

ESSEX BUS NEWS

February 1997

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

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FAREWELL TO OSBORNE'S

On February 8th another Essex Independent of distinction was laid to rest when Osborne's of Tollesbury ceased operating, and the fleet and services were taken over by Hedingham and District.

On a farewell tour organised by the Omnibus Society of the routes operated, including all the 'odd bits' was made using Leyland National PPM 896R and Bristol VR CJH 141V.



Osborne's of Tollesbury. Leyland National 31 PPM 896R at Colchester Bus Station on route 10 to Great Wigborough.

D. Arnold

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Southend Transport:

Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

North Essex small ops:

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ESSEX BUS ENTHUSIASTS GROUP

EDITORIAL

ROCHFORD MEETINGS FREIGHT HOUSE 8pm.

March 11th Group AGM followed by Slide Show '30years AGO by AGO.

All members are asked to make a special effort to attend this meeting.

April 8th Programme to be announced.

DATES FOR YOUR DIARY

Plans for the following tours are being made, further details will be given when available, together with booking forms.

Saturday 12th July, Essex Tour.

Saturday 13th September, Surrey and M25 Circular.

A visit to Harris Bus and a tour over the route of service 108 has been arranged for Thursday 26th June.

COASTAL RED

Wanted, all known details of the Coastal Red services, stories about their operations, in fact anything you know for a forthcoming article on the Clacton area operator.

TRADERS MUST PAY FOR THE BUS.

Southend Transport operated a special free service for shoppers from Leigh Station to the Leigh shops every Saturday in December for Keigh Traders Association. Although the Association paid Southend Transport, not all the traders had paid their share, *****?

Contributions for this edition received with thanks from Essex County Council Essex Buses, Southend Transport, PSV Circle, LOTS, County Bus & Coach, C Sigston R Dennis, G Toon, M J Brown.

Contributions for March EBN should be with sub-editors by 4th March and to the Managing Editor by 13th March.

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THIRTY-SECOND ANNUAL REPORT

A Review of the Group's activities during 1996

CHAIRMAN'S REPORT

The past year has been one of steady progress for the Group. Membership is at last on the increase once again, but our efforts to run a comprehensive coach tour programme seem to have been thwarted. Although two successful tours were run, one organised by myself, another two had to be cancelled due to poor support. It seems that enthusiasts tours are on the wane, a victim of these modern times.

The year ahead looks like being one of great interest, with the privatised Great Eastern Railway and Essex Buses now being under common ownership. Road/rail links seem poised to make an interesting revival, and one example of the new links is that rail replacement work is now in the hands of Eastern National, Thamesway and Eastern Counties.

Best Wishes to all members for 1997.

ALAN OSBORNE (Chairman & Founder)

MANAGING EDITOR, PHOTOGRAPH OFFICER & MEETINGS ORGANISER'S REPORT

Photograph sales during 1996 were very encouraging, and together with the new/old series of publications have resulted in a successful year for Group sales.

Rochford meetings have again been supported by the few. I am sure that there are a number of Group members living in the Southend/Basildon area who could make an effort to attend now and again. You will be very welcome, and why not come along to the next meeting in March which includes the Group's Annual General Meeting.

Finally, as Managing Editor, I hope that you are satisfied with the "Team's" efforts. If you want to write an article on any relative bus subject your contribution will be most welcome. I am always open to ideas, comments (good or bad), but above all your continued support is of the utmost importance.

PETER SNELL (Managing Editor)

TREASURER'S REPORT

I am pleased to report that the financial position of the Group remains very healthy, although a proportion of our contingency fund has been used to support some new projects and to purchase some new items of equipment. At present our magazine production costs are about balanced by revenue from subscriptions, and although there was a small increase in subscriptions from January 1997 this has been due principally to the increase in postage rates.

ALAN OSBORNE (Treasurer)

MEMBERSHIP SECRETARY'S REPORT

I concluded my report in the last Annual Report by mentioning that we are now advertising the Group on the Internet, thanks to the efforts of Geoff Toon. This initiative, together with continuing advertising elsewhere, for example in "Buses" magazine, resulted in the Group having its best year for some time in attracting new members.

A total of 18 new members (M817-M834) joined the Group during 1996, and only 4 members left the Group in July 1996 when we have our mid-year subscription renewals. This was very encouraging, and reflects the continuing interest that there is in our magazine "Essex Bus News".

Obviously, we need to maintain the progress that there has been over the past couple of years, and it does seem that the progressive decline in membership has been reversed. If you have any friends or colleagues who may be interested in joining the Group, then please tell them about us and write to me for membership details.

Our 1997 subscription levels have been fixed at £11.50 (1st Class post) and £10.50 (2nd Class post), and I believe that this represents good value for money, particularly with regard to our wide coverage of the smaller fleets in Essex.

DEREK STEBBING (Membership Sec.)

TIMETABLE SUBSCRIPTION SERVICE

The Group's Timetable Subscription Service has had another successful year, and continues to provide many members with Essex County Council's timetables every two months, together with copies of "Bus Passenger News" and the Essex Sunday Saver timetables, both of which are also published by Essex County Council.

The principal innovation that was introduced during 1996 is that we now mail the majority of our timetables in shrink-wrapped packaging. This has been very successful, and has meant that there is no increase in subscription levels for 1997, despite the increase in postage rates.

We can accept more members into this scheme. The next batch of timetables will be mailed in late-March and if you wish to join the Service simply write to me (at my home address on the front cover of this magazine) for an application form.

Finally, thanks are due to Dave and Mary Arnold for all their help in despatching the timetables, and to Robin Wheatcroft and his staff at Essex County Council for their assistance.

