

# ESSEX BUS NEWS

OCTOBER 1993

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

354



FORMER EASTERN NATIONAL 1937 STW18W LEYLAND NATIONAL 2 NOW WITH  
FELLOW BADGERLINE OPERATOR FRONTLINE BUSES OF TAMWORTH.

D. ARNOLD.



## MANAGING EDITOR:

Peter Snell

## Please send your news reports to:

## SUB EDITORS:

Southend Transport:

Andy Meadows, 10 Harvard Court, Boston Avenue, Rayleigh, SS6 9ST

Thamesway:

EN & South Essex smaller ops:

Ian Ransom, 102 Bradford Street, Chelmsford, CM2 0XU

North Essex smaller ops:

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 7NR

## TOURS ORGANISER:

Andy Meadows, 10 Harvard Court, Boston Avenue, Rayleigh, SS6 9ST

## PHOTO ORDERS:

Peter Snell, 6 Mandeville Way, Thundersley, SS7 4LB

## MEMBERSHIP:

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

My apologies for the mix up in page sequence in EBN353, caused in the main by the Royal Mail 1st class service, notes posted in Nottingham 1st class, 1st post arrived at Benfleet 2nd post Friday, resulting in a mad panic to get ready for publishing deadlines.

A really bumper edition this month, plenty of news rolling in, especially from the North Essex area, where the latest bus war has exploded.

A new bi monthly column starts this month, NATIONAL EXPRESS, to be edited by Nick Robinson 257 Eastwood Rd Rayleigh Essex SS6 7LF, so if you have similar interests please correspond direct with Nick.

### GROUP MEETINGS

Next meeting at Freight House Rochford, will be on Tuesday 9th November at 8pm. This will be a members slide evening, so let us all share your latest 'shots'.

### WANTS.

Photographs of ex Southend Transport 513 XHU326 Leyland/Berkhof, with ST and present owner Roy Hayden (Blue Diamond) Gt. Wakering details to Peter King 53 Beaufort St. Southend On Sea SS2 4NQ.

E.B.E.G. member looking for anything to do with the operations of National Express, current fare book particularly sought, also calendars and any other items in good condition. Will purchase or part exchange for ticket machine. Also for sale is a Setright ticket machine, with harness £25-00 please contact.

Nick Robinson 257 Eastwood Rd Rayleigh Essex SS6 7LF (0268 773136 after 1900hrs)

### Acknowledgements.

L O T S Essex C.C. Thamesway. County Bus and Coach. Eastern National. C B T. M Weyall. R Dennis. N Robinson. D Harman. I Burton. P Ford. R Delahoy., and my special thanks to Geoff Toone for his manuscript on the North Essex Bus War. If I have left anybody out I am sorry but thank you anyway.

Reports for forthcoming EBN should be with the sub editors by OCTOBER 29th and NOVEMBER 19th for the November and December EBN's

# **EASTERN NATIONAL**



## Acquired Vehicles

|                |                |                |                |
|----------------|----------------|----------------|----------------|
| 225 (C478 BHY) | 226 (C480 BHY) | 227 (C481 BHY) | 228 (C482 BHY) |
| 229 (C484 BHY) | 230 (C485 BHY) | 231 (C486 BHY) | 232 (C489 BHY) |
| 233 (C493 BHY) | 234 (C494 BHY) | 235 (C495 BHY) | 236 (C496 BHY) |
| 237 (C678 ECV) | 238 (C684 ECV) | 239 (C685 ECV) | 240 (C687 ECV) |
| 241 (C688 ECV) | 242 (C695 ECV) | 243 (C697 ECV) | 244 (C698 ECV) |
| 245 (C700 ECV) | 246 (C964 GCV) |                |                |

225-236 were ex Bristol Omnibus Company 7478 etc. all are Mercedes Benz L608D with Reeve Burgess B20F bodywork new in 1985. They are still in Bristol "City Dart" livery and carry "On Hire to Eastern National" stickers, they will be used from Clacton until repainted.

The first four arrived on 1.10.93. with the remainder due to arrive on 2.10.93.

237-246 were ex Western National Limited with fleetnumbers 63, 72, 73, 69, 70, 80, 82, 83, 85, 118. (Please note these are correct, they were not in registration number order with WN).

This batch are identical to the others but are B19F and 246 was new in 1986.

All have been fitted with new seats and were repainted at Lawrence Hill, Bristol prior to delivery. 244/5 arrived on 24.9.93. and entered service at Clacton, the remainder arriving on 30.9.93.

## Allocations

8.93 203-08 POOL-BS; 209-11 POOL-BE; 701/4 CF-D/L(D);  
705 CF-POOL; 708 BS-BE; 709/11/19 BS-CF; 712 BS-D/L(D);  
713/4 BE-D/L(D); 716-8 BE-POOL; 721 CF-BE;  
706 POOL-D/L(D)

10.93 213-24 CN-HN; 225-36 ACQD-CN; 237-46 ACQD-HN;  
705/10/15/16/17 POOL-D/L(D); 709 CF-D/L(D); 720 CF-POOL.  
9006 DrT-D/L(D)

New Code: HN = Haven Road, Colchester

The location of pool minibuses includes 718 at CF, 720 at BE, while others have been used from Clacton.

Transit 719 is on loan from Chelmsford to the Driver Training Unit and is based at Colchester.

## Repaints

8/93 203-11/23/24

The rest of this batch should have been repainted by 10/93.

## General

Following so many closures in recent years, it is nice to report the opening of a new depot. The Colchester minibus fleet is based at Unit 3, Haven Road, Colchester, which is in The Hythe area of

the town.

The original Eastern National Omnibus Company Limited name, incorporated on 28.2.1929 was finally wound up on 17.5.1993.

Noted in Chelmsford in recent weeks was 1824 with an NBC 'Double N' logo on the offside. This either means that the subsequent labels have come off, or someone is sending a special message to the Tory party conference!

The Badgerline group are to seek a stock market listing in 11/93. Shares are presently held by directors, past and present staff and their families. The flotation is intended to reduce debt and raise cash for investment and expansion of operations.

