

BRENTWOOD 80



CLINTONA IVECO/MARSHALL R418XFL AT SHENFIELD
WORKING SERVICE 80 TO HUTTON.
Chris Stewart.

MANAGING EDITOR:

Please send your news reports to:

Southend Transport:

Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

North Essex small ops:

TOURS ORGANISER:

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ESSEX BUS NEWS

430

EDITORIAL

430 FOCUS OF THE MONTH

JEV 430, Eastern National 3839, Bristol K5G with Eastern Coachworks body delivered in 1940, was part of a batch 3820-3844. 3839 was transferred to the United Counties Omnibus Company in 1952, UCUC No 691, it was withdrawn and sold in 1956.

MEETING FREIGHT HOUSE 8pm.

March 14th Group AGM followed by slide by Alan Osborne 1970-2000
April 11th Programme to be announced.

GROUP TOURS

June 23rd Trip to, Southampton area.
July 30th Trip to Sandtoft Museum
Booking forms will appear shortly.

New Green Line timetables on Southend -London services from 17th January, brings two new services.

709 Southend-Pitsea-Vange- City- Victoria.

710 Southend-Vange-City- Victoria.

These are Express timings with three journeys each 709/710 inward and outward Monday to Friday.

ARRIVA SOUTHEND

At last***** they have moved ***** January 28th was the last day of operations from London Rd where Southend Corporation, Trams, Trolleybuses, Buses operated out, although not all from the present garage, but the same area.

The Demolition people have moved in and already made a mess of the old garage.

Contributions for this edition of EBN received with thanks from. Arriva Southend, Colchester and East Herts & Essex, Firstbus, Essex Buses (Eastern and Thamesway), First Enthusiasts Group, Essex C.C LOTS, PSV Circle, Sue Burdon, Colin Sigston, Phil Ford, Bill White, Chris Stewart, Dave Reynolds, Richard Delahoy, Jonathan Cush, Steve Menzies

Contributions for next months EBN should be with Sub Editors by 6th March and Managing Editor by 10th March,

THIRTY FIFTH ANNUAL REPORT

A Review of the Group's activities during 1999

CHAIRMAN'S REPORT

The final twelve months of the Y1K period has been one of continued good progress for the Group, tinged with sadness. The passing of John Farmer, a dedicated Hicks Bros. fan was a bitter blow. On the positive side, membership has started to rise again, following a change in advertising policy. It is pleasing that membership retention remains exceedingly high suggesting a high degree of satisfaction of Group services particularly with Essex Bus News magazine. We must thank Peter Snell for his continued efforts in maintaining its popularity. Coach tours were particularly successful in 1999 generating good revenue. Personally, this has been my first year of full retirement, and rather than having some extra time to devote to Group activities, I find myself busier than ever, how did I ever have time to work ! May I, on behalf of the membership, thank all of the committee for their services, and thank the membership for your continued support. Finally, a plea - we would really appreciate having a younger member (20 - 30 years) on the committee to inject some new ideas. If you would like to join us, please write to Peter Snell, or e-mail me at osbag@essex.ac.uk. My Millenium Message to the membership appeared in the December EBN.

Alan Osborne

MANAGING EDITOR, PHOTOGRAPH OFFICER & EVENT ORGANISER REPORT

The Rochford meetings continue to be well attended with about 20 members present. There have been a number of interesting slide shows and some interesting talks. If you have any ideas for guest speakers or would like to present a slide show then please let me know. It would be rather nice to have a quiz at a future meeting, could you round up a team, or even be the quizmaster ?

Stocks of photographs are constantly being boosted by members generous donations of prints, which are most gratefully acknowledged. I still received numerous requests for black and white prints of specific vehicles, and searching the Group archives has often produced the desired results. If you have a particular interest, then please let me know.

I also wish to thank those members who have made suggestions over the content of EBN, and those who have sent in reports and articles. Please keep these rolling in, the topicality of the magazine can only reflect members reports.

To the Sub Editors and other regular supporters including Phil Ford, Chris Stewart, Roger Dennis, Colin Sigston, Ian Taylor and Richard Delahoy my grateful thanks.

Peter Snell

TREASURERS REPORT

Since this Annual Report has been produced at a slightly later date, the draft detailed Group accounts for 1999 are now complete, with an operating surplus of £299. The full audited Statement of Accounts will be available at our Annual General Meeting. Our reserve funds still remain at a generally healthy level, well able to meet all of our liabilities. May I thank Richard Delahoy for carrying out the duties of Auditor in a most efficient manner.

Alan Osborne

MEMBERSHIP SECRETARY REPORT

1999 was an encouraging year in terms of attracting new members to the Group, and also for retaining our existing members, and this built on the progress that we achieved during 1998. Eleven members did not renew their subscriptions during the course of the year, whilst twelve new members joined (or rejoined) the Group. In July, only one member chose not to renew subscription, the lowest number such number for many years.

This reflects two factors. Firstly, we are now advertising the Group in the magazine "Bus Fayre", and we receive a reasonable number of enquiries about the Group from that source, although not all result in new members. Secondly, there does appear to be a minor resurgence of interest amongst some former members who have chosen to rejoin.

Subscription rates have been set at £13.00 (first class post) and £12.00 (second class post) for 2000. It is intended to maintain subscriptions at these rates throughout the year.

Finally, can I remind all members once again that it remains vitally important that we continue to attract new members, and if you know anybody who may be interested in joining us, please ask them to write in.

Derek Stebbing

TIMETABLE SUBSCRIPTION SERVICE

The Group's Timetable Subscription Service continues to provide all Essex County Council timetables for members of the circuit. In addition, we now offer copies of the Thurrock Council timetables without any additional charge.

The supply of timetables during 1999 was affected by production difficulties at Essex County Council, which coincided with the publication of the timetables in A5 format. The situation improved during the Autumn, and hopefully timetables will be published more regularly during 2000.

This service would not operate without the help of David and Mary Arnold, who are responsible for the mailing of all issues, and the kind assistance of Robin Wheatcroft and his staff at Essex County Council and David Slay and his staff at Thurrock Council. My thanks go to all of them.

New members are always welcome to the service, just write to me for details.

Derek Stebbing

TOURS ORGANISERS REPORT

Two tours were operated in 1999, the first to Lincolnshire ran on 26 June, the second being a more local tour to Heddingham Omnibuses depots on 18 September.

The Lincolnshire trip used 978 VYD, a Volvo B10M/Plaxton coach belonging to Trevor Brooks, t/a Genial Travel. Trevor is a fellow enthusiast who was also able to enjoy the day. Visits were made to Fowlers at Holbeach Drove, Delaine of Bourne and Reliance of Great Gonerby. In addition stops were made at Spalding and Grantham Bus Stations.

The Heddingham trip visited depots at Tollesbury, Kelvedon, Little Tey, Sible Heddingham, Sudbury and Clacton. This tour proved very popular with number takers and photographers alike, with the vast majority of the fleet being seen, and a high proportion of the 44 strong Bristol VR fleet being photographed. Coach Tour Reports appeared in the July and October editions of EBN.

Our thanks as always to the drivers that make these trips possible, and to those participating members for their support. We look forward to seeing you again in 2000, it would also be nice to see some new faces, why not come along ?

Our plans for 2000 are for a visit to the Southampton area on 24 June and a day trip to Sandtoft for the annual trolleybus event, which normally takes place in July.

Ian Ransom
Dave Arnold

THAMESWAY SUB EDITOR REPORT

1999 has been an interesting year for the Thamesway enthusiast. There have been buses moving around between other First Group companies, and three new liveries have been introduced during the year.

Changes to services in Basildon produced a new "Super 8" route with Dennis Darts in a smart blue and yellow livery similar to the old Hicks Bros. colours of the early 50's. Shortly after this a new simplified corporate-style fleet livery began to appear to facilitate transfers between the Thamesway, Eastern National and Eastern Counties fleets.

Following the transfer of many London routes to First Capital, new fleet arrivals comprised secondhand Leyland Lynx from Centrewest and Olympians from Keighley.

The ranks of Mercedes 709 continued to be depleted, from the original class of 98 minibuses only 39 remain in service. Changes to "City Saver" services have seen more Volvo coaches disposed of, with the remainder destined to wear "Green Line" colours. In addition, new initiatives under the "Village Link" scheme have been introduced.

Just one Leyland National, 1803, remains in service, the sole survivor from a once large fleet.

Finally, I would like to thank everyone for their support, particularly the "dedicated few" who can be relied upon to send me regular reports. Their help is invaluable for the production of this column.

John Weeks

NORTH ESSEX CORRESPONDENTS REPORT

Most significantly I must offer Mr. D. R. MacGregor of Hedingham Omnibuses many thanks for his continued support which facilitates accurate and comprehensive coverage of operations in this part of the County.

The First Eastern National depot at Clacton continues to offer an interesting array of vehicles almost on a weekly basis ! Vehicles from other parts of the First Group empire appear regularly, Dennis Darts from Centrewest, a Leyland Olympian from First Edinburgh, Dennis Lances from Eastern Counties and Bristol VR's from First Northampton. New vehicles to see "the light of day" at Clacton were the batch of six corporate liveried Dennis Darts for service 42 at Chelmsford.

Crusader Holidays is still surging ahead to build upon its modern fleet of Setra Coaches, impending new deliveries are expected to carry a special millenium livery.

It is hoped that during the year 2000 coverage of this column can be extended to feature preserved vehicles located in North Essex as well as additional coverage of local independents.

I would like to thank all my fellow committee members for their support and other Group members who provide information. It may not always be possible to include all of your notes, or to reply to you on an individual basis, but please keep the reports coming, they are much appreciated.

