



FORMER ARRIVA SOUTHEND, DENNIS DART - PLAXTON 3378 P258FPK NOW TRANSFERRED TO ARRIVA EAST HERTS AND ESSEX AND IS BASED AT GRAYS. ROUTE BRANDED FOR SERVICES 370/3 BETWEEN GRAYS AND ROMFORD, 3378 IS SEEN HERE AT LAKESIDE.
P FORD

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ESSEX BUS NEWS

426

EDITORIAL

426 FOCUS OF THE MONTH

2808 FWC 426B was a Bristol FLF6B ECW H70F operated by Eastern National, new in 1964 it was withdrawn in 1980 and sold to Ensign and later operated by the National Playbus Association.

ROCHFORD MEETINGS FREIGHT HOUSE 8pm

November 9th	Programme not confirmed	
December 14th	Slide Show by R Delahoy	"20 years ago"

NEWS

Thurrock Borough Council make cuts to evening contracted services due to lack of patronage.

Arriva Southend Fleetline 212 JTD392P the last JTD has been purchased by Group member Toby Prescall for preservation, we wish him every success in his venture.

The latest edition of LOTS, London Bus Magazine has a very interesting article about Bristol buses in London, members may recall that Eastern National and Westcliff vehicles were involved, some interesting photos of EN and Westcliff vehicles are included. Copies can be obtained from LOTS for £3-30 plus 50p PP.

JOHN FARMER

It is with much regret that we have to inform members that one of our long standing members has sadly passed away. John Farmer, from Great Leighs, was employed by Hicks Bros. as a driver and his knowledge of that esteemed Braintree concern was legendary. John and I have had many conversations over the years about Hicks operations and he was always a mine of information. It was perhaps ironic that the re-emergence of buses in the almost traditional blue and yellow Hicks colours should have appeared recently, however, these were not for the erstwhile 311's passing his home but the base for the Thamesway 'Super 8' service in Basildon. Our thoughts go to John's family and friends, he will be sadly missed.

Alan Osborne

Contributions for this edition of EBN received with thanks from R Dennis. C Sigston. C Stewart. P Ford. B White. I Taylor. Essex Buses. Arriva Southend. Arriva East Herts and Essex. LOTS. PSV Circle. Essex C.C.

Contribution for November EBN should be with Sub Editors by 5th November and Man. Editor by 11th November.

DISPOSALS August 1999

606 N606 APU to First Eastern Counties
1830 VNO 732S to Hardwick (dealer) Carlton

September 1999

3222 BEP 963V stripped for spares, remains scrapped

REPAINT August 1999

3226

ODD WORKINGS

27-9-99 943 on Eastern National 350

30-9-99 1803 on schools duty in Brentwood

SERVICE CHANGES

- 71/72 Epping – Brentwood. Withdrawn after September 4th. Part replaced by Arriva Essex & East Herts on contract to ECC.
- 73/74 Revised timetable from September 6th, all journeys now operate as 73
- 80 Revised timetable from September 6th. Saturday service operated by Clintona on contract to ECC.
- 81/82/83 Revised timetable from September 6th.
- 91/92 Withdrawn.
- 551 Minor timetable revision Mon – Fri from September 6th.
- 1 Revised Saturday timetable from September 11th.
- 2 Revised timetable from September 6th.
- 25 group Revised timetable from September 6th.
- 26 Holehaven – Canvey. Withdrawn from September 8th.
- 101 Revised timetable from September 11th.
- S1 – S5 "City Saver". Withdrawn from October 11th. New joint service with Arriva Southend numbered 720 – 723 starts on the same date.

NEWS

The recent service revisions in Brentwood have introduced regular double deck operation on routes 80/81/82 in the afternoon peak times. These are believed to be the first double deck workings via Woodland Avenue and Hutton Drive since 1986 when mini buses first took over. (Can anyone confirm this?)

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Leyland Olympians Fleet No.L306, registration number BBY 213Y and Fleet No.L307, registration number BBY 218Y are now in Hedingham fleet colours and have been rebuilt in Hedingham's own workshops to single entrance.

Further Leyland Olympian Fleet No.L305, registration number WWL 212X is currently under conversion to single entrance.

Leyland Leopard Fleet No.L115, registration number FEV 115Y has received a partial repaint during the school recess.

Hedingham's ex Brighton Bristol VRT registration number UWV 615S, Fleet No.L302 is still in service on route 130, (Clacton Common Town Service), but with the roof fitted. This has only happened recently as it was seen only days ago still running as an open-topper.

Acquired Vehicles

216	BCL 216T	Bristol VR	ECW	H43/31F
---	CJH 142V	Bristol VR	ECW	H43/31F

Both are being used for spares at Clacton depot. 216 was ex Eastern Counties, 142 coming from Stephensons (dealer), Rochford.