DEREK STEBBING (Membership Sec.)

PUBLICATIONS OFFICER'S REPORT

During 1996 the Group has attended a number of rallies for the purpose of selling photographs and publications. Although we no longer maintain a full range of stock for the sales stand, most books can be supplied by mail order and do not hesitate to contact me if there is a book you need.

Eastern National

VEHICLES ON ORDER

The first of the Dennis Lance vehicles were expected to arrive in the second week of February (the same week as these notes were written). They have Northern Counties 49 seat bodywork and will be registered P501 to P513 MNO. These are the first ever new vehicles with Northern Counties bodywork for Eastern National. The only previous vehicles with Northern Counties bodywork were Guy Arabs 2834/5 F acquired from Moores in 1963.

ALLOCATIONS

By 1.97 1832 DT-D/L(D); 1867 CR-D/L(D); 3093 CR-POOL; 3101 POOL-CR;
3224 CR-D/L(D); 9013 DrTrainer-D/L(D)

1832 was the final Leyland National at Harwich depot.

Mercedes 608 228 (D228 PPU) has been renumbered 9018 and converted to a driver training vehicle to replace Ford Transit (9013).

REPAINTS

12.96 3220

1.97 3078 3083

3078 and 3083 have been refurbished by Marshalls at Cambridge. The seating capacity has been increased as part of this to H43/31F.

UNUSUAL WORKINGS

29.1.97. CF3092 on service 33X (normally single deck from CF)

8.2.97. Unidentified Leyland Lynx on service 71 (covering failed CR vehicle)

GENERAL

Following the award of the franchise for Great Eastern Railway to First Bus, a number of changes have been or will be made.

The most notable to bus enthusiasts is that Eastern National are now operating the scheduled rail replacement service on Sundays, which was the preserve of Colchester BT for some years. However, emergency rail replacement jobs are likely to produce the normal mixture of operators. In addition, plans are being made for a bus service from Maldon to Hatfield Peveral station, with through ticketing to GER stations available.

Trains now carry the familiar 'Welcome to First Bus' vinyls used in the front nearside windows of buses.

Plans for improvements to rail services include hourly through trains from London to Harwich and Walton, improved peak hour services to Ipswich, increased frequency

between London and Gidea Park, plus half hourly services reintroduced to the Colchester line on Sundays. In addition improvements of the Passenger Charter will be introduced.

A passenger was taken to hospital following a stone throwing incident in Danbury on 23rd January. This is the most serious of a number of similar incidents in recent months. Three schoolboys have been helping police and a report has been sent to the Crown Prosecution Service.

Friday 22nd November saw a number of Chelmsford and Maldon staff in fancy dress in support of Children in Need. Their efforts saw £708 raised.

A Dennis Dart SLF has been borrowed from Thamesway and tested over a number of routes, although not in service, to check clearances etc. for this vehicle type.

INITIAL DISPOSALS

1839 (WJN 559S)	Hardwick, Carlton (for scrap), 1/97.
1894 (BNO 684T)	As 1839
2206 (C206 HJN)	As 1839
2215 (C215 HJN)	As 1839
9013 (C448 BHY)	Hardwick, Carlton, 1/97.

HEDINGHAM

OSBORNES TAKEOVER

The takeover of Osbornes operations was signed on Friday 7th February and became effective from 1100 on Monday 10th February. This is school half term week, so will give more time to resolve any hitches.

It is reported, but not yet confirmed that the VRs listed last month are for use at Tollesbury, in addition Volvo B6/Plaxton demonstrator M261 KWK has been acquired and will be used here.

The premises are included, as are the majority of vehicles, although the following are not included and will be sold:- VR/Alexander OSR 191R, Fleetline/MCW KUC 228P, Fleetline/Alexander GSL 897N, Volvo/Plaxton TJI 1670/85, DAF/Caetano L705/6 CNR. Volvo/Caetano M577 JBC has joined Brentwood Coaches. The only frontline coach retained is TJI 1688 the Colchester United FC teamcoach and this has moved to Little Tey.

The Osborne fleetname will be removed and all vehicles will operate on Hedingham discs. A further number of changes are expected, with some work from Kelvedon and Little Tey being swapped with Tollesbury.

Stage service timetables remain the same at present, although the use of coaches on stage work, for so long a feature of Osbornes operations will cease - except to cover breakdowns etc.

The Omnibus Society, arranged a farewell tour on Saturday 8th February over a number of Osbornes routes. Leyland National PPM 896R and Bristol VR CJH 141V being the vehicles used. Apologies to those members who were not aware of this tour, but it wasn't arranged until after our print deadline last month.

SERVICES

9 Tuesday service withdrawn after 18.2.97

14 Saffron Walden town service revised from 24.2.97.

HARRIS BUS

VEHICLES

Further to last months notes, Volvo D304 PEV has NOT been sold, but was on loan to Ipswich Buses for driver training and has now returned and is joins the others awaiting sale. As mentioned last month, Ipswich Buses Dennis Falcon/E Lancs YDX 100Y was loaned to Harris in exchange and both returned to their respective owners on 10.1.97. Dennis Dart SLF/ E Lancs Spryte demonstrator P718 WFR was parked at the depot overnight on 21.1.97 while passing through the area.

Scania/Alexander F314 RHK has been painted in new livery and carries Thurrock Link lettering.

In a surprising move, former Southampton Atlantean OCO 117S has been repaired and is now back in service.

Currently seven vehicles are being used for spares or awaiting sale, they are Atlantean OCO 118S, Volvo Ailsa WRJ 447X, Volvo single deckers D301-4 PEV and Talbots E563 MAC and F924 ABV. OCO 118S is stored at Tunnel Truck, the remainder at the depot.