Paul Sparks

DISPOSALS January 2000

351	H362 LJN	To First Eastern Counties
366	H377LJN	To First Eastern Counties
612	N612 APU	To First Eastern Counties
614	N614 APU	To First Eastern Counties

ALLOCATION CHANGES December 1999

345, 357 Disposal – RD. 348 BN – RD. 356 RD – BN. 2662 Reserve – BN. 3226 BN – HH.
397, 398 RD – Stansted Airport Reserve

REPAINT

966, 1404.
602, 603, 607, 608, 609 to Green Line livery.

ODD WORKING

22-12-99 972 "Premier 100" on "Famous 5"
20-1-00 324 on "Canvey Clipper"

SERVICE CHANGES

1	Revised route and timetable from 21-11-99
25/C/D	Revised route and timetable from 21-11-99
77/A	Shenfield Circular. New route Monday – Friday starting from 4-1-00
101	Revised timetable from 21-11-99, further revisions from 6-12-99
720/1/2/3	Revised timetable from 17-1-00, some journeys renumbered 709 & 710
860	Doddinghurst – Brentwood County High School. Revised route and timetable from 4-1-00
861	Stondon Massey – Headley Walter School. Revised route and timetable from 4-1-00
862	Hook End – Headley Walter School. New route from 4-1-00
863	Stapleford Abbots – Brentwood. Revised route and timetable from 6-12-99
865	Withdrawn from the end of school term July 1999

PUBLICITY

Service 77/A leaflet dated 4-1-00

NEWS

Basildon vehicles work occasional journeys on Brentwood town services. A Dennis Dart usually works in the morning peak period on route 80. In the PM peak following on from school contracts a Dart is provided for routes 81/82 and a double decker works on route 80.
On routes 251/551 double deckers work odd journeys following on from school contracts. The 09.23 Brentwood to Walthamstow is a regular double deck working on school days. Since the withdrawal of evening services on 551 the only journeys operated by Romford are the Mon – Fri 16.23 Brentwood to Walthamstow and the 18.15 Walthamstow to Gidea Park on school days.

Service 77/A the new Shenfield circular is normally worked by Basildon with 1 "M" registered Mercedes 709.

2662 is now in all-over advert livery for British Telecom.

Former Thamesway Mercedes mini buses 335, 366, 370 and 378 transferred to the Eastern National fleet have now moved on to First Eastern Counties. This is to cover for the closure of the Flying Banana operation in Norfolk.

First **Eastern National**

Although the operations at Stansted Airport of Airport Buses and Airport Coaches, retain their own identity and operating licence, recent developments have seen the base being used by Eastern National to operate Village Link services (service 7 is operated from here).

It has therefore been decided to incorporate developments here under the Eastern National heading.

We will use code ST, although the company do not have an official code for this base.

NEW VEHICLE

435 V435 GTW Mercedes 0814 Vario Marshall B23F

The new Varios are in red and yellow Eastern Counties style livery.

ALLOCATIONS

11/99 Although based at Stansted 35 is mainly used for driver training.

12/99 104 ST-DrT; 110 BE(Eng)-ST; 328-33/35/58/70/78 CN-D/L(D); 360 ST-BE (Eng);
382/83 ST-CN; 384-87 CF-CN; 430-33 NEW-CF; 434/35 NEW-ST; 739-44 Res-CF;
1516/20 Res-CF; 1518 Acqd-Res; 1601 ST-D/L(D); 1602 CF-D/L(D);
1899 BE-D/L(D); 1916 CF-Res; 1924 CF-BE; 2621-24 CF-CN

1/00 3227 CR-D/L(D)

The allocation of 434 corrects that given in EBN 429.

(Eng) - Used as an engineering shuttle bus at Braintree.

434/5 operate on EN discs, as did 382/3 all other vehicles at Stansted operate on Airport Coaches Limited discs (PF1320/I)

1899 was withdrawn after it hit a bus shelter in Braintree, its place here being taken by 1924.

Only two Leyland Nationals remain in service with Eastern National. 1850 based at Chelmsford is normally on LT schools service 646, 1924 is usually on schools work from Braintree.

UNUSUAL WORKINGS

18.12.99. CF1414 + CF1428 on service 42 (normally Dart SLF).

There were a large number of unusual workings in Chelmsford on the evening of 4.1.00. when a cyclist was killed in a road traffic accident near the Army & Navy roundabout, which brought near gridlock to the town in the evening peak.

GENERAL

The Scania/Wright vehicles used at Colchester on service 65, are to be fitted with Telematics tracking devices. This will enable real time arrival information to be introduced, similar to that used in London on certain routes. The system is due to come on line in May.

PUBLICITY

Items include timetable leaflets for services 36/353 dated October 1999; 42 dated 6.12.99; 74/B dated 2.7.99; 65 dated 5.7.99; 77/A/78/A dated 5.9.99.

A joint with BAA Stansted leaflet for services 132,133 and Diamond dated 15.3.99. has not been mentioned here before.

SERVICES

- 5,6 Revised timetable introduced from 7.2.00. Reduced to half hourly in afternoon.
7,8/A,9 Revised timetable introduced from 7.2.00. with a reduction in frequency
17,18 Revised timetable introduced from 7.2.00. with a reduction in frequency
41,51 Minor timetable revision introduced from 21.2.00.
42 Further to EBN 428, this service was extended to Galleywood, Barnard Road
45A/C Reduced to 5 buses per hour on Monday to Friday, 4 on Saturdays, with 45C variant withdrawn, with effect from 21.2.00.
54/A Revised to operate every 20 minutes from 21.2.00.
55/A Withdrawn with effect from 21.2.00.
56/A Revised to operate every 20 minutes from 21.2.00.
57/A Withdrawn with effect from 21.2.00.
74 From 7.2.00 the section between Colchester and Tiptree was withdrawn on Monday to Friday off peak and all day Saturday.
76 From 7.2.00 the 0632 ex Clacton and 0725 ex Colchester were withdrawn.
93 Ipswich-Colchester. Revised timetable introduced from 7.2.00.
93 Further to EBN 429, it was the Maldon - Southminster service that was revised.

Not previously mentioned is that the Ipswich to Bressingham Gardens service 489 on Sundays operated on behalf of Suffolk CC, was withdrawn after 26.9.99.

REPAIRS

1/00 1516 1520

INITIAL DISPOSALS

328 (H336 LJN)	First Eastern Counties, Norwich, 1/00
331 (H339 LJN)	First Eastern Counties, Norwich, 1/00
332 (H341 LJN)	First Eastern Counties, Norwich, 1/00
335 (H344 LJN)	First Eastern Counties, Norwich, 1/00
370 (H381 OHK)	First Eastern Counties, Norwich, 1/00
378 (H389 OHK)	First Eastern Counties, Norwich, 1/00
864 (JDZ 2398)	First Eastern Counties, Norwich, 1/00
866 (KDZ 5101)	First Eastern Counties, Norwich, 1/00
1601 (D497 NYS)	First PMT, Stoke on Trent, 12/99
1602 (D499 NYS)	First PMT, Stoke on Trent, 12/99
3227 (LUA 716V)	First Eastern Counties, Norwich, 1/00

FLEET ALLOCATION 23.1.00

BRAINTREE (BE)	346/52 1924 2601/26-30/63-66 2808/11/12/17-20/27
CHELMSFORD (CF)	430-33 712-16/29-33/39-44 1401-03/07/08/13-16/25-29 1516/17/20 1850 2602-20/31-46/67/68/70/71/72/77 2802/13-16/21-25/26/28 3071/77/83/84 3103/10/12 4007/08/10/12-14/24/25/29
CLACTON (CN)	382-87 1510/11 2621-25/47-54/83 2829/30 4009/15-18/28
COLCHESTER (CR)	650-54 907-12 1501-09 2673-76/78-80 2801/03-06/09/10 3072/79/92-94/3101/06/3220/28/30 4019 4301-05/07/09/15
HARWICH (DT)	1512/13 2655/56/69/81/82 3076/78 3219 4308/10/11/14
RESERVE	114 360 397 398 861-63/65/67 1518 1916 2383
DISPOSAL	105 216 308/29/30/33/58 901 1870/99 2232 4021
DRIVER TRAINER	35 104 9018 9020 9021 9023 9411
STANSTED	100-103/107-109/110-113/117/118/343/434/435 2253

Reserve and disposal vehicles are normally kept at Clacton or Stansted.
360 is currently an engineering shuttle bus at Braintree.

OUTSTATION REQUIREMENTS

BISHOPS STORTFORD	3 minibus, 7 Dennis Dart.
DUNMOW	1 vehicle (can be almost anything!)
MALDON	1 minibus, 10 Lynx/Lance, 1 double decker

All are taken from the Chelmsford allocation, although Bishops Stortford has a paper allocation of 729/30 2604/06/07 2802/13/14/15/23, those at Maldon and Dunmow are fluid and change on a daily basis.

HARRIS BUS

VEHICLES

To correct the note in Novembers EBN, M649 RCP is fleetnumber 319, which it only carries above the fuel filler. It does not have large fleetnumbers, neither do the vehicles used on local Thurrock services, these are J51/2 GCX and J582/3 WVX.

Metrorider F310 OVW was sold in mid December, while Optare P446 SWX was returned off loan at about the same time.

Sherpa 200 N316 VNT is now operating as a PSV.

GENERAL

The bus company went into administration during mid December. It should be stressed that no other part of the company, which includes coaches, trucks and property is included in this.

OTHER OPERATORS - REST OF ESSEX

AMBER RAYLEIGH Recently acquired is L529 XUT a Volvo/Jonckhree.