Allocations

Period End 25.9.99. 382/3 CF-Biss; 1899 CN-BE; 1924 Airport-CF; 2683 Reserve-CN; 3092 BE-CR; 3227 Reserve-CR; 4019 CF-CR; 4021 CF-D/L(D)

The following are currently dumped at the rear of Clacton depot, 1941, 2232, 4021 ex Thamesway 1886 and ex Eastern Counties Leyland National XNG 770S and Bristol VR BCL 216T.

Vehicles Modified

Mercedes minibus 2683 has been resealed to B23F with new seating, for use on ECC tendered services.

Unusual Workings

A number of vehicles at Chelmsford depot are off the road, as a result of accident damage. This has led to a spate of minibuses covering big bus work, while Leyland Nationals and Bristol VR's are also being used to cover as and when required.

Services

- 1 The summer service from Clacton to St Osyth was withdrawn from 5.9.99.
- 20/A Withdrawn after 30.10.99.
- 22A/B Withdrawn after 30.10.99.
- 31 Revised route and timetable introduced from 24.10.99.
- 32 Commercial journeys withdrawn after 30.10.99. ECC hope to replace.
- 36 Revised evening timetable introduced from 25.10.99.
- 76 Minor timetable revisions introduced from 13.9.99.
- 90 Ipswich to Long Melford, Sundays only. Revised timetable introduced from 3.10.99.
- 93 From 25.10.99 the 1750 ex Maldon is replaced by Dengie Village link.
- 96A Introduced on Sundays from 3.10.99. Colchester to Ipswich via Manningtree.
- 97/98 Ipswich to Manningtree, Sundays only. Revised timetable introduced from 3.10.99.
- 98/99 Replaced by Dengie Village Link from 25.10.99.
- 103/4 Revised timetable introduced from 1.11.99.
- 301 Minor timetable revisions introduced from 6.9.99.
- 309 Revised route and timetable introduced from 6.9.99.
- 333 Minor timetable revisions introduced on Monday-Friday from 6.9.99.
- 350/1 Bishops Stortford-Hertford service. Revised timetable from 17.9.99.
- VL1 Extended to and from Takeley Four Ashes from 6.9.99.
- VL2 Re-routed to serve Clacton Common from 25.10.99.
- VL3/4 Re-routed via Thorpe Green and Beaumont with revised timetable from 25.10.99.

- VL5 From 25.10.99. revised to operate via Saffron Walden Hospital. The 0721 ex Saffron Walden revised to operate via Takeley Mobile Home Park.
VL7 From 25.10.99. revised to operate via Maitland Road.

Service Vehicles

Former Airport Coaches Toyota Optimo 110 (PUU 970) is being used as an Engineering Vehicle at Braintree depot.

Initial Disposals

--- (CJH 142V) Used for spares, remains sold for scrap 9/99.

AIRPORT COACHES/BISS

Allocations

Period End 25.9.99. 110 Airport-EN; 115/119-124 Biss-Sold; 117 Airport-Biss; 343/60 Biss-Airport; 382/3 CF-Biss; 2253 EN-Airport

106 (S312 DLG) has gone from the allocation list, but its not known where to.
The coaching side of the business here was sold to Associated Coachways in September 1999.

Services

601 Sunday service withdrawn for the winter period.

Initial Disposals

115 (KBH 860V)	Associated Coachways, Harlow, 9/99.
119 (R252 KWY)	Associated Coachways, Harlow, 9/99.
120 (N210 FWA)	Associated Coachways, Harlow, 9/99.
121 (M384 WET)	Associated Coachways, Harlow, 9/99.
122 (R917 HTW)	Associated Coachways, Harlow, 9/99.
123 (R918 HTW)	Associated Coachways, Harlow, 9/99.
124 (R919 HTW)	Associated Coachways, Harlow, 9/99.

HARRIS BUS

VEHICLE ON LOAN

T290 ROF a VolvoB6BLE/Wright Crusader was on loan in mid August and used on service 108 (Stratford-Lewisham).

SERVICES

384 Was withdrawn after 19.6.99.
L1 Withdrawn after 10.7.99

GENERAL

Excels 323 and 333 have lost their local name brandings in favour of Harris Bus fleetnames. As most vehicles are mixed anyway, this is not before time!
The vehicles on service 108 are to have wheelchair ramps fitted and are to be reduced to B34F.

HARRIS COACHES

VEHICLE NEWS

DAF/Van Hool M503 XWC has been sold.
Dennis Javelin/Caetano M786 VJO is still here on loan, in an all white livery.

OTHER OPERATORS - REST OF ESSEX

A&D BENFLEET Mercedes 609D N112 SPB has been acquired from Farnham Hire Services, Farnham.

ADVANCE MINIBUSES HOCKLEY An addition here is Ford Transit J797 MHD.

