

ESSEX BUS NEWS

The monthly magazine of the

ESSEX BUS ENTHUSIASTS GROUP

(Formerly the *EASTERN NATIONAL ENTHUSIASTS GROUP*)

OCTOBER 1988

ISSUE No. 294



The first of Southends Routemasters to enter service was 111 (ex RM2101) on 2nd September. It was seen at Victoria Circus a few days later, note the new livery and fleetname style, and the use of the offside illuminated advert panel. (R Delahoy)

ROCHFORD MEETING

The November meeting will be held on November 8th at the Freight House, which is adjacent to Rochford Station. This will be a members slide meeting, to which you are invited to bring your own slides.

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SEPTEMBER MAGAZINE

A combination of circumstances beyond our control has led to the September and October magazines being published together. The postal dispute delayed news reaching the news sheet editor, this in turn was followed by my wife being taken into hospital for a week. Finally, holidays at our publishers meant that the deadline for the October magazine would have been in September.

I would like to apologise for the lack of a September magazine and hope that this largest ever edition of the Essex Bus News plus some new fleetlists to be published next month will make up the shortage of one months magazine.

NEW BOOKS

The following new title is available from Andy Meadows (address on cover):-

Edinburgh Trams and Buses, published by Bus Enthusiasts Publishing Company is a look back at the various vehicles that have been operated in the city over the years and is priced at £4.75 plus 50 pence post and packing.

The following Essex County Council timetables are now available from Mark Bullock, 219 Maplin Way North, Thorpe Bay, Southend, SS1 3NY.

Area 1 - Bishops Stortford, Saffron Walden
 Area 3 - Colchester
 Area 4 - Clacton, Walton & Harwich
 Area 7 - Chelmsford, South Woodham and Maldon

All are priced at 30p each and please add 25p for one, 40p for two, 50p for three or 60p for all four to cover the cost of postage.

EASTERN NATIONAL LIMITEDNew Vehicles

1410-1414	F410-414	MNO	Leyland Lynx	LX112L10ZR1R	B49F+22	standing
1415-1419	F415-419	MWC	"	"	"	"
1420-1429	F420-429	MJN	"	"	"	"

Chassis numbers of 1410-1414 are LX 1176-1180 and they arrived during w/e 27.8.88.

" " " 1415-1419 " LX 1181/6/7/90/91 the date of delivery is not known at present. The chassis numbers of 1420-1429 are unknown at present.

1429 is the only vehicle not to have arrived as it is to be exhibited on the Leyland stand at the Motor Show.

Vehicle Re-Allocations

8/88 (additional) 1650 CR - D/L(D); 1752 Pool - SD; 1755 Pool - BD; 1762 Pool - CR;
 1774 Pool - CF; 1894 SD - WW; 1905 CF - WW; 1911 CR - WW; 1920 DT - WW;
 1921 MN - BE; 1924 BE - MN; 1928 BD - CR; 3025 CN - D/L(D); 3029 CR - D/L(D);
 3032 CR - D/L(D); 3033 CF - CN; 3053 PD - CF; 3056 PD - CR; 3062 PD - CR;
 3066 PD - DT; 3085 CR - HH; 3100 WW - PD; 3101 WW - PD; 3102 WW - PD;
 3103 HH - CR; 3104 WW - PD.

- 9/88 1410 New - BN; 1411 New - BN; 1412 New - BN; 1413 New - CF; 1414 New - CF;
 1415 New - CF; 1416 New - MN; 1417 New - HH; 1703 HH - Pool(CR);
 1707 CF - D/L(D); 1724 SD - D/L(D); 1732 BN - SD; 1764 MN - BE; 1833 MN - CF;
 1835 CF - HH; 1841 MN - CN; 1865 CN - BE; 1866 HH - MN; 1872 BE - CN;
 1885 CF - CN; 1899 CF - MN; 1906 BN - CN; 1907 BN - CN; 1921 BE - MN;
 1927 MN - CF; 3028 WN - D/L(D); 3030 CN - Pool; 3036 Pool - D/L(D);
 3039 CR - WN; 3068 SD - BN; 3078 CR - SD; 3084 BN - CR.
- 10/88 1050 PD - D/L(D); 1058 DT - PD; 1418 New - HH; 1419 New - HH; 1420 New - HH;
 1421 New - HH; 1422 New - BN; 1423 New - BN; 1424 New - BN; 1425 New - MN;
 1426 New - CF; 1427 New - CF; 1428 New - CF; 1654 CF - Pool;
 1702 CF - D/L(D); 1708 MN - D/L(D); 1709 HH - D/L(D); 1713 HH - D/L(D);
 1720 HH - Pool; 1734 CF - D/L(D); 1735 HH - D/L(D); 1736 BN - D/L(D);
 1740 BN - Pool; 1746 BN - D/L(D); 1748 BN - D/L(D); 1807 SD - Pool;
 1833 CF - MN; 1838 SD - CF; 1866 MN - SD; 1934 CR - D/L(D); 2383 CN - Pool;
 2384 CN - Pool; 3033 CN - D/L(D); 3039 WM - CN; 3053 CF - MN; 3061 DT - WN;
 3066 DT - SD; 3078 SD - CR; 3084 CR - DT; 3500 CN - Pool; 3501 CN - Pool;
 4014 CR - DT; 4503 SD - CR; 4509 BN - CR.

3025 was in use from Chelmsford depot during late September but was out of use in early October. It is understood that 4503 & 4509 are to be used on service 53 and are to be repainted in the same livery as 4007-4021.

Of the above vehicles 1050, 1807 and 1934 have all sustained severe accident damage in recent months. A complete fleet allocation is published on page 6, please note Octobers changes are not included.

Repaints

- w/e 25.6.88 1127 at ENE, 1933 at ENE.
 w/e 16.7.88 1782 at SE, 1823 at BN?
 w/e 30.7.88 1767 at BN, 1799 at ENE, 1850 at ENE, 1914 at CN, 4004 at CN.
 w/e 6.8.88 1936 at CN, 3218 at ENE.
 w/e 13.8.88 3057 at ENE, 3088 at ENE.
 w/e 20.8.88 1804 at ENE, 1809 at ENE.
 w/e 27.8.88 1831 at CN, 4001 at ENE.
 w/e 3.9.88 1856 at ENE.
 w/e 10.9.88 1778 at ENE, 4002 at ENE.

1914 was the former unibus advert for Chantry Garages. 1771, 1904 & 3069 have been observed in new livery, dates of repaint not being known.

According to our records this leaves the following in NBC green livery still in service: 1654, 1658, 1712, 1715, 1718, 1726, 1745, 1749, 1760, 1764, 1766, 1769, 1798, 1841, 1861, 1868, 1927, 1931, 1935, 3033, 3037-40, 3058, 3060, 3077, 3079, 3086, 3094, 3122, 3200, 3202, 4006.

Services

- 24/24A Minor timetable revisions introduced from 6.9.88.
 31A Additional journey on Mondays to Fridays at 1638 from Little Baddow to Great Baddow (Marconis) introduced from 13.9.88.
 33/33A Revised timetable introduced from 12.9.88.
 61 ECC tender passes to Southend Transport after operation on 28.10.88.
 74 Revised timetable introduced from 12.9.88.
 93 With effect from 6.8.88 the Saturday service was cut back to run, to and from Latchingdon, with a replacement service Malbus 3 covering the rest of the route to Althorne.
 95/95A/96/96A Revised route and timetables introduced from 12.9.88.

- 98 The 1520 ex Maldon was revised to depart from Maldon, Cherry Gardens at 1530 with effect from 12.9.88.
- 103/4 Revised timetable introduced from 6.9.88.
- 109/118/119 Revised timetable introduced from 12.9.88.
- 116/126 Revised timetable introduced from 12.9.88.
- 128 Withdrawn after operation on 28.10.88.
- 151 Revised timetable introduced from 26.9.88.
- 302 Schools journey operated by EN was withdrawn at the end of the school summer term, and replaced by Biss Bros from 6.9.88.
- 311 Minor timetable change to timetable introduced from 6.9.88.
- 315 Revised route and timetable introduced from 28.7.88 at request of ECC.
- 330 Revisions to the afternoon journeys that operate via Alec Hunter School, introduced from 6.9.88.
- 400 Revised timetable introduced from 25.9.88.
- 712 Revised timetable introduced from 3.10.88.
- 722 EN journey withdrawn after operation on 26.8.88.

General

The main item of news this month is that the Clacton allocation, moved to Gorse Lane over the weekend of September 3rd and 4th and Castle Road was closed at the same time.

