

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

JUNE 1989

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 302



Former Eastern National Bedford YMT 1214 BNO 700T is now Hedingham L125. It was operating ECC service 631 in Thaxted when captured on film last August.

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DATES FOR YOUR DIARYLincolnshire Coach Tour, Saturday 15th July 1989

A booking form giving full details is enclosed with this months magazine.

Bristol FLF Tour, Sunday August 13th 1989.

Covering the former routes of 251 and 400 using ex EN 2946. Picking up points are Southend CBS 0900, Rayleigh Stn 0925, Billericay 1000, Shenfield Stn 1015, Romford 1040, and Newbury Park 1050. A couple of garage visits are then planned before returning from King's Cross. The cost of the tour will be £5 and if you wish to come along send a deposit of £3 plus a SAE to Ian Ransom (address on cover of magazine).

North East England Tour, Friday 25th to Monday 28th August 1989.

A booking form giving full details is enclosed with this months magazine.

The following visits are being organised by The Omnibus Society and if any member wishes to join them please phone John Rugg on Basildon 44348. Tuesday 18th July to Frontrunner at Wyatts Green and Rainham. Meet Wyatts Green at 1930. Tuesday 15th August to East London Bus and Coach, North Street, Romford. Meet at North Street at 1930.

MAGAZINE PRODUCTION

Owing to a change of jobs Wayne Aston has had to resign from his role of magazine typist. On behalf of the membership I would like to take this opportunity to thank Wayne for all his efforts over the past 16 months. It is hoped that the News Sheet Editor will soon acquire a word processing facility. In the meantime thanks to Dave Arnold's mother for typing this months magazine and I apologise for any problems that may occur over the next few months.

REPORT ON SOUTH ESSEX RM TOUR

This tour attracted a capacity load, in fact some late bookings had to be turned away. The first stop was at the Rainham depot of Frontrunner South East, where ex-Greater Manchester Leyland Atlanteans were the main attraction along with a couple of Bristol VR driver training vehicles. Then it was on to Ensignbus where the party was treated to a short talk by Leon Daniels, Managing Director, before being piled with souvenirs and refreshments. Many vehicles in the superb Ensignbus blue and silver livery were then presented for the cameras including some recently acquired Bristol VR's. However, a cut-down DMS, with incredible cornering capabilities, proved to be the most interesting vehicle. Transport to Harris Bus was in a new Scania double decker, here Group member Ian Dann was our host. In the course of an hour most of the fleet was duly photographed. Then it was on to Grays, this time in a former Southdown Leyland PD3 open topper which made a pleasant contrast with the Scania. Our grateful thanks to Ian for all his efforts. County Bus (Thameside)

was the next port of call, and centre of attraction was a freshly repainted Leyland Lynx acquired from the Jubilee fleet. Having left Romford at 0955, it was now 1430, never had such a few miles held so much interest! After a brief halt at the Springfield Cafe it was on to Southend. At the ST garage, our driver Richard Delahoy acted as host and a whole series of vehicles were captured on film including acquired LN's, more RM's and the latest Olympian. After a stop in Central Bus Station (activity sheet courtesy of Richard) the last stop was at the new Eastern National depot at Prittlewell where a Leyland Olympian in the new London Express livery soon had the shutters going. Then it was back to Newbury Park after a very successful tour. Our thanks go to all who helped especially those mentioned, and also to Mark Howarth, Traffic & Commercial Director of ST, for making the RM available. Our next trip is to Lincolnshire, why not book NOW!!

NEW BOOKS

ECW Buses and Coaches by Alan Whitton published by Capital Transport £14.95. This volume details the history of the Lowestoft body builder concentrating more on the post 1946 period. The book is finished to Capital Transport's usual high standard which is reflected by the price. Plenty of Eastern National photos are included.

Southern Vectis published by Ensign Publishing £5.95. A fully detailed history of the Isle of Wight operator with many unusual illustrations in an attractive hardbacked cover. Excellent value.

Bus Portfolio no 4 - The RT family 1939-1989 by Steve Fennell published by The World of Transport £6.95. Published to commemorate the Golden Jubilee of the RT family this book continues the style set by the previous books in the series with over 200 top quality illustrations. Selling fast.

Isle of Man Buses 1907-1988 by Phillip C Miles published by The World Of Transport £6.95. Possibly the first ever book covering this subject and in some detail including fleet listings and over 100 illustrations.

An Atlas of SBG and NBC before deregulation by Roger Foster published by The World of Transport £8.95. 88 pages of bus route maps covering England Wales and Scotland as at 1st December 1985. Although fairly specialised, this volume will in years to come be a permanent reminder of life before D-day.

EBEG Fleetbook - Is now available giving full details on EN (including allocations) CBT, ST, and a number of independents. Price is £1.50 to members and £1.75 to non Members.

