

ESSEX BUS NEWS

JUNE 1991

The Monthly Magazine Of The · ESSEX BUS ENTHUSIASTS GROUP

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

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When most enthusiasts think of CBT an ECW bodied Atlantean springs to mind. Number 69 is seen in Head Street in the summer of 1990.

D Arnold

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Report on The Alternative Tour Sunday 19th May 1991

This tour was the Alternative to the proposed visit to Thamesway, which necessitated a change of itinerary and vehicle. A London Forest Leyland Tiger was used TPL 7 (H642 GRO), complete with drivers telephone, from which two calls were made, both being wrong numbers! The first visit was to Eastern National at Chelmsford where minibuses were initially the centre of attention with all three batches being presented for the cameras, together with a good selection of other vehicles. Since the weather was cloudy and the vehicles well separated at Braintree Bus Park, everything was readily accessible. At Dons of Dunmow, our first visit here for nearly ten years, almost the entire fleet was brought out. This included the double deckers in their most striking orange, black and white livery, as well as the coach fleet including the preserved petrol engined Bedford. After a scenic drive we then arrived at Cambridge to view the Cambus fleet, which after a hesitant start saw many representatives of the fleet presented for photography. Then the party transferred onto Premier Travel open top FLF 452 for the short trip to Kilmaine Close and then on to Huntingdon with photo stops in St. Ives and also the picturesque village of Houghton. With a high utilisation rate for the PT fleet only a few vehicles were present at each garage, but the FLF ride proved most bracing, especially upstairs! Then it was home again via the A604 and M11, all 43 participants agreed it was a most interesting day and looked forward to the next tour (see below).

DATES FOR YOUR DIARY

- 6/7.7.91. Bournemouth Heritage Weekend and Mallard Road Open Day
- 7.7.91. Eastbourne Omnibus Society rally at Drusillas Zoo.
- 14.7.91. Royal Victoria Bus Rally, Southampton.
Ipswich Transport Museum open day at Cobham Road.
- 20.7.91. Plumstead Garage Open Day.
- 27.7.91. Castle Point Museum Open Day.
- 15.9.91. EBEG Solentside Tour. Visits to Solent Blue Line,
Southampton City Bus etc. Booking form will be
circulated with the July EBN.

Only events in the East and South East will be listed in this section. A number of other events take part in other areas and full details can be found in Buses magazine.

1991 ESSEX BUS FLEETBOOK

This long awaited publication is now available. It contains 11 fleetlists and 7 illustrations and is correct to 1.5.91. The cover price is £2.50 however EBEG members can purchase this book at a special price of 2 either from the sales stand or post free from The Cliff Agency, 10 Harvard Court, Boston Avenue, Rayleigh, SS6 9ST. Please produce your membership card or membership number.

WESTCLIFF ON SEA IN FOCUS VOLUME 2

As the title suggests, this is a follow up to volume 1 and includes many illustrations of this well known operator, now sadly part of the history of bus operations in and around Southend. The book is priced £4.75 including post and packing and is available from Peter Snell (address on cover).

CAN YOU HELP?

We have received a request from Essex County Council for help from members to deliver leaflets about local bus services within the county. The work is paid at an hourly rate of £3.81 per hour (before tax) plus 25p a mile for car users or bus fares will be paid. Delivery will be required in the following areas Althorne, Burnham, Southminster, Little Bardfield, Silver End, Latchingdon, Wickham Bishops, Rivenhall and Great Totham. Please contact Robin Wheatcroft at County Hall (0245 492211) if you are able to help.

GROUP POST OFFICE

With the recent expansion in sub editors a problem has been created for a number of people who provide notes on more than one operator. It has been suggested that members may wish to send their notes direct to the magazine editor for distribution to the various sub editors. I am all in favour of this but please remember if you have vast amounts of information on for instance Southend Transport but only one item on Thamesway please write to Edward who can then pass on the Thamesway item to Paul. Also for the whole thing to work please write in advance of the deadline given in the magazine to enable items to be passed around for inclusion in EBN.

REVISED FRONT COVER

If any group member has access to a computer package that will enable the front cover to be improved please write to the editor. The bottom part is now somewhat cramped and requires to be expanded.

On the subject of new covers if anyone has an idea for a group logo for inclusion on the cover perhaps they could also let me know.

EASTERN NATIONAL

Vehicle News

The first of the new batch of Mercedes should arrive in July. They are to be numbered 601-30 with London Buses style corresponding registrations eg. 628 which is unavailable will be H?28 ???.

Evening services on routes 48A and 56C have been operated by minibuses for sometime.

Braintree Leopards 1309/10 have been noted on stage services in

recent weeks when not required for commuter work. In addition the depots Tigers are becoming common on service 353. Pool vehicle 1750 was in use from Colchester during May, no doubt covering for 1935 which had front end accident damage when seen in late May. BS 1931 was in use from Chelmsford on 17.5.91. being noted on service 153. Bishops Stortford vehicles receive attention at Chelmsford from time to time hence its appearance. CR 4501 & 4503 have lost their computer destination equipment in favour of standard blinds. When seen on service 53 on 4.6.91. 4503 had its set to a black blank, a vast improvement! BS 1111 the former Stansted Airport overall advert is now back in fleet livery. Other news from Bishops Stortford is that National 2s are normally on service 333 journeys to Epping while the Harlow shorts are series 1 operated although this is my no means consistent. The competing 333 operated by Townlink is causing confusion to passengers who don't appreciate that there is no interavailability of tickets. The general picture seems to be that neither operator is carrying many passengers and it can't be economic. Minibuses now operate certain journeys on services 58 and 300. Recent service revisions have seen EN 300 extended to the new Tesco at Bishops Park (on the A120 West of town) via Thorley Sainsbury. Biss have also introduced a service and Golden Boy 351 has been diverted all from 14.5.91. Further to EBN 323/3 service 333 was revised to operate via Stansted Road, Parsonage Lane and estate and Start Hill to the new terminal, the former route now being served by service 433. Within Thorley the 433 operates clockwise from the bus lane. Further to EBN 325 National 2 1926 had its rear end repainted by 20.5.91.

Publicity

Timetable leaflets for services 1/1A, 3/4, 5/5A all dated 7.5.91; 74/119, 109/118/119/129 both dated 5.5.91; 33/33A dated 17.3.91 and 333 dated 22.4.91. A booklet giving details of Highwayman services dated 25.5.91 to 21.9.91. And a leaflet titled 'Drive A Bus! Who, me?'. If any member is interested in driving with Eastern National, then please contact your nearest depot for further information.

Subsequent Disposals

431 (LWC 982J)	Thought to be with a N-PSV operator rather than a mobile caravan. Further to EBN 312.
505 (BNO 114B)	Unknown owner, Langworth, by 8/90, used as a car transporter, ex. Tuplin, Nettleham (as car transporter). Previous owner also given as Tuplin
1200 (BNO 686T)	Begent, Fernhurst, by 1/91, ex. Weeden, Gosport (see also EBN 324).
1204 (BNO 690T)	Still owned by Rhodes, Wawne, 2/91 (further to EBN 321).
1205 (BNO 691T)	Went to Meale & Brewer, Sparham, by 9/89 (corrects EBN 317).
1212 (BNO 698T)	Yeomans, Hereford, 1/91, ex. Buchanan, Streeton Sugwas.