APT RAYLEIGH Bedford YMT/Plaxton JNJ 510V is out of use here.

ARRIVA LONDON NORTH After 16.10.99 the section of route 279/N279 between Waltham Cross and Upshire was withdrawn.

ASSOCIATED COACHWAYS HARLOW Registered a circular service T14 in Harlow from 1.9.99. No further details are known. Service 871 was revised from 6.9.99.

BLUE TRIANGLE Revised timetable introduced on service 265 from 6.9.99. Service 204 was revised from 8.9.99.

BRENTWOOD COACHES Mercedes 408D/NWCS G799 GEY has been acquired.

BUZZ HARLOW Mercedes/Reeve Burgess F75 SMC has been sold to Orion, Wemyss Bay.

C&M LAINDON Ford Transit F578 PLF has been sold.

CAMBRIDGE COACH SERVICES Service 76 had a revised timetable introduced from 24.10.99.

CARTERS COACH SERVICES School services 65 from east Bergholt to Lawford and 68 from East Bergholt to Manningtree have been withdrawn.

CEDRIC WIVENHOE Not previously reported here is Volvo B10M/Plaxton R5 CED. Also acquired is a further Bristol VR FKM 864V.

CHAMBERS BURES Service 753 was revised from 18.10.99 and no longer serves West Bergholt village. The Sunday service on route 757 was revised from 3.10.99. to operate between Sudbury and Colchester only.

CHARIOTS CORRINGHAM Minor timetable revision to Service 14 from 25.10.99.

CHELMSFORD TAXIBUS The Loop service was withdrawn after 23.10.99.

CLINTONA BRENTWOOD F289 PAC reported as sold last month is a Transit not a Talbot. Operation of services 374 (Aveley to Bulphan) and 389 (Aveley to Basildon) commenced on 2.8.99. Both are Monday to Friday only. The timetable for service 389 was revised from 13.9.99. The Saturday service on route 80 between Shenfield and Woodman Road under contract to ECC commenced on 11.9.99.

CM3 EXPRESS Service from South Woodham to Wickford introduced from 25.10.99. Some journeys are extended to Pitsea or Festival Leisure Park, Basildon.

COOKS SOUTHEND Bedford YMT/Duple RYL 710R has been sold.

DON DUNMOW Dennis Javelin/Marco Polo M706 HBC has been acquired.

ENSIGN PURFLEET Revised timetables were introduced on services 324/348 from 16.10.99. Service 324 had also been revised on 22.8.99. and 10.7.99. Service 348 also having been revised on 10.7.99. as was service 623 (Rainham and Belhus schooldays), which was incorporated into service 324. Service 325 (Ockendon-Chadwell St Mary) was introduced on 10.7.99. operating Monday to Saturday. This timetable was amended on 18.9.99. Further vehicles with 324/348 branding are Metrobuses KJW 322W, B147 EDP, ANA 190Y, ORJ 100W, A144 AMO and C780 BCN. These carry 324 between decks and 348 on lower panels. Metrobus SND 106X carries 325 branding.

ESSEX EXPRESS The network of London Commuter services operated by Windmill, Fargo and Chambers was revised from 31.8.99.

FIRST CAPITAL Service 253 (Chingford Stn-Waltham Abbey) had a revised timetable introduced on 14.6.99.

FORDS ALTHORNE The service between South Woodham and Chelmsford Riverside Leisure Centre, operated on Tuesdays only from 27.7.99, to 24.8.99. A similar service between South Woodham and Maldon Leisure Centre, operates on Tuesdays from 16.9.99 to 14.12.99.

GLEW COLCHESTER Talbot Express D326 MNC has been acquired from Pioneer, Clacton.

GODWARD RAMSDEN HEATH Ford R1114/Plaxton J1W 7131 (new as CNR 217T) is being used for spares.

GOLDEN BOY ROYDON H819 AHS a Volvo/Plaxton has been acquired.

GOLF EXECUTIVE BOREHAM EOS Integral L524 EHD has been acquired.

GRAHAMS KELVEDON Toyota/Caetano R687 ACL is now here.

HALLS ELSENHAM DAF/Plaxton D784 VMO has been acquired.

INGATESTONE COACHES DAF 400 Minibus J31 UTG has been sold. Bedford/Duple LIL 2183 (ex ???) is now in service.

IPSWICH BUSES The Sunday service on route 93, jointly operated with Chambers and County Travel had a revised operation from 3.10.99.

M&E SHOEBURYNESS Unusual Mercedes/Ayshats TIA 5819 (DVC 357Y) has been sold to Lyles, Batley.

NATIONAL EXPRESS Winter schedules were introduced from 27.9.99.

NCS NEWPORT Additions here are the normal Renault Traffics L817 RHJ and L656 RJN, plus Ford Transit/Dormobile F313 MPF.