Bristol VR 3055 was noted at Braintree on 7.8.88 carrying Last Bus and Farewell to Silver End and is thought therefore to have worked the final journey into the depot at 2354 on 6.8.88, being the 2305 service 53 from Colchester.

Any Leyland Lynx fans, should go to Colchester where four operators use them, EN, CBT, Hedingham and Chambers, although the latter normally only visits on Wednesdays.

AJN 825 took part in the ceremony to mark the handover of the Dartford Tunnel to private ownership on 2nd August 1988. As the oldest PSV in the cavalcade of cars, commercial vehicles and fire engines, it holds the record for being the first PSV to pass through the tunnel under, its new owners.

Revised fares were introduced on the joint EN/GG commuter service from 5.9.88.

Finally, our best wishes to group member Paul Harvey who started a new job with Basildon District Council on 19.9.88. May I take this opportunity to thank him for all the help and news he has provided to the group during his years with Eastern National.

Publicity

Timetable leaflets for 20, 20B dated 22.8.88; 24, 24A dated 6.9.88; 31/31X dated 12.9.88; 31A dated 12.9.88; 33, 33A dated 12.9.88; 74, 78 dated 12.9.88; 106, 116 dated 12.9.88; 151 dated 18.9.88; 152, 153, 154, 155 dated 28.8.88; 235, 236, 238 dated 29.8.88; 400 dated 25.9.88; 712 dated 3.10.88.

Leaflets giving details of buses between Colchester and Harwich dated 6.9.88 and buses between Clacton, Colchester and Maldon dated 12.9.88.

Booklet detailing revised services in Loughton and Debden, published by ECC and dated 14.8.88.

Eastern National Highwayman, 6 of the best - Coach Excursions from the Chelmsford area during October.

Coach Tours from the Clacton Area - Autumn, Winter 1988/9 operated by Kemps and Eastern National.

DISPOSALSEastern National LimitedInitial Disposals

1653	(KCG 610L)	To Martins, Middlewich 8/88.
1659	(KCG 617L)	" " " "
1701	(WNO 550L)	" " " "
1704	(WNO 553L)	" " " "
1729	(NEV 686M)	" " " "
1739	(GJN 999N)	" " " "
1858	(YEV 316S)	Eastern National Engineering, for spares 9/88.

Subsequent Disposals

For ease of reference all subsequent disposals will now appear under the same heading.

305	(YZJ 184)	Scrapped by O'Sullivan, Hospital, Eire, by 6/75.
	(UEV 843)	
330	(7016 HK)	Passed initially to Loudon, Bothwell (N-PSV), 11/74 ex Costain Mining, Fife. (additional information to Mags 277/8)
350	(573 UVX)	Shevlin, Dorking (for preservation), 5/88 ex. PK Historic Omnibus Co Ltd, Hunmaby.
420	(GVW 982H)	Damaged by fire whilst with -?-, Spennymoor, as caravan, 9/87.
431	(LWC 982J)	-?-, Norfolk (N-PSV), by 9/87, ex. Johnson (dealer), Harthill. Vehicle advertises Norwich Snooker Club.
1206	(BNO 692T)	Kirkby (dealer), South Anston, by 3/88, ex. Whiston, Shirland. Subsequently to Rainworth Travel, Rainworth, by 8/88.
1208	(WVX 443)	Still with Jordan (dealer), Coltishall, 2/88, ex. Eastern Counties LM 923.
1209	(BNO 695T)	Sanders, Holt, by 2/88, ex. Heyfordian, Upper Heyford.
1307	(LLT 342V)	Went to McCrossan, Donemara, by 11/87 (additional information to Mag 288).
1405	(VHK 178L)	St. Gregorys R. C. High School, Warrington (N-PSV), by 5/88, ex. St. Josephs Church, Penketh.
1410	(XOO 879L)	North (dealer), Sherburn, by 1/88, ex. Glennon, Crosby.
1412	(WEU 72L)	Relph, Newgate Street, 5/88 ex. Auty, Rushden.
	(CSV 303)	
	(XOO 881L)	
1417	(JEU 508N)	Light, Shaftesbury, 3/88, ex. Badgervectis, 61.
	(CSV 992)	
	(GJD 196N)	
1418	(JEU 509N)	Light, Shaftesbury, 3/88, ex. Badgervectis, 62.
	(CSV 524)	
	(GJD 194N)	
1419	(CSV 618)	Delete disposal to Frampton, Hillingdon.
	(GJD 195N)	
1652	(KCG 609L)	Still with Goodwin, Carlton, 6/88. See also mag 280.
1656	(KCG 613L)	Numbered 313 by Hastings & District.
1657	(KCG 614L)	Williams, Deiniolen, by 12/87 ex. Goodwin (dealer), Carlton. Previous report (Mag 283) that vehicle was to be scrapped should be disregarded.
1705	(WNO 554L)	Noted with Williams, Deiniolen, 8/88, and in use on Bws Gwynedd route 77 in Bangor.
1714	(WNO 563L)	Numbered 363 by Hastings & District.
2803	(BVX 679B)	Went to Martin (dealer), Middlewich, by 3/88 (see also Mag 293)
2804	(BVX 680B)	Was exported to the U.S.A. by London Bus Export Co., Chepstow. (additional information/clarification to Mag 290)
2926	(AEV 820F)	Withdrawn by Stagecoach, Perth, 1/88.

3006 (SMS 32H) Transferred from Langley Mill to Derby by Trent, 8/88, and may soon be withdrawn.
 3008 (MSM 34H) Marino, Harlow, 12/87, ex. Martin (dealer), Middlewich.
 (see also Mag 288)
 3011 (SMS 37H) As per 3006, vehicle still in Bws Gwynedd livery with Trent fleetnames.
 3018 (SMS 44H) Wigley (dealer), Carlton, ex. Boardman & Wilson, Eccles.
 3022 (OWC 295K) Eastern National driver training fleet, numbered 9005, 5/88.

Two changes to the July issue, 404 is registered AVX 965B and 1208 is BNO 694T. Initial disposals of vehicles acquired from Coastal Red was to Hewlett and Sutton (dealer), Heysham 5/88. (see also Mag 291, page 4) It is not proposed to record subsequent disposals of these vehicles.

EASTERN NATIONAL LIMITED - FLEET ALLOCATION - SEPTEMBER 1988

Basildon (BN) : 1124, 1406-6/10-2, 1715-7/36,
 1740-2/4/6/8/63/7/72/6/86/95,
 1808/18/20/2/30/4/7-9/52-4/74/7-80,
 1883/4/6/7/9/91/6/8/9, 1904/8/9, 1918/9/22, 2200,
 3052/68, 3117/20, 4500/1/7-9
 Bishop's Stortford (BS) : 1111/3/26/7, 1500-3, 1768/9/92, 1843/4, 1914/6, 4510
 Braintree (BE) : 0120, 1120/3, 1308-10, 1726/45, 1749/64/82,
 1812/3/28/61-3/5, 1926/9/30/2, 3048/55/9/63/7,
 3128, 4016/7
 Brentwood (BD) : 0201/25-44, 0754-6, 1122, 1755/85,
 1839/40/5/6/59/76/81, 1902/3/12/3/33,
 3092, 3206, 4012/8/9
 Chelmsford (CF) : 0750-3, 1112/9/21/8/9, 1401/2/8/13-5, 1654,
 1702/22/34/4/7/71/4/5/8,
 1804/5/11/9/24/7/32/3/42/50/1/5/6/60, 1867/70,
 1917/27/39, 2201/3, 3053/4/7/69/77/82/3/91/3,
 3106/11/2, 4005/13, 4511/2
 Clacton (CN) : 0200/2-19, 1110/7/30/2, 1751/4/6, 1834/41/72/85,
 1906/7, 2202, 2383/4, 3033/41, 3201, 3500/1
 Colchester (CR) : 0121, 1054, 1658, 1760/2/93, 1816/31/75/88/92,
 1910/23/5/8/34-6, 3037/56/62/84/95, 3103/14/27,
 3202/3, 4003/4/6/14/5
 Great Dunmow (DW) : 1890
 Hadleigh (HH) : 1118, 1400/9/17, 1709/13/20/1/5,
 1733/5/7/8/43/53/7/8/61/5/70/7/81/4,
 1817/21/35/57/64/9/71/95/7, 1900, 3085/97/9
 Harwich (DT) : 1058, 1133, 1750/90, 1901, 3061/6, 4007/8
 Maldon (MN) : 1114/5, 1403/7/16, 1708/12, 1806/29, 1866/73, 1921/4,
 3038/49/51/79/94, 3200
 Ponders End (PD) : 1050-3/5-7, 3071/2/4-6/80/1, 3100-2/4, 3205/7-17
 South Woodham Ferrers (SW) : 1931, 3070
 Southend (SD) : 1116/25/31, 1718/32/52/66/73/87/8/98/9,
 1807/9/14/23/36-8/68/93, 1937/8,
 3034/58/60/4/5/73/8/86-90/8, 3108/13, 3122/9, 3204/18,
 4000-2/9-11/20/1, 4502-6
 Walthamstow (WW) : 1779/80/9/91/6/7, 1800-3/10/25/6/82/94, 1905/11/5/20,
 3096, 3105/7/9/10/5/6, 3118/9/21/3-6
 Walton-on-Naze (WN) : 0220-4, 3039/50
 Licensed Pool Vehicles : 1703 (CR), 3030/40 (both unallocated)
 Driver Training Vehicles : 9000 (MN), 9001/3/5 (all CF), 9011 (MN)
 Delicensed For Disposal : 0601, 1650/5, 1704/7, 1858, 3020/5/8/9/31/2/6