1213 (BNO 699T) As per 1212.
 1403 (1251 EV) Unknown owner, used as vehicle transporter, cut down to flat bed. Acquired from Evans, Sunderland (N-PSV), by 6/89. Last reported (NS 231) as Newton, Spennymoor, by 4/83, for conversion to car transporter.
 1407 (XVW 632L) Reported to be still on the premises of ADT (CSV 219) Auctions, Manchester, 3/91, uncertain if yet sold. (WWB 920L)
 1600 (B457 WHJ) Swallow Coaches, Rainham, ex. Alder Valley, Aldershot, by 4/91.
 1601 (B458 WHJ) As per 1600
 1602 (B459 WHJ) As per 1600
 1603 (B460 WHJ) As per 1600
 1704 (WNO 553L) Withdrawn by Powney, Aintree, by 9/90.
 1705 (WNO 554L) Is this really with Ogden, St. Helens? Previously noted (EBN 314) with Hatton, St Helens, by 1/90, noted operating in St. Helens 5/90 on local service. (Ogdens also operate local services in St. Helens, but a more extensive service than Hatton).
 1714 (WNO 563L) Withdrawn by Thames Transit Ltd., Exeter, 3/91.
 1774 (MAR 796P) Repainted in Brewer livery, 2/91.
 2857 (OPU 822D) In black, beige and maroon livery with Lontag, Zurich, Switzerland. Profile of roof altered to suit local height restrictions (additional to EBN 317- for illustration see Buses 5/91). Was reported as withdrawn by Hedingham, L102, 9/88 but given as exported to Switzerland 6/88 (EBN 317). Clarification appreciated.
 2858 (OPU 823D) Withdrawn by South Wales Transport, 51, (as driver trainer), sold 1/91 for continued use as a driver trainer.
 2861 (RHK 346D) Later given as unknown owner, London NW10 (as mobile caravan), ex unknown owner, London NW1 (as mobile caravan), 11/90. (See also EBN 317).
 2904 (WVX 531F) Previously given (NS250) as North, Sherburn (dealer), 11/84, ex Emblems Jazz Band. Now reported as North, by 2/91, ex. Knottingley Emblems Jazz Band. Who owned this vehicle between 1984 and 1991?

Services

6/6A The EN journeys will be withdrawn after 22.6.91. and will be replaced by a revised CBT service (introduced 10.6.91).
 106/26 Revised timetable from 10.6.91. for the summer period.
 310 Due to problems with unruly passengers the 2250 ex Chelmsford has been rerouted on Fridays and Saturdays from 17.5.91. and no longer serves Broomfield or Little Waltham

Recent service changes on service 78/78A have come in for some criticism in the Colchester area. These services have been cut back from The General Hospital to the Bus station except during peak periods and a 1000 name petition and letters of protest to

local papers from residents in the Brightlingsea area have followed. This results in a change of bus with a 10 minute delay in one direction and 20 minutes in the other direction. It also resulted in passengers having to pay 40p more in each direction although through fares were introduced from 20.5.91.

Eastern National management were called to a meeting of Brightlingsea Town Council at which it was stated that only 45 through passengers were carried a week anyway and that the revised services took into account traffic delays. As in all cases one can read all sorts into what has been published in the papers. Your editor would like to see the people who complain make more use of the service provided in the first place, one suggestion no doubt from a person who has never been on a bus is that pensioners should have special fares! Another suggested a smaller bus making a through journey.

Services 605/6 are operated by Harwich depot.

COLCHESTER BOROUGH TRANSPORT

Services

Whilst not a bus war, a skirmish started on 7.5.91. when EN introduced two extra buses an hour between Colchester and Wivenhoe numbered 77. CBT responded by deciding to withdraw the 74A and put an extra bus on the 6/6A at the same time as the EN journeys. This situation was short lived as EN are to withdraw the 6/6A and the battle has ended.

From 10.6.91. revised evening peak timetables were introduced on services 1/1A, 3 and 39, service 21 is being rerouted via Home Farm, Chaucer Way and Straight Road instead of Ambrose Avenue, the 5A will resume calling at North Station, Downside Exit and minor timetable changes will be introduced on services 2/2A, 7, 8/8A and 9.

From 29.4.91. evening journeys on services 2 and 8A have been operated under contract to Essex County Council.

A timetable sheet giving CBT journeys on service 74A, replacing a former timetable giving EN journeys was published, which also stated that the CBT service would be withdrawn after 8.6.91.

Vehicles

Not previously reported is that 30 is a LX2R11C15Z4R while 28 and 29 are type LX2R11G15Z4S. 47-49 are ON2R50C13Z4. Perhaps an expert can let us know what these mean!

Lynx 29 re entered service on 29.4.91. with an allover advert for Peter Foulkes Electrical.

Atlantean 61 remains in service despite its early withdrawal being forecast in Aprils Buses. (An April fool perhaps?).

Atlantean 68 has been repainted in recent weeks.

To correct EBN 324/9 the withdrawn recovery vehicle was numbered 94 not 93, which is the ex Ipswich Ford coach.

An unusual working on service 21 on 15.5.91 was Atlantean 85 the first time a decker has been noted on this service.

General

Part of the Conservatives policy for the local elections included the disposal of CBT and in the Evening Gazette of 18th April the MacGregors (Heddinghams) indicated they would make an offer if the chance arose, although the Tories would prefer a MBO. The Gazette quoted Robert Mac Gregor as saying that "I feel CBT needs to change and expand its operations if it is to have a long term future. A takeover by HO would secure that future". Under HO he envisaged CBT expanding into other parts of Essex but CBT Coachways would close as "coach hire is a low cost operation and competition in Colchester has reached saturation point". (My correspondent informs me that what was said is that there is a low return).

CBT later issued a statement to "entirely disassociate itself" from the claim. Clive Samson said "CBT Coachways has improved its revenue year by year as evidenced by the increased day excursion and private hire business. Our coach holiday tours have been well received with bookings up on last year. Bearing in mind the degree of success of Coachways we can understand Mr MacGregors concern about our existence. However as the present justification for privatisation is the possibility of increased competition we are surprised that he has plans to close down parts of our organisation so potentially reducing competition and consumer choice".

A council spokesman said "its not the first approach we have had and in the past the council has declined to even enter into discussions".

As might be expected letters have appeared in local papers pointing out that coach operation is only low cost if you dont use new coaches like CBT do. Another writer expresses support for a coach service to London. This strikes your editor as a strange comment as the joint EN/Grey Green commuter services were withdrawn some while ago due to a lack of passengers (or should I say customers?).

A postcard featuring open top Atlantean 55 and the towns castle is now available in Colchester priced 12p.

Publicity

Timetable leaflets are available for services 1/1A; 2/2A/2B; 3/6/6A; 5/5A; 7/7A/7C/7D; 8/8A/8B 9/9A/39 and 21 all dated 10.6.91. Services 4/4A have remained unchanged and the latest leaflet is dated 29.10.90. The leaflet for ECC contracted services is out of print and, of course, service 74 is no longer operated.

HEDDINGHAMS

Vehicles

Another Bristol VR has arrived numbered L178 (DWU 294T) it is painted in Norfolks livery but with a red skirt trim and is allocated to Nayland. Part of the deal with Norfolks is that vehicles should remain in their livery.