### Services

- 1/A/B Revised Clacton service introduced from 10.10.93.
- 1A Sunday services from Greenstead will serve the Bus Station from 31.10.93.
- 21/A Slight revisions on schooldays from 1.11.93.
- 26 NEW SERVICE. Braintree to Rayne on Mondays to Fridays between peak hours from 1.11.93.
- 27 NEW SERVICE. Braintree to Beckers Green Road. Monday to Friday between peak hours from 1.11.93.
- 30 As for service 21/A.
- 34 Revised route and timetable introduced from 1.11.93.
- 37 As for service 21/A.
- 40/A Revised to operate 5 minutes earlier on Monday to Friday before 0900.
- 41A/B As for services 40/A.
- 53 Revised evening timetable introduced from 1.11.93.
- 88C Slight revisions to late evening journeys from 31.10.93.
- 105/7 Operation of these services commences from 1.11.93. ex Heddingham.
- 152-5 Slight timetable revisions from 1.11.93.
- 320 Will pass to Fargo with a revised timetable from 1.11.93.
- 552 From 1.11.93. evening service revised to operate Chelmsford to Basildon only. The section between Basildon and Grays passed to District Bus as service 352/3 operating between Basildon and Aveley.

Services 152-5 and 552 are joint with Thamesway.

### Unusual Workings

On 4th September CF 1401 was noted on service 53. This is thought to be the first use of a Lynx on a Colchester operated service. Service 119 was host to 1117 and 4018 on 16.9.93. in place of the more usual Leyland Nationals.

### Initial Disposals

- 1766 (MAR 788P) Hardwick for scrap, 8/93.
- 1828 (VNO 730S) As for 1766.

It is confirmed that 1929/31/37 passed to Frontline, Tamworth in 8/93.

## THE BATTLE FOR NORTH EAST ESSEX

3rd September 1939: Great Britain at war with Germany.

14th June 1940: German Army enters Paris.

14th June 1993: Southend falls:

3rd September 1993: The opening shots of the Colchester Bus War were fired with the appearance in the ECS (Essex County Standard) and EG (Evening Gazette) of an advertisement for PCV drivers in the Colchester area; minimum of 39 hours per week, £171. The address was a box number.

9th September 1993: The front page headline of the EG, *RIVAL FIRMS IN BUS WARS*. The story reported that Eastern National had kept plans for a new fleet of minibuses under wraps but that the paper could now reveal the plans. 22 Mercedes minibuses were to be introduced and 49 new jobs created in a battle with Colchester Borough Transport on an initial five routes in the town. The paper however only listed three! EN Managing Director Robin Orbell was reported as saying "We will be operating services over routes that they are operating on, but we have been providing services for more than 70 years, we are a traditional Colchester operator, and having given the benefits of these services to other towns, Colchester passengers are missing out." The job advertisement reappeared, but this time with applications to EN.

10th September 1993: ECS headlines the story on its back page with the news that if the venture was a success double decker buses could be used. CBT Managing Director Clive Roots said the move would be fought, and they would not sit back and take it responding in any way felt appropriate. "We have a responsibility to our shareholders and to the people of Colchester. We have provided a good level of service of the past eight years and we have a commitment to the people of Colchester". Details of the services appeared under the heading *Where war will be waged*.

The EG carried the story on an inside page, *Bus wars show no sign of stopping*. Clive Roots was reported as saying that "This is a blatant attack which cannot be looked upon as anything else but an attempt to put us out of business. We feel the public interest is threatened, six months of keeping prices down won't be something that can last for ever". He was concerned for the future of less profitable rural services and for his drivers. Robin Orbell of EN expressed surprise as by increasing the frequency of service the aim was to win more people out of cars and into buses.

An initial skirmish appeared to be taking place with EN transits being noted in the evening peak. 0716 was seen showing 7 with a blank destination; 0717 was running just ahead of a CBT service 5, showing 88 and again, no destination.

13th September 1993: News of the Badgerline stockmarket float appeared in EG.

14th September 1993: The letters page of the EG carried the headline *Keep the minibus out of Colchester*, an account of a journey from Clacton to Walton, which the writer had clearly not enjoyed. The recruitment advert no longer appeared.

15th September 1993: The EG front page broke the news, *CBT BUSES MAY BE SOLD OFF*. The councils Policy & Resources Committee had the previous evening, at an emergency meeting, held in private, voted unanimously to look into the sale of the company so that it could remain viable. Leader of the ruling Liberal Democrats said that with Badgerline floating on the stockmarket it could be the death knell for CBT and the small operators in the area. "The whole lot could go in 12 months". Heddingham Omnibuses (HO) Robert MacGregor said he was taking steps to fight EN, while Barry Osborne said he would wait and see what happened, but felt that rural routes were safe. Robin Orbell denied Badgerline wanted to force competition out of business.

16th September 1993: The EG reported that CBT had revealed that it was working on a survival plan which could be unveiled by the end of the month. A letter appeared accusing the paper of bias towards Badgerline as the initial story had been front page news while the CBT response the next day was on page 7. An editorial called for CBT sell off the be closely scrutinised to ensure, whatever the outcome, the public were provided with the most efficient and cheapest service. The EN small-ad cannot have met with a great response as it is now a display-ad four times the size.

17th September 1993: Under a front page headline *WAR DECLARED IN BUS BATTLE* the paper reported that CBT had accumulated losses at the end of 1992 of £360,000. Colchester Town Clerk John Copley said that consultants were to be called in. "It's like Davis & Goliath, we have the stones but not the slings and have to find equal muscle so that CBT can fight back, otherwise there may not be a fair competition." The editorial headed *Fight against this monopoly* accepted that CBT in its existing form was doomed and called for a suitable partner to be found to ensure competition. A number of hand stenciled posters appear in CBT buses *Help Save CBT, Don't let Eastern National take over Colchester*

20th September 1993: The EG reported *Half-price fare hopes* above a story that a second battle front was to be opened in Clacton. HO were to give EN a taste of their own medicine and have as many minibuses and buses as them in Clacton by early next year and could mean fares cut by half. Robert MacGregor said "EN may well think they can wipe out CBT by the New Year and polish off HO and Cedrics by the summer, but they are going to have to climb over the dead bodies to 180 buses to do so." Ray Connor of Cedrics said that many customers had asked for a service to Clacton, but none was planned for the near future. Michael Holden, EN Manager for N Essex said "WE have a comprehensive service and no way are we going to give it up." In a separate story the early retirement of two directors of CBT was reported. General Manager Clive Sampson and Operations Director Nicholas Collins were to leave at the end of the month. Mr Sampson stressed "Our leaving is co-incidental, but the saving will help". Stale news as his leaving had been reported in Bus Business dated 21st August. Posters removed from CBT buses as text is misleading.