SERVICES

Harris have won a number of routes under tender from LT Buses:-

108 Stratford - Lewisham using Optare Excels from April 1997 (daily).

128 Romford - Ilford using new double deckers from July 1997 (Not Sundays)

129 Becontree Heath to Claybury using new double deckers from July 1997 (daily)

150 Ilford to Chigwell Row using new double deckers from July 1997 (daily)

661 Petts Wood & Mottingham using existing vehicles from March 1997 (schooldays)

Eleven 10.7metre 35 seat Optare Excels and a variety of double deckers (thought to number 27 and including DAF and Volvo Olympians) are on order.

Service 108 will be operated from a new base in South East London, while the other services are expected to operate from Thurrock

A large number of changes to Essex CC tendered services are expected at the end of March. Details of those affecting Harris are that on Sundays services 44C and 56C pass to Eastern National. Service 53 operated by Carters is gained using an Optare Excel, with the 40 extended from Billericay to Chelmsford. Fuller details of other changes should be available next month.

HARRIS BUS COMPANY LIMITED - OCTOBER 1996
BLIND TYPE C - DAF Double Deck & Optare Excel

HARRIS BUS WELCOME ABOARD!	BASILDON <i>via Lakeside, Stifford Clays, Stanford Le Hope, The Homesteads & Basildon Hospital</i>	DARTFORD GRAYS Town Centre	QUEENS PARK RAINHAM Clock Tower <i>via Basildon Hospital, The Homesteads, Stanford Le Hope, Stifford Clays, Lakeside & Aveley</i>	TILBURY Civic Square <i>via Grays, Feenan Highway & Byron Gardens</i>	PRIVATE HIRE <i>To hire this bus Telephone 01708 862720</i>
DUPLICATE		LAKESIDE Bus Station <i>via Northfleet, Swanscombe, Greenhithe, & Stone</i>		TILBURY Feenan Highway <i>via Grays, Civic Square & Byron Gardens</i>	RAIL REPLACEMENT
EXCURSION	BASILDON	GRAVESEND Clock Tower	ROMFORD	TILBURY	
PARK & RIDE	BELHUS		SAFEWAY FREE BUS	TILBURY FERRY	
PRIVATE HIRE <i>To hire this bus telephone 01708 862720</i>	BEXLEYHEATH	GRAVESEND	SOUTH OCKENDON	LAKESIDE Bus Station <i>via Bexleyheath, Crayford & Dartford</i>	
RAIL REPLACEMENT	LAKESIDE <i>via Grays</i>	LAKESIDE Bus Station	SOUTHEND	WELLING Nags Head Lane	
SPECIAL SERVICE	CHADWELL ST MARY <i>via Grays</i>	SORRY, NOT IN SERVICE	ST. CLERES SCHOOL	WILLIAM EDWARD SCHOOL	
SCHOOL CONTRACT	CHADWELL ST. MARY <i>via Basildon Hospital, Corryingham & Stanford Le Hope</i>	<i>To hire this bus Telephone 01708 862720</i>	STANFORD LE HOPE <i>via Basildon Hospital & Corryingham</i>	LAKESIDE Bus Station	
HARRIS BUS SORRY, NOT IN SERVICE	CHADWELL ST. MARY	LAKESIDE Bus Station <i>via St Paul's Cray, Sidcup, Bexley & Dartford</i>	STANFORD LE HOPE		
LAKESIDE Bus Station	CHAFFORD HUNDRED	ORPINGTON High Street	STIFFORD CLAYS		
ASDA FREE BUS	CHELMSFORD Bus Station	ORPINGTON High Street	LAKESIDE Bus Station <i>Via Wilmington & Dartford</i>	HARRIS BUS SORRY NOT IN SERVICE	
AVELEY <i>via The Homesteads & Basildon Hospital</i>	CORRINGHAM, Lampitts Hill	ORSETT HOSPITAL <i>via Chadwell St Mary</i>	SWANLEY Bartholomew Way	DUPLICATE	
BASILDON <i>via Corringham & Basildon Hospital</i>	COACH PARK SERVICE <i>To & from Lakeside Shopping Centre</i>	ORSETT HOSPITAL	LAKESIDE Bus station <i>via Grays</i>	SPECIAL SERVICE	
		PITSEA		SCHOOL CONTRACT	
		PURFLEET			

HARRIS COACHES

VEHICLES

A non PSV LDV Sheroa 200 has been acquired - N316 VNT.
The remains of DAF/Van Hool K97 GEV are still at the depot.

GENERAL

The former depot an adjacent bungalow at Giffords Cross Road, Corringham were demolished in January.

OTHER OPERATORS - REST OF ESSEX

ABA DOVERCOURT Not previously reported is 883 BWU (TFS 783Y) a Fiat/Caetano.

ACE OF CLUBS BENFLEET A recent addition is C617 XVF a Ford Transit/Dormobile.

ADVANCE HOCKLEY Recent acquisitions are F904 YSX a Mercedes minibus and C85 HDT an Iveco minibus.

A&M CORRINGHAM Mercedes minibus JHW 150X has been sold.

APT RAYLEIGH Further to EBN 391, YFC 736 a DAF/Van Hool has been re-registered 827 APT. The former 827 APT (K905 RGE) a Volvo/Jonckhree has been re-registered K144 JVX and sold. Other vehicles sold are RIB 8815 (DHT 667W) a Bedford YMT/Duple and A661 AHB (new as A393 ROU) a Tiger/Van Hool.