Fifteen vehicles were in fact acquired from Norfolks although details are still not to hand. A fleet list appeared in EBN 320 and endeavours will be made to provide full details next month. The three parking areas in Nayland in Bear Street, The Perry and Mill Street are still in use with garage code ND. To correct last month only the vehicles, name and routes were sold, the business remains with Howard Norfolk (who now drives part time for Hedingham). An article in the Evening Gazette states that Howard will soon be returning a 1950 coach to service with an older vehicle to follow. 90 NOR is now registered A709 KRT while 15 NOR is now on a private car indicating that the Bova has been reregistered. A709 KRT is now operating from Little Tey. The repainting of former Kemps vehicles has begun with JKV 414V being noted in full Hedingham livery on 26.5.91.

Services

From 22.7.91. the service 90 journeys at 1323 from Witham to Ebenezer Close and 1331 return will be replaced with journeys at 1423 and 1431.

OTHER OPERATORS

APT Rayleigh Has acquired TIA 5819 a high floor Magirus Deutz Apollo from Funston, Chrishall. Also acquired but more mundane is former Teds Coaches Ford/Plaxton VJT 614X.

BISS BROS A joint service with Lacey's, East Ham was introduced from Romford to Stansted Airport via Dagenham, Barking, East Ham, Stratford, Debden and Epping. Can anyone provide further details? BLUE TRIANGLE Former London Transport RF401 is in use on service 612 and is well worth making the effort to travel on.

BONNERS The regular vehicle on service 381 is former London Country National LBP 217P.

BOON Boreham Another Setra is TSU611, a S215HD.

CARTERS Revised timetable introduced on service 247 with certain services now operated under contract to ECC. Some former dead journeys now run in service and one service now serves Highwoods. Bristol RELH6G/ECW coach SVF 896G has been reacquired from Viscount in exchange for RELH6G SAH 851M from whom this vehicle came in 1989. SVF is now in regular use Monday to Sunday, while SAH passed direct from Viscount to a preservationist.

CEDRICS Wivenhoe Also acquired is A339 YDT a Volvo/Jonckhree. This is now registered KIW 7812, while A341 YDT is now KIW 7814. Also reported is another Volvo/Ikarus E499 UOP. Ford coaches sold are JFD 285V, ABT 705V and VTW 878W. Former Bedford MKK 458P is with Partridge and is unusual in having a Plaxton Elite grille fitted to a Supreme body. Also sold is 80 TVX a Volvo/Jonckhree. Only one ex Reading VR remains in use NRD 64M. Former Bedford Venturer demonstrator C771 FBH was written off after an accident late last year.

CHELMSFORD TRAVEL Still on their premises is TGE 836R the single deck Atlantean used by Webbs on service 46. It now appears to be used as a store the sale price of 2500 (EBN 313/6) proving to be to high! Also on the premises on 29.5.91. was KTF 594 a 1949 AEC Regent/Park Royal open topper new to Morecambe and Heysham.

ENSIGNS To correct EBN 325 services 350/1/3 were in fact never operated, licences having been obtained but then cancelled. This no doubt is as a result of poor loadings on service 565 Barkingside to Lakeside which commenced on 18.5.91. but has now been cutback to become Romford to Lakeside via Purfleet instead of Aveley and with only 3 journeys Monday to Friday and 4 on Saturdays. RM 429 entered service on 14.4.91. in the new yellow and silver livery but is thought to be only for short term use.

ESSEX THAMESIDE Further to 325/8 E201 WMB is a Mercedes 609D with Whittaker C23F bodywork.

HARRIS BUS Service 269 was revised from 28.5.91. and no longer serves Lakeside. Service 383 will be revised from 1.7.91.

KIRBY Rayleigh A recent acquisition is Kassbohrer S215 reregistered F993 MTW.

NELSONS The comment on EBN 316/14 was a prophecy as Bristol VR SDL 652R ex Southern Vectis and still in their livery was at the depot on 14.5.91. still in SV livery. Registration BIL 6538 last carried on former Ipswich D202 YDX is now on a Renault car. Has the Dodge been sold or reregistered please?

PRIORY Bedford YMT YWT 522S has been named Beattie, Ford R1115 A600 NWC is Annie and Mercedes UGG 925W is named Sonnie.

RELIANCE Benfleet Dennis Javelin E755 HJF came from Buddens.

SIMIEN Canvey Are reported to have acquired Ford R1115/Duple ENF 581Y.

RIDGEON Stanford le Hope Another acquisition is AIB 8390 a Volvo/Jonckhree ex Cedrics.

RUFFLES Castle Hedingham Have sold D493 YLN an Iveco/Elme to Lutonian. The two coaches acquired from GP London Tiger DNK 576Y and Bedford YNT D271 HFX are kept on the premises of Barry Ives.

SUPREME Have sold DAF/Jonckhree B140 DAV, while A60 SEV a Volvo on loan has been returned to its dealer.

TEDS Canvey This operator ceased trading after its licence was revoked. The history of the fleet is now known, as stated above VJT 614X passed to APT while XPN 783S was written off following an accident last year.

THEOBALDS The business was sold to Beestons of Hadleigh earlier in the year. Services were registered to Beestons from 23.4.91 was this the date of sale?

TV TAXIS None of the VWs remain at the former premises and another part of Southends bus history has gone.

UMBH Southend Former DAF VFJ 586 has been traced to Dereham Coachways and is now registered A169 OHJ.

UPSON Southend Received G488KBD a LAG Panoramic from Antler, Rugeley. D622 YCX a DAF/Duple has been sold.

VICEROY Certain journeys on service 313 will be operated under contract to Essex County Council from 24.6.91.

WALKERS Former demonstrator G688 KNW a VW/City Pacer is now in use.

WINDMILL Copford DAF/Jonckhree A111 SNH is now with Taylor, Derby after a brief stay. A recent arrival is YGY 641Y a Bova Europa.

A number of the notes above correct, clarify or update previously published items.

The opening of the new Stansted terminal has increased the number

of coaches visiting the airport. A number of operators such as Ipswich and Reading appear to operate regular services and it would be appreciated if members could provide full details to the editor for inclusion in a future magazine.

OTHER VEHICLES

Essex Police have another Volvo/Plaxton registered H277 NJN. This like similar C580 KNO carries legal lettering for Adams, Chelmsford but is licensed as a 'PLG'. PSV Circle please note! Further to EBN 325/9, the former Badgerline National GEU 362N was noted at the Bocking May Fair in 1987 in use as a mobile amusement arcade!

Ford/Duple OMJ 792M is with the 6th Shoeburyness Scouts. This was with UMBH and Southend Radio Cars.

ESSEX COUNTY COUNCIL

Two new timetables are available the South Essex book dated 12.5.91. and North Essex 19.5.91. New issues will be available on 7.7.91. and 21.7.91. To keep up to date why not join the EBEG subscription service details from Derek Stebbing, 18 Lynmouth Ave Chelmsford CM2 0TP. Please enclose a SAE.

One further correction to the Sunday Saver Book service 100 operates from 21.7.91. to 8.9.91.

Members are reminded that the council is required to publish results of tenders and that these form part of the minutes to the Public Transport Sub Committee and can be inspected at all main libraries. These are not for publication but to give members an idea of tender variances service 381 attracted tenders between 28600 and 78000!

LOST PROPERTY

Is a new heading for reporting development at past or present depots etc. Two items this month, firstly plans for a Friday and Saturday market on the site of Jackson Road Bus Station in Clacton have been turned down. The second item concerns the current Walthamstow depot. Local press reports state that Sainsbury wish to build a superstore on the Salisbury Hall playing fields near The Crooked Billet. As part of the deal Sainsbury would build a new council depot on the site and would demolish Low Hall Council Depot and restore the area to playing fields. Outline planning permission has been granted.