NELSONS School services 2/5/41-46/50 were revised from 6.9.99. Services 272/3 were withdrawn after 3.9.99. Service 94 was replaced by the Dengie Village Link from 25.10.99.

MYALL BASSINGBOUNE Revised Sunday service introduced on service 102.

P&M SHOTGATE F886 SMU a Volvo/Plaxton has been acquired.

RAYLEIGH ROADWAYS SHOTGATE Former Crusader Coaches G104 CJN a Van Hool T815 has been acquired.

RUFFLE CASTLE HEDINGHAM F62 MTM a Mercedes 609D/Reeve Burgess is now in stock.

RYDERS TRAVEL HARLOW Acquired is Toyota/Caetano H691 HRT.

S&P ROCHFORD Vehicles here are being named, Tiger/Berkhof HOI 7624 is The Band of Gold; Tiger/Plaxton USV 807 is Golden Knight and DAF/Plaxton E132 YUD is Golden Crest.

SJH CRAYS HILL Volvo/Duple caribbean DIB 2183 (ex ???) has been acquired.

SM TRAVEL HARLOW Revised timetable introduced on service T15 from 29.7.99. Added to this fleet is N303 FOR an Iveco/Mellor, normally to be found on service T15.

STEPHENSON ROCHFORD To correct last month, Royal Tiger OIB 5402 (D387 VAO) is still in service. One time Eastern National Tiger/Plaxton B697 WAR is here, although may only be for dealer stock. Service 50 between Southend and Rochford via Southchurch is registered to commence from 1.11.99, on Mondays to Fridays. A revised timetable was introduced on service 20X from 1.11.99.

STORT VALLEY STANSTED Mercedes 312D P215-8OLC and R983-6 RBY are here ex Alamo, West Drayton. Volvo/Plaxton coaches sold are N500/600 TCC and P99 HMC.

TOWN & COUNTRY CORRINGHAM Service 400 (Lakeside to Gravesend) was withdrawn after 12.6.99. Mertobus BYX 156V is in fleet livery of orangey-red/cream, as is coach E957 GGX. Metrobus EYE 322V was in use in September, but is thought to be on loan.

VICEROY SAFFRON WALDEN Revised timetable introduced on services 59/590 from 6.9.99. Operation of service 18 was taken over from Arriva from 2.8.99. DAF 400 minibus H545 EVM has been acquired from Adtax, Saffron Walden. Bedford YMT/Duple 794 SKO (AKK 175T) has been sold.

WALDEN TRAVEL SAFFRON WALDEN A Monday to Saturday service on route 313 (Saffron Walden to Gt Dunmow) was registered from 2.8.99. Service 194 had a revised route and timetable introduced from 7.9.99.

WARD ALRESFORD Bedford YNT/Plaxton B623 DDW has been acquired, it has since been re-registered JUJ 4996.

WHIPPET COACHES Service 640 from Histon to Clacton has been withdrawn for the winter period.

ARRIVA COLCHESTER LIMITED

Olympian 5377 (TPD 107X) has been repainted and entered service on 22-9-1999. It went to Duxford on 26-9-1999.

Atlantean 5316 (MEV 86V) was sold to Beestons on 16-8-1999. 5318 (RVW 88W) and 5317 (MEV 87V) were withdrawn on 19-8-1999 and 30-9-1999 respectively.

Tiger coaches 4302 and 4303 were loaned to Watford Garage from 4-9-1999 to 20-9-1999.

The remains of Greenway 3307 (NIW 6507) were towed to Barnsley on 23-9-1999.

Fares are being increased from 11-10-1999.

On match days ACL operates a park-and-ride service between a car park off South Circular Road in the Garrison and the Layer Road Football Ground. Usually a single Olympian is used, showing service number 55.

NEVER DOMINANT IN ESSEX

With the arrival of the Dennis Dominators to Arriva Southend, it is time to look at the Dominator in Essex over the years, which has never been very prominent.

Southend Transport had demonstrators in 1981 and 1983, these were from Leicester City Transport, MUT 206W and TBC49X and in 1982 they hired FAM 1W an East Lancs single decker from Thamesdown at Swindon during the rail strike.

Currently in Essex, Ford of Althorne operate ex Thamesdown SMW56Y which is frequently seen on their Thursday only service to Southend from the Dengie Hundred.

Scottish exiles all with Alexander are with Brandon Blackmore End FGE441X, Ruffle Castle Heddingham FGE438X and Thurrock B.C. have TYS274W and FGE433X as playbuses,

Finally to the west of the County (Greater London area) First Capital operate Dominators which appear over the border at times.

So from this short article you will see that the Dominator has never been dominant.