All of these are available post free from Andy Meadows (address on cover)

Alternatively visit the Cliff sales stand at the following events in July:-

- 9th July - Leighton Buzzard
- 16th July - St. Albans (Radlett aerodrome)
- 22nd July - Gosport and Fareham open day.
- 23rd July - Southampton Royal Victoria Rally.

EASTERN NATIONAL LIMITEDVehicle Re-Allocations

5/89 1123 BE-DT; 1131 SD-D/L(D); 1132 CN-D/L(D); 1133 DT-D/L(D)
 1752 SD-BN; 1766 SD-CN; 1797 SD-BN; 1800 HH-BE; 1918 BN-SD;
 3030 CN-Pool; 3039 CR-D/L(D); 3040 Pool-D/L(D); 3041 CN-Pool;
 3048 BE-CN; 3059 BE-CR; 3203 CR-CN; 4020 SD-BE; 4021 SD-BE
 4507 BN-SD; 4508 BN-SD;
 6/89 0754 BD-Pool; 1725 HH-Pool; 1751 BD-Pool; 1756 CN-Pool; 1771 CF-HH;

The allocations of 3039 and 3040 for disposal is of interest as they are the last vehicles in NBC green livery with the company.

Vehicle Repaints

w.e. 15.4.89 1908 at BN, 4007 at CN.
 w.e. 22.4.89 3100 at HH, 4014 at CN, 4508 at BN.
 w.e. 29.4.89 1835 at HH.
 w.e. 6.5.89 none.
 w.e. 13.5.89 0201 at BD, 1895 at HH.
 w.e. 20.5.89 1892 at CN, 4507 at HH,
 w.e. 27.5.89 1790 at CN,
 w.e. 3.6.89 1784 at HH, 1864 at HH.

0201 and 1864 both retained their overall adverts after repaint.

The London Express livery of 4507/8 is basically the same as National Express except that London Express has a green background instead of the usual blue.

An unidentified Leyland National has been repainted in an all over advert. for Class 1 Travel.

Vehicles Modified

4507/8 now seat CH45/24F following the removal of seats on the lower deck and the provision of a luggage pen.

1130 has been fitted for OMO work and was first noted as such, in use from Chelmsford on 41A/B duties on 6.6.89.

General

Further to the item on 300/8 regarding the increase in PSV Road Fund rates, it has now been announced that the Rural Bus Grant paid to EN has been cut by £113,000. Whilst it is not the intention of this column to become political, it leaves your news sheet editor wondering how a company is supposed to bear the effect of an increase in costs of some £233,000 a year without passing on the effect in the form of increased fares or reduced services. The latter would of course result in more services being put out to tender by ECC resulting in higher rates or poll tax payments which will of course push up inflation as will the increase in fares.

The closure of Clacton Bus Stn has brought chaos to the town centre with Station Road being the worst affected according to local press reports.

David Kershaw who is standing in for Michael Holden who is on holiday is quoted as saying "that when there are changes....there will be problems", and then goes on to promise "that things will settle down".

COMPANY STATISTICS 1988

The following from the Company magazine may be of interest to members:-

<u>Miles Operated</u>	<u>Operated (thousands)</u>	<u>+ on 1987 (thousands)</u>
Local Bus	13,900	- 800
Local Bus (Tendered)	4,300	+ 100
Company Express	200	- 200
Other	800	-
	<u>19,200</u>	<u>- 900</u>

Disposals - Initial

1050 (TJN 973W) Remains to Sykes (Dealer), Carlton, for scrap, by 3/89
 1051 (TJN 974W)
 1052 (TJN 975W)
 1053 (TJN 976W)
 1054 (TJN 977W) All to Martins, Middlewich, 4/89
 1055 (TJN 978W)
 1056 (TJN 979W)
 1057 (TJN 980W)
 1058 (TJN 981W)

1131 (C 131 HJN)
 1132 (C132 HJN) All to United Automobile, Newcastle, 5/89
 1133 (C133 HJN)

3039 (PWC 514M) ? for export to Los Angeles, 5/89

Disposals - Subsequent

331 (7017 HK) Still with Dean, Leatherhead (for preservation) 4/89
 1200 (BNO 686T) Sold by Rogers, Southampton, 3/89
 1357 (OWC 606) Went to Young, Nottingham, 11/88
 1527 (LPU 452J) Still operating from Newark garage of Lincolnshire Road Car Co. Ltd., 5/89
 1722 (NEV 679M) Repainted into SBL livery during 5/89
 1724 (NEV 681M) Kinch, Barrow, 2/89, ex Martin (dealer) Middlewich
 1732 (HWC 83N) Numbered 429 and entered service with Solent Blue Line in SBL livery 5/89
 1736 (HWC 87N) as 1724
 1749 (JNO 198N) as per 1732 but numbered 430
 1858 (YEV 316S) Remains to Goodwin (breaker) Carlton, 11/88
 2017 (373 WPU) Acquired by E.N.P.G. 3/75
 2255 (ONO 59) Still in use as tender with Lincolnshire Vintage Vehicle Society, 5/89
 2359 (VNO 857) Now reported as passing to Lincolnshire Vintage Vehicle Society, early 89, ex Le Tall (deceased). (See also Mag.