APT RAYLEIGH YPJ 505Y (ex 8686 DN, YPJ 505Y) a Leyland Olympian/ECW has been acquired. Also here is Leyland Tiger/Wright RXI 5540 (B272 AMG) ex London Borough of Havering.

ARROW TAXIS MALDON N394 VNT a Peugeot Boxer has been acquired.

BARKER ROYDON Recently added here is KUX 774 (new as A120 KBA) a MCW Metroliner double decker. This vehicle has been in the fleet before.

BOON BOREHAM Have moved to Waltham Road Industrial Estate.

BRANDON BLACKMORE END Vehicles delicensed here are Fleetlines MLK 677L, THM 707M, GHV 13N, GHV 23N, GHV 97N, JTD 393P and Dominator FGE 441X. A Toyota minibus J173 UAV is here on a PSV disc.

BROWN HARLOW Renault Master F804 KKP is a recent addition.

CHELMSFORD TAXIBUS The 5 Star Travel operation in Harlow has passed to Scotts, Hertford together with Ford Transits R269 EVW, R289 EVW, R299 EVW, R676 FTW and R677 FTW.

CLINTONA BRENTWOOD Not previously recorded here, is that the Monday to Friday evening service on route 374 (Aveley-Bulphan) operated under contract to Thurrock Council was withdrawn after 1.10.99.

EAGLES TRAVEL HARLOW G851 LHE a Citroen ex Gatwick Flyer, Romford has been acquired.

EOH COACHES HARLOW The registration of the Tiger/Plaxton sold to Olympian Coaches and missed last month is FIL 4907 (A613 HGY).

FOX CANVEY ISLAND Joins the list of taxi operators using PSV discs with P701 HMK a Ford Mondeo Estate.

GOLDEN BOY ROYDON H198 DVM a Volvo/Van Hool ex Shearings has recently been acquired. V3 BOY and V4 BOY are Mercedes Vario/Plaxton named Master Rory and Master Matthew.

HAILSTONE TRAVEL BASILDON Mercedes/Mellor F355 DVR has been seen in Southend without fleetnames and is assumed to have been sold.

HALLS COACHES ELSENHAM DAF/Plaxton C66 SUT is a recent acquisition.

HARBACH MANNINGTREE F390 BWF a Freight Rover Sherpa has been acquired.

HUNTERS SOUTH OCKENDON Recently acquired is N626 EUR a LDV Sherpa 400.

JONES CANVEY Another taxi operator using PSV discs with M626 UOO a Mercedes Benz.

KINGSMASER COACH COURIERS THUNDERSLEY Recent additions are RJ1 2710 (E506 BVU) a DAF/Van Hool and CVA 109V (JIL 7651, CVA 109V) a DAF/Plaxton. The latter was ex Ward, Arlesford with whom it was registered JIL 7651.

KNIGHTS GT BRAXTED R478 HEW a LDV Convoy has been acquired.

NCS NEWPORT Recent additions are J810 BJN and M828 AVX both Renault Traffic and ex Essex County Council Ford Transit G381 BEV.

OCTOPUS TRAVEL CHELMSFORD M257 LNR a LDV Sherpa of Chelmsford Taxibus (but with Stansted Airport Cars names) has been here since November. It is not clear if it is on loan, or if one of the proprietors is working for Chelmsford Taxibus.

ROOMES STANFORD LE HOPE This operator and Avian have moved back to their old site at Stanford Road (A1013), Orsett. One vehicle remains at Springfield Cafe, but is thought to be a non-runner.

RUFFLE CASTLE HEDINGHAM Vehicles sold are Dominator/Alexander FGE 438X, Ford R1015/Reeve Burgess A911 LUD, Bova Futura C647 YKE and Fiat minibus F176 OLB.

RULES BOXFORD Service 751 between Colchester and Boxford will be withdrawn from 28.2.00.

RYDERS TRAVEL HARLOW Recently acquired are E253 CPU a Ford Transit and S342 CDU a Peugeot Boxer. Vehicles are now being kept at Horseshoe Farm, Latton.

S&M NORTH BENFLEET Additions here are former Supreme Southend, Leyland Atlanteans OEM 787S and XRF 24S. Vehicles withdrawn are Fleetlines KUC 941P, OJD 383R and OJD 191R. Leyland Titan WYV 60T is also here and is thought to have been acquired.

SM TRAVEL HARLOW A recent addition here is Iveco/Marshall N139 GMJ. Leyland Atlantean SUP 269V has been sold to Olympian, Harlow.

STANS GT TOTHAM Bedford YLQ/Duple FFL 164V (CVE 7V) has been sold to Fowlers, Holbeach Drove.

STEPHENSON ROCHFORD Leyland National 2 MDS 868V is now in use here.

STORT VALLEY STANSTED Dennis Javelin/Plaxton P666 TCC now has Stort Valley names ex Grand UK Holidays.

SUPREME SOUTHEND MAN/Jonckhree K5 SUP has been sold.

TRAVELRICH CLACTON Are no longer operating from the Heddingham depot in the town, does anyone know where they've gone?

WALKERS CORRINGHAM Iveco V208 EWF has entered service here.

WATSON ENTERPRISES WEST THURROCK This operator has moved and is now based at Motherwell Way, West Thurrock. Setra H61 PDW is thought to have been re-registered 7042 EL.

ESSEX COUNTY COUNCIL

Timetable leaflets for service 93 (Maldon - Southminster) dated 25.10.99.
 Leaflet for revisions to Dengie Village Link dated 4.1.00.

80 YEARS OF BUSES IN BRENTWOOD

compiled by Chris Stewart

Brentwood grew from about the 12th Century largely because of its position where the Roman road to Colchester met the pilgrim route to Tilbury Ferry. By 1764 a daily coach called at the historic *White Hart* inn on its way from London to Ipswich, and by 1839 there was almost one each hour on its way to Chelmsford, Southend, Ipswich, Norwich or Bury St Edmunds. The Eastern Counties Railway reached the town from London in 1840, was extended to Colchester in 1843 and a branch from Shenfield to Southend was finally opened in 1884. Early motor and steam buses are known to have been used on outings from the town in the early 1900's, with a horse-bus to Herongate being the earliest public service. In 1919, the town Traders' Association and local council persuaded the National Steam Car Company to start some trial services, which National (by then the NO&TC) did in February 1920. These were from Brentwood to Herongate, Great Warley and Ongar. Two buses - recalled by Frank Simpson as a double-deck (open-top) AEC and a 4-ton Dennis saloon, both in white livery - were kept in the yard of the *Yorkshire Grey* public house in Brentwood, where the superintendent also had a small office.

National then applied for a Brentwood to Romford service, but the London General company (which already had an agreement with National to run its outer area services) cast itself an operating area which extended to Brentwood, Ongar and Grays in 1921 and hence took exception to National's plans. This boundary proved to be of considerable significance to Brentwood's bus and coach operations over the years. General started a service (the 26) from Stratford to Brentwood using its new powers on 4th May 1921. Meanwhile National had withdrawn the Great Warley and Herongate services in March 1921 as being uneconomic, the Ongar service becoming part of Service N9 operated by National on behalf of London General until its own Country Services company was formed in 1932. The N9 was not without competition, however, since Henderson, Saywood, Tiffin, Knight, Castle (Invicta), Fuller (Regent) and Curtis (Ongar & District) all had buses on the Ongar road at various times, as did Simpson's of Leaden Roding.

In 1921 a Mr Thurston started operating a Daimler lorry-bus to Herongate, home also of Nugus Bros who took over the former National route. Hinton's Laindon & District double-deckers reached Brentwood from Laindon on Saturdays in 1921, Webster (Old Tom) taking over the company and expanding the routes soon afterwards. Westcliff-on-Sea Motor Services began running from Southend in 1922, and by 1928 were running through to Seven Kings and London (Wood Green). Private ('pirate') buses from Chadwell, BBP, Martin, Reliance and Atlas ran to Brentwood in competition with General; Victory ran to Brentwood and also briefly to Shenfield. From the early 1920's Henderson Bros and Saywood started local services, followed by Ongar & District in 1926, Brentwood & District in 1928 and Fuller (Regent) in 1930. Simpson's began running into Brentwood from their home town of Leaden Roding in 1929. New Empress started running from London to Southend in 1927, laying the foundation for what became the well-known City Coach Company.

Edward Hillman was a former Essex Regiment band boy, who had been invalided out to become a chauffeur in the Diplomatic Service. He saved enough money to buy a car, which he hired out in addition to running a motor cycle/car repair business and acting as booking agent for bus services. In 1928 he bought a coach, starting a scheduled service to Brentwood on 7th December. Booking agents were eliminated, contrary to other operators' practice, and fares were cheap enough to attract large numbers of passengers. In 1929, six trips were extended to Chelmsford and then some to Colchester. By this time there were 12 coaches in the fleet. From March 1930 one trip was extended again to Clacton, increased to 3 by the end of April 1930 for which the fare was 5/- single, 8/- return. Between January and August 1930, astonishingly enough another 34 coaches were added. By 1932, there were 70 departures daily, taking 55 minutes to Brentwood at a fare of 1/- single. The first coach left Bow at 6.15am and the last at 11.30pm while by April 1933 there was a coach every seven and a half minutes from 3.30am to 1.00am - hence the claim that "there was never a Hillman's coach out of sight on Brook Street hill". These were nearly all Giffords, known for their speed, and which cut a considerable contrast with General's double-deck AEC S-types on the same road. One luxury Harrington-bodied six-wheel AEC Renown coach was bought in 1932 for private hire work, but this remained unique.