21st September 1993: The EG reported that fears were growing in Clacton as the bus war could mean traffic chaos. Both EN and HO admitted there could be a problem, although HO were hoping to avoid the Tesco stands and use the stand outside the Nat-West Bank and those in Jackson Road. HO hoped to create 32 jobs in the town. Tendring councillors appeared to welcome the moves if fares were brought down but were concerned at potential traffic problems. Two letters appeared, one in support of CBT and one applauding the move to sell them off.

22nd September 1993: *Bus battle moving to new fronts*. The EG reported that CBT had confirmed that it intends to expand into mid Essex and by slashing fares take away customers from existing services provided mainly by EN. Personnel Manager Brian Wilding said the company was gearing up for an increased level of competition in Braintree and Chelmsford over the next few weeks and could be recruiting more staff. If the move went ahead they have the use of new buses they are adding to their fleet. He added that if the company was sold off there could be an employee buy out. Robert MacGregor said he was right behind CBT and would not put on any services in Braintree or Chelmsford in competition with Colchester buses. Robin Orbell said "We have been the traditional operator in these areas". A letter appeared expressing concern at the poor poster campaign by CBT.

23rd September 1993: The EG carried a letter slamming minibuses, the writer apparently recalled traffic obstructions caused by EN competition against CBT in the Fifties & Sixties!!!! CBT were reported to be introducing a service to Braintree as from 1st November. By the evening peak red A4 day-glo posters had started to appear on CBT buses *CBT under threat by minibuses. Don't lose use, use us. We are your bus co. Use us, don't lose us. Colchester Borough Transport, service as normal*. Drivers are also wearing badges, *Junk the Skunk. Ride CBT*, a reference no doubt to the similarity in colouring between that animal and a badger.

24th September: The ECS revealed that accountants Price Waterhouse had been called in as consultants and given two weeks to produce a report on CBT. The council's Policy & Resources Committee would decide the next move at a meeting on October 7th. The five figure fee would be recovered from the proceeds of any sale which took place as it was understood that this would raise sufficient to clear all debts. The Town Clerk however stated that the sale is just one option, but speedy action was needed. Details of the CBT incursion into enemy territory were announced by Mike Roots; "Following the principles of EN to improve services in Colchester, it is CBT's intention to provide additional services. These are in addition to providing an adequate network of bus services in the Colchester area". Details of two services to Clacton and one to Braintree followed. Another letter in support of CBT appeared. The EG carried a strange advert. *They're coming!....* Below this the start of a drawing of what looked rather like the roof of a Mercedes 608D minibus. HQ Atlantean noted parked up on the CBT layover bay in Stanwell Street.

27th September: Large posters appear on CBT buses, *Health Warning, CBT under threat. Use us or lose us*. In the EG *They're coming!.... Are they!* Half a destination box added to the drawing. A letter from a Clacton reader appeared in support of EN.

28th September: *Who are? What are?* is added to the EG advertisement and the full destination box shows *??/??/??*

29th September: *The mini buses* is added and half a driver revealed. In a letter Michael Roots responds to the earlier comment on posters and states that knowing how unpopular our minibuses were....particular with the elderly, I think we might put up a good fight".

30th September: *They start next week* has been added to the EG advertisement and 61/62/64 appears as the destination. A half page advertisement gives details of the new services, although previous reports had indicated that the 66/A/B would commence on 4th October this is not now the case.

In a feature spread across the top two thirds of two pages the future for CBT is reviewed. This repeats much of what has been printed earlier, and although going somewhat towards explaining the position of former municipal bus operators in a deregularised industry misses many important points. In an interview with Michael Roots he states "EN is convinced it can put us out of business; from its point of view, it is easier to do that than buy us out". He stated that he hoped they would be sold with the buyer being required to retain the network and secure the staffs future. Comments from members of staff feature and comparison is made between Colchester fares and those in Bristol. Everyone is reported as staying "until the end" with no defectors to Badgerline although clearly the workforce is not happy at the way the council has handled the matter.

1st October: The ECS story reviews the situation to date, CBTs Nick Collins confirmed they were withdrawing from the West Bergholt to West Mersea route as they "were doing something else with the buses". A letter is published from an enraged reader who slams privatisations in general. Pages from the past covers 30th September 1933 and a Traffic Commissioners sitting where twelve operators objected to EN taking bookings to/from intermediate points between Colchester and Clacton on their London express service as this was unfair competition and would result in undercutting of fares.

The EG advertisement now has just the words *They'll be here Monday* above the drawing of a minibus. On the letters page two customers write in support of CBT. Robin Orbell writes in praise of minibuses and points out that EN were a profitable company and claimed that as well as withdrawing from the West Mersea route CBT were going to reduce peak hour services. A letter from CBT staff points out that Badgerline have ignored the non profit making services such as schools buses and while admitting the company was running at a loss, this was small if taken in perspective, and that with their new management team in place profits in excess of £100,000 per annum were anticipated, all to be ploughed back into the company.

2nd October: CBT drivers get practice in locating Clacton as a major signalling problem results in a rail replacement all day. CBT place notices in buses advising passengers to be aware of mini buses and other vehicles, usually green and yellow, operating a few minutes ahead of their traditional buses.

3rd October: EN Transit 750 noted at Hythe, showing "20 Harwich", route learning.

4th October: The Phoney War is over and the new services commence.