- 291). Has now been repainted into Tilling green livery with two cream bands edged in black. Carries fleet number 1402, still equipped with 'On the Buses' blinds. Named 'T.C.' by Top Deck Travel Ltd., London, S.W.5
- 2710 (90 TVX) Is H12/16F with Top Deck Travel Ltd., London, S.W.5
- 2839 (LHC 665C) Went to Thorn, Bromsgrove, 1/89
- 2841 (NVK 878C) Noted in Rochdale, 1/89. Still on overall yellow Daily Mirror livery. Owner on rear of vehicle quoted as "Shoe the Goose, Sherriff, Hutton"
- 2920 (AEV 814F) Went to Wigley (dealer), Carlton, by 2/88
- 3018 (SHS 44H) Withdrawn by Top Deck Travel Ltd., London S.W.5 by 5/88 (not used)
- 9020 (LFS 299F)

Disposals Subsequent - Corrections to Mag 301

- 1728 is registered NEV 685H
1730 is registered NEV 687M

PUBLICITY

EN timetable leaflets for Clacton area services 1,1A;2;8,8A,9,10,18,19; 13,14; all dated 28.5.89 and services 3,4,5,5A,12, dated 30.5.89

EN timetable leaflets for 100 dated 28.5.89 to 2.9.89; 106,116 dated 30.5.89; 109,118,119,129 dated 28.5.89; 251,551 dated 28.5.89;

Excursions from the Chelmsford area for Mid Summer 1989; Excursions to the Nuclear Power Station, Bradwell dated 24.5.89-16.8.89.

County Bus leaflets for services 383,502,503 dated 8.4.89; Lea Valley services dated 8.4.89; service 504 dated 30.4.89; 724 dated 30.4.89.

National Express Services from Chelmsford dated 30.4.89 to 28.10.89.

Also published was an Early Summer 1989 excursions from Chelmsford leaflet.

Harris Bus leaflets for 300,301, dated 24.4.89 (300) or 15.5.89 (301)

Harris Bus excursions dated 1.5.89 to 17.9.89

Colchester BT timetable leaflets for 1,1A;2,2A,2B; 3,3A,3I;4,4A;5,5A,5B; 6,6A;7,7A,7C,7D,8,8A;9,9A;74A all dated 5.6.89 plus s Changes to Bus Services leaflet also dated 5.6.89.

EN timetable leaflets for Clacton area services 8,8A,9,10,15,16; dated 28.5.89.

SERVICE REVISIONS IN ESSEX

Bishops Stortford, Saffron Walden

- 10 Service withdrawn with effect from 15.4.89
- 17 Saturday service transferred to Premier Travel with effect from 15.4.89
- 42 The 0923 ex Royston was advanced to 0907 and re-routed to serve Reed and Barkway from 15.4.89
- 43 The 1316 ex Barley was withdrawn on Tuesdays and Fridays from 18.4.89
- 370 Further to 300/5 the return from Bishops Stortford departs at 1125. In addition only the Watchouse Green - Dunmow section is operated under contract to ECC.

Colchester

- 88 With effect from 5.6.89 the 2144 ex Halstead was advanced to 2136 and re-routed via Fiveways to North Station arriving at 2225. The 2035 now operates via Fiveways and arrives Halstead at 2126. The 2235 ex Colchester commences from North Stn and operates via Fiveways to Halstead arriving at 2328. These journeys apply Monday to Saturday and are numbered 88C. On Sundays the 2147 ex Halstead terminates at North Station at 2227 with the return departing at 2235 and operating five minutes later throughout.
- Chambers 1 Revised timetable to be introduced from 2.7.89.

Clacton, Harwich

- COASTLINE Details of revised routes appear elsewhere in this months magazine.
- 3,4 Revised timetable introduced from 30.5.89
- 106,116. Revised timetable introduced from 30.5.89.
- 109,119. Revised timetable between Clacton and Colchester introduced from 28.5.89

Harlow

- B3 Revised to operate at 15 minutes intervals and re-routed via Hollyfield and Shawbridge. The section of route between Town Stn and Bus Stn was also withdrawn from 20.5.89.
- B4/B5 Revised to operate at 20 minute intervals from 20.5.89.
- B15 NEW SERVICE. Operated by Buzz Co-operative from Staple Tye to Templefields at 20 minute intervals during peak hours introduced from 22.5.89
- T14 Further to 301/5 the afternoon service is still operated by Associated Coachways but is now under contract to ECC.
- T21 Service is now operated under contract to ECC with a revised morning service.
- 311 Revised to operate hourly on Mondays to Saturdays from 8.4.89.
- 524,724 Revised timetable with all journeys numbered 724 introduced from 30.4.89
- 711 Revised timetable including London Express journeys (numbered 874) introduced from 30.4.89.
- 505 Correction to ECC timetable (March 89) the 2105 ex Walthamstow should be deleted and replaced by a 2220 journey.