Two strikes, the impact of the Road Traffic Acts, an MOT ruling over minimum fares and the impending formation of the London Passenger Transport Board in 1933 sounded the end of Hillman's coaching enterprise. Hillman had already moved on to form Hillman's Airways, which grew rapidly from its origins at Mayland Aerodrome near Harold Wood and eventually became part of British Airways and then BOAC. Green Line took over the London to Brentwood coach service from January 1934, the service to Chelmsford passed to Eastern National and the other routes just faded away, being duplicated by other operators, mainly Grey-Green and Eastern Counties. Hillman's Romford garage served Green Line (coded RE) for the next 43 years, the fleet of 91 Giffords which also changed hands lasting only a few years (as the GF class) with Green Line. One is thought still to survive, although in poor condition. Hillman's sudden death as a result of a blood clot on 31st December 1934 robbed the transport scene locally of one of its most flamboyant characters.

LGOC and East Surrey were already concerned in the late 1920's about the impact of the new-style operators on their existing long-distance and weekend traffic, amongst them Hillman's and also Hensman's Sunset Pullman which also served Brentwood. They decided to form Green Line Coaches Ltd which came into existence on 9th July 1930. Brentwood was the first new destination served under the Green Line name. Operating from Charing Cross (Embankment) to Romford and Brentwood every 20 minutes with petrol-engined AEC Regal T-types, the route was variously designated 'B', 'Y' and 'AY' before becoming the 'Y1' in 1935. By 1933, it ran only to Aldgate rather than Charing Cross (because of Police complaints about congestion) although it ran through to Horse Guards Avenue on Saturday afternoons and Sundays. Route 'Y3' appeared on 2nd August 1936, a Sundays-only service from Brentwood to Windsor. Vehicles were kept at Gidea Park and then Romford (the second Romford garage being coded RF). 7T7 Regals gradually took over from the Hillman Giffords, with new 8.8-litre engined 10T10's allocated in 1939. These were followed by 74 TF class underfloor-engined Leyland FEC's with stylish Park Royal bodywork which arrived during 1939, only to be requisitioned shortly afterwards upon the outbreak of World War II. Green Line services were suspended on 31st August 1939, with express bus substitutes introduced from November 1939 to May 1942 using red STL-type double-deckers.

Green Line services to Brentwood resumed (this time as the 721) on 6th March 1946, wartime experience leading to the allocation of double-deck Daimler CWA6 or CWD6's with fairly austere Duple bodies (D132-181), joined in 1948 by a few further Brush-bodied examples transferred in from the Central area (D679, 71/3). In August 1950, these Daimlers were in turn replaced by Weymann-bodied RT3224-59, part of London Transport's huge fleet of these vehicles designed specifically for LT's needs. These lasted 15 years (and at least two are now preserved) until replaced by 65-seat Routemaster (RCL) coaches. In 1957, Sunday afternoon journeys began running to Highwood Hospital ('London Hospital Annexe'), later to become the terminus. Four of the Daimlers, incidentally, had a new life with Southend Corporation, rebodied with lowbridge Massey bodies (264/8/70/1 were former D149, 159, 71 and 136).

Experimental vehicles allocated to the 721 over the years included LT1137, a unique double-deck AEC Renown which met with little success, and RT97, a pre-war RT used for pay-as-you-board experiments and later rebuilt as luxury coach RTC1. In October 1957, prototype ECW-bodied Routemaster coach CRL4 (later RMC4) saw its first use on the 721, moving on to High Wycombe in December of the same year.

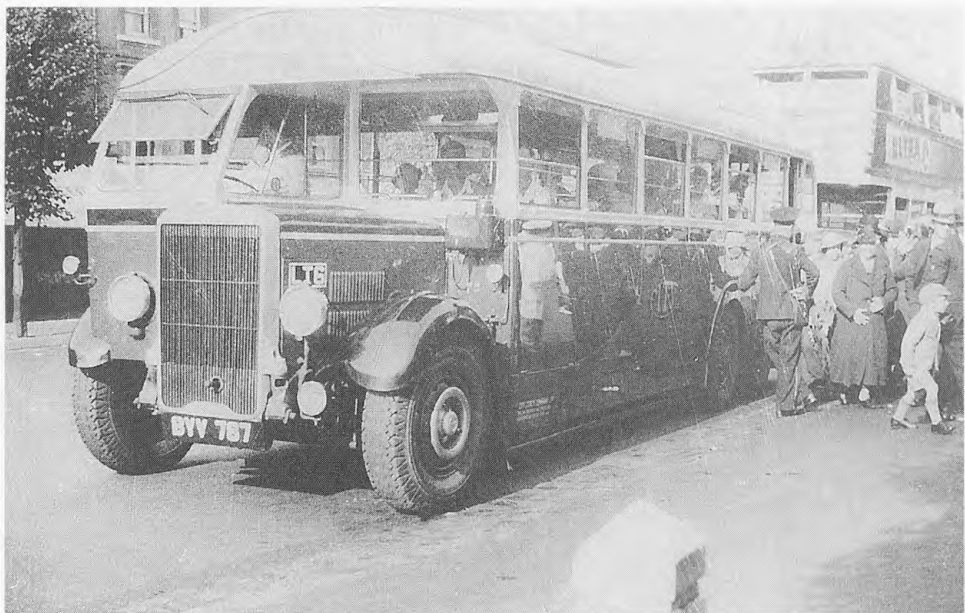
Spiralling costs, traffic congestion and competition from the electrified railway started to take their toll on the 721. In January 1972, omo RP-class AEC Reliance/Park Royal coaches took over, followed fairly quickly by Leyland Nationals in February and March 1973. These were little more than standard buses again, painted half green and half white in NBC style. A few coach-seated versions later appeared, as did elderly RF coaches when reliability of the Leyland Nationals became a problem. On 1st July 1977, the last 721 (Leyland National LNC36) left at 23.55 for Romford garage, which then closed. Late in 1999, the route number 721 has once again reappeared elsewhere as part of the joint Arriva Southend/First Thamesway Southend to London services, while a green RCL (2260) ran in October 1999 courtesy of Blue Triangle, on their 265 service, evoking memories from 28 years earlier.



A well-laden London General B-type on service 26 from Brentwood in the early 1920s, believed to be at the beginning of the descent to Brook Street.



Brentwood High Street in the early 1930s. VX2634, a Reo belonging to Nugus of Herongate, stands outside the 'Yorkshire Grey' pub with a Green Line AEC Regal and Hillman's Gilford visible opposite.



1930s sophistication: City 6-wheel Leyland TS7T/Beadle LT6 of 1935 was later rebodied by Heaver. An LT 86 waits behind.

(Copyright Roy Marshall, courtesy Bristol Vintage Bus Group)



Part of City's large post-War double-deck intake, 1949 Daimler CVD6/Roberts D2 is seen in Brentwood depot after gaining full Westcliff (green) livery, complete with silver grille. As fleet number 1217, NVX172 was withdrawn by ENOC in 1962. (Alan B Cross)



Typifying the era of Bristol/ECW standardisation and Eastern National's monopoly of local services, 1950 LL5G 332 (later 1120) is seen at Brentwood Station on the 'reversed' ex City route to Shenfield Station via Bracken Bank.

(Vectis Transport Publications)



The Bristol VRT continues to serve Brentwood in 2000 as it has done for nearly 30 years. Deregulation in 1986 brought examples unexpectedly from East Midland; 131 is seen at Costead Manor Road (the old 247/721 terminal).

(Chris Stewart)



First Thamesway 355 has just finished the Tuesdays & Fridays only 21/22 Village Link rota at Fryerning ('Woolpack') on 12 October 1999.
(Chris Stewart)



Green Line RCLs maintained the 721 to Aldgate from 1965 to 1971; for a nostalgic week in October Blue Triangle's RCL2260 operated on service 265 (normally a Metrobus duty) . The location is Ingrave Road, outside Brentwood School.
(Chris Stewart)

LONDON GENERAL/LONDON TRANSPORT

London General's service 26 was worked initially from Forest Gate (G) garage with B-type open-top AEC double-deckers, the journey taking 1hr 31mins. In 1924 it was renumbered 86; despite changes in terminal points over the years, it continued to serve Brentwood until the post-strike changes of August 1958. Vehicles used over the years encompassed S-type open topplers, ST and STL-type AEC Regents, six-wheel LT-class AEC Renowns, pre-War Leyland TD's and Guys (G's), followed in 1949 by new RTL's from Seven Kings (AP) garage and then RTW's and standard RT's. The service was worked variously by Hornchurch (RD), Upton Park (U), Forest Gate (G), Seven Kings (AP) and Romford North Street (NS) garages.

Following re-routing of the 86 to Upminster in 1958, service 87 from Rainham was extended to Brentwood, having previously terminated at Gidea Park. This briefly brought RTL's from Barking (BK) garage, followed by standard RT's until 1966, when the 87 was revised to serve Harold Hill instead. Following this, the 287, which had operated from Barking to Brentwood since 1962, changed to a Hornchurch-Brentwood route worked by Romford (NS) garage until it was withdrawn without replacement in July 1970.

Meanwhile General had also approached Brentwood from another direction, with route G2 from Romford via Gidea Park, Harold Wood and Great Warley starting in May 1928. This built upon National's earlier N50 on the same route, and was intended to compete with Romford & District whose local services reached Harold Wood from Romford. General used K-type AEC single-deckers, then T-type single-deck AEC Regents before six-wheel LT-class AEC Renowns ("Scooters") appeared in 1934 when the route also finally gained the number 247. Collier Row became the terminus in 1940, and until 1950 the route was really two separate sections split at Harold Wood. ST's worked the Romford end, with LT's and later T's working to Brentwood. From 1950, double-deckers took over most workings - firstly Guys from Hornchurch garage, then STL's before RTL's arrived in 1951 and finally RT's in 1954. These survived until 1976 (the last to leave being RT2295 - KGU324), when one-man conversion took place and BL-class Bristol LH/ECW saloons appeared. In 1977 the 247 was combined with the 250 to run Brentwood to Epping via Romford, lasting until 1981 (by which time LS-class Leyland Nationals had taken over) when it was withdrawn altogether. A brief joint Eastern National/London Transport 347 (on which T-type Titans were used) gave way to Frontrunner and Ensign (Bristol VRT's) and then Blue Triangle, the Romford to Brentwood section surviving as part of Blue Triangle's 265 to West Horndon. Mostly worked by Metrobuses, their RT's occasionally see use on the 265 even today.

