRE
BLACK BLANK	BATH	FELKSTOVE	PRESTON	EXCURSION
NATIONAL HOLIDAY	BIRMINGHAM	GREAT YARMOUTH	SHEFFIELD	DAY TOUR
LEISURE BREAK	BOLTON	HEMSBY	SOUTHAMPTON	HIGHWAYMAN
HIGHWAYMAN	BRAINTREE	IPSWICH	SOUTHEND	LEISURE BREAK
DAY TOUR	BRISTOL	JAYWICK	SUDBURY	NATIONAL HOLIDAY
EXCURSION	BURY ST. EDMUNDS	LONDON	TRURO	BLACK BLANK
PRIVATE HIRE	CARDIFF	LUTON	WALTON	WHITE BLANK
PRIVATE	CHELMSFORD	MANCHESTER	NATIONAL EXPRESS	
RELIEF	CLACTON	NEWQUAY	RELIEF	
NATIONAL EXPRESS	CULCHESTER	NOTTINGHAM	PRIVATE	

COLCHESTER BOROUGH TRANSPORT

Metrorider 13 has received all over advertising for "Foulkes, High Street Colchester and Maldon"
 11 appeared on the CBT stand at the Enterprise '89 exhibition in Castle Park on 21, 22 and 23 July. Counties open top VR OT353 which is all over advertising for Radio Orwell/Saxon Radio appeared on the Suffolk Group Radio stand.

Leaflets have appeared for:

Sightseeing Tour - the design being some 15 years ahead of its time as it shows an open top Olympian.

Through facility between St Johns and General Hospital utilising the 2/2B/9/9A journeys that run onto the 5A.

OTHER OPERATORS - REST OF ESSEX

BRANDONS Have a new Volvo B10M/Plaxton Paramount 3500, F661 LAR

CHARTERCOACH Further to 302/15 the other Tiger/Duple is F132 UMD

CUNNINGHAM CARRIAGE COMPANY The first G reg Coach to be reported is G917 GRN Leyland Swift with ELME bodywork.

FORDS ATD 780L has been sold to Romford Swimming Club.

FARGO Local press reports state that planning consent is being sought for an expanded depot to take 15 12m coaches in place of 8 11m coaches together with new offices and a washer.

GOLDEN BOY New is a Van Hool T815 Alizee H Integral C49FT, F580 RML.

GRAHAMS A recent acquisition is B252 CUH a Volvo/Caetano C51FT

HARRIS BUS F849 LHS has a dormobile body frame with conversion to mini bus by Steedrive Ltd and is in a blue white livery with Harris Mini Bus fleetnames. Seating capacity is C16F
 The four Volvos D30L-4 PEV have all received repaints to the lower blue areas by T.& J. Sangster in the past few weeks.

CGP 311X is now C50f with a luggage pen ex C52F.

HEDINGHAM Have acquired D232 HMT a Tiger/Van Hool C53F ex Traveller, Hounslow and numbered it L155

RAYLEIGH ROADWAYS New is F752 MUT a Dennis Javelin/Duple

FORD MOTOR COMPANY Colin Sigston a group member and Ford employee reports the following:-

A500 NWC and A600 NWC (R1114/Duple Dominant 1V C45F) which have worked the staff services to Stanstead airport since September 1983 made their final journeys on these duties on Friday 21st July 1989.

On Monday 24th July 1989 two new coaches commenced duties on these services. They are registered A100 THK and A200 THK - but what are they? They each have a Ford oval on the front panel, mounted over a circle, and also have Ford stickers over the entrance door and the driver's side window but there is no other chassis or body identification. To me the bodies (C53F) look suspiciously like the product of Mercedes-Benz!! A closer look at the licence disc and a chat with a very happy driver revealed that they are Yugoslavian built Sanos vehicles with Mercedes engines!!! They are of course non-PSV.

These coaches are imported by Ensign Bus and Coach Sales Ltd Purfleet and are sold under the name of Ensign Charsma.

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EAGLE COACHES

Following a period of competition with EN in the Basildon area, the licences for this operators services were 'sold' to Eastern National. EN operation of service 242 started on 7.8.89. whilst Eagle will continue to operate the 30 & 31 until 26.8.89. Eagles private hire work and other coach work remains with the operator.

ROCHFORD MEETINGS

Meetings at The Freight House adjoining the station recommence on September 10th at 1945. A bar and drinks will be available for this and future meetings.

The programme of meetings up to Christmas is as follows.

September 12th. Open slide show when members are asked to bring along their summer holiday shots (transport shots not the wife and kids please).

October 10th. Video evening. Please bring your own videos, more details next month. (Peter, what have you got in mind?)

November 14th. Slide show on Dutch Buses by Duncan Grant.

December 12th. A talk by Mark Howorth of Southend Transport.

Andy Meadows will be at all meetings with the sales stand and Peter will bring a selection of photographs. If you have not been before why not pop along?

If any member wishes to add to the list, please let Peter or Andy know.

CONTRIBUTIONS FOR THE SEPTEMBER MAGAZINE TO BE WITH THE NEWS SHEET EDITORS BY 1.9.89.

Contributions to this magazine were received from :- B Andrews, J Cooper, R Delahoy, P Harvey, J Lidstone, I Mayoh, A Osborne, R Palmer, C Sigston, J Simpkin, G Toon, L Watson, M Weyell, Eastern National, LOTS, PSV Circle and Southend Transport.