EN Service 61: Greenstead (Hamlet Drive) - Shrub End - Stanway (Tollgate West). 2 per hour, 61B slots in to give 20 min headway over most of route.

EN Service 61A: Greenstead (Elm Crescent) - Prettygate - Stanway (Fiveways) Three times per hour

EN Service 61B: Greenstead (Hamlet Drive) - Longridge - Shrub End - Stanway (Tollgate). Hourly.

All Mondays to Saturdays from approx 0630 to 1830, some early journeys do not run on Saturdays.

EN Service 62: Monkwick (Gosfield Road) - Town Centre - St Johns - Highwoods (Tesco)/Severalls Industrial Park. Half hourly.

Towards Monkwick, a full circuit of the town centre is made, thus a bus enters the Bus Station heading for Monkwick only to re appear 6 minutes later still heading there. With the Colchester traffic this could take five times as long in the evening peak. Morning peak journeys towards Gosfield

Road omit both the town circuit and Monkwick Estate. Evening peak from Gosfield Road omit Monkwick Estate.

EN Service 62A: Town Centre - Ipswich Road - High Woods(Tesco)/Severalls Industrial Park. Half hourly.

Both operate from approx 0615 (Mon to Fri) 0715 (Sat) to 1830 with the Industrial Park served instead of Tescos in peak hours Mondays to Fridays.

EN Service 64: Greenstead (Centurion) - Shrub End. Every 20 mins.

Full route Mondays to Saturdays from approx 0720 to 1730 (Mon to Fri) 1830 (Sat). Mondays to Fridays from 1730 to 1945 runs in two sections from North Station to Shrub End and North Station to Greenstead. Otherwise

EN Service 64A Greenstead (Centurion) - St Michaels. Every 20 mins.

Full route Mondays to Fridays from approx 0800 to 1730 and Saturdays from approx 0900 to 1500. Mondays to Fridays from 1730 to 1945 operates in two sections, North Station to St Michaels and North Station to Greenstead

EN Service 64B Shrub End or St Michael's to North Station. 5 journeys early morning.

EN Service 64C Greenstead (Centurion) - North Station via either 64 or 64A route. 5 journeys early morning.

Noted on first day:

Services 61/61A/61B: 214 219 223 224 231 237 238 243 245

Services 62/62A: 215 220 240 242

Services 64/A/B/C: 213 216 218 221 222 239 241 246

Spare: 217 (replaced 240 on 62/62A mid morning)

In addition to offering their normal peak and off peak returns inside the old Inner Area for the first time, a new travel card is available, the Castle Card, giving unlimited travel around Colchester for £5.50 per week, £20 per month or £55 per quarter. The quarterly ticket is remarkable value and equates to a fare of less than 45p a trip if used twice a day Mondays to Fridays. As an introductory offer an extra week is added to the monthly ticket and two weeks to the quarterly. The area covered is according to the graphics in a press advertisement - Eight Ash Green, General Hospital, West Bergholt, Severalls Park, St Johns, Ardleigh Church, Elmstead Market, Fingringhoe, Abberton Lion, Wivenhoe, Heckford Bridge and Stanway Swan. As eagle eyed readers will spot Wivenhoe appears to have been moved to somewhere around Layer/Birch and the hospital and West Bergholt have changed places!

The EN mini bus operation appears to be experiencing teething troubles with much late running and bunching while in the evening peak both operators suffer problems when Hythe railway gates stay down for a quarter of an hour.

CBT have letters to customers detailing the company history and asking them to stay loyal. It points out the normal Colchester Travelcard is valid on all CBT and EN buses. Half fare concessions for the elderly now available all day. Duplicate journeys appear to be in operation along Ipswich Road and Mersea Road. Two Hedingham ANs, both Red/Cream parked up in CBT yard, one showing 16 School Service, the other 16 Town Service.

The EG has the story on page three with a headline *Buses queue for customers* below a photo of EN213 picking up on Greenstead in front of CBT79 and reported that at one point four buses were waiting for custom. Four customers were interviewed, one didn't care as long as he got to work; another thought that it was stupid but if it kept fares down and meant more buses all well and good. One lady said she would boycott minibuses while another was worried her son would become unemployed. An unnamed EN driver said it would be "absolute chaos the first week" while a CBT driver claimed they were trying to beat CBT buses to the stop.

The paper stated that 12 minibuses had been transferred from Clacton and 10 from Western National. Robin Orbell said that the gap in Clacton had been plugged with new buses brought in from a sister firm in Bristol. "Clacton has received 10 brand new vehicles so there will be no adverse effects on services there". He believes a number of operators can run happily side by side in Colchester as several have for some years. "Colchester has traditionally been served by more operators than anywhere else in Essex. When we did this, the first reaction of CBT was 'you're killers', but their second reaction was to withdraw their service from West Mersea, why?" He said 40 new jobs had been created with a further 18 in two weeks time when seven extra "big" buses are introduced.

5th October: EN244 noted. The East Anglian Daily Times has a photo of EN246 ahead of a CBT OM and a Lynx. Customers interviewed by the journal appeared more in favour of the new services, one saying any improvement to services on Greenstead would be welcome. An EG editorial wonders if passengers will stay loyal to one particular operator on a wet and windy morning and is concerned at traffic congestion. Letters again show the concern of two readers while a TGWU secretary with a Queen St address writes in general terms on the bus industry and wonders if the paper would have shouted so loudly if CBT had been part of British Bus or Stagecoach and attacked ENs country routes. He states that Hedingham is not small and under threat with 100 buses and in the past bid without success for Eastern Counties, CBT and Osbornes but gained five others.

Rerouting of certain 74/77/178 journeys from 26.9.93 are for the benefit of those resident in University accommodation on Greenstead and not part of the bus war.

Service 74: 0840 to 1140 ex Colchester depart 10 minutes earlier; 1535, 1635 and 1735 ex Clacton arrive 10 minutes later, all operate via Greenstead Estate as 74D.

Service 77: 2030, 2130 ex North Station depart at 2042 and 2142. 2000 2100 and 2200 ex Wivehoe run 10 minutes later and operate via Greenstead Estate. Additional journey, University 0020 via Greenstead to Bus Station 0038. (The latest start/finish in Essex??)