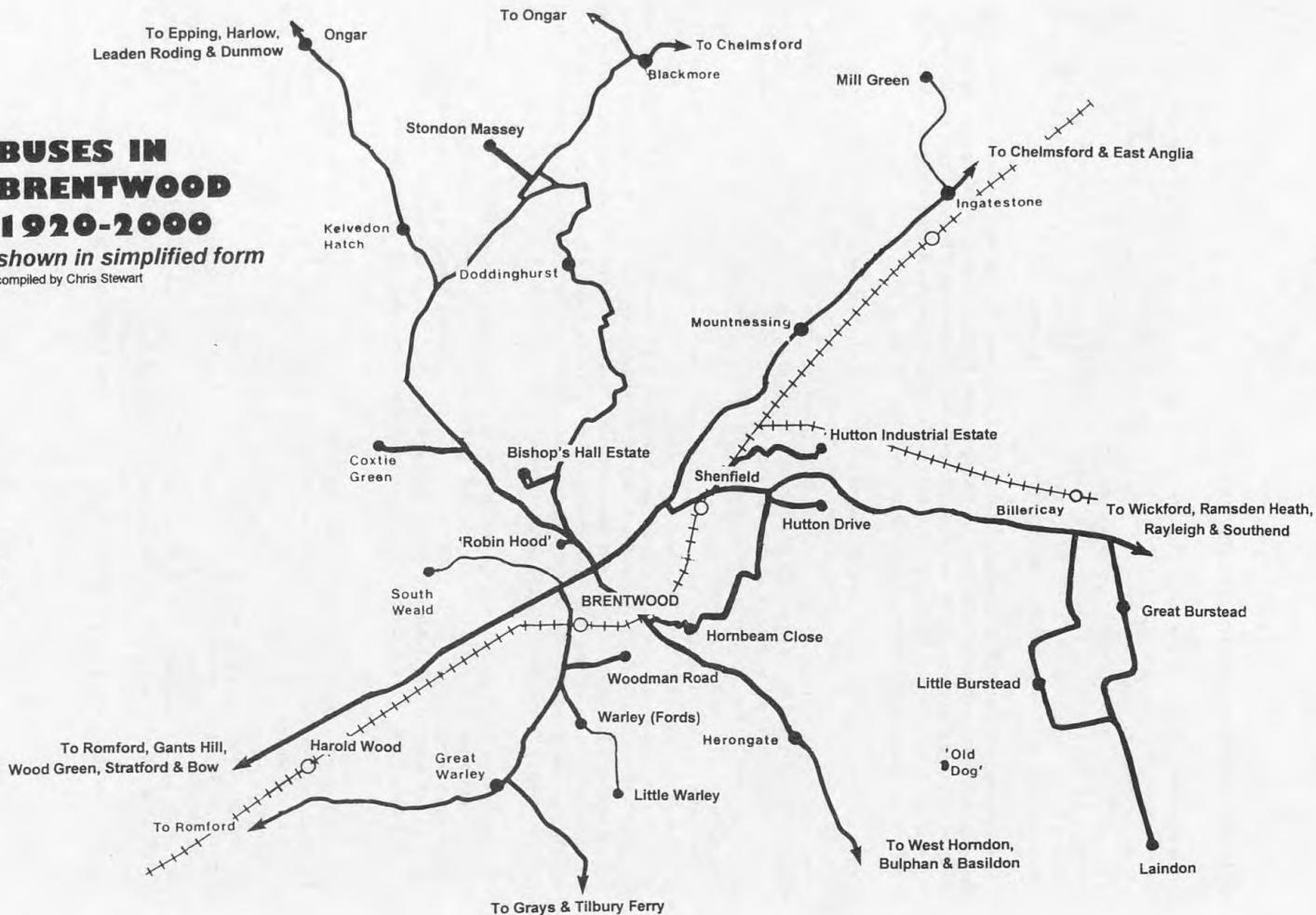
The final London Transport buses to operate through Brentwood were on the X99 Forester, an innovative service from Harlow to Basildon via Ilford, Romford and Brentwood. This started in August 1986, just prior to complete bus de-regulation in October 1986, and was operated by London Buses' Forest District using specially-painted coach-seated Leyland Nationals. Initial success was short-lived, though, and the X99 ran for the last time on 7th February 1987. Some of the bus stop stickers, however, survived until early 1999 in Shenfield and can still be found in Billericay!

The LGCS company became the Country Bus department of London Transport in 1934, opening a garage at Epping to replace one at Ongar. This was in turn replaced by Harlow garage in 1963, when the 339 from Warley (the latter day successor to National's N9) was extended to the New Town. The National Bus Company took control under London Country in 1970, the 339 remaining a stronghold of traditional (green) RT operation before these faithful buses gave way to hired Southend Transport Leyland PD3's in 1976/77. The Titans were replaced briefly by Routemaster RML's before conversion to one-man-operated AN-class Atlanteans and Leyland Nationals, finally being curtailed at Ongar in 1979. After periods under London Country (North East) and County Bus & Coach, services on the Brentwood to Ongar Road are now run by Arriva East Herts & Essex (501/511). For a while from 1979, London Country also reached Brentwood from Grays with the 369 using Bristol LHS's. Brentwood still, however, retains a number of LT standard concrete bus stops complete with red and green markers on the top, reminders of the days when LT was a significant operator in the town.

BUSES IN BRENTWOOD 1920-2000

shown in simplified form

compiled by Chris Stewart





CITY

COACH COMPANY LIMITED

In 1928, the City Motor Omnibus Company of Peckham (later the City Coach Company) started expanding from Kentish Town, one end of its former 536 route. It acquired New Empress Saloons Ltd (A H Young) which had been running a London (Wood Green) to Southend route since May 1927. Seven Dennis E saloons changed hands, and the name was perpetuated for a while. Westcliff-on-Sea Motor Services started their service 16 in about July 1928 in direct competition with the City route, but by January 1929 City and Westcliff were working the service in a co-ordinated fashion and City eventually acquired the Westcliff share with effect from January 1935.

1936 saw considerable expansion by City in the Brentwood area, buying out several local firms and establishing an operating base (the former Regent garage in Ongar Road). Together these acquisitions formed the basis of a local network serving Ongar, Standon Massey, Hook End, Little Warley, Bulphan, Landon and Langdon Hills which complemented City's original main route from London to Southend. A wide variety of vehicles was acquired in the process, with chassis by AJS, Bedford, Chevrolet, Dennis, Dodge, Gilford and Reo.

Before World War II, City became famous for its Duple and Beadle bodied 6-wheeled Leyland Tiger TS7 single-deckers on this main trunk route, some of them rebodied after the War by Heaven. There were also 6 rare full-fronted Leyland Gnus with twin front wheels, followed after the War by a unique Leyland Tiger (G7: NVX170) which also had twin front wheels to comply with legal requirements, although the extra set of wheels was later removed when 30ft long four-wheeled single-deckers were permitted. From 1947 onwards, however, the main Southend service started to be operated by double-deckers, both Leyland Titans and Daimler CVD6's (with bodies by Alexander, Beadle, Roberts and Leyland) arriving in increasing numbers right up to 1952. Their introduction caused the route to be diverted to avoid Blue Brick Bridge in Shotgate, which was too low for them (even though all but LD1/2 were lowbridge buses) and to operate via Battlesbridge instead. A shuttle connection was maintained between Wickford and Rawreth using single-deckers. Post-War, City took Mulliner-bodied Bedford OB's, Commer Commando's and Plaxton-bodied Seddons as well as Duple-bodied Leyland coaches.

In 1945, City took over Ongar & District, who had started from Station Garage, Ongar in November 1926 using one 14-seat Ford Model T on a route to Brentwood via Nine Ashes and Blackmore. Ongar & District expanded with the acquisition of services run by Saywood, Cracknell, Knight and Henderson although the latter resurfaced on the Doddinghurst road until City took over from him in 1940. Ongar & District's proprietor, Curtis, was at one time involved with 'Associated Coaches', which went on to play a part in the Green Line network locally and provided the newly-formed London Passenger Transport Board with its Ongar garage.

For 1946 City's London terminus of the main service was extended once again to Kentish Town, only to be cut back again to Wood Green in October 1947. The company continued to thrive locally, both on stage services and in coaching, but fear of nationalisation prompted the owning Mallender family to sell out to the British Transport Commission in 1952 (needlessly as it turned out). City was taken over by Westcliff-on-Sea Motor Services which was in turn absorbed into Eastern National from January 1955. City's final vehicle orders were delivered to WMS, in the form of FJN201-6 (all-Leyland PD2's) and FJN208-12/8 (Burlingham Seagull coaches). The City name did not disappear immediately, though, as some WMS/EN vehicles carried it for use on the Southend to London route, and the last vehicles in City livery were finally repainted green in 1955. Very soon, though, standard Bristol/ECW vehicles started to make their appearance at Brentwood depot - the 1954 allocation shows JO5G 233 and LL5G's 331/2, together with a number of interesting secondhand vehicles which were mainly for Tilbury Power Station contracts - over a period of time these included two ex Hicks Leyland TD1's (WH1552 and CK4209), two elderly AEC Regals and two pre-war K5G's from United Counties and Thames Valley. Within 10 years, though, there had been complete transformation to an all-Bristol/ECW allocation which encompassed LL5G's, LL6G coaches, LWL5G's, LS5G buses and coaches, MW5G's, one K5G (CJN321 - ex WMS), 6 KSW5G's (two ex WMS, one with platform doors), 13 LD's (both LD5G and LD6B), the unique LDL6G (236LNO) and 13 FLF's (again both Gardner and Bristol engined).