ARRIVA EAST HERTS AND ESSEX

FLEET

Vehicles In / Transfers

3388-90 P258-60 FPK Dennis Dart/Platon Pointer SLF from Arriva Southend(08/99)
5255 B155 WUL MCW Metrobus H43/28F from Arriva London North (08/99)
3250-5 V250-5 HBH Volvo B6LE / Wright Crusader - 41 seats (09/99)*
* the last 2 vehicles in this series 3256/7 (V256/7 HBH) are in the course of delivery.
3250-5 were delivered in Arriva corporate livery, vehicles 3250/1/3 have received
brandings for routes 500/502 and were first seen in service on 21 Sep. Along each side
at the top it reads 'convenient low floor buses through the Roding Valley'.
3252/4 had entered service by 30 Sep without fleetnames (3252 on route 500 and 3254
on route 807)

Liveries

June 99: 5252 (KYO 612X), 5367 (GYE 508W) to Arriva 'Outer London' livery
August 99: 2298 (G918 UPP) to Arriva corporate livery (without fleetnames)
3368 (K318 CVX), 3439 (R169 GNW) to Arriva corporate livery
3378 (M268 VPU) to Arriva corporate livery with branding for routes
500/502 (same as 3250/1/3)
Sept 99: 2378 (R948 VPU) to Arriva corporate livery
5355 (GBU 5V) to Arriva corporate livery (not Outer London, without
fleetnames)

General

During August 5255 (B155 WUL) and 5367 (GYE 508W) were converted to single
door at Arriva London North's Enfield Repair centre.

The following vehicles were on display at Showbus, Duxford on Sunday 26th
September.

2354	M734 AOO	Iveco 59.12 / Marshall in County Bus 'Townlink' livery.
3253	V253 HBH	Volvo B6LE / Wright Crusader in Arriva corporate livery
3389	P259 FPK	Dennis Dart / Plaxton Pointer SLF in Arriva corporate livery with route branding for routes 370/373.

Unusual Workings

22/09	3356	Operating Harlow Town service 807
23/09	3357	Operating Harlow Town service 807
23/09 & 30/09	3250	Operating Harlow Town service 804
30/09	3251	Operating Harlow Town services 817/818

Allocation Changes to August 1999

3388-90	P258-60 FPK	Arriva Southend to Grays
5252	B155 WUL	Arriva London North to Ware
5357	DTG 367V	Grays to Withdrawn

Allocation Changes to September 1999

2278	G78 SKR	Harlow to Arriva Southend
2345	M725 UTW	Grays to Harlow
3250-5	V250-5 HBH	New to Harlow

SERVICES

6 September 71/72 ECC emergency contract. Epping - Warley via Ongar, Stondon Massey, Coxtie Green and Brentwood. Certain journeys service Navestock Side as service 72.

Due to withdrawal of funding by Thurrock Council, the following services are withdrawn from the 4th October.

- 100 Basildon-Grays. Monday-Saturday evening service
- 373 Aveley -Grays. Monday-Saturday evening contract journeys
- 374 1830 West Horndon Station-Grays Bus Station
- 375 Belhus-Grays. Monday-Friday early morning journey
- 377 Monday-Saturday evening contract journeys and the commercial service between Purfleet and Bluewater

- 23 October 333 Ware-Hertford (circular). Withdrawn between Pinehurst Estate and Ware. Towards Bengoe buses to serve Fore Street and not Bus Station. Revised timetable every 20 minutes during the day. Monday-Friday peaks every 30 minutes.
- 23 October 395 Hertford-Ware. After 1900 Mondays-Saturdays buses towards Sele Farm Estate to serve Bus Station and not Fore Street (due to parked cars!). Chauncy School afternoon journey withdrawn.

Changes to Harlow Town Services from 30th October:

- 392/393 Hertford-Harlow. Service 393 withdrawn. Service 392 increased to hourly, with additional buses as now during Monday-Friday peak period. Within Harlow, the 392 is extended from the Bus Station to Old Harlow Churchgate Street
- 505 Walthamstow-Harlow. Service extended to Old Harlow during the day.

- 805 Bus Station-Potter Street. Renumbered service 5 and extended for most of the day to Little Parndon over the 807 route. Peak period journeys continue to Pinnacles. Monday-Friday peak service revised to run every 20 minutes. Off-peak and Saturday service continues to run every 15 minutes to Potter Street and every 30 minutes to Little Parndon.
- 807 Little Parndon-Old Harlow (circular). Service withdrawn. Churchgate street now served by route 392, Little Parndon by route 5.
- 809/810 Harlow-Sawbridgeworth (circular). Services withdrawn. Old Harlow now served by route 505. Sawbridgeworth no longer served by Town Services.
- 815 Harlow-Latton Bush (circular). Service withdrawn. Sumners Farm and Commons Road are no longer served. Three Horseshoes Road receives increased service on 392.
- 817/818 Harlow-Church Langley (circular). Services withdrawn. Replaced by new service 10 which will operate a direct service every 30 minutes between Church Langley and the Bus Station.