Service 78/78A/178: 1904 ex Brightlingsea operates via Greenstead arriving Bus Station 1947. 2230 ex North Station runs at 2242. 2313 ex Brightlingsea runs at 2325, operates by Greenstead and arrives Bus Station 0007



17th October:

1st November

CBT Changes to certain services.

CBT 109 Colchester - University - Weeley - Clacton

HO Clacton services?

1945 93 Ipswich - Colchester

2132 118 Ipswich (Rail Station) - Wivesham - Otley - Framlingham -  
Wickham Market - Tuddenham - Ipswich

|      |    |                                   |
|------|----|-----------------------------------|
| 2323 | 93 | Ipswich - East Bergholt - Mistley |
|------|----|-----------------------------------|

1912 86 Ipswich - Claydon

|      |    |                   |
|------|----|-------------------|
| 1930 | 86 | Claydon - Ipswich |
|------|----|-------------------|

1945 113 Ipswich - Somersham - Stowmarket - Haughley

2055 86 Haughley - Stowmarket - Ipswich

2205 113 Ipswich - Somersham - Wattisham Camp - Stowmarket - Haughley

2335 86 Haughley - Stowmarket - Ipswich

1916 97 Ipswich - Shotley Gate

|      |    |                        |
|------|----|------------------------|
| 1952 | 97 | Shotley Gate - Ipswich |
|------|----|------------------------|

|      |    |                                         |
|------|----|-----------------------------------------|
| 2018 | 95 | Ipswich - Holbrook - Brantham - Ipswich |
|------|----|-----------------------------------------|

2111 86 Ipswich - Claydon

2129 86 Claydon - Ipswich

2144 97 Ipswich - Shotley Gate

2213 97 Shotley Gate - Ipswich

2315 97 Ipswich - Shotley Gate

2343 97A Shotley Gate - Holbrook - Manningtree

2023 90 Sudbury - Ipswich

2115 90 Ipswich - Sudbury - Lavenham - Ipswich

2315 90 Ipswich - Sudbury

|||||

## Correction to EBN350 :

- 2711 (91 TVX) Reference to this vehicle with Drivesafe (N-PSV) should be deleted, information should have applied to 97 TVX and not to 91 TVX.
- 2717 (97 TVX) Still at North (dealer), Sherburn, 12/92, ex Drivesafe (N-PSV), Newcastle. Subsequently to Youth for Christ (N-PSV), Drifffield, 2/93.

## Correction to EBN352 :

- 1710 (WN0559L) This vehicle should have been listed as 2202 (WN0559L); vehicle was acquired 5/92 (see EBN338) and is N-PSV (see EBN343). Used for transport of disabled persons. We are indebted to T. Spindler of the Council Vehicle Society for this information.
- \*\*\*\*\*
- 380 (VYO 767) Noted at Whitby Abbey, 8/93, presumably still owned by Marshall, Leicester (as caravan).
- 431 (LWC982J) Withdrawn by Cushing, Great Yarmouth (as caravan), 5/91. (see also EBN312)
- 438 (608 JPU) Ward Jones (dealer), High Wycombe, by 6/93. Last reported as withdrawn by Brewer, Caerau, by 8/71 (when they were still independent !), and then seen in Newport, Gwent, 8/75, with "Bethlehem" fleetname. Where has it been hiding for the past 18 years ?
- 1057 (TJN980W) Sold by Davies, Ebbw Vale, 3/90. (addnl. information EBN323)
- 1201 (BN0687T) Unknown N-PSV operator, Warwick, by 7/92. Last reported as Sykes (dealer), Carlton, 9/88 ex. Cropley, Ffosdyke.
- 1301 (XHK214X) Cleverly, Cwmbran, 11/91, ex. Hills, Tredegar.
- 1401 (PWC345K) East Leeds Comets (N-PSV), by 10/91, ex. Moreton Hall School (N-PSV), Harpenden.
- 1407 (XVW632L) Ripley (dealer), Carlton, by 7/93, ex ADT Auctions, Manchester.  
(CSV 219)  
(WWB920L)
- 1413 (XCO882L) Withdrawn by 1st Weston Scouts (N-PSV), Runcorn, 7/91.
- 1430 (MOO 975) Withdrawn by Alton, Derby (N-PSV), 10/81. (Reported NS213 as Aytton, Derby) but quoted this time as B45F (1354, MOO 175 was B45F, whilst 1430 was DP41F)
- 1527 (LP0452J) Buckinghamshire Road Car Co., 452, 7/93 ex. Johnson, Hanslope, 452.
- 1546 (SVW274K) Carter, Colchester, 5/93, ex Essex County Council (education)(N-PSV).
- 1600 (B457WHJ) Is now PSV with London Borough of Havering, 169, 5/93.
- 1658 (KCG615L) Unknown scrap dealer, 3/92, ex North (dealer), Sherburn. (see also EBN327)
- 1703 (WN0552L) Withdrawn by East Midland Motor Services Ltd., 531, by -/92.
- 1716 (WN0565L) as 1658, 2/92 (see also EBN323)
- 1722 (NEV679M) as 1658.
- 1741 (HAR487N) Hardwick (breaker), Carlton, 5/93.