COLCHESTER BOROUGH TRANSPORTVehicles

The two coach-seated Olympians arrived on 27.8.88. They are CH43/29+17F, are numbered 45 and 46 and are registered F245/6 MTW. The body numbers are 1003/4, livery is standard CBT bus livery. RE 22 was withdrawn after use on 26.8.88 and left for Newcastle on 30.6.88. The final RE, number 16, was used on 31.8.88 and was delivered to Busways a couple of days later.

Hired vehicle 91 (M&D's 5451) was returned on 7.9.88. 92 (Reading's 78) was returned on 3.9.88 but was back in Colchester on 26.9.88, as a result of 46 being returned to Leylands for attention when it returns 45 will be taken by Leyland for attention. Both 91 & 92 have been on loan from their owners via Leyland as a result of late delivery of 45 & 46.

The company has ordered five Metroriders, four 31 seaters with bus seats and one with 29 coach seats and a boot. They will be numbered 11 to 15. Three Metroriders arrived on 1.10.88. They are MCW demonstrator E637 TOG a 33 seater, which has been numbered D26, whilst the others are Northumbrias E824/6 BTN which seat 25 and have been numbered 9 & 10.

Atlantean 52 was still off the road on 27.9.88. A blue Renault minibus B25+5F, E639 MTP, was in the Magdalen Street garage at the end of September 1988. There is a new service vehicle, Land Rover F318 KPU.

Services

CBT won the ECC contract to operate the 0812 hours journey Mondays to Fridays from Boxted to Colchester, starting on 5.9.88. This was previously operated commercially by Went and has been numbered service 80. Major service changes were planned for 3.10.88. Service 2 was extended from Myland Hospital to Highwoods via Mill Road, Severalls Lane, Brinkley Lane and Highclere Road to become a circular route in both directions. Service 2A was diverted in Highwoods via East Wood Drive. No extra buses are required.

Service 3 was extended from Barnhall to Middlewick via Mersa Road and Abbots Road (west). New service 3A operates as service 3 to Old Heath Road and then via Abbots Road (east) to Middlewick. Service 3 and 3A both operate hourly on Mondays to Fridays and Saturdays and interwork with a half-hourly service 31, which runs between Longridge Park and the town centre. Four Metroriders will be used on these services instead of two Lynxes and a third bus on Mondays to Fridays or two Lynxes on Saturdays. The extra, short workings on service 4A on Saturdays were withdrawn, with a saving of one bus, but an extra bus is used to provide additional layover time on services 4/4A on Saturday mornings.

Service 5 (Monday to Friday peak hours) was extended from Fiveways to Tollgate and 5A was withdrawn between these points throughout the day. Half the daytime journeys on service 5A were renumbered 5B, withdrawn between Turner Road and Myland Hospital and diverted via Defoe Crescent and Nayland Road to Horkesley Heath. No extra buses are needed. Two evening journeys on service 8 were renumbered 8A and extended to Horkesley Heath.

Service 9 was extended from Chaucer Way/Straight Road to Tollgate via London Road and Tollgate Road (north). Service 9A was also extended to Tollgate, but via London Road, New Farm Road, Winstree Road, Blackberry Road and Tollgate Road (south). Services 9/9A require four vehicles instead of three.

A leaflet about the changes of 3.10.88 was published, as were new timetable leaflets for all the commercial services. A leaflet for the Autumn excursions programme was published. Also new is a FWT-drawn map and service guide.

SOUTHEND TRANSPORT LIMITED

These notes are correct to October 3.

Vehicles**ACQUIRED:-**

						Delivered/To service
101	OYM 413A	AEC	Routemaster	PRV	H36/28R	29/9 [not in ser]
102	VLT 172	"	"	"	"	13/9 By 3/10
103	WLT 577	"	"	"	"	21/9 [not in ser]
104	WLT 797	"	"	"	"	28/9 [not in ser]
105	WLT 937	"	"	"	"	28/9 [not in ser]
106	WLT 949	"	"	"	"	18/8 24/9
107	WLT 993	"	"	"	"	19/8 By 3/10
108	61 CLT	"	"	"	"	13/9 [not in ser]
109	183 CLT	"	"	"	"	8/8 6/9
110	ALM 34B	"	"	"	"	18/8 15/9
111	ALM 101B	"	"	"	"	8/8 2/9
112	CUV 124C	"	"	"	"	19/8 [not in ser]

They are ex London Buses RM 12, 172, 577, 797, 937, 949, 993, 1061, 1183, 2034, 2101 & 2124 respectively. The identity of the thirteenth RM, to be acquired for spares, is not yet known.

The first to enter service was 111 on 2/9 on the 29. In addition, 112 was in use from 22/8 until 23/9 (in LT red) for driver familiarisation. Before entering service, the buses are being fitted with fluorescent lights and improved heaters, in a similar programme to that being tried experimentally by London Buses. The livery comprises blue lower panels, white around the lower deck windows, between the decks and around the upper deck windows, with blue on the roof; in addition there is a thin red band just below the upper deck windows, and a blue band above the lower deck windows (in the conventional LT relief band position). All 12 will be named in due course. A new style of fleetname has been introduced, in large white letters: Southend

Transport This is carried below the lower deck windows, and also as a single line display on the front and rear domes: the Southend crest is not used, except on the radiator grille (but only if the AEC badge is missing). Reflective registration number plates are fitted, whilst internally the vehicles have white ceilings and carry, in the lower saloon, a 'Welcome aboard this Southend Transport Routemaster Bus' poster. Farecharts are displayed in the traditional LT position. The last three RM's, 110-2, have offside illuminated advert panels and these will remain in use as such with Southend, carrying advertising for the Prudential (which matches nicely with the livery). It is interesting to note that 103 carries body B664, the one which ran in an experimental unpainted aluminium livery for 4 years from delivery to LT as RM 664 in July 1961.

As can be seen from the dates listed above, only 6 RM's were available for service from the start of the new schedules on October 3.

MODIFIED:-

A couple of corrections to previous issues are required:

In issue 269/9 we reported 206/7 [then 386/7] as H49/29D after their modification for driver training use: it transpires (after checking with a tape measure!) that they are in fact 30 seaters downstairs.

We have recorded the 3 most recently acquired DMS's 301-3 [305/11/2] as H45/28D - in fact they remained 44 seaters upstairs, unlike ST's other DMS's, which were all reseated to 45 on top.

WITHDRAWN:

301 [305] MLH 371L Withdrawn 21/9 (last used 25/8)
 302 [311] MLH 476L Withdrawn 11/8
 303 [312] MLK 620L Withdrawn 11/8
 304 [320] TGX 820M Withdrawn 23/9
 308 [313] GHV 106N Withdrawn 31/8
 309 [317] SMU 926N Withdrawn 31/8 (last used 25/7)
 513 [255] XHU 326 Withdrawn 24/9
 522 [344] XWX 161S Withdrawn 8/8 (last used 20/7)

Note: From 5/9 the DMS's had been restricted mainly to peak hour workings: it had been expected that all 10 would have been withdrawn by September 30, but 4 (305-7/10) were retained into October (though not used in service) pending the entry to service of the last 6 RM's. Berkhof rebodied coach 512 [254] is also up for sale.

INITIAL DISPOSALS:

301 [305] MLH 371L To Ensign Bus, 9/88
 302 [311] MLH 476L To Ensign Bus, 8/88*
 303 [312] MLK 620L To Ensign Bus, 8/88*
 304 [320] TGX 820M To Ensign Bus, 9/88*
 308 [313] GHV 106N To Ensign Bus, 8/88
 309 [317] SMU 926N To Ensign Bus, 8/88
 - [331] XWX 166S To Millmans, Warrington (date not known)
 - [347] XWX 184S Re 288/8, the sale to Featherstone Coaches (date unknown) is confirmed.
 522 [344] XWX 161S Still in store at ST works on 25/9.