Loughton, Epping

- 201 From 1.6.89 the Monday to Saturday daytime services are operated commercially by Wests with a revised timetable. Evening and Sunday services are still operated under contract to ECC.
- 202 Service withdrawn, date unknown.
- 203 From 1.6.89 this service passed to EN (Citybus).
- 209 The 1445 ex Loughton now departs at 1500.

Chelmsford

- 33,40 Revised timetables introduced from 12.6.89
 50 Withdrawn after operation on 9.6.89.

Grays

- 301 NEW SERVICE Stifford Clays to Lakeside via Socketts Heath, Grays and South Stifford operated by Harris Bus on Mondays to Saturdays at hourly intervals from 15.5.89.
 348 Further to 296/7 this service Purfleet - Grays - Romford was due to commence on 1.6.89 by Ensign, but was postponed.
 374 Revised route and timetable introduced on 22.4.89
 375 NEW SERVICE Aveley - Grays - Chadwell St. Mary operated by County Bus, (Thameside). Mondays to Saturdays at hourly intervals introduced on 13.5.89.

Braintree

- 89A The 0642 ex Castle Hedingham was advanced to 0635 re-routed via Halstead and extended to Braintree Rail Stn from 30.5.89.
 331/2 Revised timetable to be introduced from 5.9.89

Brentwood

- 251 Summer Sunday timetable introduced from 28.5.89 and operates to 3.9.89.
 In addition local minibus routes plus service 551 were revised from 5.6.89.

LRT Services

- 275 Remains VR operated on Sundays (further to 299/5)
 379 EN operation commenced on 5.3.89 (further to 299/5)

Southend

- 400 Further to 300/7 this service was re-routed between Gants Hill and Whipps Cross to serve Woodford Avenue and Woodford New Road non stop. In addition Oxford Circus is no longer served and a number of stops were withdrawn.

COLCHESTER BOROUGH TRANSPORT

Ipswich Buses 117 (E117 KDX) arrived in Colchester on 12.5.89 and entered service on 15.5.89 on service 2/2A/2B. It was covering for Lynx 32, which was having its floor repaired at Bristol. Lynx 31 was back in service by 30.5.89 after having similar treatment at Nottingham.
 On 19.5.89 Ipswich Buses 103 (YDX 103Y) was exchanged with CBT Metrorider 15 for a seven weeks' trial. As CBT already had a 103 the Ipswich bus was allocated number 118. It entered service on 20.5.89 on service 9.

Atlantean 89 has been repainted in the new livery, including the fleet name on the front. It was back in use by 20.5.89. Similar vehicle 85 replaced it in the paint shop.

Open-top Atlantean 55 made its first appearance at a school fete on 13.5.89.

A fleet list dated June 1989 was available at Southchurch on 4.6.89.

Services

As well as the changes on 5.6.89 mentioned last month, service 9A was diverted via Tyehurst and Highwoods Approach to Highwoods and no longer serves General Hospital. Service 5A has been withdrawn after 2015. All service 3/3A journeys serve the Down-side stops at North Station. Service 6/6A is now scheduled to be operated by Lynxes, which have been transferred from the 2 group. The 812 journey from Boxted has been renumbered as service 2, rather than service 80, and continues to Highwoods. It is scheduled to be operated by a Metrorider. ECC contract services 77 and 83 are also due to be operated by Metroriders.

New timetable leaflets for all the commercial services and a leaflet "changes to bus services" dated 5.6.89 have been published.

Further to last month I am now informed that there is no incorrect spelling of Osborne Street on blinds. Also the use of 101 on service 7 is not unusual: until the changes on 5.6.89, a duplicate from High Street to Cherry Tree at 1530 was scheduled to be operated by a Metrorider or Leopard. An Atlantean on service 3/3A/31 has been quite common recently: the Metroriders have had a lot of mechanical trouble and Lynxes and Atlanteans have often had to be substituted for them.

WHAT THE PAPERS SAY

Evening Gazette and Essex County Standard

Reporting on the reintroduction of the Harwich to Clacton service for the summer it was stated "An extra bus service is just the ticket for Dovercourt commuters". Just what hours these commuters work is not reported, not many as journeys leave Harwich at 0950 and 1750 returning at 1345 and 1615.

A further item appeared detailing the other changes to Clacton services details appear elsewhere in this issue. Colchester GP Roy Axon received a birthday surprise when he returned home after surgery. His friends having heard he had never travelled on a Colchester bus had arranged a mystery bus trip for him.

A bus pull for St Helena Hospice on 21st May was organised by Eastern National at the Cowdray Centre. Seventeen teams entered the feat to pull 3501 a distance of 100 yards according to the Standard or 100 metres in the Gazette. Wine merchants Lay and Wheelers won in 33.39 seconds.