|      |           |                                                                                                                                                                                                                                                                                                                                              |
|------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1754 | (LJN662P) | Giles and Gaymer, Coseley, 662, 7/93 ex. Danks and Gaymer, 662, Coseley. This business (t/a Metrowest) passed to West Midlands Travel control on 13/7/93, with partners from Metrowest (D. Gaymer) and West Midlands (J. Giles). For the present the business will continue to operate separately as the new partnership.                    |
| 1790 | (PEV702R) | as 1754, fleetnumber 790 (see also EBN347)                                                                                                                                                                                                                                                                                                   |
| 1812 | (VNO735S) | Re-numbered 815 by Sheffield United Tours, Sheffield; allocated to Greenland garage of South Yorkshire Transport.                                                                                                                                                                                                                            |
| 1829 | (VNO731S) | as 1754, fleetnumber 731.                                                                                                                                                                                                                                                                                                                    |
| 1852 | (YEV310S) | Wigley (breaker), Carlton, by 4/93. (T)                                                                                                                                                                                                                                                                                                      |
| 1891 | (BNO681T) | as 1852.                                                                                                                                                                                                                                                                                                                                     |
| 1931 | (MHJ727V) | Frontline, Dordon, Tamworth, 7/93. A controlling interest in this operator was acquired by Badgerline Holdings, 6/93. (see also EBN353)                                                                                                                                                                                                      |
| 1937 | (STW 18W) | as 1931.                                                                                                                                                                                                                                                                                                                                     |
| 2802 | (BVX678B) | Ripley (dealer), Carlton, 7/88, ex Berwickshire Activity Bus, Duns (N-PSV). (additional information to NS258)                                                                                                                                                                                                                                |
| 2808 | (FWC426B) | "Gone", by 6/91, ex Voluntary Services Bureau (N-PSV), Belfast, Northern Ireland.                                                                                                                                                                                                                                                            |
| 2861 | (RHK346D) | Now thought that the report of this vehicle going to Northern Ireland (NI) was an error for London, NI. Still extant (presumably in NI, 2/92) (additional information to EBN346)                                                                                                                                                             |
| 2904 | (WVX531F) | Reported as North (dealer), Sherburn, by 4/93, ex Knottingley Emblems Jazz Band (N-PSV). Previous reported (EBN326) as passing to North, by 2/91, ex Jazz Band. Has this vehicle been owned by the JB between 1991 & 1993 and been serviced by Norths in the interim, or has the vehicle been at Norths 1991 - 1993 ? Clarification awaited. |
| 3053 | (LJN648P) | Re-numbered 948 by Brewer, Port Talbot, by 6/93.                                                                                                                                                                                                                                                                                             |
| 3203 | (HRP671N) | Barfoot, West End, 10/92.                                                                                                                                                                                                                                                                                                                    |
| 3204 | (LBD840P) | Dismantled for spares at Colchester garage, 8/92; remains to scrap, 5/93.                                                                                                                                                                                                                                                                    |
| 3216 | (FRP907T) | Hand, Horsley, 4/93; ex JBS (Brown), Bedford. (see also EBN361)                                                                                                                                                                                                                                                                              |
| 4509 | (B697BPU) | Is numbered 368 with Northumbria Motor Services Ltd., Newcastle. Allocated to Gallowgate garage, Newcastle and used on service 308 to Tynemouth. (additional to EBN335)                                                                                                                                                                      |

## THAMESWAY

WANTED - Sub Editor for Thamesway urgent. If your interested then please contact Peter Snell or Paul Harvey. If this column is to continue then someone in the membership must be able to help.

### Allocations

A Hadleigh Mercedes is now operating from EO - believe 356 is the vehicle.

### General

A number of HH Mercedes have now acquired the badger symbol behind the rear wheel including 315,330 and 338. On London Transport 193 drivers off duty is now taken at Tesco Roneo Corner Romford while new take overs are done at Romford market. HH was to acquire a couple of Leyland National 2 from Eastern National but these vehicles are now intended for Colchester services. On September 4th and 5th Thamesway were involved in Underground replacement between Leytonstone and Newbury via Woodford direction vehicles noted were 3113, 4004 and 4010.

### Service Revisions

- 2 Winter Sunday timetable introduced from 3rd October
- 20 Rerouted via Southend Kursaal instead of Lifstan Way and Woodgrange Drive from 29th August
- 111 ECC contract service increased to Weekdays from 4th October
- 200/1 New ECC contract service between Ongar(201) or Harlow(200) and Buckhurst Hill Sundays only commencing 3rd October
- 201 New ECC Contract service between Ongar and Loughton Station weekdays early morning and evening service commencing 27th September (Daytime service operated by Wests)
- 252 New ECC contract service between Waltham Cross and Chingford Mon to Fri peak hours only commencing 18th October
- 253 New schoolday ECC contract service between Waltham Abbey and Chingford commencing 1st November
- 351/Continued operation of ECC contract weekday evening service between 451 Chelmsford and Brentwood from 1st November
- 552/3 ECC contract service between Grays and Chelmsford withdrawn after 30th October

### Publicity

250 dated 13-9-93

### Unusual Workings

- 18-9-93 PD247 noted on services 70/73/80
- 21-9-93 HH356 noted on service 193
- 24-9-93 HH1409 noted on service 20A

### Footnote

Thamesway which operates services in south-east Essex says it will be business as usual after it is floated on the stock market. Thamesway is part of the Badgerline Group which is to be floated in November. The company states passengers will not notice any difference in services after the move. (From Evening Ekco)

Additional THAMESWAY news,

#### NEW VEHICLE.

601 L601 MWC Volvo B6R Northern Counties B40F. for LRT services.

This vehicle was exhibited at The Bus & Coach Show at the N E C Birmingham .

Vehicle Sold 0755 **D755**RWC Frontline Buses Tamworth 9/93

#### Allocations.

356 HH BD 1823 BD HH,1881 BN HH..

**NEW**

167 L888 YTT Volvo Olympian Northern Counties H47/29F new 10/93  
This has the Palatine II body, similar to 166 but with the addition  
of a lower deck rear window. It has a Volvo engine and the yellow  
plastic Arianne seats. The other bus in the order, 168, will be  
exhibited on the Northern Counties stand at the Coach and Bus Show  
being held at the NEC Birmingham between October 7th - 10th.

**ACQUIRED**

202,203 B102,103 WUW Dennis Dominator - Northern Counties H43/27D  
new 11/84. These were converted to H43/31F before entering service.  
Chassis numbers - DDA 1001/779,780. Body numbers - 2633/4  
These were ex London Coaches, Wandsworth, 9/93- new to London Transport,  
nos H 2/3.  
**ALLOCATIONS** - 202/3 = NP.