Note: * 302-4 have since been numbered 236, 231 and 251 respectively by Ensign (236 & 251 are in STL livery with Ensign names, but 231 had been repainted blue and silver by 1/10) and are in use on LRT contract services 62, 62A, 145, 165 and 365.

We still require disposals for a number of ex ST coaches, viz:
 Initial disposals for 332 (XWX 189S) - thought to have gone to Millmans of Warrington - confirmation required: 334 (WRO 433S) & 337 (CTM407T); in addition, the following have only been recorded to dealers - where are they now?: 345 (CWW 191T), 346 (XWX 186S), 352 (DAX 452V), 353 (CPT 822S) and 357 (YDW 317T) - reports please!

SUBSEQUENT DISPOSALS:

- [322] (CMJ 450T) Reported transferred from the Armstrong Galley fleet (unused) to Newcastle City Busways and renumbered 1872, retaining its coach seats.
- [366] (WJN 366J) Reported as withdrawn by Aspdens, Blackburn.
- [367] (WJN 367J) Sold by Eagre, Gainsborough about a year ago - details of new owner required.
- [378] (GHJ 378L) Withdrawn by City of Oxford MS.
- [380] (GHJ 380L) Withdrawn by City of Oxford MS.

Service Vehicles

ACQUIRED

334 CJN 434C Leyland PD3/6 Massey H38/32R 1965
 This latter acquisition sees the welcome return to the fleet of one of Southend's highbridge PD3's. It has been acquired on a 5 year loan from its preservationist owner Bob Salmon (following negotiations conducted

by Frank Spence, owner of sister PD3 335) and will be used as a driver trainer. It was re-delivered to Southend on August 19 (basically in the condition it was in when withdrawn in 1980). It has since passed its class V MoT test and was available for training use from October 1st. The bus had earlier been recorded as being sold to a breaker (Meynell) but in fact it had been kept at a secret location on Canvey Island.

007 CWC 417X Bedford CF van, in the new blue/white bus livery. This has replaced the previous 007 (KHJ 525P) which has been withdrawn.

Services

Very major service revisions were implemented on October 2nd - indeed, for probably the first (and hopefully the last!) time, every single service was changed in some way or other! The major elements are described below: in addition, many early and late journeys on virtually all routes which serve central Southend now start from or terminate at the garage (which appears on destination blinds for the first time).

- 1/1A Minor timetable revisions to 1. Minibus route 1A withdrawn and replaced by additional half hourly service M-S daytime on 1 between Southend Central Bus Station (CBS) and Hadleigh EN garage. Combined frequency on 1/3A to Hadleigh thus becomes every 10 minutes. Converted to crew RM operation M-S days.

- 3 (Canvey - Benfleet Stn. M-F peaks): extended from Canvey Lakeside via High St, Mitchells Ave, Dovervelt Rd, Central Wall Rd and Sommes Ave back to Benfleet Stn to operate as a circular. AM service outward via Central Wall Rd; pm service outward via Dutch Village. First pm journey withdrawn on Wednesdays.

- 3A Revised timetable; service reintroduced in early evenings (see also 5). Converted to crew RM operation on most journeys.

- 4A Last journey no longer diverts via Newington Ave (see 65).

- 4B Two morning journeys extended to Wakering Church; slightly revised timetable with one additional journey.

- 5 NEW SERVICE: CBS-London Rd-Leigh Rd-Leigh Church-Hadleigh Rd-London Rd-Hadleigh-Essex Way-Benfleet Stn-then as 3A to Canvey Newlands. Hourly M-S late evenings and all day Suns. Will replace ECC contract on 25 at contract expiry (qv).

- 7/8 + Service pattern recast: now comprises on M-S daytime:
 7B,8A 7: 2 journeys per hour Rayleigh Station-Shoebury East Beach;
 7B: NEW SERVICE every 20 minutes Ashingdon Schools-Bournes Green via 7 to Woodgrange Drive then Lifstan Way, White Horse and Southchurch Boulevard (hence replacing this section of 8);
 8: Hourly Rayleigh Station-Shoebury East Beach;
 8A: Number introduced for occasional 8's which terminate at or start from Hockley Spa and hence do not operate loop via Hockley Station. Journeys on 8A run to/from garage, CBS or Bournes Green. The result is to give a 20 min service Rayleigh to Shoebury (2x7 and 1x8) with a 10 min headway over the Golden Cross-Lifstan Way section. As with the increased frequency on the London Rd (1/3A), this is designed to provide more effective competition for the abstraction caused by the taxi bus operations of TV Taxis and Southend Radio Cars.
 Evening and Sunday services are basically unchanged.

- 7C Existing contract service will be converted to commercial operation upon expiry on October 28 (NB: this contract was due to have passed to District Bus from 31/10.)
- 9A Diverted to operate past Airport main entrance rather than via south west section of Eastwoodbury Crescent. Revised timetable, especially in the evenings. Sunday service withdrawn.
- 12 All jnys extended in Canewdon to Loftmans Cnr, mainly to avoid the difficult turning movement at the old Althorne Way terminus.
- 13 NEW SERVICE replacing X3: CBS-Canvey Leigh Beck via the old X3 route but calling at all stops. Service now consists of former M-F peaks only operation plus positioning journeys on and off of 3 (to/from Benfleet Stn) and a mid day minibus working Weds & Suns to Leigh Beck as a positioning journey for ECC contract 404 (no corresponding return working).
- 14 Reduced to just 2 am journeys Southend to Rayleigh Stn via A127.
- 16 Slightly revised timetable: reconverted to big bus operation.
- 23/23A Services recast and extended/rerouted. Now comprises:
- 23B 23: Highlands Woodlands Park-Leigh Stn then as before to Belgrave Rd. M-F peaks, plus an off peak service reintroduced M-S (every 2 hours) - as a result, Southend Borough Council will not now proceed with the planned contract (as reported in 293/8).
 23A: Highlands Woodlands Park-Leigh Stn then as before to Kent Elms then via Snakes Lane, Whitehouse Rd, Rochford Corner and as before to Eastwood Rise. Operates half hourly M-S days except that 1 journey every 2 hours runs as a 23B (qv). Evening service withdrawn and replaced by ECC contract - see below.
 23B: Now runs as new 23A to Coombes Corner then Belfairs, The Fairway, Progress Rd, Rayleigh Rd to Eastwood Rise. Basically every 2 hours M-S days.
 All 3 routes remain a big bus operation (daytime minibus operation had ceased some months ago). The Highlands Park extensions have caused the withdrawal of Clintona operated ECC contracts 21/21A over this section (qv). The withdrawn evening service on 23/23A has been replaced by an ECC contract operated by STL, running M-S with 6 journeys on 23A and 1 on 23, in both cases to the pre October 2 routes: minibus operation.
- 29 Slightly revised timetable. Evening/Suns reduced to hourly. Retains crew RM operation M-S days.
- 63 M-S daytime service retimed. Evening/Sun service incorporated into new 65 & 66 (qv).
- 64 Entire service incorporated into new 65 & 66 (qv).
- 65/66 NEW SERVICES: CBS then as 63 to Temple Sutton then Hamstel Rd, Newington Ave loop and as present 64 back to CBS. Numbered 65 (clockwise) and 66 (anticlockwise). Both operate hourly evenings & Sundays replacing 63, 64 and part of 4A. Minibus operation.
- X1/X10 Many changes have been made: the service is extended beyond
 X11 Green Park to terminate at/start from just east of Hyde Park Corner (pick up at stop C in Piccadilly); two M-F jnys (0830 & 1030 ex Southend) are extended to Heathrow (Central B/S) via

Victoria (Rail Station and Semley Place, outside the Coach Station) then non stop (return jnys at 1255 & 1455); X10 am jnys are diverted at Embankment to run via Westminster to terminate at Victoria (junc of Victoria St & Bressenden Place) - corresponding evening peak workings on X10 & X11 start at Embankment Stn. X10 (and new X30) now only stops twice (Wennington & Dagenham Chequers) between Tarpots and Aldgate; evening X11 diverts via Homesteads on request.

The basic X1 service remains hourly M-S (except for the withdrawal of the 1930 ex CBS & 2345 ex Hyde Pk Cnr); Sunday service is reduced to two hourly, probably just for the winter. Certain stops have been altered and running times adjusted.

X30 NEW SERVICE: Canvey Leigh Beck then as X31 across Canvey then Tarpots Cnr and as X10 to Victoria (Bressenden Pl). One journey each way M-F peaks: pm journey commences at Embankment.