ARRIVA SOUTHEND

FLEET

RERAINTS

5384 A110ADL to Arriva corporate livery.

DISPOSALS

5302 (212)	JTD392P	T Prescoll Rayleigh for preservation	9/99.
5324 (224)	XTE224V	First Western National	9/99

DENGIE PENINSULA CONTRACT

The five Renaults to be used on this service have now been registered V729-733JOO
These are owned by Essex County Council.

Two Arriva LDV minibuses are being used for driver training P697UFR and P698PRJ.

PRESERVATION TOPICS

Bus and Coach Preservation Monthly report that former Colchester Corporation Daimler CVD- Roberts No 4 OHK432 is finally back on the road after major restoration.
Former Eastern National Bristol MW5G ECW B45F 1356 MOO177 now undergoing a steady restoration to it's former EN glory.

As mentioned in last months EBN, former Moores Kelvedon Guy 20PVX is still in service in America, enquiries are being made about another Moores Guy 373WPU that went to America.

WHO OWNS THESE?

With the start of the new school year, a number of vehicles appear as a result of contract changes, or simply to update stock. The following have been seen in the Basildon/Grays area, if you know who owns them, please write to Dave Arnold.

Bristol VR/ECW	OBR 775T	SAO 411R
Leyland Titan	CUL 96V	
Atlantean/ECW	SUP 271V	
Bristol VR/E Lancs	ABD 75X (this was EN 3236)	
Bova Europa	HIL 2393	
Volvo/Plaxton	J43 VWO	

It is thought that a number of these are with S&M, as the number of Fleetlines seen in the area is now much reduced.

STEPHENSONS DEALER STOCK

The following were here on 14.9.99:-

VR/ECW URF 666S and RUA 454W ex Trimmer, Dagenham
VR/ECW GTX 753W ex Red & White
Leyland National 2 JCK 849W ex Ribble
Olympian/ECW D510 PPU ex Eastern National

ESSEX ODDS AND ENDS

The following are with non-PSV owners:-

Friends of Chelmsford Training Centre D496 THJ a Ford Transit
Palmers College Thurrock H604 AHW a Sherpa 400.
New Hall School Boreham G967 GWN a Ford Transit.

Seen at Chelmsford Auction in August was former Royal Mail Sherpa 200 M809 EAV.
Former Essex CC B130 WWC a Ford Transit/Dormobile is with a private owner in Chadwell St Mary.
Freight Rover 400 F664 LTA has ben seen in Grays. This was ex Scott, Hertford but now appears to be with a private owner.



THE HEDINGHAM DEPOT BASH. 18TH SEPTEMBER 99

Thirty years ago, "Buses Seventy" carried an article entitled "The Omnibus Proprietor" by D. R. MacGregor which chronicled the development of a small operator, Hedingham Omnibuses. It was stated the Company possessed 23 vehicles of which 3 were double deckers, 3 were coaches and 17 saloons. This tour was to enable us to appreciate just how far Hedingham have come since those days whilst maintaining the characteristics of a local rural operator.

The fleet now comprises some 130 vehicles allocated to 6 depots with 2 outstations (1 at Steeple, 1 vehicle and 1 at Haverhill). We were to visit each depot in turn, the tour vehicle being L259 TJ11688 a 53 seat Volvo B10M, originally with Osbornes of Tollesbury. Appropriately, our first visit was to Tollesbury depot where many favourable comments were heard regarding the position of the sun as just about every vehicle that would move was positioned on the depot forecourt for photography. 17 vehicles were present here including 7 VRs and former Eastern National LH6L UVX4S. Since the Group's previous visit to Tollesbury, Hedingham have constructed an enclosed workshop area within the depot and the whole building has been much smartened up.

Leaving Tollesbury, our route was via Tiptree and Feering to Kelvedon depot, located within the complex formerly used by Moore Bros and Eastern National. In fact most vehicles now park in a compound behind the depot building and this proved most acceptable for the photographers. There was a line up of 8 VRs here and delicenced L156 NPU979M formerly Eastern National 3032, was adjacent. Again the sun was kind to us, being in just the right position as much camera clicking ensued.

From Kelvedon our route took us through Coggeshall and the A120 to Little Tey where the former operators name, C & R Coaches, still adorns the depot building. Although this is a fairly cramped site, there were 11 vehicles present including former Eastern National Bedford YMT, BNO 703T and former Eastern Counties Leyland PSU3, XPW 877X, latterly owned by Carters. Despite the small site, several vehicles were moved for photography.

Next it was on to Hedingham, Headquarters of the Company, the route taking us past the former Blackwell's premises at Earls Colne, a company taken over by Hedingham in 1965. Passing through Halstead, the former Eastern National premises closed in 1986 and now the site of a food store were just out of site down the High Street.