ASSOCIATED COACHWAYS HARLOW Revised timetable introduced on service 871 from 9.1.97.

BARKERBUS ROYDON Volvo/Plaxton 432 KTU (HPH 716V) has been sold.

BEAMISH CORRINGHAM Further to EBN 391, the Ford Transit has been re-registered B4 BRB (ex N767 DKR) and it carries "BRB's Bus" fleetnames.

BEE JAY LAINDON Talbot F171 DKP is parked/dumped in Car Park 14 in Basildon! It has an expired tax disc.

BENFLEET BUS A new operator with E211 KUL a Freight Rover 400.

BJS GT WAKERING Have acquired a Mercedes mini A197 RUR from Felix, Sudbury. Bedford YRT/Duple MAH 999P has been sold.

BOON BOREHAM Setra coaches H435 GVL and J75 VTG have been returned to dealers off loan.

BRENTWOOD COACHES A recent fleet addition is NJI 3995 (E214 GNV) a Scania/Jonckhree. 454 EAN (B127 PEL) is in new livery. It is thought the Chelmsford Travel fleetname is now defunct.

BROMLEY PRIVATE HIRE GT BROMLEY Bedford CFL/Reeve Burgess RPU 526W is now in use here.

C&M LAINDON A recent addition is Mercedes mini M203 VWF. The Bedford VAS/Plaxton formerly registered RVA 3S is now BHJ 392S.

CAPITAL CITYBUS Not previously recorded is that service 512 began on 2.11.96. from Chingford, Yardley Lane Estate to Lakeside via Chingford, Walthamstow, Gants Hill, Ilford and Barking, with one journey each way. Some journeys on service 323 are



worked by this bus, which is normally one of the new Dennis Arrows. From 4.1.97. operation of service 510 North Romford to Lakeside via Harold Hill was taken over from County Bus.

CARTERS A further Bristol LH has been acquired, OJD 89R thought to be a source of spares.

CEDRIC WIVENHOE A new Bova Futura is expected to arrive shortly.

CHARIOTS CORRINGHAM Recent additions are G624 YNE (149 JHY, G989 KJX) a DAF/Van Hool and H170 DVM a Volvo/Van Hool.

CHELMSFORD CAB Plans announced in the Essex Chronicle suggest that this operator is to start a 24 hour bus service in the town. It will divert off route if required, although fares would be higher than those charged by Eastern National. The owner says that he does not wish to compete with EN, but provide a different type of service. The move is subject to agreement from the traffic commissioner.

COACHSTOP SOUTHEND Recent addition P970 HWF is named Solar Polar and has Polar bears painted on it!

COUNTY COACHES BRENTWOOD 7947 RU previously carried by a DAF/Plaxton is now on a Scania/Jonckhree thought to be ex Scancoaches.

CROWN THUNDERSLEY A Ford Transit has arrived F470 BOH, although this is non-PSV. Revised timetables were introduced on services 104/105/110 from 3.2.97.

CUNNINGHAM CORRINGHAM Scania/Irizar N844 DKU is now owned.

DENYER STONDON The only operational vehicle here, SUR 277R an AEC/Plaxton has been sold.

EDS MINIBUS EAST TILBURY Toyota/Caetano C352 LVV has been acquired from Farham Hire Service, Farnham and re-registered B3 EDS.

FLAGFINDERS BRAINTREE A recent addition is MGV 645V a ?/Van Hool.

FORD ALTHORNE 114 RVX a Van Hool Astromega has been acquired from Crusader, Clacton.

FREELANCE TRAVEL SOUTHEND RWB 483X a Bedford VAS/Plaxton C25FL has been acquired.

GOLDEN BOY ROYDON Have sold Leyland Tiger/Plaxton YOI 7373 (DNK 581Y).

GOLF EXECUTIVE BOREHAM Further to EBN 392, the vehicle here has been sold, and this operator has decided not to commence operations.

GOODWIN BRAINTREE Have acquired XWM 279W a Bedford YMQS/Plaxton from Tigerways, Harlow.

HALSTEAD TRAVEL Acquired by this operator is BUT 46Y a Bedford YNT/Plaxton.

JACKSON BICKNACRE Volvo/Berkhof NSU 182 (KNO 222Y) has been sold. Neoplan Skyliner G300 XAC is expected to be acquired from APT. Rayleigh about now. Dennis Javelin/Plaxton MJ1 2550 is currently away for accident repairs.

JCM ELSENHAM A second vehicle (non-PSV) is Toyota MJ1 8496.

KB WICKFORD Have acquired D847 OJA a Talbot Express from Ruffle, Castle Hedingham.

KILO WICKFORD To correct EBN 384, L543 DKO is a Fiat minibus, not a Talbot Express.

KINGS STANWAY A new Bova Futura is expected to arrive shortly.

KNIGHTS GT BRAXTED Dodge/Reeve Burgess A732 TGS has been sold.

M&E SHOEBOURNE Optare CityPacer E518 PWR has been acquired. Vehicles sold to S&P, Rochford are Renault D913 EHU and Sherpa D208 NON.

PEGASUS POINT CLEAR A further addition to the number of operators in Essex. Renault Traffic H594 CCD being the vehicle operated.

RUFFLE CASTLE HEDINGHAM Freight Rover/Carlyle D532 NDA has passed to a Harlow area operator.

RYDERS HARLOW A number of non-PSVs are owned, being Renault Traffic B961 PLK and Transits C710 NPU and D211 DDF. A further PSV addition is K512 FVW a Ford Transit/Ford.

S&M HADLEIGH Fleetline TGX 820M is currently out of use following an engine fire.