X31 Reduced to a single M-F peak hrs journey each way and diverted via Basildon: thus service off Canvey reduced from 5 to 2 jnys.

X41 Extended back to Victoria Circus: morning service revised. The overall effect of all these changes to the London services is to reduce the advertised M-F peak service from 16 to 12 journeys, but with a more even headway than in recent times.

It had been intended to operate the Heathrow journeys through to Terminal 4, but the BAA will no longer licence new routes via the cargo tunnel, hence (despite ST's publicity) the service will stop at Terminals 1/2/3.

ECC contract revisions will see further changes:

24 NEW SERVICE: CBS-Daws Heath (Rivers Cnr) as per EN 24, hourly Suns only commencing 30/10. This is of course the route which was operated commercially by ST for 6 months in 1987. Minibus operation.

25 ECC contract will expire on 29/10; in the meanwhile it is shadowed by new commercial service 5 and consequently we expect that the award of the replacement contract to District Bus for this and the 7C will be cancelled.

61 NEW SERVICE: CBS-Sutton Rd-Sutton Cemetery, 4 jnys M-F, minibus operated, commencing 31/10. As with the 24, this replaces an expiring EN contract.

An additional ECC contract change is that 10C (Stambridge - Golden X, schooldays only) is not being renewed (the Education Dept will provide a replacement); last day of operation was therefore July 22. See also above for the new 23/23A contract.

With reference to 292/6 the licence for 674 (Baker Street - London Zoo) has now been surrendered upon the grant of the licence to Ensign Bus.

Route workings:

Following these revisions, all services are Fleetline OPO except:

Coach X services

RM 1. 3A & 29 M-S daytime, plus certain isolated journeys - 9A M-F 1839 CBS-Eastwood & return: 63 Sats 0705 CBS-Temple Sutton & ret: 7 schooldays dup 1444 ST Garage-Golden Cross & 1508 Golden Cross-Deeping.

Note also that prior to the introduction of the new timetable, there was a scheduled RM working in the evening peak on 23, 23A & 23B. Other than this, RM's were only scheduled to operate the 29 prior to 3/10.

Minibus M-F/S (as appropriate): early jnys on 4A & 29; daytime 4B, 18, 61* plus 404 on Weds (including garage jnys on 13 & 7); evening 9A, 18, 23, 23A, 65, 66. Suns 4A, 13, 24*, 65, 66, 404 plus one early jny on 7. (NB: * 24, 61 start at end of October).
As can be seen, minibus work is considerably reduced with some vehicles potentially redundant.

General

In preparation for the introduction of the Routemasters service 29 was reconverted to crew operation (M-S daytime) from 22/8, mainly using DMS's; it had been converted to double deck OMO in October '71 as part of SCT's first phase of major OMO conversions. Some crew operation had also returned to the 1 prior to the 2/10 revisions, using Fleetlines.

The new livery introduced on the RM's is expected to be applied to all of the bus fleet in due course, along with the new style of fleetname. It should be noted that the blue used on the RM's and on the open topplers and the City Pacers is different to that previously used by ST.

Other livery details to note are: all the City Pacers have received rear painted adverts for ST's 'Autorama' car repair service; X service adverts on coach boots have been painted out, in anticipation of a new publicity campaign later in the year; and all Culturebus lettering has now been removed from the Astromegas.

New destination and passing point blinds are being introduced, the latter using lower case lettering. The new blinds were first used on the RM's and will be extended to the entire fleet in due course (the only Fleetline noted so far was 239, on 17/9): we will publish listings of the new displays in the next few issues. Strangely, the passing points for 5 make no mention of the new Leigh Church routing.

Good progress was made during August with the conversion to Wayfarer ticket machines - by the end of the month, all buses in classes 2xx & 4xx were fitted. The 3xx class (DMS) were not fitted, because of their imminent withdrawal; open tops 901-3 are not yet fitted either. Progress in fitting the coach fleet with Wayfarers has been more protracted, with only about 25% done by the end of August.

Some changes to fares were made in tandem with the service revisions - the most significant being the adoption of a single fare stage for the whole of the town centre - this results in a fare out of 5 or 10p for many journeys. At the same time a special 10p fare has been introduced within that area, which includes the garage. On the London services annual season tickets have been reduced, in some cases by over £100.

Diversions affected commercial and/or contracted services during August as a consequence of carnival processions in Benfleet, Canvey, Rochford and Southend (2 separate days). Open topper 903 was used by Southend Borough Council on August 20 for the official switch on near the Pier of the Southend illuminations, on the occasion of the torchlight carnival.

News of former ST staff is that the last Deputy General Manager of the "old" ST, Mike Wescombe (who left Southend to join Busways Travel), has been appointed Director of Operations & Personnel for Bournemouth Yellow Buses: we would like to wish Mike every success in this new post. Nearer to home, we understand that the recently departed MD, Ian Trevette, was unsuccessful at the last stage of his application for the General Managership of the London Buses East London operating unit.

Further vehicles repainted for Midland Red North over recent weeks have been Leyland Tiger/Duple coaches TDC 853/4X & B605-7 OEH, DP Olympians B911-3 NBF and bus Olympian EEH 904Y.

ST has continued to attract press and TV coverage, including the delivery and subsequent introduction of the first Routemasters, and the forthcoming introduction of new uniforms (which will allow the women crews to wear skirts on duty for the first time).

Finally, Southend Transport will have a large number of surplus items for sale shortly, including uniforms, destination blinds, Culturebus stop signs, magazines, etc. A sales list can be obtained by sending a large SAE to Southend Transport at: 87 London Road, Southend on Sea, SS1 1PP.

Publicity news

A new X1 timetable was published (issue 30, valid to 1/10/88), in the standard style but with the new style of fleetname on the cover.

Subsequently, a new leaflet was published for the revised X services, (number 31, 2/10/88 on), this time incorporating all services rather than having separate issues for X31 and X41.

Coach passengers also received a letter explaining the service changes.

A new free timetable book, dated 2/10, has been issued. It is in the standard size but with a completely revised design, featuring a sketch of an RM on the cover. Inside, a new typeface is used with blue shading to the route details at the head of each table. The introduction hails the book as "a new, easier to read, winter timetable" - however, with very small print on some tables, the sub-editor would dispute the 'easier to read' claim! As usual, copies of free ST publicity items are available from the Sub-Editor (SAE essential).

Concurrent with the timetable is a new faretable for all commercial local services and X10/30, price 50p. The main X1 farechart continues to be a staff only issue.

An example of the new ST Wayfarer tickets appears below:

Machine number	Service	Time	Date	Bus n°
STL193	9203A	15:26	17SEP88	251
SOUTHEND SPORT	SOUTHEND TRANSPORT		SOUTHEND TRANSPORT	
ISSUED SUBJECT TO PUBLISHED CONDITIONS TRAVEL INFORMATION 0702-355711	ISSUED SUBJECT TO PUBLISHED CONDITIONS TRAVEL INFORMATION 0702-355711		ISSUED SUBJECT TO PUBLISHED CO TRAVEL INFORMATION 0702-355711	
3099	5020	20.20	UNTIL 01	
Ticket number	Stage n°	Fare paid	Class	

SOUTHERN TRANSPORT LTD - FLEET LIST 1st OCTOBER 1988
(including vehicles withdrawn during August & September)