**SERVICES**

257 Frequency increase from 25 SEPT 93 to x10 mins Mon-Sat peaks/daytime  
(ex x15 mins) & to x15 mins Mon-Sat evenings and Sundays (ex x20mins)  
D4, D6 diverted in Poplar to run via Robin Hood Lane, northbound, i.e.  
via the Sunday D6 route, due to Bazely Street being closed for two  
months from 04 OCT 93.

**GENERAL**

Recent railway jobs have included Liverpool Street to Tower Hill or  
Aldgate East on Sunday 19 September to replace the Circle and Hammersmith/  
City lines, and Dagenham East to Hornchurch to replace the District line  
on Sat/Sun October 9/10th. The RM has been in use at Ilford's Hainault  
Street bus stand in late September early October for use as a rest room  
while the real rest room is being re-decorated. NP based mk1 Metrobus  
103 (JHE 196W) was on loan to DM depot for approx one week in mid-  
September.

**DISPOSALS**

571 (BLS 671V) being stripped for spares at DM depot, 7/93 on  
906 (GDR 206N) Ensign, Rainham, 366, 7/93, as 043/24T, for use in the  
London sightseeing tours fleet- an additional entrance  
has been fitted in the offside.

Additional news

168 carries registration number L888TTT



**EASTERN NATIONAL**  
For people on the move in Essex.....and beyond

## HEDINGHAM

### Services

- 14 Further timetable revisions introduced from 9.10.93.
- 16 Passed to CBT with effect from 7.9.93.
- 80 Revised route and timetable introduced from 1.11.93.
- 84 As for service 80.
- 84A As for service 80.
- 131 Extra services introduced from 8.11.93. with a full Monday to Friday service.
- 600 Revised to operate Monday to Friday from 8.11.93.
- 700 NEW SERVICE. Introduced from 8.11.93. on Monday to Friday operating between Walton and Clacton via Holland.
- X15 Revised to operate between Clacton and Cambridge from 8.11.93.

### General

Following the closure of Nayland depot, the area of open ground known as The Perry, vehicles not required during the school holiday were moved to Hedingham. Other vehicles were moved to the premises still owned by Norfolks eg. the small sheds in the village and maintenance was carried out there. A new depot at Meekings Road, Chilton Industrial Estate, Sudbury opened in early September. This is a fenced compound and is home to 3 Atlanteans, 2 VRs, 3 Coaches and a Leyland National. Further to EBN 353 the rebodied Tiger is now reported as still being at East Lincs and will not be completed for another month or so.

### OTHER OPERATORS - REST OF ESSEX

APT RAYLEIGH Volvo/Plaxton PJI 2417 has passed to Genial Travel, Colchester a new operator. A second VR has been acquired and is CBV 10S.

BISS Service 19 had its Thursday service revised from 26.10.93.

BLACKWELL ABBESS RODING A recent addition is D927 BHD thought to be a Toyota/Caetano.

BLUE TRIANGLE Service 500 was revised from 3.10.93. and operates every two hours between Romford and Harlow. A two hourly service between Buckhurst Hill and Harlow numbered 200 has also been introduced to retain an hourly service between these points.

BRANDON BLACKMORE END Have acquired Setra APT 42S from APT Rayleigh.

CAMBRIDGE COACH SERVICES Service 38 will be revised from 31.10.93.

CARTERS A new service 758 will commence on 1.11.93. on Mondays to Saturdays between East Bergholt and Colchester.

CLINTONA BRENTWOOD The two Talbots for the Easybus services are L471/2 DOA. Services 98/99 will have a revised route and timetable from 1.11.93.

DISTRICT BUS Minor revisions will be made to services 100-6 from 1.11.93.

FARGO RAYNE A new Sherpa minicoach to report is L668 WFT.

GRAHAMS KELVEDON Service 383 was revised from 6.9.93.  
 HARRIS BUS From 31.10.93. operation of service 552 passes to Fargo between Chelmsford and Basildon as service 152, and 352/3 to Thameside between Basildon and Aveley. Timetable revisions will be made to services 372/5 from 1.11.93. Service 381/2 journeys will be withdrawn after 30.10.93. being part replaced by Thameside service 379. From 18.10.93. the 0516 ex Chadwell was withdrawn. DAF/Plaxton 6330 FH was the vehicle involved in the tragic accident in France. An ex Southampton Atlantean OCO 117S has been acquired.  
 ISLAND TRAVEL CANVEY Ford/Duple HVX 362T is now in use as a driver trainer in the Chelmsford area.  
 KNIGHTS GREAT BRAXTED Acquired is FNM 851Y a Mercedes 608D minicoach.  
 ONGAR COACHES Service 395 will be withdrawn after 29.10.93. Services 394/6 will pass to Townlink from 1.11.93. with a revised route and timetable.  
 RIDGEON STANFORD LE HOPE Have acquired NIW 3926 a Scania with what is thought to be Caetano bodywork.  
 S&R WESTCLIFF Yet another Southend based minibus operator, with G620 NFL a Ford Transit.  
 STEPHENSON ROCHFORD Recent acquisitions are GUG 132N a Leyland National ex M&E Shoebury and CBV 17S an ex Southend Transport Bristol VR. Tiger/Duple B224 WEL was acquired from Wesses and operated for a short time, but has now been sold. Further disposals are MSL 21X and JHW 120P to Essex Thameside, Canvey. Bristol VRs sold are WWY 120S to Cedric, Wivenhoe and EWR 164T to a Scottish based firm. Two ST Tigers were hired on August 29th and 30th and used on services 11A and 222, to cover for VRs on Rail Replacement work.  
 VANTAGE Services 209 and 217 pass to Townlink from 3.11.93. Slight timetable revisions will be made to service 364 from 30.10.93.  
 WAYS BOREHAM Colin Sigston who lives about 100 yards from this firms premises has not yet seen G138 KKW (EBN 353 refers). This was reported by the PSV Circle as acquired but may be an error.  
 WESTS COACHES Service 201 was revised from 3.10.93. All ECC tendered journeys passed to Thamesway and a revised timetable was introduced. The evening services on routes 214/5/9/20 will be revised from 1.11.93. Services 252/3 pass to Thamesway and 254 to Townlink from 1.11.93. A new service numbered 255 commences from the same date operating hourly on Monday to Saturday between Waltham Cross and Epping.  
 WICKS BRAINTREE Recent additions are HFX 425V a Ford/Plaxton. SIB 8345 and C746 DVG are also here, further details unknown.  
 WIFFEN FINCHINGFIELD Have acquired WRR 370M a Bedford/Duple ex Galloway but new to Barton as 1332.