Hedingham depot always contains vehicles of interest and this visit was no exception with three recently acquired Leyland Olympians from City of Oxford being present. two, BBW213Y and BBW218Y were already in fleet livery, the third WWL212X being still in the green and blue park and ride livery utilised by Oxford. Fortunately Hedingham's new Volvo Olympian S300 XHK with Alexander bodywork came in on service enabling comparisons to be made with what may start to replace Bristol VRs in the fleet.

It was now time to head north and cross the County boundary into Suffolk to visit Sudbury depot. A short diversion via the Bus Station proved interesting with Beestons VR in Luton Bus livery ONH928V together with First Eastern Counties Scania R341SUT and Chambers F51ACL, a former Great Yarmouth Vo-Citybus. Sudbury depot, on the Chilton Industrial Estate contained the usual good selection of vehicles, both the former Partridges Duple Lasers being present and a total of 8 VRs amongst the 18 vehicles seen.

Our onward travel towards Clacton was slightly delayed by the discovery, a few miles along the A134 that we were missing one of our passengers, an extremely swift U turn back to Sudbury revealed our missing person at the Estate roundabout so the delay was minimal. Driver Gary's local knowledge ensured we took the swiftest route across North Colchester to pick up the A133 road, the relatively recent road improvements by passing Weeley and Little Clacton making excellent progress to Gorse Lane Industrial Estate, location of Clacton depot.

Conveniently, our arrival time allowed us to wait a few minutes at the new Clacton Common Shopping Centre to see and photograph Hedingham's open top VR UWV615S complete in advertising livery for the said Centre, before progressing to the depot. A total of 23 vehicles were present together with Malcolm Older's Routemaster KGJ117A including several examples of the Volvo Plaxton coach fleet and no fewer than 12 Bristol VR's. Muscle

power was used to move minibus D576VBV into a more photographic location.

Although light was now beginning to fade there was time to view TBW451P a VR out of use at the workshop premises and at the nearby Eastern National depot, one could be forgiven for thinking we had entered Thamesway territory a number of minibuses in that operators colours parked in the yard having been relocated from Hadleigh and Basildon.

A fast run back from Clacton brought an excellent day to a close, we had seen a total of 106 Hedingham vehicles including 40 out of 44 VRs, the vast majority of which it had been possible to photograph. Our thanks go to our two drivers Gary and Dave for their sterling efforts on the day and also to Dave for the comprehensive fleet list making the recording of vehicles so much easier. Lastly, but certainly not least, we thank Hedingham Omnibuses for allowing us the privilege of visiting their property and seeing so much of their new, not so small fleet of buses and coaches.

RICHARD HUGGINS 27 9 99.

FREE FOR ALL (BY IAN TAYLOR)

Saturday 1st November 1997 saw the re-introduction of conventional bus services to the Brookfield Centre, an out-of-town shopping complex consisting of a Tesco and a Marks & Spencers store, just to the west of the Great Cambridge Road at Turnford. The new services are operated by County Bus and consist of:

- C2 from Cuffley via Goffs Oak, Hammond Street, Rosedale Estate (3 return journeys plus 2 returns from Hammond Street via Bury Green)
- C3 from Waltham Cross Holdbrook Estate via Theobalds Grove and Cheshunt Old Pond (2 return journeys)
- C4 from Hoddesdon Bridle Way via Rye House, Hoddesdon, Broxbourne and Wormley (5 return journeys with two of these starting from/continuing to Sele Farm Estate via Pinchurst Estate and Ware)

Operation of all three routes is on Saturdays only and passengers are carried to/from the Centre and not intermediately. The last time the Centre was served by "green" bus services was over seven years ago; LCNE had diverted it's 360 service via Brookfield Centre on de-regulation day, 26.10.86, but it was withdrawn without replacement on 28.4.90. Previously, LT had had a brief flirtation with experimental service 192 from Lower Edmonton Station which had worked via the long established 279 route as far as Flamstead End before running to the Centre via Brookfield Lane and Halfhide Lane. Introduced on 28.4.84, it lasted for exactly one year and was operated by Metrobuses from Enfield Garage throughout it's short life which ended on 27.4.85.

I bet not many of you can remember Capital Citybus service 350! This ran to the Centre on a hourly headway Mondays to Saturdays from Waltham Abbey but only lasted from 14.5.94 to 16.6.94. It didn't last long enough for inclusion in the Herts County Council Eastern area timetable book!