RAIL REPLACEMENT SERVICE

A lack of overhead power cables at Romford following an incident involving a Freightliner train on the night of 7.6/8.6 led to a rail replacement service being operated all day on 8.6.91. between Gidea Park and Ilford. Trains from the Chelmsford line terminated at Shenfield with an onward connection to Gidea Park being operated by Southend trains. A fleet of buses from Ensigns with Dominators, Metrobuses and Olympians, Southend Transport using Olympians and Fleetlines, Harris using double deck coaches

and various buses, Macs Bus, Nelsons and Ingatestone Coaches were all involved. Highlights of the day were Ensign using RM 429 plus another Ensign vehicle performing a U turn outside Ilford station. Problems occurred at Ilford where vehicles used the road outside the station and hence blocked the bus stops, why BR could have not used the side entrance to Ilford Hill no one knows. A shuttle service operated between Ilford and Liverpool Street using class 315 units.

LETTER TO THE EDITOR

I feel I must write to you regarding the 'Passport to Maldon' article in recent magazines.

Service 96 at this time did not operate to Burnham, the route was Maldon-Wickford-Basildon via Purleigh and Stow Maries. The tram MW5G being registered 205 MHK.

I was employed at Basildon depot throughout the Sixties and was indeed a Union Representative, and Mr Cecil has not got his facts right. There were NO LD6Bs at Basildon, indeed we had several union meetings at Chelmsford with the powers that be, complaining of the poor vehicles that were allocated to Basildon. With the coming of the Motor Car age and the start of the decline of passengers throughout Essex, Eastern National were lucky that their services were expanding in the Basildon area, as a result of which surplus vehicles from other depots were sent there. So you can guess which vehicles arrived from the other depots, yes the ones with major faults looming! Hence at this time Basildon's bad name as an operational depot.

When route 26 was extended off Canvey Island in the first instance it was allocated LD6Bs from Hadleigh and Canvey depots who operated from Canvey to Basildon Town Centre, handed over to a Basildon crew who took the bus to Billericay and back to Basildon, where a crew from CY or HH took over. This was considered a treat for the drivers at Basildon as it gave a chance to drive a LD6B if only for a short distance. For the record LD6Bs were allocated to Brentwood, Canvey, Hadleigh, Southend and Wood Green.

As for Grimsdown Road, read Grimston Road which was at the end of Whitmore Way on service 244. It's a pity Mr Cecil didn't observe at the time how busy Basildon's Town Services were. I have worked a 19 from Southend to Clacton and the running time was more than adequate, especially between Maldon and Colchester. We crews at Basildon used to hate the 244s as when you had done half a shift you knew you were earning your corn! Try selling 200 tickets between Pitsea & Laindon in 33 minutes have 2 minutes turn round and then sell another 200 tickets in 33 minutes with a LD5G if you were lucky, more often than not it would have been a K or KSW.

So Mr Cecil I would love to meet you and prove that the union did not refuse to operate the LD5Gs indeed we felt honoured to be given one to operate a 34 to Chelmsford, and that reminds me, you try turning a LD5G in the middle of Billericay High Street. After many meetings with management we were allocated a LD6B and this was strictly for route 256 in Billericay being 566 CTW and this bus very rarely strayed from the route. Basildon crews tried all

sorts of tricks to get the vehicle on different routes but Norman Haken vehicle allocator at the time was far to shrewd!

I suggest Mr Cecil stops dreaming and deals with facts and please dont make untruthful allegations about Unions. I can assure all your members that the union at Basildon did co operate to help expand services during the sixties. Service X10 would have never been the success it was had we not broken some rules and regulations. Incidentally Brian O Connell and myself once did two round trips between Basildon and Kings Cross with LD5G 1467, now that was a Main Road!!

Ted Miles

It is sad and a sign of the times that Thamesway now feels unable to involve itself with so called non commercial activities such as the provision of information to our Group. This is a short sighted decision which will prove damaging to public relations - I for one will now hesitate to recomend the companys services to anyone needing to travel in South Essex. Following Thamesways thinking, can one assume that production of timetable leaflets will cease shortly since they cost money to produce, but have no retail value?

While I am not claiming that any person or group has the right to unlimited information, particularly that relating to proposed bus services, I feel that the Companys recent decision will serve only to damage their already poor reputation in the Southend area (see local press for details!).

Gareth Morgan

ENOC 2954

SCHOOLDAY MEMORIES

My journey to school by bus took me from Tarpots Corner to Prittlewell Chase in Southend. Arriving at the bus stop at Tarpots just before 8am the first bus to appear was the number 3 from Benfleet Memorial, usually a Bristol K, the normal trio on this route being CHJ 255/6 and CJN 323, most days it was full up when it arrived, so I waited for the 812am number 2A, this vehicle had worked out from Southend to Childerditch Lane and was then working back to Southend. A variety of buses were used on this duty from AEC Regents JN 4744/48 and the rebodied JN 4294 or 4745 to Bristol K AJN 825 or BHI 532/3, a later regular on the 812 was CJN 326 one of the Bristol Ks that had been on loan to London Transport. If by chance I missed this one, I knew that at 815 the Benfleet & District 'greens' would appear, always at least two Daimlers, sometimes 3, they would clear the queues, numbers I recall are KNO 71/2, the KHK and the KEVs and later the FOPs.

I changed at Chakwell schools to board a Southend trolleybus on the Western Circular my favourite being a trip on one of the old JN AEC lowbridge vehicles.

For the journey home it was easier and quicker to catch a bus into Southend to board, it was extremely difficult at this time to board a bus at Chalkwell, they were always full by this stage on their journey, routes being 2 2A 2B and the 3.

My usual time at Victoria Station coincided with the departure of Eastern National route 70 to Grays at 432 pm, which always had a duplicate for the double decker working to Grays. The second vehicle normally ran to Pitsea and was invariably the last vehicle available for service in the garage and could be a Dennis Ace, Bristol JO or L, or a Bedford OB coach, this being my favourite as you could sit alongside the driver. Arriving back at Tarpots around 5pm another interesting day for a young enthusiast was over.

EASTERN NATIONAL BRISTOL FLFS PART 4

COACHES (Cntd from EBN 322)

These services were home to the FLF coaches until 1971 (see below). At this time driver only operated Bristol VRTs and RELHs took over and the services were renumbered in the 400 series and assumed limited stop as opposed to express service status. Double deck coaches did not reappear on these services until 1985 when the 45XX Olympians entered service.

Some of the FLF coaches did stray from the Southend services, two were allocated to Bishops Stortford in and outstationed at the former Wright Brothers garage in Harlow for contract work. When not required at Harlow, the vehicles were often found working at BS on town services. Another was allocated to Clacton in 1968 to work Essex Coast Express service X80 between London and Harwich.