S&P ROCHFORD A further vehicle acquired is C801 FYA a Bedford YNV/Duple. Fiat/Elme minicoach D494 YLN has been sold. Leyland Tiger/Plaxton SGS 499W has been sold.

STANS GT TOTHAM Volvo/Van Hool A128 NAR has been re-registered MSU 923.

STEPHENSON ROCHFORD A further Bristol VR in use is GGM 109W.

TEE JAYS WIVENHOE Citroen F483 JBU has been acquired.

TIGERWAYS HARLOW AEC Reliance/Plaxton DWP 3S has been sold. Leyland Leopard SFV 205P is being broken for spares.

VICEROY SAFFRON WALDEN An addition here is Bedford YMT/Duple 794 SKO (AKK 175T). Also acquired is Willowbrook bodied Bedford NVG 194L.

WALKERS STANFORD LE HOPE Although no longer operating stage services, two further PSV's have appeared to join long term resident G724 RGA a Ford Transit. They are C246 OFE a Mercedes/Reeve Burgess and P718 MLX an Iveco minicoach.

WARD ARLESFORD Leyland Atlantean/Roe PUM 542M was sold some while ago.

WEBSTER BASILDON It is thought that B780 XNC has not been acquired. It is owned by Webster, Bristol (but was seen at Lakeside - hence the confusion!).

WOODS THORNWOOD COMMON Mercedes/Jonckhree A120 SNH has been re-registered TJI 1697.

ESSEX ODDS & ENDS

This new feature covers all the bits that don't fit elsewhere - please send any observations to Ian Ransom.

Bristol FLF DEL 894C has been seen at the premises of S&M Hadleigh in the company of Atlantean GDR 207N. The FLF is lettered for McCrossan Cabinet maker/ French polisher, while the Atlantean was at St Peters Church, Thundersley. It has been replaced by THX 559S now lettered as 'Bar N Bus'.

Braintree District Council are using Fleetline GHM 792N, lettered 'Community Bus'.

Kent County Council continue to dispose of vehicles via Chelmsford Car Auctions, noted here recently are Omnis G685 VYN, G468 VYE, H208 BKM and J110 LKO in addition to Transits G862 UKP and G236 TTK.

Nationwide Seat Belts in Maldon, continue to work on Metroline vehicles with Metrobuses GYE 429/449W being noted in January.

Chambers, Bures have acquired Volvo/Alexander double-deckers from Rhonnda, they were new to Gt Yarmouth and will no doubt visit Colchester on the Bury service. Lynx E87 KGV has gone to Wales in part exchange.

COUNTY BUS & COACH

FLEET

New Vehicles

SLF 416-8	P416-8 HVX	Dennis Dart SLF	Wright Crusader	B41F
SLF 419-31	P419-31 HVX	Dennis Dart SLF 10.8m	Plaxton Pointer	B43F
DP 324-32/4	P324-32/4 HVX	Dennis Dart 9.0 SDL	Plaxton Pointer	B34F
DP 333	P833 HVX	Dennis Dart 9.0 SDL	Plaxton Pointer	B34F

Acquired Vehicles

DP 545/7/8	K545/7/8 ORH	Dennis Dart	Plaxton Pointer	
DP 951	M951 LYN	Dennis Dart 9.8 SDL	Plaxton Pointer	B40F
LX 888/9	E888/9 KYW	Leyland Lynx	Leyland	B47F
VDL 891	E891 KYW	Volvo B10M	Duple	C53F
VEL 855/6	A855/6 UYM	Volvo B10M	East Lincs	B49F

Withdrawn Vehicles

AN 245-7	KPJ 245-7W	Leyland Atlantean	Roe	H73F
AN 249-52	KPJ 249-52W	Leyland Atlantean	Roe	H73F
AN 254/6	KPJ 254/6W	Leyland Atlantean	Roe	H73F
BTL 10	B110 KPF	Leyland Tiger	Berkhof	C53F
LD 552	OMA 504V	Leyland Leopard	Duple	C49F
LP 555	WJM 814T	Leyland Leopard	Plaxton	C46F
MB 48	E348 SWY	Iveco 49.10	Robin Hood	DP19F
MB 343	E343 SWY	Iveco 49.10	Robin Hood	B23F
MB 749/51/5	E449/51/5 TYG	Iveco 49.10	Robin Hood	B23F
MB 700/1	E700/1 EHJ	Iveco 49.10	Dormobile	B25F
TL 10	TPC 110X	Leyland Tiger	ECW	C49F
TL 17/27	KIW 6511/8513	Leyland Tiger	ECW	C49F
VDL 537	EBZ 6531	Volvo B58	Duple	C53F

Vehicles on Hire

Cowie Leaside's Metrobus M500 (GYE 500W) has been on loan.

N986 FWT, a low-floor DAF/Northern Counties DP46D demonstrator has been on loan for a second time (in use on the 724 Harlow-Heathrow Airport) followed by N289 DWY an Optare Metrorider.

VEL 855/6 are frequently used on routes 500/2 between Romford and Harlow/Stansted Airport.

All new vehicles and those acquired from Grey Green are in the new County Bus livery with upswept green stripes at the rear.

Grey Green took over operation of route 510 (Marks Gate - Lakeside) from County Bus on 28 September. The service operates two-hourly Monday- Saturday during the main shopping hours, and a similar service is operated by Capital Citybus thus providing an hourly headway. This was due to an increase on routes 370/3 Romford-Grays.

The Mercedes minibuses allocated at Grays on LT contracts have now had the Hoppa logo removed and run on local Grays services.

County Bus is gradually replacing all of the Iveco 49.10 minibuses.