Tesco, whose head office is in Cheshunt, opened it's store at the Centre on 10.5.83 and paid local coach operator Sampsons (of route 217B fame, or should that be notoriety?) to operate free bus services from day one. Initially two separate services were provided, one running from Waltham Cross via Cheshunt & Rosedale Estate and the second from Hoddesdon (Ware Road) via Broxbourne, Wormley and Turnford. Both services ran hourly Mondays to Fridays during store opening times. A timetable was published for the services in the local free newspapers which soon announced the introduction of two additional services, each providing one Monday to Friday return journey, from Hertford (St Andrews Church) and Waltham Abbey (Quaker Lane Car Park) but unfortunately I did not keep a note of the actual start date.

By July 1984 the services had been re-organised and given route numbers as follows:

1. from Hertford via Ware, Hoddesdon, Wormley, Cheshunt (7 return journeys)
2. from Upshire & Ninefields via Waltham Abbey, Waltham Cross, Cheshunt, Rosedale Estate (7 return journeys)
3. from Cuffley via Goffs Oak and Dig Dag Hill (3 return journeys)

On the 6.5.85, service 1 was diverted between Hertford and Hoddesdon via Pinehurst Estate rather than Ware and back projected in Hertford to start from Sele Farm Estate. A new service 4 commenced on the same date from Dobbs Weir via Nazeing Road and Broxbourne with two return journeys Mondays to Fridays.

The Tesco store was eventually joined by a Marks & Spencers retail outlet, who paid Golden Boy Coaches of Roydon to operate free bus services on a similar basis to attract shoppers to their store. These services started on 16.11.92 and consisted of:

- MS1 Potters Bar via Cuffley and Rosedale Estate (M,W,F; 2 return journeys)
MS2 Upshire (Parklands) via Waltham Abbey, Nazeing, Broxbourne (M,W,F; 2 return journeys)
MS3 Sele Farm via Hertford, Hertford Heath, Hoddesdon, Broxbourne (Tue,Thu; 2 return journeys)
MS4 Ware (Wulfrath Way) via Stanstead Abbots, Hoddesdon, Broxbourne (Tue,Thu; 2 return journeys)
MS5 Debden (Chester Road) via Loughton, Shernbrook Road, Cheshunt
MS6 Enfield Highway (Oatlands Road) via Waltham Cross, Cheshunt
Unfortunately the days of operation of routes MS5 and MS6 are unknown

By this time the Sampsons routes, paid for by Tesco, had been reduced and re-organised thus:

- TS1 Hertford service (Tue,Thu,Fri; 1 return journey)
TS2 Upshire & Ninefields service (Tue,Wed,Thu, Fri; 5 return journeys)
TS3 Cuffley Station service (Thu,Fri; 1 return journey)
TS4 Dobbs Weir service (Mon,Tue,Wed; 1 return journey)
TS5 Hoddesdon (Ware Road) service (Tue,Fri; 1 return journey)

Route histories of free bus services are far more difficult to compile than those for conventional routes as timetables do not tend to be included in County Council timetable books. As I can find no further details of any more recent changes to these routes since 1992, I would imagine that the above represents the current operation although Sampsons are now part of Leaside Travel. If any reader knows otherwise do please inform me - I am always ready to receive correction!

For those who are interested, the route number C1 is used by a peak hour Cheshunt local service which was introduced on 28.10.91 by Golden Boy Coaches under contract to Herts County Council. In its original form it ran between Cheshunt and Broxbourne Stations and was aimed mostly at students at Turnford, Hertford Regional College, (East Herts College in my days in the area) and commuters. It introduced a bus service to Cheshunt Station for the first time as well as to the factories in Delamere Road and houses in Cadmore Lane, part of which was on my old route to school. On the 8.6.92 it was extended to the (rambling?) Rosedale Estate and on 3.10.92 operation passed to County Bus. From 5.4.93, due to the installation of speed humps in Cadmore Lane, buses were withdrawn from this road and Delamere Road and diverted via Turners Hill; Cheshunt Station was now served by a double run along the length of Windmill Lane.

On 24.10.94 the C1 was revised to operate from Cheshunt Station to Cuffley Station, still in the peaks only, via Rosedale Estate, Hammond Street and Goffs Oak thus introducing a bus service to Newgate Street Road for the first time. Turnford College remained served but only by a handful of journeys compared to before.

A further revision on 21.7.97 saw operation in both directions via Hammond Street and Goffs Oak as previously it had been uni-directional, i.e. towards Cuffley in the morning and from Cuffley in the afternoon. At the same time garage journeys after the morning peak and before the evening peak were extended in service to/from the depot in Ware, Marsh Lane via the Pindar Road Industrial Estate in Hoddesdon.

Tuesday 10th May 1983 happened to be my rest day from work so I was able to ride on the Sampsons free bus services on their first day of operation. Ex Eastern Scottish Bedford/Alexander RFS 566M is seen here at Waltham Cross waiting to perform the very first journey whilst identical RFS 569M is seen at the Brookfield Centre after having worked in from Hoddesdon.



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