Before continuing with the chequered history of these fifteen vehicles, the association between Eastern National and Tillings Transport must be explained. In 1948 Eastern National and London coach operator Tillings Transport became part of the British Transport Commission (BTC). From that date a steady relationship grew between the two operators and in 1962 all administration and overhaul was transferred to Eastern Nationals Head Office at New Writtle Street, Chelmsford which as a result became Tillings registered address. In 1964 the Tillings fleet was renumbered into the Eastern National series introduced in August of that year, Tillings vehicles having a 'T' prefix (ie T300). The following year the attractive grey and maroon Tillings livery was replaced by Eastern Nationals cream and green colours thus enabling vehicle transfers between the two companies to be undertaken easily. On Nationalisation in 1969, the company was renamed Tillings Travel (NBC) Ltd and on 1.2.70, all remaining vehicles and operations were absorbed into the Eastern National fleet, Tillings concentrating on their travel agency business. This situation was short lived as on 1.1.71, Tillings Travel resumed operations! A number of Eastern National vehicles were taken over with a '9' prefix being added to the fleet number (ie 9417). Tillings took over all extended tours together with coach air services from Southend Airport and a small amount of excursion and private hire work. Vehicles operated with Eastern National livery and fleet nameplates from various EN depots although a main base was established at Prittlewell (PL) depot now of course the site of SD depot. In 1973 Tillings moved to Kelvedon (KN) depot and the following year a new company was

formed entirely separate from Eastern National. The new company was known as National Travel (South East) Ltd and absorbed Tillings, Timpsons (Catford) and Samuelsons (Victoria) vehicles and operations. In 1974 all remaining Eastern National coaches and coach operations were taken over.

Three FLF coaches were transferred to Tillings Transport:-

2605	RWC 608	as T2605	3.68 - 6.69
2606	BVX 668B	as T2606	3.68 - 2.70
2607	BVX 669B	as T2607	3.68 - 6.69

These vehicles were transferred to Tillings for joint operation of the Southend- London express services. The only alterations made to the vehicles was the change of legal ownership and the amended fleetnumbers. T2606/7 worked from Basildon depot while T2605 spent the entire period on loan to Eastern National at Southend depot!

The next move to Tillings came in 2.71 when all fifteen vehicles, now surplus to requirements to EN, were transferred receiving fleetnumbers 9600-14 respectively. Prior to their transfer, each vehicle had its lower saloon seating reduced to 16 to allow the luggage racks to be extended forwards over the wheelarches. To cover the additional luggage racks, on 2600-9 the fourth lower deck window was frosted and on all vehicles the third side window was half covered in white. The extra luggage space was required for the Southend Airport coach air services that the vehicles were to operate whilst with Tillings. As Tillings had no other express service commitment at the time, the only other work that the FLF coaches did for Tillings was private hire (on at least one occasion, one of the 31 footers operate a private hire to Europe), although 9604 (RWC 607) spent the entire summer season of 1971 on loan to Dons Coaches, Bishops Stortford who in that year took over operation of service X50 (Harlow- Clacton/Walton).

CLINTONA BRENTWOOD FLEETLIST MAY 1991

GTV 166X	Ford Transit	Dormobile	-8-
B158 APP	Ford Transit	Chassis Developments	C16F
B633 OVV	Ford Transit	Mellor	-8-
C477 TAY	Ford Transit	Dormobile	B16F
C478 TAY	Ford Transit	Dormobile	B16F
D827 LVS	Ford Transit	Chassis Developments	C16F
D943 MBM	Ford Transit	Chassis Developments	C16F
D451 OPP	Ford Transit	Chassis Developments	C16F
D206 VMY	Toyota	Toyota	-7-
E974 WDS	Mercedes 609D	North Western	C24F
E190 YWE	Mercedes 609D	Whittaker	C24F
F173 CKW	Mercedes 811D	Reeve Burgess	C33F
F132 SMT	Mercedes 609D	Reeve Burgess	C23F
G922 DVX	Ford Transit	Coachcraft	C16F
G996 DVX	Ford Transit	Coachcraft	C20F
G931 HRN	Leyland Swift	Elme	C31F
G932 HRN	Leyland Swift	Elme	C31F
G944 JKY	Ford Transit	Coachcraft	C16F

Southend Transport

VEHICLES

Ex-Blackpool Nationals 718,720 & 724 will remain in store pending future traffic requirements. 118 entered service on 22/5/91. 102, the Routemaster showbus, has been repainted and outshopped very smartly indeed. The first of the two DAF coaches to be withdrawn is 582 on 31/5/91. It should be noted 582 received modification in livery, with the skirt area painted blue, to bring it more closely in line with the standard coach livery. 581 remains in the old yellow/blue scheme. Apart from 581 and newcomer 559 (see below), all coaches are now in the new livery.

NEW COACH:

Acquired on 24/5/91 from Yorkshire Voyager (same source as 557-8) is No. 559 B85SWX Leyland Tiger TRCTL11/3RH with Plaxton 3200 C53F bodywork. The coach was delivered in white. 559 will be upseated to C57F and repainted into coach fleet livery before entering service.

INITIAL DISPOSALS

261 F261RHJ is numbered 553 in the East Yorkshire fleet.
521 XWS193S to Keenans Coaches, Ayr, 4/91.

SUBSEQUENT DISPOSALS

216 MJN216F Lancaster Employment Training Agency to C V Spares, Morecambe for scrap, 2/90.

352/3, 380 WJN 352/3J GHJ380L South Notts to Nottingham City Transport nos. 188/9/7 respectively, 3/91.

323 YHG 3N Hunter, Seaton Delavel to N E Bus Breakers, Craghead(dealer) and then to OK Motor Services.

SOUTHEND BUS RALLY 2/6/91

121 operated the 0810 X11 ex Southend(CBS) to Aldgate and the 1015 X1 return. It then took up duties on the Southend(CBS) to Lifstan Way rally site assisted by 259 & 905. On display in the rally were 102, 262 and trainer 334. 254 acted as control/gatehouse vehicle. In attendance was JTD387P now Ensign 587 (ex ST).

DRIVER TRAINING

It is interesting to note ST are retaining Leyland PD3 trainer 334 for use in PSV tests as it will attain 50mph and complies with all the proposed legislation. Sadly, many other operators are withdrawing half-cab trainers in favour of old coaches because the former are not capable of the new 50mph requirement effective from April 92.

MEMBERS OBSERVATIONS

In view of the complex and fluid allocations employed by ST, the former 'Unusual Workings' column is no longer appropriate. However, many members are interested in day to day running and I am delighted to receive reports. To the regulars & all, please keep sending 'em in!

904-5 were busy during May. 904 was noted on the 4A on 9th & 30th. 905 was on Service 3 on 9th & 15th, 1 on 13th & 15th, 2 on 20th & 3A on 25th. 562 on Service 12 8/5; 564 on 62A 2/5, 66 7/5 & 61 13/5. On 13/5 Nationals 709 & 712 worked the 7 through to Rayleigh. 13/5. Fleetlines 216,221,223 & 233 do not carry ST logos on the near side. 229 noted on 63 13/5; 233 on 22 13/5 & 240 on 63 30/5. 257/8 have yet to receive side or rear electronic route nos.

TRAFFIC

Southend Air Show was held on 26 & 27 May. Service X1 carried heavy loadings on both days and Olympians 257 & 262-5 were used to provide extra capacity. There were extra workings on Service 1 and shorts on Service 7 Southend to Ashingdon and Shoeburyness. On 26 & 27 May all services were operated by OPO Double-Deckers and therefore no Nationals ran. This included STs contracted journeys on Service 11 with 242 running on 26/5 and 227 on 27/5.