A special meeting of Tendring District Councils Control and Protection Committee has been called for 21st June to discuss the consequences of the closure of the Bus Station. Eastern Nationals Michael Holden is reported as warning of hold ups as all buses will have to stop in Station Road as a request for lay over bays in West Avenue have been turned down. He said queues of buses would be waiting to use the six stops. Councillors have agreed there will be problems but put the ball back to EN saying they chose to sell up. Further problems are expected as coach services are now homeless. The site is reported as being sold to NCP.

ENOC 2954

TILLING-STEVENS

Tilling-Stevens, a prominent name in passenger carrying chassis in the early days of motorised buses, was never a major factor in the Eastern National fleet. In 1932 amidst deliveries of Leyland Dennis AEC vehicles there appeared eight B39A7 Tilling-Stevens with Beadle 32 seat saloon bodies 3309 - 11 EV5676 - 8, 3312 - 5 MJ284/2/1/3, EV5679. These survived until 1940-2 when they were withdrawn, but three survived with Eastern National namely 3309/13/16 as rest rooms at Halstead, Hitchen and Bishops Stortford respectively and 3315 was commissioned for War service with the United States Army. The next Tilling-Stevens in the fleet were acquired with the Borough Motor Services fleet, these were B10A2 type with Vickers bodywork - 3432 TX5630 and 3433 HJ7639. 3432 had originated with Davies of Swansea and remained in service until 1945, 3433 going much earlier in 1934. When the Colchester business of A.W. Berry & Sons was acquired in 1937, two more Tillings-Stevens came under the Chelmsford flag, 3699 CNO740 a B39A7 Duple, 36 seat coach and 3704 UF3067 a B10A2, 32 seat short saloon bodywork surviving with Eastern National until 1945 and 1937 respectively. In 1938 in the Midland area, Huntingdon Coaches of Houghton was taken over by EN, a further B10A saloon 3787 VT 297 was added, this vehicle was used on Huntingdons route from Huntingdon to St. Ives, dating from 1927 and originated with J.E. Pritchard of Stoke-on-Trent, was soon disposed of by Eastern National. Finally in 1938, 3791 - 6, six B10A2 Tilling bodied saloons and 3801 - 4 four Brush bodied saloons were purchased from the North Western Road Car Company, all these had DB registrations, but only saw service until 1942, when they were disposed of, although 3802 DB9342 became a rest room at Huntingdon Depot and 3803 DB9351 a tyre store at Colchester. No more Tilling-Stevens vehicles carried the EN fleetname and it is now only a memory.

LATE ITEMS

Allocations 6/89: 3033 CN- POOL; 3041 POOL- CN.
Initial Disposals 3/89: 1718 & 1720 (NEV 675/ 7M) to Hastings & District and numbered 376/7.
Harris Bus Further to the note on page 15 the new Transit is F849 LHS. The United Reform Church, Newland Street, Witham have acquired a former EN Bristol VR which is thought to be 3037.

CONTRIBUTIONS

Deadlines for the next two issues are June 30th and July 28th. Such is the amount of news this month that there is no room for the usual list of contributors. My thanks to you all.

SOUTHEND TRANSPORT LIMITED

These notes are correct to June 11.

Vehicles**NEW:**

261 had still not entered service as we went to press (except for one-off appearances on 23/5 [crew operated on service 1, due to a vehicle shortage] and 4/6 [one trip Southchurch Park-CBS on 7 in connection with the bus rally - see below]) but was expected to start earning its keep any day now. The destination displays have been altered (as anticipated) as follows:

Front - now comprises 'standard' ST style with central destination blind above a one track number blind and 3 line intermediate; side - the three track number blind just behind the doors has been removed; rear - an electronic number blind (the first of its kind for ST) has been fitted.

Having now been painted, the livery differs slightly from the other rear engined deckers (much to the advantage of 261, in the sub-editor's opinion!), the differences being: white lower deck window surrounds, a red band below the lower deck windows and a blue band above the lower deck windows. Finally, the 2 inward facing seats over the front wheelarch are being removed, reducing the capacity to H47/30F.

ACQUIRED:

708	XPD 231N	Leyland National	10351/1R/SC	DP39F
709	HPF 327N	"	"	"
710	LPB 179P	"	"	"

708/9 were acquired from London Country North East and 710 from Midland Red North (779); they were originally LCBS SNC131/77/9 respectively (and 710 was later with LC South West). All 3 were delivered to ST in May; none have yet entered service. 710 was acquired initially only for spares but may be used in traffic.

Of the earlier Nationals, 705/6 had not entered service as we went to press. The 2 Ivecos, 411/2, have now been fitted with their new destination and number scrolls.

REINSTATED:

902	WJN 372J
903	WJN 373J

Two of the three open top Fleetlines were reinstated into the fleet from 1/6 and were immediately used on normal services, both being seen on duplicates on the 1 on 3/6. As ST are not operating an open top seafront service this year (EN having won the ECC contract for the 67) 902/3 will be employed on private hires (they both went to Epsom for the Derby on 7/6) and normal service work in good weather. Is it just coincidence that their reinstatement coincided with a dramatic worsening of the weather?! 901 (WJN 371J) is expected to remain in store, withdrawn.