Now	Old Reg	Chassis	Type	Body	Seats	Notes
101	-	DYM413A AEC	Routemaster	PRV	H36/28R	Ex LT - not yet in service
102	-	VLI 172	"	"	"	Ex LT
103	-	WLT 577	"	"	"	Ex LT - not yet in service
104	-	WLT 797	"	"	"	Ex LT - not yet in service
105	-	WLT 937	"	"	"	Ex LT - not yet in service
106	-	WLT 949	"	"	"	Ex LT
107	-	WLT 993	"	"	"	Ex LT
108	-	6J CLT	"	"	"	Ex LT - not yet in service
109	-	183 CLT	"	"	"	Ex LT
110	-	ALM 348	"	"	"	Ex LT
111	-	ALM1018	"	"	"	Ex LT
112	-	CWV124C	"	"	"	Ex LT - not yet in service
206	386	JTD386P Daimler	CRL6-33	NCME	H49/300	Also used for training
207	387	JTD387P	"	"	"	Also used for training
208	388	JTD388P	"	"	H49/310	Overall advert - Dansk Design
209	389	JTD389P	"	"	"	Gardner GLXB engine
210	390	JTD390P	"	"	"	
211	391	JTD391P	"	"	"	
212	392	JTD392P	"	"	"	
213	393	JTD393P	"	"	"	Gardner GLX engine
214	394	JTD394P	"	"	"	Gardner GLX engine
215	395	JTD395P	"	"	"	
216	396	JTD396P	"	"	"	
217	397	JTD397P	"	"	"	Gardner GLX engine
221	221	XTE221V Levland	FE33ALR	"	"	Gardner GLXB engine
222	222	XTE222V	"	"	"	
223	223	XTE223V	"	"	"	
224	224	XTE224V	"	"	"	
225	225	XTE225V	"	"	"	
226	226	XTE226V	"	"	"	
227	227	XTE227V	"	"	"	
228	228	XTE228V	"	"	"	
229	229	XTE229V	"	"	"	
230	230	XTE230V	"	"	"	Gardner GLXB engine
231	231	NRJ231W	"	"	"	
232	232	NRJ232W	"	"	"	
233	233	NRJ233W	"	"	"	?Gardner GLXB engine?
234	234	NRJ234W	"	"	"	Overall advert - Allied Bedding
235	235	NRJ235W	"	"	"	
236	236	NRJ236W	"	"	"	
237	237	NRJ237W	"	"	"	
238	238	NRJ238W	"	"	"	
239	239	NRJ239W	"	"	"	
240	240	NRJ240W	"	"	"	
241	241	NRJ241W	"	"	"	
242	242	NRJ242W	"	"	"	
250	306	0475MEV Daimler	CRL6	"	"	Rebodied 1984, ex 377 (GHJ377L); GLXB engine
251	307	0476MEV	"	"	"	Rebodied 1984, ex 374 (GHJ374L); advert - Perrys
252	310	0552MEV	"	"	"	Rebodied 1985, ex 379 (GHJ379L)
253	309	0553MEV	"	"	"	Rebodied 1985, ex 375 (GHJ375L)
254	308	0554MEV	"	"	"	Rebodied 1984, ex 376 (GHJ376L)
(301	305	MLH371L)	CRL6	NCW	H44/280	Ex CIMS; orig LTE: WITHDRAWN
(302	311	MLH476L)	"	"	"	Ex Ensign; prev. Culturebus; orig LTE: WITHDRAWN
(303	312	MLK620L)	CRL6	PRV	"	Ex Ensign; prev. Culturebus; orig LTE: WITHDRAWN
(304	320	TKX820M)	"	"	H45/280	Ex LTE; Gardner GLXB: WITHDRAWN
305	316	GHV 8N	"	"	"	Ex LTE
306	315	GHV 15N	"	"	"	Ex LTE
307	314	GHV 29N	"	"	"	Ex LTE
(308	313	GHV106N)	"	"	"	Ex LTE: WITHDRAWN
(309	317	SMU926N)	"	"	"	Ex LTE; Gardner GLXB: WITHDRAWN
310	319	KUC949P	"	NCW	"	Ex LTE

New	Old	Reg	Chassis	Type	Body	Seats	Notes
401	401	E401RHK	Volkswagen	LT55	OpLare	B25F	
402	402	E402BHK	"	"	"	"	
403	403	E403RHK	"	"	"	"	
404	404	E404BHK	"	"	"	"	
405	405	E405BHK	"	"	"	"	
406	406	E406BHK	"	"	"	"	
502	340	YHB 201	Levland	PSU3E/4R	Duple	C53F	Ex Morris, Pencoed
503	203	UTD203T	"	"	"	C51F	Leyland TL11 engine
504	204	UTD204T	"	"	"	"	Leyland TL11 engine
505	205	BTE205V	"	"	"	"	DAF DKDL engine
506	206	BTE206V	"	"	"	"	
507	207	BTE207V	"	"	"	"	
508	208	BTE208V	"	"	"	"	DAF DKDL engine
509	213	LAK303W	"	"	"	C53F	Ex Globe, Barnsley; DAF DKTL engine
510	220	KWG130W	"	"	"	"	Ex Excelsior Dinnington
511	214	XGS770X	"	"	"	"	Ex Arachair & Golden Boy; DAF DKTL engine
512	254	Q856MEV	"	PSU3A/2R	Berkhof	"	Rebodied 1985 of ex MR CHA425K; DAF DKTL engine
(513	255	XHU 326)	"	"	"	"	Rebody 1986 of ex MR & ST CHA443K; WITHDRAWN
521	343	XWY193S	"	PSU5C/4R	Duple	C57F	Ex Wallace Arnold
(522	344	XWY161S)	"	"	"	"	Ex Wallace Arnold; WITHDRAWN
523	339	ERN439T	"	"	"	"	Ex Ebdons & Limebourne
524	338	EBW438T	"	"	"	"	Ex Ebdons & Limebourne
525	329	FDF265T	"	"	Plaxton	"	Ex National Travel - SW & Shamrock & Rambler
526	351	KAD351V	"	"	"	"	Ex National Travel - SW & South Wales
531	209	BHK209X	"	TRCTL11/2R	Duple	C51F	
532	210	BHK210X	"	"	"	"	
533	215	A215PEV	"	"	"	C53F	
545	218	XGS769X	"	TRCTL11/3R	"	C57F	Ex Ebdons
546	246	A246SVN	"	TRCTL11/3RP	"	"	
547	247	A247SVN	"	"	"	"	
548	248	A248SVN	"	"	"	"	
549	249	A249SVN	"	"	"	"	
550	250	A250SVN	"	"	"	"	
551	251	B100XTW	"	"	"	"	
581	252	B252CVX	DAF	MB200	"	"	
582	253	B253CVX	"	"	"	"	
601	258	NDS841Y	Van Hool	TD824	Van Hool	CH57/27F	Ex Stagecoach, Trathens & Yelloway
602	243	JEV234Y	"	"	"	"	
603	244	JEV244Y	"	"	"	"	
604	245	JEV245Y	"	"	"	"	
605	256	C256FHL	"	"	"	"	
606	257	C257FHL	"	"	"	"	
901	371	WJN371J	Daimler	CR16-33	MCME/ST	OH49/31D	Rebuilt to open top 1980; Named 'SEA HORSE'
902	372	WJN372J	"	"	"	"	Rebuilt to open top 1980; Named 'SEA FAREER'
903	373	WJN373J	"	"	"	"	Rebuilt to open top 1980; Named 'SEA BREEZE'

Service vehicles:

001 582 B555YTW Ford Granada - Company Sec's car
 002 589 Trailer
 003 590 B638WVX Bedford CF2 crewbus
 004 594 PWR985M Land Rover recovery vehicle
 005 595 SUJ 69R ERF 6x2 heavy wrecker
 006 596 Fork lift truck
 007 - CMC417X Bedford van
 008 598 RVW790W Bedford CF recovery vehicle
 334 334 CJN434C Levland PD3/6/Massey trainer

OTHER OPERATORS - South East Essex

Clintona, Brentwood: it appeared that contract services 21/A at Leigh were to be altered but details were not clear at press date. A further contract success is for the Sunday 23/23A (Leigh-Eastwood), won from Stephensons upon renewal (first day of Clintona operation 30/10).

District Bus (Tomlin), Wickford: A fourth Freight Rover Sherpa with Carylve Works Mk 11 B18F body is F892 XOE. The experimental evening services (see 293/8) which started on 1/8 are continuing - that to Laindon (101) as a commercial service and the Noak Bridge 102 as a contract under the 'de minimus' rules. As noted under the Southend Transport notes, it seems that District Bus will not be taking over the 7C and 25 after all (see 293/7). The 23 contract runs 6/9/88 to 21/7/89.

Harris, Grays: Leyland PD3 open topper PRX 190B has now been recertified and repainted into bus livery. To correct 293/9, Berkhof decker D401 SHJ has not been rebodied, but has simply had its fire damage repaired by the coachbuilder. It has now returned to service.

Lynxline Ltd, Sth Woodham: this new operator (whose transport manager is group member Lyn Watson) has acquired ex Badgerline Bristol RELL/ECW B53F LHT 166L. It has been on loan to Stephensons (qv). Lynxline have been awarded the contract for Sunday routes 10/12 (Southend to Paglesham/Wallasea) upon expiry of the present contract with Jacksons of Bicknacre. Lynxline operations commence 30/10 on a 1 year contract.

Macstrax, Stambridge: this taxi operator has gained a contract for 10B/C, Southend General Hospital to Paglesham, from 31/10, presumably replacing the Southend Radio Cars existing 10A/B/12 - more details soon.

S & M Coaches (Linkfast), Hadleigh: withdrawn Bedford VAM UNK 619E has been repainted green and is to be used, along with various hired saloons noted below under "dealers", for a 13 week contract for internal works transport at the Mobil refinery at Coryton. Withdrawn PD3 LJF 22F and Fleetline 905 GVX have been sold to Spence (qv) and LJF 26F is now out of service, but PD3's GRY 48/9D have just been recertified for a further year.