Sampsons Coaches are to be merged with the Leaside Travel operation and the fleet will receive a new livery of maroon and light grey, with dark blue upswept stripes and logos.

Allocation Changes to January 1997

AN 245-7/9-52/4/6	KPJ245-7/9-52/4/6W	Grays to Sold
AN 248	KPJ 248W	Grays to Harlow (preserved at Debden)
BTL 10	B110 KPF	Ware to Sold
DP 318/22	K318/22 CVX	Grays to Harlow
DP 319-21	K319-21 CVX	Grays to Ware
DP 324-34	P324-32,833,334 HVX	New to Grays (for services 256 & 346)
DP 545/7/8	K545/7/8 ORH	Grey Green to Harlow
DP 951	M951 LYS	Grey Green to Ware
LD 552	OMA 504V	Ware to Sold
LD 554	FYX 814W	Delicensed to Ware
LP 555	WJM 814T	Ware to Sold
M 170/5	BYX 170/5V	Grays to Cowie Leaside (returned)
M 509	GYE 509W	Ware to Cowie Leaside (returned)
M 746	KYV 746X	Ware to Cowie Leaside (returned)
MB 48	E348 SWY	Grays to Sold
MB 343	E343 SWY	Harlow to Sold
MB 749/51/5	E449/51/5 TYG	Harlow to Sold
MB 700/1	E700/1 EHJ	Grays to Sold
MD 613/4	L613/4 HVX	Ware to Harlow
LX 888/9	E888/9 KYW	Grey Green to Harlow
SLF 416-8	P416-8 HVX	New to Ware (for service 395)
SLF 419-31	P419-31 HVX	New to Grays (for services 370/373)
TDL 54	C254 SPC	Harlow to Ware
TL 10	TPC 110X	Harlow to Sold
TL 13	TPC 113X	Harlow to Delicensed
TL 17/27	KIW 6511/8513	Harlow to Sold
VEL 855/6	A855/6 UYM	Grey Green to Harlow
VDL 537	EBZ 6531	Ware to Sold
VDL 891	E891 KYW	Grey Green to Ware (Sampsons)

SERVICES

7 November	211	King Harold School journey further retimed from 1540 to 1550.
11 November	243	Waltham Abbey Quaker Lane - Cheshunt Goffs School. Schooldays only contract taken over from SM Travel as HCC contract.
3 January	510	Last day of operation 3 January 1997.
4 January	392	Harlow - Hertford. Revised Monday-Friday peak journeys. Minor revision Saturdays.
15 February	392/3	Harlow - Hertford. Revised timetable Monday-Saturday. Harlow Sainsburys journeys withdrawn. Route 393 extended to Hertford (from Hoddesdon) and incorporated into main timetable. Certain peak journeys withdrawn. Off peak route 392 reduced to 2 hourly.
	503	Simplified route in Saffron Walden. Standardised timetable variations on demand withdrawn.
	809/810	Revised route in Sawbridgeworth. Withdrawn from Bell Street.

FLEET ALLOCATION AS AT 14 JANUARY 1997

Edmonton (ED) DP 301-13, DW 314/5, MD 601-12, MB 918/9/27-31, MBT 713-6, BP 504/7

Grays (GY) M 474/782, SLF 419-31, DW 316/7, DP 323-34, MB 725-7, MB 924-6, MB 45/115/54/748

MCW 474 and 782 are on load from Cowie Leaside

Harlow (HA) LX 251-8/888/9, TDB 61-3, VPB 64/5, VEL 855/6, DPL 406-14, TL 15/20/30/1/3, DP 318/22/545/7/8, SLF 266-269, AN 248, TDL 53/60/3/5, MD 613/4, MB 707-12/17-21/30-8/41-44, MB 932-8, MB 706, MBT 801-5, BD 357

Debden is an outstation of Harlow and is allocated 7 LX's, 12 MB's, along with AN 248 which is preserved there.

Ware (WA) LR 1-5/7/9-11/5/7/23, M75/80, DWL 401-4/15, DPL 405, DP 319-21/951, SLF 416-8, MB 722-24, 728/9/39/40, MB 52-4/795/6, TP 61/70-2/5, BOV 594-6, VPL 501-3, TDL 37/54/5, TPL 518, STL 10, BTL 6, LD 554, LP 5/6, VDL 891, MC 540

COWIE GROUP NEWS

The Cowie Group Bus Companies

Bee Line (Buzz) Bus Co.
Clydeside
Colchester Borough Transport
County Bus & Coach
Crosville Cymru
Derby City Transport
Grey-Green
Kentish Bus
Leaside Buses
Liverline
London & Country
Londonlinks
Maidstone & District
Midland Fox

Midland Red North
North Western
Northumbria
Selby & District
South London Transport
South Yorkshire Road Transport
Southend Transport
Stevensons of Uttroter
Tees & District
Teeside Motor Services
The Shires / LDT
United
West Riding
Yorkshire Woollen

In addition there are several smaller subsidiary units of the main companies, eg Guildford & West Surrey, Horsham Buses (London & Country), New Enterprise (Maidstone & District), Starline (North Western), and many others.

The Cowie takeover of British Bus has been referred to the Monopolies & Mergers Commission, due to competition concerns about bus services in South London and parts of Kent and Surrey. A report is expected by early February.

EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

Bedford OB 4065 ONO86

4065 has suddenly surfaced and is now in the fleet of Nostalgia Bus. Does anybody know the history of this vehicle?

Immediately prior to the takeover by United Counties of the Eastern National Midland Area it is said that a Beadle-Bedford chassisless 4014 NVX 528 was at Bedford depot, but was taken to Colchester and the driver returned with 3764 GPU416 Bristol L5G.