MODIFIED:

The 5 remaining City Pacers (401/2/4-6) have all been out of service for some weeks due to overheating problems; they are being fitted with fans to improve the airflow over the radiator (a modification also used by London Buses) and the first to re-enter service was 405.

After a long gap (whilst 261, the Ivecos and the Nationals were painted), Fleetline repaints have recommenced. In May 236 appeared in a slightly modified form with a red band just below the top deck windows (although covered by an advert on the sides) and white fleetnumbers applied directly onto blue (all earlier ones have black numbers on a white patch applied over the blue or yellow base colour); both changes considerably improve the overall effect. 242 followed, but does not have the red band as this bus continues to carry its all round broadband advert for Harmony Windows.

Advert contracts have a considerable impact on repaint dates at present, hence 213/4 (shortly to be withdrawn - see below) were done earlier this year, while some incredibly tatty examples such as 221 (not due to be painted until August) rather let the side down.

WITHDRAWN:

To be withdrawn (and sold to Ensign) shortly will be the 4 P reg Fleetlines with Gardner engines (209/13/4/7).

INITIAL DISPOSALS:

512 Q856 MEV Travelmate, Bournemouth 4/89

SUBSEQUENT DISPOSALS:

341	CJN 441C	Not previously reported, Lincoln fleet number is 99.
350	WJN 350J	) Aspden, Blackburn to Hardwick, Carlton (dealer)
357	WJN 357J	) for scrap, 2 or 3/89.

General

At the ENPG/CPTMS organised Southend Bus Rally held on June 4, ST displayed Routmaster 102, Olympian 261 and Leyland National 707 (sales stand bus). Other past and present ST buses present were Fleetlines 251 (Perrys overall advert - on Perrys promotional stand) and 236 (gate house), S&M Coaches Fleetline 368, ENPG's 244 and 335, while later in the day 112 appeared on a tow rope! - not a failure, but one of two buses (EN's 3073 was the other) in a sponsored bus pull, in aid of leukaemia research. Also in connection with the rally, Routemaster 113 worked the X1 (0730 Southend - London, 0945 return), duplicated by 505. A special service was provided on the 7 between Central Bus Station and the Park Gates (not normally on the line of route), offering the chance to sample RM's (108 - AEC engined and Leyland 113), Astromega 606 and open topper 902. Odd journeys were also operated by 102, 251 and 261.

Rayleigh town centre was closed on Sunday 11/6 for the annual cycle race and as a result services were subject to extensive diversions (see 280/10 for full details of the diversions which have applied for the past 3 years). A couple of days after these notes were written, a further cycle race diversion was due to affect Southend in the Pier Hill/Central Bus Station area, on the evening of June 15 (and 13th?). Despite being only 2 days off, the police were unable to give the Sub Editor any details of which roads were to be closed or when! - considerable disruption looks likely, and we will give fuller details next month. A final thought on the subject of diversions for special events like this: who pays the bus operators for the extra costs they

incur? - additional mileage, wages for inspectors to organise/supervise diversions, erection of temporary bus stops, extra buses to maintain the service because of late running, etc? No doubt the organisers are nowhere to be seen! This is particularly relevant for events which do not generate much additional bus traffic, (and which may in fact scare off regular passengers).

Publicity News:

As expected, further service group leaflets have appeared for 16/16A, 23/A/B/C/29 (including all contracted journeys, even those provided by Clintona) and 63/64/65. A special single sheet also covers the solitary M-F Southend-Leigh return trip on 5 (but omits the times of the hourly evening and Sunday service). All the latest leaflets are A5 size but to a different style to earlier versions as they have been produced in-house. All are available from the sub-editor as usual.

Unusual workings:

See above re the open toppers and the bus rally. On the same day as 261 was pressed into service on the 1, May 23, the same route saw Astromega 602, while Tiger coach 533 was crew operated on the 3A. On 19/5 Ensign Metrobus 292 (F292 NHJ) replaced a failed Astromega on X1 (note that Ensign's destination blinds include comprehensive X1 displays for this purpose), while Leyland Nationals were on X's on 25/5 (703 & 704 on X1, X30 & X31) and 26/5 (702 on X1, X10). Finally, 102 was used for the Group's highly successful South Essex Tour on May 21; this is thought to have been the first private hire job for an RM (102 being the only tachograph fitted example). 102 is due to operate an excursion to the North Weald rally on 18/6.

OTHER OPERATORS - South East Essex

Clintona, Brentwood: the Saturday extension of 21A from Leigh Elms to Southchurch is due to start on 24/6 (according to Notices & Proceedings) rather than 29/4 as reported in 300/12. The ex West Midlands Sherpas are now in fleet colours.

District Bus (Tomlin), Wickford: a further ECC contract is 116, Lower Hockley (Dome) to Rochford Town Centre, a solitary return Tuesday operation from 30/5, replacing the former Southend Radio Cars commercial 66A service (see 300/13). It would appear that SRC's other Rochford shopping bus, the 66 from Wakering, is not being replaced.