Southend Radio Cars: a slightly strange acquisition is of Ford/Duple coach OMJ 792M from UMBH, Southend. The vehicle is only class V tested, and in any event we believe that SRC only have a restricted operators licence, so it is not clear what it is to be used for. See also above.

Stephensons, Southend: are moving to new premises at the Rochford District Council yard in Rochford. On loan is LHT 166L of Lynxline (qv). We understand that the two Ford A series minibuses are to be replaced by ex Manchester Seddon Pennine IV/236's! (what's that old saying about frying pans and fires?!). Contract news is that the Sunday 23/A and M-S 403 have been lost on renewal (to Clintona and Harris respectively) but the 6 has been retained for a further period.

T V Taxis, Southend: this operator seems to be adopting a more professional approach with operations appearing to be more disciplined in recent months. A workshop has been opened in Oakleigh Avenue in Southchurch with room for 6 vehicles: the fleet is now parked there and on the (adjacent) forecourt of the Standard Motorists Centre in Southchurch Road. At least 13 taxibuses are now in use, comprising VW LT28's VKW 32Y, VWG 611Y, A303 BET, A578/92 XKW, A231 AAK, B783 CWF and high roof VW LT31's A340 ACF, B364/5/74 JJH, B917 FDP, C434 SRX.

Dealers: Spence (Thorpe Bay) activity in August and September saw the acquisition of the shell of BCS 959C (Fleetline/Alexander) from Southend Transport [who had acquired it in 7/87 for its engine] which was then sold, along with ex Barrow PD2 EO 9172, to PVS (dealer) Barnsley for scrap. Acquired from S&M Coaches was 905 GVX (Fleetline/PRV, orig RFN 963G), this bus being sold on to Avro Coaches of Stanford Le Hope, and ex Leicester LJF 22F, which has passed to Wealden (dealer). Further vehicles bought are ex LT Merlins VIW 217, 530G (ex Solent Blue Line, previously Hants & Sussex) and ex London Country South West MRR 808K (Reliance/Plexton bus, originally Barton), all three then going on loan to S&M for the Mobil contract. Former M&E Coaches Bedford SNM 73R has also been hired to S&M Coaches. Finally, to correct the last issue, 10 ATO (PD2 ex Nottingham) was NOT owned by Spence - it passed direct from being a Southend playbus to Hawkes, then of Corringham but now of Pode Hole, Lincs. Hawkes has also acquired an RT from Spence, this being Saunders roofbox KLB 569 (RT 1320).

AND FINALLY

... following the latest ST revisions, Southend area route 23 can now probably claim the prize for the most complex pattern of operations, with no less than FIVE different modes, viz: Mon-Sat comprises an ST commercial service (Fleetlines), a schooldays District Bus contract (Sherpa), a mid evening Clintona contract (Sherpa or Transit) and a late evening ST contract (City Pacer), while on Sundays it is a Stephensons contract (Ford A type) until the month end, when Clintona take over!! Is this a record?

SOUTHEND TRANSPORT BLINDS

Number blind N21

Introduced 9/88; listing per 111, 4/9/88:

All displays white on black except as noted.

Black blank		7B	24
X1)		7C	24A
X2)		8	25
X3)		8A	25A
X10)	Black	9	26
X11)	on	9A	27
X21)	yellow	10	28
X30)		Black bl.	29
X31)		11	29A
X41)		11A	Black bl.
795)		12	61
1		13	61A
1A		14	62
2		15	63
3		16	64
3A		17	65
29		18	66
4		19	67
4A		20	68
4B		21	69
5		22	404
6		23	Black bl.
7		23A	
7A		23B	

OTHER OPERATORS - REST OF ESSEX

BISS BROS	Commenced operation on 3.9.88 of Herts CC service 17, running Saturdays only from Bishops Stortford to Puckeridge via Little Hadham and Standon.
CAMBUS	Service 112 from Saffron Walden to Cambridge had a revised timetable introduced on 30.8.88.
CARTERS	The Saturday service on service 257 was withdrawn after operation on 10.9.88 and the 1318 ex East End and 1425 ex Colchester were withdrawn after 9.9.99. The 0750 ex Langham was advanced by ten minutes from 12.9.88.
CHARTERCOACH	A new vehicle with Willowbrook bodywork is KIB 6991, which has replaced ADV 159Y which has been withdrawn.
ENSIGNS	Have registered a new service 348 between Purfleet, Uplands Estate and North Ockendon running hourly on Mondays to Saturdays from 24.9.88.
FARGO	Commenced a new service 39 between Great Baddow, Maltings Estate and Broomfield Hospital on behalf of ECC from 5.9.88.
FORDS	A new vehicle to report is :- C995 ERO Bedford YNT Plaxton C53F Two errors crept into the published fleetlist and should be amended as follows: SMN 406N is SNM 496N and CHK 831X is CHK 312X. A new Maldon District Council operation commenced on 6.8.88 operating between Tillingham and Maldon via North Fambridge and Althorne, running Saturdays only.
GOLDEN BOY	With effect from 3.9.88 services 391/2 became commercial operations, whilst the 393 remains an ECC tendered service. A revised timetable is available from ECC or on the buses.
HARRIS BUS, GREYS	A new vehicle to record is F97 MHJ a Van Hool bodied DAF SB3000, the seating capacity of this vehicle is unknown at present.
HEDINGHAM	The Lynx is registered F150 LTW and seats 51. Witham Bus vinyls have started to appear on some Kelvedon based vehicles, which have appeared on service 52, no doubt leading to confusion among passengers. Revisions to services 1, 5, 7, 9, 10, 18, 20 & 23 were introduced from 15.9.88, whilst the schools journey on 324 was revised to depart Braintree at 1500 from 6.9.88. All journeys to and from St Margarets School on service 89/89A were withdrawn at the end of the summer term.
JACKSONS	With effect from 7.8.88 the journeys from Paglesham/Wallasea were revised to operate 5 minutes later.
LONDON COUNTRY NE	All services in the Harlow and Bishops Stortford area were revised on 3.9.99. The changes are far too numerous to list here, although the biggest change is the introduction of minibuses on Harlow Town services.
RULES	The Acton to Colchester route was cut back to Boxford after 16.9.88 and now operates to the same timetable on Tuesdays and Fridays.
SM TRAVEL	Commenced operation of Harlow Town service T15 after the commercial service was withdrawn by LCNE on 2.9.88.
WENTS	The Boxted to Colchester service was revised with effect from 7.9.99. Full details appear in the new ECC Colchester timetable.
WESTS	Service 214/5 is operated by two MCW Metroriders F711/2 CWJ. Service 249 was also revised with effect from 15.8.88. Loughton-Walthamstow journeys on 502 were withdrawn by LCNE and replaced by Wests on ECC contract from 3.9.88 numbered 505 operating between Harlow & Walthamstow.
WOODS	Commenced operation of ECC service 247 from Bicknacre to Basildon on Tuesdays and Fridays only with effect from 26.7.88.

LONDON REGIONAL TRANSPORT

Further to the item in magazine 290, regarding new services W12-W14 in the Walthamstow area, Eastern National have won the tender to operate these services from a date as yet unknown, using Mercedes Benz minibuses of which sixteen are to be ordered.

The Bedford YMQ-S vehicles in use on the W9 are to be withdrawn and replaced by five long wheelbase Mercedes vehicles fitted with Reeve Burgess bodywork, which may well all be in use by the end of October.

Following service revisions on 14.8.88, Leyland Nationals have become a common sight on the 20. From the start of the new school term the 145A has become renumbered 345.

ESSEX COUNTY COUNCIL - TENDER NEWS

As many members will be aware, a number of ECC tenders become expired at the end of October. The following lists area by area any changes of operator that will occur :-

Bishops Stortford, Saffron Walden

- 34 A new service, with a circular route based on Saffron Walden Hospital and operated by Hedingham, commenced 31.10.88 and operates Monday to Friday.

Witham, Braintree, Halstead

- 316 Passes to EN from Fargo with effect from 4.11.88.
 320 Passes to Hedingham from Brandons with effect from 31.10.88.
 324/5 The Wednesday and Saturday journeys pass to EN, whilst the other journey remains with Hedingham with effect from 31.10.88.
 339 Passes to Grahams Coaches from Hedingham with effect from 31.10.88.
 363 A new service on Sundays only from Harlow to Witham via the current 622/635 and operated by S.M. Travel.
 370 The 1805 ex Braintree and 1905 return, will operate to Dunmow only with effect from 31.10.88, operations remains with EN.