Can this be confirmed?

60 Years Ago

In 1937 Eastern National acquired 4 operators;

Berry - Colchester

Leggett, Dyer & co. - Dovercourt

Thorp's Reliance Coaches - West Mersea

Rodney Bus Service - Danbury

More about this later.

Allocations required of Guy Arabs after return from London Transport.

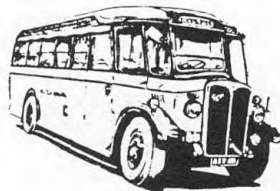
3875-77 JTW 146-8

3878-84 JTW 233-9

Shortly to be published will be Chelmsford allocations for the period September 1945-July 1948.

Referring back to the Southend allocation, I have had it confirmed that Bristol K5G 3737 FPU517 was on service 70 to Grays in 1947/8.

EASTERN NATIONAL



Thamesway

Allocations

29th December 1996 - No Changes
26th January 1997 - No Changes

Repaints

1417, 1803.1889.

Electric Bus

It was planned that one of the Dennis Darts recently delivered (702-711) would be powered by electricity. This project, jointly funded by Essex County Council and National Power, has not progressed as envisaged due to the withdrawal from the project by National Power. To date no replacement partner has come forward.

Operations

Previously, Thamesway have not been involved in providing rail replacement services. Now that FirstBus operated the Great Eastern line, both Thamesway and Eastern Counties vehicles have been seen on Rail Replacement work in Chelmsford.

Services

15/16/26 Timetable revised from 6th December 1996.

269 The schoolday journeys between Blackmore and Thurrock College via Herongate to be renumbered 268 from 20th January 1997.

391 For the period 2nd December to 23rd December later journeys operated mon-fri.

Southend Area Services

Due to assaults on drivers emergency timetables have been introduced until further notice affecting services 3, 21B, 29, 27A and 63. On Mon to Thurs evenings various alterations have been made including most journeys after 10pm commencing at Queensway instead of Central Bus Station. On Fri, Sat and Sun all services withdrawn after approx 10-30pm.

Publicity

Xmas and New Year bus services 1996/97

Passenger Information affecting late night services in Southend.

SOUTHEND TRANSPORT

Vehicles;

--NEW--

Mercedes Benz 810D Plaxton Beaver B27F

MM 478/481 & 482 (P478/81/82 DPE)

All 3 arrived at London Road Depot on 11/2/97.

Disposals;

All remaining withdrawn vehicles have now been removed.

All taken away by PVS Barnsley, (Dealer).

VR 309 (WTU 474W) on 28/1/97

VR 352/382 (FTU 380T/GTX 751W) on 29/1/97

LN 710 (JBO 352N) & CBT 72 (RFR 419P) on 1/2/97

Repaints;

FL 233 (MRJ 233W) into latest fleet livery.

ON 903 (F573 SMG) into all over advert. ? .

Services;

The 3 journeys to Heathrow Airport are to be withdrawn, as from 29/3/97.



Heddingham L208 Volvo B6 Alexander Dash on new Colchester Town Service 49 at the Bus Station on a snowy December 30th 1996. This service is usually operated by Dennis Lance/Wright saloons.

R. TUKE

MEDIA MONITOR

January 13th: BBC Essex Travel state that because of road works in Brightlingsea all buses will run Church Road, Lower Park Road, Victoria Place, Ladysmith Avenue, Church Road, Regent Road, Red Barn Road and Hurst Green would not be served.

January 16th: A readers letter asks why bus companies do not lay on extra buses to coincide with pub closing times and hiring a taxi and consuming alcohol in the same evening is a luxury some cannot afford.

January 17th: Tiptree Parish Council have received a letter from Eastern National stating that it is investigating the reintroduction of the all day half hourly service over the full Colchester to Maldon route. Reduced or special fares are not a option as these would not meet the increased cost of the service.

January 18th: County Bus & Coach have converted two double deck routes to low floor midis operation with the arrival of 13 Dart SLF Pointers, P423HVX is pictured. The routes link Gray and Romford with Lakeside.

January 24th: A passenger cut by flying glass when vandals smashed the lower deck rear offside top light on the Chelmsford to South Woodham Ferrers service the previous evening needed twelve stitches and also broke four teeth. 4013 featured on both About Anglia (showing Chelmsford) and Look East (showing South Woodham Ferrers). Look East for some reason also included a shot of a VR showing 233 Sorry Not In Service.

January 31st: Essex County Council is to spend £15,000 on a study of an ecologically friendly public transport link to run north to south trough the county.

February 4th: Britain's first hybrid bus took to the road in Portsmouth. The diesel/battery bus costs at least £30,000 more than a conventional bus and Eastern Counties said there were no plans for the them to trial it. Ray Giles of CBT said there were always looking at new technology and there were also additional costs such as driver training to consider.

February 5th: Sunday services 41, 45A and 51 will continue to operate but Essex County Council is to axe service 452 from Chelmsford to Ongar saving £9,000 a year. Proposals to run the Chelmsford to North Melbourne/Chignal Estate and Blackmore to Ongar sections are not likely to survive. There were seldom more than two passengers per journey

Comment: Your reviewer has always considered that the operation of this service between Chelmsford and Harlow would have been a more logical proposition given the population of Harlow and lack of links from there to East and South Essex.