Stephensons, Southend: RELL LHT 166L has been acquired from associated company Lynxline Ltd; it continues to carry a white overall advert livery for Cluney Upholstery of South Woodham. Cluney's other overall advert, on minibus XVA 923T has recently been renewed, this time on an all white base. Lynxline's own RELH, RBW 84M is also white as an overall advert for Southend printers Circle Services. On Bank Holiday Monday May 29 a special service was provided on the 60/A in connection with the Network SouthEast Southend Airshow, operating Rayleigh Station - CBS (using TUB 1M) and Newington Ave - CBS (XVA 923T & TUB 1M).

T V Taxis, Southend: hitherto running under the special taxi-bus rules, TVT now have a full operators licence and have acquired two Mercedes L709D/Wadham Stringer DP25F, one of which is F35 TJN. In a rather ominous move, 35 was noted on 10/6 apparently on route learning over part of ST's 63 route (not yet covered by taxibuses), although no new route registrations have yet appeared in N&P.

COASTLINE

The following is a summary of changes that came into effect from Sunday 28th of May or Tuesday the 30th in the case of Monday to Saturday services.

- 1/1A Revised to depart Point Clear 3 mins. later. Additional round trip from Clacton on Sundays at 0935.
- 2 Service to Tower Camp restored following road repairs. Rerouted in Clacton to serve Station Road, West Avenue, Old Road, Arnold Road, Wash Lane, West Rd, then as before.
- 5 Now operates at half hourly intervals at 25 & 55 minutes past the hour from Clacton. No longer operates via St Johns Rd but runs via Flatford Rd. to Bluehouse Ave. returning at 08 & 38.
- 5A Increased to half hourly intervals departing Clacton at 10 & 40 returning at 25 & 55. No longer serves Camelia Crescent on the return journey.
- 8 Now departs Clacton every 30 minutes from 0700 to 1800 on Mondays to Saturdays, and is extended to The Naze (except 0700 which runs to Walton). Returns from The Naze at 0655, 0800 then half hourly at 23 & 53 until 1823.
- 8A Revised to depart Clacton hourly from 1830 to 2230 running to the Naze (except 2230 which terminates at Walton). Returns from the Naze hourly from 1915 to 2215. The Sunday service from Clacton remains unchanged but journeys from the Naze depart 5 mins. later.
- 9 Revised to depart Clacton at 0710, 0810, 0840, 0910 then hourly to 1710 and terminates at Walton. Return journeys depart The Naze at 0718 and then 0822 and hourly to 1822 from Walton. All early journeys are withdrawn except the 0652 (NS) ex Holland which is advanced by 3 mins. starts from Brighton Road and is renumbered 8.
- 10 Revised to depart Clacton at 0740, 0820, 0940 and hourly to 1740, returning from Walton at 0650, 0746, 0856 and hourly to 1656. Fleetwood Ave is no longer served (see service 16).
- 10A Withdrawn and part replaced by services 15 & 19.
- 10B Withdrawn. Sunday service renumbered 10 but does not serve Holland Ship. Departure times from Clacton and from the Naze remain as before.
- 12 Revised to depart Clacton every 30 mins. from 0825 to 1625.
- 13 Extended to Telford Road Industrial Estate. Route on return revised and now runs via Burrs Road and Valley Road to Old Road. Sunday service withdrawn.
- 14 Revised route, as present outward, then Gorse Lane, Thorpe Road, Redbridge Road, Thorpe Road, North Road then as present. Sunday service introduced ex 13. Departure times from Clacton remain unchanged on both services 13 & 14.
- 15 NEW SERVICE. Monday to Saturdays between Clacton and Canterbury Road replacing part of service 10A. Departs Clacton 0850 and hourly to 1650 returns at 0823, 0903 then hourly to 1703. Returns via Kings Parade and Frinton Road.
- 16 NEW SERVICE. Monday to Saturday between Clacton and Fleetwood Avenue replacing part of service 10. Departs Clacton 0920 and hourly to 1720 returning at 0934 and hourly to 1734. In addition the 0800 ex The Naze (ser. 8) runs via Fleetwood Ave. at 0836.
- 18 NEW SERVICE. Monday to Saturday between Walton and Kirby Stn. via Freituna Avenue and Bemerton Gardens. Departs Walton 0922 and hourly to 1522 returns at 1006 and hourly to 1606. Interworks at Kirby with service 19.
- 19 NEW SERVICE. Monday to Saturday between Walton and Kirby Stn. as part replacement of service 10A. Departs Walton 0952 and hourly to 1552 returning hourly between 0934 and 1534.

In addition running time was revised on most routes.

All services now run to and from Station Road, Clacton and depart via West Ave. and Old Road to serve the new Safeways store with services that operate via Clacton Stn then running via Rosemary Road back to Station Road.