Colchester

- 10 Passes to EN from Colchester BT with effect from 31.10.88.
 105/7 Passes to Hedingham from EN and is diverted to operate via Crockleford, to replace the 79 operated by Hedingham which is being withdrawn with effect from 31.10.88.
 123 Passes to Carters from EN with effect from 4.11.88.

Clacton, Walton & Harwich

For the winter period until 24.4.89 all Sunday Coastline operations will be operated by EN under contract to ECC.

Harlow

- T1 Passes to Biss from Associated Coachways on Sundays only with effect from 30.10.88.
 500 All contract journeys pass to Blue Triangle from Bonners (Mon-Sat) and London Buses (Sundays) with effect from 30.10.88.

Loughton, Epping, Ongar

207 Passes to Bonners from Davian Coaches with effect from 31.10.88.

Chelmsford, South Woodham, Maldon

51 Passes to Vantage from Clintona with effect from 31.10.88.
 98 Revised to operate between Maldon and Southminster, with operation by EN with effect from 31.10.88.

Basildon, Billericay, Wickford

158 Service to be withdrawn after operation on 28.10.88.
 223/231 Passes to District Bus from Crown Coaches with effect from 31.10.88.
 230 Passes to Avro Coaches from Eagle with effect from 31.10.88.
 257 To be withdrawn after operation on 28.10.88.
 257 Passes to Priory Coaches from Nelsons with effect from 31.10.88.

Grays

18/403 Both services to be withdrawn and replaced by services 271-274 operated by Harris Bus under contract from 31.10.88.
 723 Passes to Ensigns on Mondays to Saturdays from Harris Bus with effect from 31.10.88.

Timetable changes will occur on many tendered services at the same time, full details are available from the operators or Essex County Council.

SUFFOLK COUNTY COUNCIL

Members with an interest in services in the Essex/Suffolk/Cambridgeshire border area will find the timetable of great use. The timetable is priced at #1.30 including post and is available from Suffolk County Council, Transport Co Ordination Unit, St Edmund House, County Hall, Ipswich, IP4 1LZ.

ESSEX COUNTY COUNCIL

London Country return tickets issued on services 500, 502 and 503 are now valid for return journeys made on ECC contract journeys operated by Bonners (500) or Golden Boy (502/3). This would seem to make good sense and can we hope that this facility may be extended to other such routes ?

VISITORS TO EASTERN NATIONAL ENGINEERING - AUGUST 1988

Kentish Bus	437	Boroline, Maidstone	232
Maidstone Boroline	237, 239	London Buses	V25, V37
National Car Parks	PNW 698W	Luton Bus	774, 788
West's	GEV 363N	Bee Line (ex M&D vehicles)	5802, 5814
Allan Hooker	1528 RU, B413 CGG, B420 CGG	Bee Line	XMO 541H

London Buses T876 is still present with severe accident damage. 5802 and 5814 are being converted into driver training vehicles.

SERVICE VEHICLES

Eastern National Limited

A new Ford Transit Van F309 LEX replaced accident victim D852 SAR.

LATE NEWS

Eastern National Limited

4503 has been seen repainted in dual purpose livery, and in use on service 53.

Contributions to this months magazine were recieved from :- D Arnold, M Bullock, N Clark, S Coates, J Cooper, R Delahoy, R Dennis, P Halls, I Harden, P Harvey, M McCabe, A Meadows, M Mowle, A Osbourne, R Palmer, B Searle, J Simpkin, F Spence, D Stebbing, G Toon, Crosville Enthusiasts Club, District Bus, Grey Green Enthusiasts Club, LOTS, PSV Circle & Essex County Council.

Contributions for the November magazine to reach the editors by November 4th
" " " December " " " " " " November 25th

SOUTHEND TRANSPORT BLINDS

Ultimate blind T15 (do not confuse with CT15) - used for RM's from 9/88 and all buses and coaches from 10/88.

Introduced 9/88; listing per 111, 4/9/88:

All displays white on black except as noted.

Black blank
SOUTHEND TRANSPORT
HIGHLANDS THAMES DRIVE
HADLEIGH CHURCH
HADLEIGH VICTORIA HOUSE
THUNDERSLEY WOODMANS ARMS
RAYLEIGH STATION
SOUTHEND CENTRAL BUS STATION
CANVEY NEWLANDS CREEK ROAD
CANVEY LEIGH BECK
CANVEY CIRCULAR
STH BENFLEET STN
LT WAKERING CORONATION CLOSE
GT WAKERING CHURCH
SHOEBURY OSPREY
SHOEBURY EAST BEACH
RAYLEIGH STATION
SOUTHCHURCH WHITE HORSE
BOURNES GREEN
ASHINGDON SCHOOLS
HOCKLEY
GOLDEN GROSS
ROCHFORD
SOUTHEND AIRPORT ✈

PRIVATE
Black blank
SOUTHEND CENTRAL BUS STATION
SOUTHEND VICTORIA CIRCUS
SOUTHEND ST GARAGE
EASTWOOD SILVER JUBILEE
EASTWOOD WESTERN APPROACHES
CANEWDON ALTHORNE WAY
CANEWDON LOFTMANS CNR
EASTWOOD KENT ELMS
CHALKWELL STN
FOULNESS COURT END
LEIGH ELMS
HIGHLANDS WOODLANDS PARK
LEIGH STATION
EASTWOOD BELGRAVE ROAD
SOUTHEND CENTRAL BUS STATION
TEMPLE SUTTON
EASTWOOD RISE
DAWS HEATH RIVERS CNR
BELFAIRS WOODCUTTERS
SOUTHCHURCH NEWINGTON AVE

SUTTON CEMETERY

PRIVATE
Black blank
SOUTHEND CENTRAL BUS STATION *
LONDON ALDGATE *
LONDON HYDE PARK CNR *
LONDON VICTORIA *
HEATHROW I ALL TERMINALS *
GATWICK AIRPORT ✈ *
GRAYS *
BASILDON *
BRIGHTON VIA GATWICK ✈ *
WICKFORD
SOUTHMINSTER
STH WOODHAM FERRERS
PITSEA
LAINDON
UPMINSTER
BILLERICAY
SHENFIELD
STANFORD LE HOPE
TILBURY
CHELMSFORD
SOUTHEND GENERAL HOSPITAL
CANVEY
RAYLEIGH
LANDWICK
RAWRETH
HULLBRIDGE
SOUTHCHURCH PARK
PAGLESHAM
LEIGH CHURCH
Black blank

Note: * these displays are black on yellow.

SOUTHEND TRANSPORT BLINDS

Number blind N22 (RM canopy)

Introduced 9/88; listing per 111, 4/9/88:

Black blank
1
1A
3
3A
5
7B
29
29A
X1
Black blank

SOUTHEND TRANSPORT BLINDS

Routemaster side and rear
(combined number & passing
point) blind RM1.

Introduced 9/88: listing per
111. 4/9/88:

All displays white on black,
except as noted.

[White blank]

29	Victoria Avenue Fairfax Drive Mountdale Gardens	
1	Rayleigh Weir Thundersley Kenneth Road	
1	London Road Leigh Hadleigh Thundersley	
1A	Chichester Road Queensway London Road	(see note)
3A	London Road Hadleigh Kents Hill Rd Benfleet Link Road	
3	Canvey Rd Long Rd Furtherwick Road Somnes Avenue	
4A	Southchurch Road Bournes Grn Great Wakering	
4B	Southchurch Road Bournes Grn Barling Lt Wakering Rd	
5	London Road Hadleigh Essex Way Benfleet Link Road	
7		
7B	Woodgrange Drive Chichester Road Victoria Ave Rochford	
9A	Victoria Avenue Airport  Eastwoodbury Lane	
12	Victoria Ave Rochford Stambridge Ballards Gore	
14	Victoria Avenue Rayleigh Road Rayleigh	

16	Chalkwell Avenue Southbourne Grove Bridgewater Drive
23	Eastwood Road Belfairs Eastwood Old Road
23A	Elmsleigh Drive Kent Elms Rayleigh Road
23B	Elmsleigh Drive Coombes Corner The Fairway
29A	
63	Sutton Road Bournemouth Park Road Royston Avenue
64	Sutton Road North/Central Avenue Hamstel Road
to hire this bus or a coach ring Southend 355715	
Sorry! Not in service	
Service operated under contract to Essex County Council	
Railway Replacement Service	
Local Service	
Relief	
[Black blank]	
X1	Tarpots Basildon) Black Grays Dagenham) on Canning Town) yellow
[Black blank]	

NOTE: from 10/88 the 1A display
will be modified to just 1.