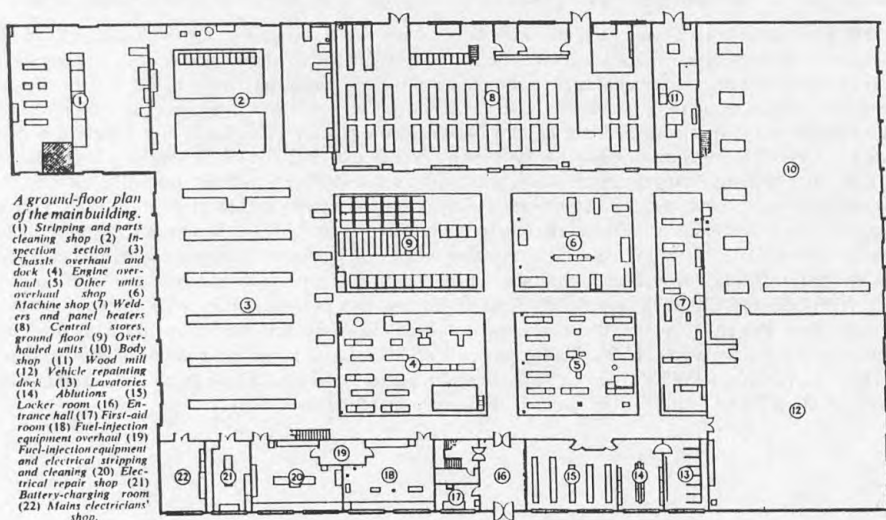
Brentwood had become City's headquarters in 1938, when a new office and engineering block was built; part (previously used by the associated Brentwood Engineering Company) was retained as their Brentwood garage by Westcliff and then Eastern National. Thermos Ltd took over the remainder, but eventually moved production completely to Thetford in Norfolk allowing the demolition of both their factory and the bus garage in 1997 to make way for a Sainsbury's supermarket. The Wood Green to Southend route, as Eastern National service 251, continued to be heavily used for many years. In Eastern National days, it justified a dedicated fleet of Bristol Lodekkas complete with signwritten advertisements for the service. The 251 saw the first FLF's in 1960 (pioneer 2700 was a Brentwood bus from 1965-71) and was allocated the semi-automatic gearbox variants from 1967/68, Brentwood depot having ten of them - 2885/7/91-5, 2905/6/16. The FLF's were ousted in 1981 by opo Bristol VRT's and the service curtailed to Walthamstow; it has since been much reduced and no longer operates via Brentwood, but for many years was referred to simply as the 'City route' by locals long after Westcliff and ENOC had taken over.

The local services became Westcliff and then Eastern National 252-261, some of which were centred on Billericay/Laindon rather than Brentwood. Several of the First Thamesway local services in the 71-82 series can be traced back to their City Coach Company origins. There were a number of permutations of service 250, latterly Brentwood to Shotgate. For many years this brought strangers to Brentwood, or was sometimes used if a Brentwood bus was needed back 'home' off the 151. After conversion to omo, the morning inward journey in the mid-1970's was often worked by RELH dual-purpose 1606 (BNO107B), a Brentwood vehicle for some years (although it did disappear on occasions when needed by Wood Green as a relief bus for the limited stop 400).

PART 2 OF 80 YEARS OF BUSES IN BRENTWOOD WILL APPEAR NEXT MONTH

OVERHAULING 18 BUSES AT A TIME

PLAN OF CENTRAL WORKS CHELMSFORD. MISSING FROM EBN 429



ARRIVA SOUTHEND

ACQUIRED

Delete 2058 H408FGS but see note in Arriva Colchester column.

Delete 2280 G80SKR

ex Arriva The Shires 1/2000

2072 K578 YOJ Mercedes 709D Dormobile B29F

originally Patterson Birmingham via Luton and District

2086 L236 AUT Mercedes 709D Leicester C.B. B25F

originally Midland Fox via Luton and District.

These are to work a local service at Grays.

VEHICLES WITHDRAWN.

4325 F425UVW

Chequer Travel

4327 F467UVW

Arriva The Shires Luton.

4307/8 /9 A247/8/9AVW

To store via Stephensons Rochford

4313/4 B83/4SWX

To store via Stephensons Rochford

4315 B85SWX

To store at Short Street

AEC Regent

1174(594) KTF594

Rexroute Ltd Bishops Lideard Taunton,more about this next month.

The new depot was finally operational from 28th January, the last buses to leave for service were 3387 P257FPK and 5337 MRJ 237W, followed by cannabised Fleetline 230 on suspended tow.

A shuttle service between Short Street and Central Bus Station for staff is now operating,vehicles observed so have been.

Ford Transit

R580LVL

from Arriva Rentals Colchester

LDV

P698PRJ

From Arriva The Shires, this vehicle has a Wayfare Ticket machine fitted and is used as a training vehicle for Dengie Village drivers.

Renault 0329

V329JOO

Dengie Village Link bus.

Vauxhall Cavalier car

G696UKJ.

U/NUSUAL WORKINGS

4/2 Olympian 5404 721

6/2 Volvo 5419 721

27/1 Volvo coach 4331 H567MPD broke down at Lakeside on Green Line 721,Dennis Dominator 5286 K36XNE on service 2 Southend-Lakeside took over from 4331 and worked the Green Line service to London and back to Southend,after the fault was corrected on 4331 it worked back to Southend on route 2.

GRREN LINE COACHES

12 coaches remain for Green Line work

Volvos 4322/3 F572UPB/F523UVW.4330-3 H372PHK/H566-7MPD/H845AHS

Scania 4351-4 51-54AWW

Tigers 4304/11 A124/141EPA.

NEW VEHICLES

Delete all reference to Dennis Dart MPDs

TRAINING VEHICLES

1153 OJN357P Bedford YRQ Duple C36F

3389 E889KYW Leyland Lynx later replaced by Lynx 3065 E965PME

Southend Transport/Arriva Southend - special Christmas & New Year operations:

<i>Year</i>	<i>Dec. 25</i>	<i>Dec. 26</i>	<i>Dec 27*</i>	<i>Year</i>	<i>Jan 1</i>
1971	No ser.	Special ser + 11, 19, 20, 251		There was a full Sunday service each year until New Year's Day was declared a Public holiday	
1972	No ser.	Special ser + 2/151, 11/31/19, 251			
1973	No ser.	Special ser + 2/151, 11/31/19, 251			
1974	No ser.	Special ser + 2/151, 11/31/19, 251			
1975	No ser.	Special ser + 11, 251, 400			
1976	1 x 400	Special ser + 11, 251, 400	Special ser + 11, 251, 400		
1977	1 x 400	Limited ser + 400	Special ser + 11, 251, 400		
1978	1 x 400	Limited ser + 400			
1979	1 x 400	Limited ser + 400			
1980	1 x 400	Limited ser + 400		1981	Special ser + 251, 400
1981	1 x 400	Limited ser + 400		1982	Special ser + 251, X1
1982	1 x X1	Limited ser + X1	Special ser + 251, X1	1983	Sunday service
1983	1 x X1	Limited ser + X1	Special ser + 251**, X1	1984	Special ser + 251, X1
1984	1 x X1	Limited ser + X1		1985	Special ser + 251, X1
1985	1 x X1	Limited ser + X1		1986	Special ser + 251, X1
1986	1 x X1	Limited ser + X1		1987	Sunday ser + 3
1987	1 x X1	Limited ser + X1	Sunday ser + 3A	1988	Sunday ser + 3A
1988	1 x X1	Limited ser + X1		1989	Limited ser + X1
1989	1 x X1	Limited ser + X1		1990	Limited ser + X1
1990	1 x X1	Limited ser + X1		1991	Limited ser + X1
1991	1 x X1	Limited ser + X1		1992	Limited ser + X1
1992	1 x X1	Limited ser + X1		1993	Limited ser + X1
1993	1 x X2	1 x X2	Sunday ser + 2 (& on 28th)	1994	Sunday service (on Jan 3 Sun ser + 2)
1994	1 x X2	Limited ser + X2/3		1995	Limited ser + X2/3
1995	1 x X2	Limited ser + X2/3		1996	Sunday service
1996	1 x X2	Limited ser + X3		1997	Sunday service
1997	1 x X2	Limited ser + X2/3		1998	Sunday service
1998	1 x X2	Limited ser + X2/3		1999	Sunday service
1999	No ser.	No service		2000	No service

See next page for explanation of presentation.

The table above aims to summarise Southend Transport/Arriva Southend's special operations over the Christmas/New Year period. For a more detailed explanation, see the article in last month's magazine.

The table only shows those days where a normal service was *not* operated. In order to avoid over complicating the presentation, some details have been simplified. In particular:

"special service" indicates that a significant number of co-ordination area routes were operated, which (pre 1986) included routes normally operated by Eastern National.

"limited service" indicates that a much more restricted level of service was provided and, with minor exceptions, post 1986 this has been restricted to routes normally operated by ST.