There are now 21 Routemasters available for service. However, the three oldest 101,102 & 119 actually predate the last AEC Double Deckers purchased new. These were 319-322 (WHJ430-3) AEC/PRV B3RA Bridgemasters with Park Royal H45/31R bodies new in June 60. They were withdrawn as early as 1972. Ironically, the Bridgemaster was influenced by the Routemaster and employed integral construction methods.

Turning to Football, Open-topper 904 was used by Tottenham Hotspur F.C. for their Victory Parade on 19/5 after winning the FA cup. However, Southend United FC's victory effort (to mark promotion to 2nd division for 1st time) employed the open top DMS owned by the Hollywood nightclub (Southend & Romford). Failing to use an ST vehicle may be a reflection of the bad feeling towards Southend Council on the part of SUFC's board!

May & rally news accurate to 2/6/91. I would thank Southend Transport, Richard Delahoy, Malcolm Torrance and Phil Ford for contributions.

STOP PRESS.

Routemaster 116 also ran on the Service 12 rally shuttle. Your sub-ed. missed this one, thanks ST!

THAMESWAY

These notes are correct to June 9th

New Vehicles

??? H368/371 OHK Mercedes Benz Reeve Burgess B23F

Aquired Vehicles

Driver Training vehicles WSU 452S, MHS 25/32P are now numbered 9013 to 9015. Not previously recorded is 9005 (OWK 295K) Bristol VRT with ECW bodywork which was aquired from Eastern National for driver training duties.

Repaints

Noted repainted in new livery is 1839, 1854, 1859, 1896, 1897 and 1920. 1854 has a yellow rear fleetnumber plate.

Allocations

These vehicle movements have occurred since January.

1738 D/D(D)-Pool-BN 1744 D/L(D)-Pool 1755 D/L(D)-BN 1756 HH-Pool 1757 D/L(D)-Pool 1762 BD-D/L(D) 1788 BD-HH 3080 PD-D/L(D) 3081 PD-D/L(D) 3086 PD-D/L(D) 3088 BN-PD 3089 BN-PD 3090 BN-PD

Vehicle Disposals

Badgerline VR's 5554 (ex 3075) has entered service at Bristol during May while 5555 (ex 3217) is at present in all over white as a base for an overall advert for Porter Homes.

Leyland Tigers 1116/24/26 were collected from Basildon depot on Saturday 11th May by South Wales Transport.

Leyland Olympians 4504/07 have been aquired by Al's Coaches of Birkenhead trading as Happy Al's, while 4505/06 have been aquired by Liverbus of Liverpool. Olympian 4500 is now with Metrobus of Orpington.

During April Bristol VR's 3080/86/3211/13 were sold to a unknown dealer. LN 1725 has been sold to a unknown Scottish Company.

Service Revisions

- 2 From 23 June the 06-52 journey from Hadleigh to Basildon will operate on Saturdays only.
- 3/3C Since 18th February the 17-43 Canvey to Shoeburyness and the 19-19 Shoeburyness to Canvey journeys on Mondays to Fridays have been retarded to operate 10 minutes later throughout.
- 19 The 08-10 journey on Mondays to Fridays from Southend to Eastwood will be withdrawn from 23 June.
- 20/A Minor timetable and route changes will be made on Mondays to Fridays to overcome loading problems from 23 June.
- 24/A Since 31st March two morning journeys have been extended from Rayleigh to Little Wheatleys Chase. Additional journeys will be

introduced between Leigh Station and Hadleigh during the evening peak from 23 June.

151 From 23 June an additional journey at 06-27 will operate from Canvey to Basildon on Mondays to Fridays.

225 Revised timetable introduced from 8th April.

A1-8/
221/68 Revised timetable introduced from 8th April.

Basildon is due to be invaded by Minibuses during the summer, a batch of Mercedes Benz with Reeve Burgess bodywork are due for delivery in the forthcoming weeks. (qv)

Publicity

A1-8/221/268 dated 8-4-91
Rediscover the bus - undated
Bus Hopper - best travel bargains in Southend & District (Revised)
225 dated 8-4-91

Unusual Workings

2-5-91 SD756 on service 24
3-5-91 SD756 on service 15
14-5-91 Pool 1757 on Tesco Contract at Pitsea
20-5-91 Pool 1744 & 1757 noted on Basildon Town services
29-5-91 BN2200 on service 374 at Lakeside (also noted on 235 on 9-5-91)
The following unusual Southend area workings have been noted recently (May)
Route 6 - normally Badgerline Ford Transits
May 13th-321 14th-755 17th-311 20th-338 & 755 28th-335 30th 756
Route 15 -normally Hadleigh Ford Transits
May 9th-348 & 756 17th-756
Route 24 -normally Hadleigh Ford Transit
May 30th-322 & 354
It should be noted that services 9 and 28 interwork involving SD and HH while services 26 and 27 interwork by HH.

General

Leyland Lynx 1420 number scroll has now reverted back to the normal type of scroll. Mercedes 319 has returned to SD while Transit 756 has been on loan to HH during May. Other loans have occurred from SD to HH mainly Mercedes. HH1897 was used as a Information Bus at the Southend Air Show on May 26th and 27th and at the Southend Bus Rally on June 2nd
London Transport tendered routes 20, 167, 235, 275, W13 and W14 are now up for retender. Thamesway currently operate these routes.

Bus ban call goes to county

A CALL by Castle Point Council to ban buses from Sydervelt Road, Urmond Road and Waarden Road, Canvey, is to be heard by the county public transport committee on Wednesday.

In a report the committee will be told that before the introduction of buses in these roads a survey was carried out by bus operators, police and the council. It was felt buses would not present any significant safety or congestion problems.

The county has been recommended to turn down Castle Point's request but the entire question of bus routes will be referred to the county highways committee so a joint inspection of the routes can be made by the public transport and traffic and road safety committees.