OTHER OPERATORS- REST OF ESSEX

- BOONS, BOREHAM CHARTERCOACH** Have sold VHJ 41W a Volvo/ Plaxton to Stans Coaches Gt. Totham. A number of new vehicles have been taken into stock as follows, F752 SPU an Ensign Charisma, F471 AFV a Leyland Swift with Elme Galaxy bodywork seating 20. The Swift also has five tables, servery, microwave, toilet, video and even a fax machine. Also new are two Tigers with Duple 340 bodies one of which is F133 UMD, both are in National Express livery.
- FORDS, ALTHORNE GOLDEN BOY** A recent arrival is C141 KFL a DAF SB2300 with Jonckheere C53FT. Two Leyland Swifts with Wadham Stringer bodywork are now in use registrations are F172/173 SMT.
- HARRIS BUS** CGP 311X has been fitted with bus type doors by T & J Sangster and is thought to be the only Europa so fitted in the UK. It was repainted into bus livery at the same time. Due soon is a Ford Transit minibus.
- HEDDINGHAM** Bristol VR NPU 979M has been numbered L156. One of the former EN Bedford YMQ-S vehicles has been acquired.
- OSBORNES** Have taken three ex Alder Valley Leopards with Duple C53F bodywork into stock they are MNK 427/29/30V numbered 14,16 & 19. They have replaced Seddons DFS 800/5/8S.
- EAST MIDLANDS** Was sold to the Stagecoach Group on the 7th of April. Stagecoach already owns United Counties, Cumberland and Hampshire Bus in addition to its own operations in Scotland. Various United Counties vehicles have been in use on ECC & LRT services. It remains to be seen what will happen to operations in the local area with rumors already doing the rounds at the Southend Rally.
- LONDON COUNTRY** The former North East company became the latest company to change its name, when Sovereign Bus and Coach and County Bus and Coach were launched at the start of the year. Sovereign operates in the Hatfield and Stevenage area, whilst County operates in the Hertford, Harlow and Grays area. A number of demonstrators have appeared including Leyland Swift / Wadham Stringer F956 XCK at Harlow from 1.3.89. to 8.3.89. This was followed by a Lynx F608 WBV also in use from Harlow for a period of about two weeks from 14.3.89. Optare Delta F792 DWT was noted at Harlow Garage 25.5.89. It is planned to include a feature on County Bus operations at Harlow and Grays in the near future.

HIGHWAYMAN

Operation of Summer Saturday services is on a much reduced scale this year with services running as follows :-

- 804 Southend- Hadleigh- Basildon- Chelmsford- Witham- Colchester- Ipswich- Norwich.
 805 Chelmsford- Braintree- Colchester- Gt. Yarmouth- Hemsby.
 806 Southend- Rayleigh- Basildon- Maldon- Colchester- Ipswich- Lowestoft- Yarmouth.
 814 Maldon- Bicknacre- South Woodham- Wickford- Basildon.
 815 Clacton- Colchester- Witham- Chelmsford- Stock- Billericay- Basildon.
 817 Braintree- Lt Waltham- Shenfield- Brentwood- Romford- Basildon.
 824 Basildon- Sevenoaks- Eastbourne- Bexhill- Hastings.
 825 Basildon- Grays- Brighton- Worthing- Bognor- Portsmouth- Southsea.
 827 Basildon- Bournemouth- Weymouth.

Connections to the IOW via Southsea and the Channel Isles via Weymouth can be made. Services 804/6/15/25 run from 27.5.89. to 23.9.89. whilst the remainder commence on 1.7.89. and run to 23.9.89. Between 27.5.89 & 24.6.89 service 806 commences from Basildon and is extended to Hemsby.

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LATE NEWS

Service changes

Harlow

- 392 The 1626 ex Ongar runs via the normal route to arrive Harlow at 1657.
B7 From 26.6.89. is revised to run hourly from 0855 to 1555 and is also rerouted.

Chelmsford

- 50 From 12.6.89. operates under contract to ECC by Eastern National.

Billericay

- 223 Extra journeys introduced on Mondays to Fridays operated under contract to ECC by District Bus. Depart Ramsden Heath 0710, 0740, 0820. Depart Billericay 1602 (SDO), 1632, 1702, 1732, 1802, 1832, 1902.
550 Withdrawn after operation on 2.6.89. Replaced from 5.6.89. by 223 above.

Grays

- 383 Revised timetable introduced from 26.6.89.

Southend

- 67 Operates daily from 1.7.89. to 3.9.89. (further to 301/5).
400 Additional journey introduced 0700 ex Southend, 1000 ex Victoria.

General

No services ran from Chelmsford depot on 12.6.89. owing to industrial action by staff over service revisions. Services operated by other depots serving Chelmsford ran to and from the multi storey car park.

Can you help?

If you can provide any information on the following please write to the news sheet editor.

- A) Vehicles in use from Frontrunners Wyatts Green depot.
B) Who operates the free buses to and from the North Weald Saturday market?