(To illustrate the difference in service levels, take 1977 as an example: the limited service on the 26th saw routes 1, 3, 4A, 7 and 29 only running, whereas the special service on the 27th covered the 1, 3, 4A, 6, 7, 8, 17, 22, 23A, 24, 25A, 27 & 29. In both cases, not all routes ran over their full length).

Route numbers are shown for services not normally operated by ST which ran beyond the co-ordination area or, in the case of the 31, entirely outside the area. Terminals were: 2 - Grays; 11 - Chelmsford; 19 - Colchester; 20 - Runwell Hospital; 31 - Chelmsford to Maldon (linked with the 11 and 19 to provide a through service, Southend-Chelmsford-Maldon-Colchester); 151 - Romford (worked from Southend as a 2 to Basildon, changing there to 151); 251 - Wickford (Carpenters Arms only for New Years Day 1985 & 1986) and 400 - Kings Cross.

In the case of ST's own London service, the X1, the London terminal was Heathrow for all operations until 1987 (in 1987 only, some journeys terminated at Green Park); from 1988 onwards the terminal has been Victoria.

APPEAL: I seem to have mislaid my copy of the 1990 leaflet giving details of the Xmas/New Year services. Can anyone send me a photocopy, please?

Richard Delahoy, 272 Shoebury Road, Southend on Sea, SS1 3TT

TOWN & COUNTRY The following now carry fleetnumbers Metrobuses BYX 144V (144), BYX 156V (156), ORJ 94W (194); Dennis Dart SLF R310-3 NGM (210-213); DAF/Duple E957 GGX (357). Further to EBN 427, service 24 Tilbury to Pitsea commenced on 18.10.99 with one journey each way on Monday to Friday, 0925 ex Tilbury and 1330 ex Pitsea.

The services and buses for them of Ensignbus were taken over from 11.12.99. Services operated are 324 (Romford & Bluewater via Rainham and Lakeside - Daily), 325 (Brentwood Road Estate & Ockendon Stn via Grays and Lakeside - Not Sundays), 348 (Romford & Gravesend via Ockendon, Lakeside & Bluewater - Not Sundays), 509 (Stratford & Bluewater via Ilford and Lakeside - Daily). Timetables for these services were revised from 17.1.00. with service 325 being withdrawn.

Vehicles acquired are MCW Metrobuses 100 (ORJ 100W), 106 (KJW 306W), 116 (SND106X), 117 (UWW 517X), 122 (KJW 322W), 128 (GOG 138W), 134 (A634 BCN), 138 (A638 BCN), 144 (A144 AMO), 146 (A146 AMO), 147 (B147 EDP), 149 (B149 EDP), 156 (GOG 256W), 158 (FSN 878V), 160 (C780 OCN), 161 (GOG 261W), 165 (GOG 265W), 169 (GOG 269W), 172 (GOG 272W), 174 (GOG 174W), 176 (ORJ 76W), 178 (ORJ 78W), 180 (ANA 180Y), 190 (ANA 190Y), 242 (BYX 142V), 243 (BYX 243V), 244 (EYE 344V), 270 (EYE 270W). The 1 prefix indicates a single door vehicle, a 2 prefix a dual door vehicle. Note that some of these fleetnumbers duplicate those already in use.

In addition Leyland National 2's 701 (LSD 732W) and 702 (LSJ 871W) plus Leyland-DAB artic 700 (RLN 233W) were hired for used on the Lakeside Park & Ride until 23.12.99.

Vehicles are still being used from the Ensign base in Purfleet.

ARRIVA COLCHESTER

ACQUIRED

Ex Arriva the Shires

20/1/00 - 2058 H408 FGS Mercedes 811D Reeve Burgess Beaver B31F

This vehicle arrived unexpectedly with 'Serving Southend' vinyls. Arriva Southend were contacted and they also did not seem to know anything about it either!

E.C.C. TEMPORARY CONTRACT AWARD

25/1/00 - Whilst Cattawade Bridge is closed to road traffic, the bus is the only vehicle allowed to cross the bridge, a replacement bus service between Brantham, Cattawade and Manningtree is being provided with a peak hour requirement of three buses, usually 2058, 2326 and 3335. See timetable.

RAIL REPLACEMENTS

9/1/00 - Clacton and Colchester - 5398, 5407, 5408, 5409, plus one Olympian, number unknown.
Thorpe le Soken and Walton - 3419

13/1/00 - Clacton and Colchester - 5397, 5398, 5407, 5408, 5409
Thorpe le Soken and Walton - 3422, 3430

23/1/00 - Thorpe le Soken and Clacton - 5408

REINSTATED

5/1/00 - 3303 (further to last months notes).

REPAINTS

4/1/00 - 4303 to Watford

13/1/00 - 4303 to Colchester

21/1/00 - 3309 to Watford

28/1/00 - 4302 to Watford and 3309 to Colchester

DER020200

BRANTHAM - MANNINGTREE

Cattawade Bridge Bus

MONDAYS TO FRIDAYS

Brantham, The Chase	0500	0515	0530	0545	E	00	15	30	45	U	0900	0915
Brantham, East End Stores	0505	0520	0535	0550	V	05	20	35	50	N	0905	0920
Cattawade, ICI Car Park	0513	0528	0543	0558	E	13	28	43	58	T	0913	0928
Cattawade, Slip Road	0518	0533	0548	0603	R	18	33	48	03	I	0918	0933
Manningtree, Station	0520	0535	0550	0605	Y	20	35	50	05	L	0920	0935
Manningtree, Five Ways Supermarket	-	-	-	-	-	-	-	-	-	-	-	-

MONDAYS TO FRIDAYS Continued

Brantham, The Chase	0930	1000	1030	E	00	30	U	1600	1630
Brantham, East End Stores	0935	1005	1035	V	05	35	N	1605	1635
Cattawade, ICI Car Park	0943	1013	1043	E	13	43	T	1613	1643
Cattawade, Slip Road	0948	1018	1048	R	18	48	I	1618	1648
Manningtree, Station	0950	1020	1050	Y	20	50	L	1620	1650
Manningtree, Five Ways Supermarket	0955	1025	1055		25	55		1625	-

MONDAYS TO FRIDAYS Continued

Brantham, The Chase	1645	E	00	15	30	45	U	1800	1815	1830	1845
Brantham, East End Stores	1650	V	05	20	35	50	N	1805	1820	1835	1850
Cattawade, ICI Car Park	1658	E	13	28	43	58	T	1813	1828	1843	1858
Cattawade, Slip Road	1703	R	18	33	48	03	I	1818	1833	1848	1903
Manningtree, Station	1705	Y	20	35	50	05	L	1820	1835	1850	1905
Manningtree, Five Ways Supermarket	-	-	-	-	-	-	-	-	-	-	-

MONDAYS TO FRIDAYS Continued

Brantham, The Chase	1900	1930	E	00	30	U	2200	2230
Brantham, East End Stores	1905	1935	V	05	35	N	2205	2235
Cattawade, ICI Car Park	1913	1943	E	13	43	T	2213	2243
Cattawade, Slip Road	1918	1948	R	18	48	I	2218	2248
Manningtree, Station	1920	1950	Y	20	50	L	2220	2250
Manningtree, Five Ways Supermarket	1925	1955		25	55		2225	2255

Service operates Hail and Ride between Brantham, The Chase and Cattawade, ICI Car Park

MONDAYS TO FRIDAYS

Manningtree, Five Ways Supermarket	-	-	-	-	-	-	-	-	-	-	-
Manningtree, Station	0505	0520	0535	0550	E	05	20	35	50	U	0905 0920
Cattawade, Slip Road	0507	0522	0537	0552	V	07	22	37	52	N	0907 0922
Cattawade, ICI Car Park	0512	0527	0542	0557	E	12	27	42	57	T	0912 0927
Brantham, East End Stores	0520	0535	0550	0605	R	20	35	50	05	I	0920 0935
Brantham, The Chase	0525	0540	0555	0610	Y	25	40	55	10	L	0925 0940

MONDAYS TO FRIDAYS Continued

Manningtree, Five Ways Supermarket	0930	1000	1030		00	30		1600	-
Manningtree, Station	0935	1005	1035	E	05	35	U	1605	1635
Cattawade, Slip Road	0937	1007	1037	V	07	37	N	1607	1637
Cattawade, ICI Car Park	0942	1012	1042	E	12	42	T	1612	1642
Brantham, East End Stores	0950	1020	1050	R	20	50	I	1620	1650
Brantham, The Chase	0955	1025	1055	Y	25	55	L	1625	1655

MONDAYS TO FRIDAYS Continued

Manningtree, Five Ways Supermarket	-	-	-	-	-	-	-	-	-	-	-
Manningtree, Station	1650	E	05	20	35	50	U	1805	1820	1835	1850
Cattawade, Slip Road	1652	V	07	22	37	52	N	1807	1822	1837	1852
Cattawade, ICI Car Park	1657	E	12	27	42	57	T	1812	1827	1842	1857
Brantham, East End Stores	1705	R	20	35	50	05	I	1820	1835	1850	1905
Brantham, The Chase	1710	Y	25	40	55	10	L	1825	1840	1855	1910

MONDAYS TO FRIDAYS Continued

Manningtree, Five Ways Supermarket	1900	1930		00	30		2200	2230
Manningtree, Station	1905	1935	E	05	35	U	2205	2235
Cattawade, Slip Road	1907	1937	V	07	37	N	2207	2237
Cattawade, ICI Car Park	1912	1942	E	12	42	T	2212	2242
Brantham, East End Stores	1920	1950	R	20	50	I	2220	2250
Brantham, The Chase	1925	1955	Y	25	55	L	2225	2255