WESTCLIFF-ON-SEA BOND LISTINGS

VIAO NOS. BOND FOR K TYPE REUSED

ULTIMATE BOND FOR K TYPE

CHALKWELL S-SHOOLS	1
LEIGH-ON-SEA	2A
HADLEIGH	2A
THUNDERSLEY	2
LEIGH-ON-SEA, HADLEIGH	2B
PITSEA, VANGE, LAINDON	3
ALMA FACTORY, UPMINSTER	4
MORCHURCH	4A
LEIGH-ON-SEA, HADLEIGH	4B
PITSEA, VANGE	5
CORBIN BRIDGE	6
STANFORD-LE-HOPE	6B
PITSEA, VANGE	7
HOMESTEADS	7A
STANFORD-LE-HOPE	7B
CHALKWELL SCHOOLS	8
LEIGH-ON-SEA, HADLEIGH	8A
THUNDERSLEY	8B
TARPOTS CORNER	9
SOUTHCHURCH ROAD	9A
BOURNES GREEN, ROSE INN	9B
LITTLE WAKERING CORNER	10
GREAT WAKERING	10A
BARAT WAKERING	10B
LITTLE WAKERING CORNER	11
BOURNES GREEN, ROSE INN	11A
SOUTHCHURCH ROAD	11B
SOUTHCHURCH ROAD	12
BOURNES GREEN, ROSE INN	12A
BARLING	12B
COUNCIL HOUSES	13
SOUTHCHURCH ROAD	13A
BOURNES GREEN	13B
N. SHOREBURY CORNER	14
CAMBRIDGE HOTEL	14A
SHOREFIELDS	14B
WESTCLIFF STATION	15
HAMLET COURT ROAD	15A
ALBION ROAD	15B
HAMLET COURT ROAD	16
PRITTEWELL CHASE	16A
ARTERIAL ROAD	16B
CUCKOO, PRINCE AVE	17
THE BELL, FECHES RD	17A
ROCHFORD, ASHINGDON	17B
MOCKLEY	18
CHALKWELL SCHOOLS	18A
LEIGH-ON-SEA	18B
HADLEIGH	19
THUNDERSLEY	19A
CUCKOO CB, PRINCE AVE	19B
THE BELL, FECHES RD	20
ROCHFORD	20A
CUCKOO CB, PRINCE AVE	20B
THE BELL, FECHES RD	21
ROCHFORD	21A
MOCKLEY	21B
CUCKOO CB, PRINCE AVE	22
THE BELL, FECHES RD	22A
ROCHFORD	22B
MOCKLEY	23
CUCKOO CB, PRINCE AVE	23A
THE BELL, FECHES RD	23B
ROCHFORD	24
MOCKLEY	24A
CUCKOO CB, PRINCE AVE	24B
THE BELL, FECHES RD	25
ROCHFORD	25A
MOCKLEY	25B
CUCKOO CB, PRINCE AVE	26
THE BELL, FECHES RD	26A
ROCHFORD	26B
MOCKLEY	27
CUCKOO CB, PRINCE AVE	27A
THE BELL, FECHES RD	27B
ROCHFORD	28
MOCKLEY	28A
CUCKOO CB, PRINCE AVE	28B
THE BELL, FECHES RD	29
ROCHFORD	29A
MOCKLEY	29B
CUCKOO CB, PRINCE AVE	30
THE BELL, FECHES RD	30A
ROCHFORD	30B
MOCKLEY	31
CUCKOO CB, PRINCE AVE	31A
THE BELL, FECHES RD	31B
ROCHFORD	32
MOCKLEY	32A
CUCKOO CB, PRINCE AVE	32B
THE BELL, FECHES RD	33
ROCHFORD	33A
MOCKLEY	33B
CUCKOO CB, PRINCE AVE	34
THE BELL, FECHES RD	34A
ROCHFORD	34B
MOCKLEY	35
CUCKOO CB, PRINCE AVE	35A
THE BELL, FECHES RD	35B
ROCHFORD	36
MOCKLEY	36A
CUCKOO CB, PRINCE AVE	36B
THE BELL, FECHES RD	37
ROCHFORD	37A
MOCKLEY	37B
CUCKOO CB, PRINCE AVE	38
THE BELL, FECHES RD	38A
ROCHFORD	38B
MOCKLEY	39
CUCKOO CB, PRINCE AVE	39A
THE BELL, FECHES RD	39B
ROCHFORD	40
MOCKLEY	40A
CUCKOO CB, PRINCE AVE	40B
THE BELL, FECHES RD	41
ROCHFORD	41A
MOCKLEY	41B
CUCKOO CB, PRINCE AVE	42
THE BELL, FECHES RD	42A
ROCHFORD	42B
MOCKLEY	43
CUCKOO CB, PRINCE AVE	43A
THE BELL, FECHES RD	43B
ROCHFORD	44
MOCKLEY	44A
CUCKOO CB, PRINCE AVE	44B
THE BELL, FECHES RD	45
ROCHFORD	45A
MOCKLEY	45B
CUCKOO CB, PRINCE AVE	46
THE BELL, FECHES RD	46A
ROCHFORD	46B
MOCKLEY	47
CUCKOO CB, PRINCE AVE	47A
THE BELL, FECHES RD	47B
ROCHFORD	48
MOCKLEY	48A
CUCKOO CB, PRINCE AVE	48B
THE BELL, FECHES RD	49
ROCHFORD	49A
MOCKLEY	49B
CUCKOO CB, PRINCE AVE	50
THE BELL, FECHES RD	50A
ROCHFORD	50B
MOCKLEY	51
CUCKOO CB, PRINCE AVE	51A
THE BELL, FECHES RD	51B
ROCHFORD	52
MOCKLEY	52A
CUCKOO CB, PRINCE AVE	52B
THE BELL, FECHES RD	53
ROCHFORD	53A
MOCKLEY	53B
CUCKOO CB, PRINCE AVE	54
THE BELL, FECHES RD	54A
ROCHFORD	54B
MOCKLEY	55
CUCKOO CB, PRINCE AVE	55A
THE BELL, FECHES RD	55B
ROCHFORD	56
MOCKLEY	56A
CUCKOO CB, PRINCE AVE	56B
THE BELL, FECHES RD	57
ROCHFORD	57A
MOCKLEY	57B
CUCKOO CB, PRINCE AVE	58
THE BELL, FECHES RD	58A
ROCHFORD	58B
MOCKLEY	59
CUCKOO CB, PRINCE AVE	59A
THE BELL, FECHES RD	59B
ROCHFORD	60
MOCKLEY	60A
CUCKOO CB, PRINCE AVE	60B
THE BELL, FECHES RD	61
ROCHFORD	61A
MOCKLEY	61B
CUCKOO CB, PRINCE AVE	62
THE BELL, FECHES RD	62A
ROCHFORD	62B
MOCKLEY	63
CUCKOO CB, PRINCE AVE	63A
THE BELL, FECHES RD	63B
ROCHFORD	64
MOCKLEY	64A
CUCKOO CB, PRINCE AVE	64B
THE BELL, FECHES RD	65
ROCHFORD	65A
MOCKLEY	65B
CUCKOO CB, PRINCE AVE	66
THE BELL, FECHES RD	66A
ROCHFORD	66B
MOCKLEY	67
CUCKOO CB, PRINCE AVE	67A
THE BELL, FECHES RD	67B
ROCHFORD	68
MOCKLEY	68A
CUCKOO CB, PRINCE AVE	68B
THE BELL, FECHES RD	69
ROCHFORD	69A
MOCKLEY	69B
CUCKOO CB, PRINCE AVE	70
THE BELL, FECHES RD	70A
ROCHFORD	70B
MOCKLEY	71
CUCKOO CB, PRINCE AVE	71A
THE BELL, FECHES RD	71B
ROCHFORD	72
MOCKLEY	72A
CUCKOO CB, PRINCE AVE	72B
THE BELL, FECHES RD	73
ROCHFORD	73A
MOCKLEY	73B
CUCKOO CB, PRINCE AVE	74
THE BELL, FECHES RD	74A
ROCHFORD	74B
MOCKLEY	75
CUCKOO CB, PRINCE AVE	75A
THE BELL, FECHES RD	75B
ROCHFORD	76
MOCKLEY	76A
CUCKOO CB, PRINCE AVE	76B
THE BELL, FECHES RD	77
ROCHFORD	77A
MOCKLEY	77B
CUCKOO CB, PRINCE AVE	78
THE BELL, FECHES RD	78A
ROCHFORD	78B
MOCKLEY	79
CUCKOO CB, PRINCE AVE	79A
THE BELL, FECHES RD	79B
ROCHFORD	80
MOCKLEY	80A
CUCKOO CB, PRINCE AVE	80B
THE BELL, FECHES RD	81
ROCHFORD	81A
MOCKLEY	81B
CUCKOO CB, PRINCE AVE	82
THE BELL, FECHES RD	82A
ROCHFORD	82B
MOCKLEY	83
CUCKOO CB, PRINCE AVE	83A
THE BELL, FECHES RD	83B
ROCHFORD	84
MOCKLEY	84A
CUCKOO CB, PRINCE AVE	84B
THE BELL, FECHES RD	85
ROCHFORD	85A
MOCKLEY	85B
CUCKOO CB, PRINCE AVE	86
THE BELL, FECHES RD	86A
ROCHFORD	86B
MOCKLEY	87
CUCKOO CB, PRINCE AVE	87A
THE BELL, FECHES RD	87B
ROCHFORD	88
MOCKLEY	88A
CUCKOO CB, PRINCE AVE	88B
THE BELL, FECHES RD	89
ROCHFORD	89A
MOCKLEY	89B
CUCKOO CB, PRINCE AVE	90
THE BELL, FECHES RD	90A
ROCHFORD	90B
MOCKLEY	91
CUCKOO CB, PRINCE AVE	91A
THE BELL, FECHES RD	91B
ROCHFORD	92
MOCKLEY	92A
CUCKOO CB, PRINCE AVE	92B
THE BELL, FECHES RD	93
ROCHFORD	93A
MOCKLEY	93B
CUCKOO CB, PRINCE AVE	94
THE BELL, FECHES RD	94A
ROCHFORD	94B
MOCKLEY	95
CUCKOO CB, PRINCE AVE	95A
THE BELL, FECHES RD	95B
ROCHFORD	96
MOCKLEY	96A
CUCKOO CB, PRINCE AVE	96B
THE BELL, FECHES RD	97
ROCHFORD	97A
MOCKLEY	97B
CUCKOO CB, PRINCE AVE	98
THE BELL, FECHES RD	98A
ROCHFORD	98B
MOCKLEY	99
CUCKOO CB, PRINCE AVE	99A
THE BELL, FECHES RD	99B
ROCHFORD	100
MOCKLEY	100A
CUCKOO CB, PRINCE AVE	100B