February 8th: The take over by Hedingham of Osbornes and the addition of their 22 vehicles will bring the fleet up to 140 vehicles and adds space for another 50 vehicles to their operation. Over Christmas they moved to the former Dairy Crest site in Clacton where the 90 vehicle capacity purpose built premises houses 40 vehicles plus their administration. The company now have space for 237 vehicles and the will to run them despite competition from Cowie and FirstBus subsidiaries. Robert MacGregor said "Hedingham can look forward to the turn of the century with great confidence. We will be working very hard over the next few months"

February 10th: The takeover of Osbornes by Hedingham was signed on Friday 7th and George and Barry Osborne were pictured with Robert MacGregor standing in front of

two VR's, BHJ368S of Osbornes and L251, MRJ 8W of Hedingham. Mr MacGregor said "The industry's big bang in 1986 was.... a case of every man and bus for himself. It was obvious to Hedingham which only operated 15 buses.....that it had to expand rapidly if it was to have any chance of survival. Now we have reached the stage when we cannot expand any more and all the big bus companies are on the stock market. The long term future of companies like Hedingham is still uncertain but we can assure the public that we are fiercely independent and intend to be about for a long time to come".

Osbornes vehicles are operating with "On Hire to Hedingham Coaches" stickers.

Above items have appeared in the Evening Gazette, Essex County Standard, East Anglian Daily Times or Coach & Bus Week.

NORTH ESSEX CORRESPONDENT REPORT

During the course of 1996 I have endeavoured to bring members of the Essex Bus Enthusiasts Group much needed information about the comings and goings of Fleet operations in the north of our county. In the main this has been Eastern National news. I would like, in 1997, to extend this to cover Hedingham Omnibuses which also has a large presence within the Clacton area. Also, of course, with a significant presence on the Gorse Lane Industrial Estate is Staines Crusader Coaches. Although the primary function of Crusader is providing package holidays this Company is now starting to offer quite a wide choice of day excursions using its fleet of Windmill Coaches.

I feel that the role of providing a coverage of news for North Essex is very important as it will hopefully stimulate more interest from prospective members within this part of the County. As most of you are aware the greater proportion of membership is based in the South of our County. Group meetings are held at Rochford in the South of the County and Group tours mostly centre on the South of the County utilising the facilities of Harris Bus & Coach of Grays. Whilst understanding the practical logistics of this I do feel that if we can cater for more people in the North of the County we would be able, for example to have meetings in this area and initiate some Group tours from this area. The Group did do this last year with its tour to Reading and Oxford using Osborne's Coaches and I thought this was quite successful.

Eastern National's Clacton Depot remains a very important part of the Company's operations with vehicles from all parts of EN's operating area coming here for repairs, repaints and refurbishing, etc. New vehicles tend to arrive at Clacton initially for routine checks and fittings and the installation of blinds. This, of course, has been the case most recently with the Dennis Darts and only last year I had the pleasure of seeing Fleet No.'s 2823-2830, (N823 APU - N830 APU respectively), all lined up together at this depot almost one month before their despatch to Maldon and Chelmsford. I regularly visit the depot, after gaining the relevant permission and authorisation, to view the array of vehicles on display and is occasionally made much more interesting with the transfers from other FirstBus subsidiaries. Over the last year there has been Mercedes 608's from Bristol City Line and Brewers. There was also one Western National Mercedes. Bristol VR's have come in from South Wales Transport, Yorkshire Rider and PMT, and of course Thamesway vehicles pass through from time to time. This was particularly interesting during the earlier part of this year when three Thamesway Dart's were drafted in to work the 75 route. These vehicles being Fleet No.'s 940, 947, and 948, Registration No.'s M940 TEV, N947 CPU and N948 CPU respectively.

I hope that during 1997 I am able to continue to bring Group members the latest news and information relating to the North of the County so that they are able to have a far greater appreciation of PSV vehicle movements within the whole of Essex. May I take this opportunity to wish all Group members and their families a very merry Christmas and a happy and prosperous new year.

Paul Sparks; December 1996.

COLCHESTER BOROUGH TRANSPORT

All eight Greenways are now in service; 352 was first used on 7.1.97. To clarify the report in *BUSES*, CBT does not have a 353.

Atlantean 64 (PUF 131M) was removed from Colchester for scrap on 24.1.97. 65 (MUA 865P) is to go by the end of February 1997.

The Saturday service plus ECC services 11 and 15 was operated on 27, 30, and 31.12.96.

Olympian 45 and Atlanteans 82, 85 and 87 were used on railway replacement duties between Colchester and Shenfield on the snowy evening of 9.1.97. On Sunday 12.1.97 Greenways 349, 350, 352 and 355 and National 463 were used on a District Line replacement service, sub-contracted by London General. The following Saturday, 18.1.97, 47 and 88 ran between Colchester and Shenfield.

Olympian 41 went to Ipswich Buses for repair on 13.1.97. It was returned on 4.2.97, but went back to Ipswich on 7.2.97. 43 went to Duffields for attention on 16.1.97, coming back the next day.

Olympian 45 received a partial rear-end repaint on 27.1.97. DiPTAC work on 47 was completed on 5.2.97.

Leyland National 2 in Essex

Blue Triangle YRN 818V - KWA2JW (correction).
Colchester 9/10/12/21 BVP 809/10/12/21V
21/5/6 EON 821/5/6V

As a sequence, operators running into Essex from Suffolk and Cambridge brought LN2's; namely Beestons of Hadleigh ran their service 236 from Sudbury/Haverhill with former Eastern Scottish RFS 585/6/8V.

Eastern Counties who recently expanded their fleet of LN2s send them into Colchester with PEX 613W from Ipswich depot and still in full Badgerline livery A201 YWP was observed before Christmas.

Cambus through their Millerbus subsidiary visits Saffron Walden could bring LN2s into the north of the county.