SATURDAYS AND SUNDAYS

Brantham, The Chase	0500	0600	0700	E	00	U	2000	2100	2200
Brantham, East End Stores	0505	0605	0705	V	05	N	2005	2105	2205
Cattawade, ICI Car Park	0513	0613	0713	E	13	T	2013	2113	2213
Cattawade, Slip Road	0518	0618	0718	R	18	I	2018	2118	2218
Manningtree, Station	0520	0620	0720	Y	20	L	2020	2120	2220
Manningtree, Five Ways Supermarket	0525	0625	0725		25		2025	2125	2225

SATURDAYS AND SUNDAYS Continued

Manningtree, Five Ways Supermarket	0530	0630	0730	E	30	U	2030	2130	2230
Manningtree, Station	0535	0635	0735	V	35	N	2035	2135	2235
Cattawade, Slip Road	0537	0637	0737	E	37	T	2037	2137	2237
Cattawade, ICI Car Park	0542	0642	0742	R	42	I	2042	2142	2242
Brantham, East End Stores	0550	0650	0750	Y	50	L	2050	2150	2250
Brantham, The Chase	0555	0655	0755		55		2055	2155	2255

ARRIVA EAST HERTS & ESSEX

FLEET

Vehicles In / Transfers

2186/7/90-3 R186/7/90-3 Mercedes Benz 810D, Plaxton B27F from Arriva the Shires(11/99)
2243 R763 DUB Mercedes Benz 810D, Plaxton B27F from Arriva the Shires (11/99)
2188 R188 DNM Mercedes Benz 810D, Plaxton B27F from Arriva the Shires (12/99)
5269 B169 WUL MCW Metrobus H43/28F from Arriva London North (12/99)
2189 R189 DNM Mercedes Benz 810D, Plaxton B27F from Arriva the Shires (01/00)
KYV 771X MCW Metrobus H43/28F from Arriva London North (01/00)

Liveries

Oct 99: 2373 (R943 VPU) to Arriva corporate livery
5251 (KYV 681X) to Arriva 'Outer London' livery
Nov 99: 2186/7/90-3 (R186/7/90-3 DNM) to Arriva corporate livery
5269 (B169 WUL) to Arriva 'Outer London' livery
Dec 99: 2337 (L717 OVX) to Arriva corporate livery

General

During 11/99 vehicle 5374 (TPD 104X) appears to have had its roof & upper deck removed completely following a RTA. Until 01/00 it was completely covered by tarpaulins and parked at Arriva the Shires Stevenage depot. Also there during November 1999 were 2322-4 (L802-4 KNO) & 2325 (L805 OVX).

5269 (B169 WUL) was converted to single doorway before receipt.

During 2000, 19 Dennis Dart SLF (9.3 metres), Alexander ALX200 are due for LT routes 398 (Debden to Chingford Mount), W13 (Leytonstone to Woodford Wells) and W14 (Leyton to Repton Park). They will be based at the Debden outstation.

2186-9/92/3 from Arriva The Shires allocated to Ware have been seen mostly on route 363, but also on routes 20 and 311 as well, whilst 2243 still had Arriva The Shires fleetnames as of 24th Jan. 2186-93 previously had branding for routes 2/3 with the Shires, which have been removed, although along the top of the vehicles, the slogan "frequent buses Monday to Saturday daytimes" remains.

5269 (B169 WUL) does not have a fleetnumber on the vehicle.

At Ware, the Mercedes Varios have replaced the Reeve Burgess minibuses which have been transferred to Harlow which are normally used on route 505 (although 2299 still carries 363 branding).

On 27th Jan, 2 new Dennis Dart SLF / Plaxton Pointer 2 vehicles have been seen at Harlow in Arriva corporate livery, but without any registrations or fleetnames. A few days later one of these vehicles appears to have been registered V231 HBH and was seen on route 261. Full details next month.

Allocation Changes to October 1999

1175	KPJ 248W	donated to Preservation Society
5251	KYV 681X	Arriva London North to Ware
5356	DTG 366V	Grays to Withdrawn
5358	GBU 8V	Grays to Withdrawn
5374	TPD 104X	Harlow to Withdrawn

Allocation Changes to November 1999

2186/7/92/3	R186/7/92/3	DNM	Arriva the Shires to Ware
2190/1	R190/1	DNM	Arriva the Shires to Harlow
2243	R763	DUB	Arriva the Shires to Ware
2289/91	G929/31	WGS	Ware to Withdrawn
2312	G932	WGS	Ware to Withdrawn
3324/5	E564/5	BNK	Harlow to Arriva Colchester
5351	OPP 741V		Ware to Sold (SELNEC Educational Trust, Manchester)
5355	GBU 5V		Ware to Sold (West Kent Coach Sales, West Kingsdown)
5357	DTG 367V		Withdrawn (ex Grays) to Sold (PVS, Barnsley) for scrap
5358	GBU 8V		Withdrawn to Sold (West Kent Coach Sales, West Kingsdown)

Allocation Changes to December 1999

2188	R188	DNM	Arriva the Shires to Ware
2280	G80	SKR	Harlow to Arriva Southend
3331	F61	SMC	Harlow to Withdrawn
3332	F62	SMC	Harlow to Unserviceable
3335	H350	PNO	Harlow to Arriva Colchester
3385	M951	LYR	Harlow to Ware
3340	E257	TUB	Harlow to Withdrawn
4318	C255	SPC	Withdrawn (ex Ware) to Arriva Scotland West
5269	B169	WUL	Arriva London North to Ware

Allocation Changes to January 2000

2189	R189	DNM	Arriva the Shires to Ware
2273	R943	VPU	Harlow to Withdrawn
2274	R944	VPU	Harlow to Grays
2287/8/90	G927/8/9/30	WGS	Ware to Harlow
2289/91	G929/31	WGS	Withdrawn to Sold (Ramm, Sudden)
2299	G919	UPP	Ware to Harlow
2311	G926	WGS	Ware to Harlow
2312	G932	WGS	Withdrawn to Sold (Ramm, Sudden)
2322-4	L802-4	KNO	Withdrawn to Sold (Ramm, Sudden)
2325	L805	OVX	Withdrawn to Sold (Ramm, Sudden)
3339	E889	KYW	Harlow to Arriva the Shires
4339	K124	TCP	Ware to Harlow
5359	GBU 9V		Withdrawn to Sold (PVS, Barnsley) for Scrap
5374	TPD 104X		Withdrawn to disposed of (see general)

STEPHENSONS DEALER STOCK

Vehicles passing through since October include:-

PJU 90W a Dennis/? last owner unknown.

B697 WAR a Leyland Tiger/Plaxton (new to Eastern National) ex Amountplan, East Ham.

WIB 8371 (ex G22 HKY) a Scania/Duple ex Anelay, Scunthorpe

H640 UWR a Volvo/Plaxton (in Oxford Tube livery) ex Thames Transit, Oxford.

YRN 818V a Leyland National 2 ex Ward & Wooldridge, Tyne & Wear.

YSX 932W a Leyland National 2 ex Ward & Wooldridge, Tyne & Wear.

E242 CGA a DAF/Duple last reported with Associated Coachways, Harlow.

SJI 5617 (MGD 942V) a Volvo/Plaxton ex Hoskins & Collins, Welham Green.

JAH 243V a Bristol VR/ECW ex Eastern Counties, Norwich.

A947 VGG (AJX 158) a Volvo/Ikarus ex Wishart, Tayside.

SGR 550R a Leyland National ex Essex Training & Enterprise Council.

ARRIVA EAST HERTS AND ESSEX

FLEET ALLOCATION AS AT JANUARY 2000

HA - Harlow & Debden

Minibus 2055/63, 2190/1, 2285/7/8/90/98/9, 2311/3-20/7-33/6-41/5/9-58
Single Decker 3250-7, 3328/9/33/7/8/40-8/56-64/6-72/6-8, 4339
Double Decker 5371/2/8/9
Coach 4320

GY - Grays

Minibus 2274, 2334/46-8/59-64
Single Decker 3349/50/73-5/80-90, 3404-14/21/3-9/31
Double Decker 5349/53/68

WE - Ware & Hoddesdon

Minibus 2167/86-9/92/3, 2224/43, 2369-80/2
Single Decker 3352-5/65/85, 3416/35/9-49
Double Decker 5250-3/5/69, 5348/63/7/70

Unserviceable (u) 3332, 5380/2/3

Withdrawn (w) 2273, 3331/40/51, 5354/6

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

*Paul Sparks,
February 2000.*

Service Revisions:-

Route No.

130A

Ingatstone to Bluewater withdrawn as from 31/01/00.

Clacton Common Circular introduced from 01/12/99, Monday to Friday every 30 minutes.

135

Great Clacton Circular. Revised to operate via Tyler Avenue, Flatford Drive & Bockings Elm as from 01/12/99.

News

Now privately owned Bristol LH Registration No. UVX 4S, (ex L111), has been re-registered to BHJ 509S as from November 1999. The outstation at Harwich has re-opened very close to the railway station.

Fleet News

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>
L159	TBW 451P	Bristol VRT has been stripped for spares at Clacton. Gone by 01/00.
L277	EWV 213T	Leyland Leopard remains at Clacton despite reports to the contrary.
L308	L73 UNG	Volvo B6 Alexander B38F; new vehicle in ex Ambassador.
L283	L202 HYE	This vehicle has been re-seated with bus seats, (ex L87) . Now B38F.
L87	PHK 387R	Bedford YRQ. Seats to L283, as above. Engine & gearbox to L96, NFX 446P Bedford YMT.

I would like to thank Mr. D.R. MacGregor MBE B.Sc.(Econ) MCTT of Hedingham Omnibuses and Ian Ransom for supplying information for this column.