LEIGH CHURCH STATION	22
WESTLEIGH SCHOOLS	22
HADLEIGH, DAWES HEATH	23
RAYLEIGH, COVENTRY CNR	23
HADLEIGH, DAWES HEATH	23
RAYLEIGH HIGH ST & ST	23
COVENTRY CORNER	23
LEIGH CHURCH, STATION RD	23
WESTLEIGH SCHOOLS	23
WOODCUTTERS, COMBES CNR	23
WENT ELM CB, RAYLEIGH RD	23
LEIGH CHURCH, STATION RD	23
WESTLEIGH SCHOOLS	23
WOODCUTTERS	23
COMBES CORNER	23
LEIGH CHURCH	23
STATION ROAD	23
ELMSLEIGH DRIVE	23
LEIGH LMS, RLY STN	24
THAMES DRIVE, HADLEIGH	24
VICTORIA HOUSE, WOODMAN	24
RAYLEIGH WEIR	24
LEIGH LMS, RLY STN	24
THAMES DRIVE	24
HADLEIGH	24
VICTORIA HOUSE	24
WESTERN ESPLANADE	24
CHALKWELL AVENUE	24
GRAND PARADE	24
PALL MALL	24
WESTERN ESPLANADE	24
CHALKWELL AVENUE	24
LONDON ROAD	24
THORPE HALL AVENUE	24
SOUTHCHURCH ROAD	24
LONDON ROAD	24
LEIGH ROAD	24
EASTERN ESPLANADE	24
LITIAN WAY, WOODMANEE DRIVE	24
HIGH STREET, LONDON ROAD	24
LEIGH ROAD	24
TO HIRE A COACH OR BUS	24
APPLY TO	24
17/21 LONDON RD, SOUTHBEND-ON-SEA	24

62 PRINTED BY KF TO ECO ORDER
DATED 5.10.48
NUMBERS NOW 7" IN 10" SQUARE
NOTE SOME ABBREVIATED NAMES
ARE NOW 'RD', 'AVE', ETC.

PRIVATE
RAYLEIGH-HIGH ST
HADLEIGH-CHURCH
VICTORIA HOUSE
LEIGH-ELM HOTEL
THAMES DRIVE
SOUTHBEND-VICTORIA CIRCUS
GRAYS- WAR MEMORIAL
PITSEA- STATION LANE
CORRINGHAM
STANFORD-LE-HOPE
TARPOTS CORNER
RELIEF
UPMINSTER-BELL HOTEL
UPMINSTER-RLY STATION
ALMA FACTORY
WEST HORNDON- STATION
HALF WAY HOUSE
WARLEY STREET
CHILDERDITCH LANE
NEVENDON-JOLLY CRICKETERS
GALES CORNER
VANGE- BARGE INN
LAINDON-FORTUNE OF WAR
ROMFORD-MARKET SQ.
SOUTHBEND-VICTORIA CIRCUS
SOUTH BENFLEET- WAR MEMORIAL
KENNETH ROAD CNR
SHIPWRIGHTS DRIVE
PRIVATE
LANDWICK
GT. WAKERING-CHURCH
L. WAKERING CORNER
SHOEBURYNESS- RLY STN
SHOEBURYNESS-BLACKGATE RD
SHOEBURYNESS-CAMBRIDGE HOTEL
SOUTHBEND-VICTORIA CIRCUS
HOCKLEY-BULL INN
HOCKLEY-RLY STN
HOCKLEY-SPA HOTEL
NURSERY CORNER
ASHINGDON-SCHOOLS
ROCHFORD-MARKET SQ.
ROCHFORD-RLY STN
LARKS HILL
WARNERS BRIDGE
EASTWOODBURY-WILSON ROAD
SOUTHBEND-VICTORIA CIRCUS
RAYLEIGH-HIGH ST
RAYLEIGH-RLY STN
RAYLEIGH-WEIR HOTEL
EASTWOOD-BELGRAVE ROAD
EASTWOOD-BELLHOUSE LANE
BRIDGEWATER DRIVE
KENT ELM CORNER

SOUTHBEND-PIER HILL
SOUTHBEND-CLIFF TOWN ROAD
EASTWOOD- WOODCUTTERS ARMS
WESTCLIFF-HIGH SCHOOL
EASTWOOD-COMBES CNR
EASTWOOD-JONES CORNER
HOBEYTHICK LANE
HULLBRIDGE-ANCHOR INN
HULLBRIDGE-COVENTRY CNR
LEIGH-RLY STN
LEIGH-CHURCH
LEIGH-RECTORY GROVE
HADLEIGH-CHURCH
RIVERS CORNER
WOODMANS ARMS
VICTORIA HOUSE CNR
LEIGH-HIGHLANDS BOUVD
THORPE BAY CORNER
WESTBOROUGH ROAD
CHALKWELL RLY STN
RELIEF
LEIGH-BECK FARM
STH. BENFLEET-CANVEY BRIDGE
HAYSTACK
CANVEY VILLAGE
SEA FRONT-CASINO
THORNEY BAY HOLIDAY CAMP
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LATE NEWS As we went to print it was announced that Thamesway had retained route W9 (Enfield - Muswell Hill) under tender to LRT. However service 359 (Holloway/Manor House- Hammond Street) is to be withdrawn as part of a package of changes in the Wood Green area, although dates have not yet been announced. As replacement service 259 (presently with Leaside Buses) will be increased and will operate Sat and Sun. over the Southern end of the route with service 279 (presently with Leaside Buses) covering the Northern end. Service W9 will be revised as part of the same package being withdrawn between Southgate and Muswell Hill and extended from Enfield to Chase Farm Hospital.

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