# Southend Transport

## Operations

An additional alteration from 28th August is that routes 6/6B now operate to Eastwood and Belfairs on Saturdays.

In addition to the regular Routemaster operation of routes 3A, 29 and 63, the following is a list of scheduled 'odd' Routemaster workings.

1. 1735 Central Bus Station-Rayleigh Station returning at 1846
- 4A. 0831 Bournes Green-Central Bus Station  
1510 Garage-Bournes Green
- 4B. 0730 Central Bus Station-Little Wakering returning at 0801
5. 0706 Garage-Thames Drive  
0900, 1000, 1100, 1700, 1800 Central Bus Station-Thames Drive  
0734, 0819, 0934, 1034, 1134, 1605 Thames Drive-Central Bus Station
- 5A. 0804 Thames Drive-Bournes Green  
1525 Bournes Green-Thames Drive
7. 0741 Shoeburyness Sportsman-Central Bus Station
9. 0704 Garage-Hullbridge  
0802, 1532, 1702, 1732 Central Bus Station-Hullbridge  
0755, 0855, 1625, 1755, 1825 Hullbridge-Central Bus Station
16. 1746, 1820, 1850 Chalkwell Station-Eastwood Kent Elms
23. 0737 Eastwood Belgrave Road-Leigh Station
- 23A. 0711 Eastwood Rise-Leigh Station returning at 0733  
1831 Leigh Station- Eastwood Kent Elms
61. 0759 Sutton Cemetery-Central Bus Station
69. 0742 Central Bus Station-Sutton Cemetery

## Vehicles

Routemaster 104 has been re-registered to . WLT 797 has been noted on a Volvo car in the Shoeburyness area(!)

Fleetline 221 is now in the latest livery featuring a red band below the lower deck window line.

Withdrawn Routemasters 101/114/119 are in store at London & Country Crawley.

Routamsters 115/117/120 have been seen in service after their withdrawl date of 28th August

Bristol VRs 351/353 are now in service with London & Country at Guildford on the Guildford and West Surrey operation.

Leyland National 719 (GGE 162T and 781 (XPD 231N) have been acquired by London and Country. 721 (GGE 165T) has also been reported as passing to London and Country as well as Citybus! clarification is required

- |       |            |                                                                                                                                                                                           |
|-------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 306   | CBV 17S    | The sale of this vehicle to North Western (EBN353) did not take place and the vehicle has now been acquired by Staphensons of Rochford who are operating it in Southend Transport livery. |
| 341   | CJN 441C   | Fowler, Holbeach Drove ex Road Car 3099 (Road Car acquired it with Lincoln City Transport)                                                                                                |
| 524   | EBM 438T   | 5.93 Smith, Langley Park ex Deka                                                                                                                                                          |
| 914/5 | JTD 390/5P | Are now in Crosville Wales green, white and yellow livery and hsvc been numbered DDL190/5.                                                                                                |

A BTE-V registered Leyland Leopard (probably 206 ex Brighton), has been seen in a white livery working for Fuggle af Benenden.

Is it a bus?....Is it a train?....

Visitors to Southend seafront (and indeed some other seaside resorts around the Country), may have noticed a new phenomenon - the land train. The land train is a motorised vehicle consisting of an 'engine' and three 'carriages', it is 12m long and carries nearly 60 passengers picking up at bus stops along the route. The Southend land train also operates 'off road' using a public footpath to get to the top of the Cliffs. A flat fare of £3 is charged. Reading this description of the land train, you would assume that being in direct competition with the bus service, the operation would have to conform to (and go to the expense of) PSV regulations. Regulations such as route registration, operator and vehicle licensing, compliance with driving hours and PSV excise duty. This is not true however, as land train as we understand, is exempt from these regulations having been granted a Vehicle Special Order (VSO) under section 44 of the Road Traffic Act 1988.

Far be it for us to suggest that this is unfair competition, draw your own conclusions from the facts that I have outlined above!

#### "New buses within twelve months"

That was the prophecy made by Southend Transport's Graham Torrance when speaking the Enthusiast Group meeting at Rochford on 21st September. Vehicles were a major concern expressed by Mr Torrance who told us that the age profile of the fleet was in the bottom 10% of operators with over 50 vehicles. No final decision has been made yet but dual-purpose double-deckers are a favourite. Mr Torrance spoke at some length about the past year and the recent sale of Southend Transport to British Bus plc. Mr Torrance also spoke of the "wasteful competition" that had built up in the town with Thamesway over the past few years. Thamesway's attack on fares in the area in 1992 took a toll on Southend Transport leading to a situation of "no profit, no investment and no motivation" which brought the company "close to bankruptcy" at the end of 1992 leading the Council to accept the Accountants recommendation that Southend Transport be sold as a going concern. The sale of Southend Transport has already been chronicled in these pages although Mr Torrance made it clear that British Bus plc had no corporate policy and Southend Transport would remain quite separate ((there is no likelihood of us seeing East Lancs products in Southend!). It is clear however, that the company had to be turned in to a profit-making situation. Indeed 1993 will be seen as a year of major cutbacks. To show just how wasteful competition can be, Mr Torrance had figures that showed two service cuts (1.93 and 8.93) had seen no reduction in revenue! The service cuts of 28th August were particularly significant and Mr Torrance stressed the importance of withdrawing "un-profitable routes such as the 20 and 50", Mr Torrance also denied that there had been any agreement reached with Thamesway over these cuts. To maintain service levels at evenings and weekends, it has also been necessary to make some other cuts. Tickfield works will be closed by the end of the year and there will unfortunately have to be some more staff reductions,

When Southend Transport is back on an even keel, Mr Torrance saw areas where the company could expand and his overall prediction was that "Southend Transport has a rosy future".



A warm and sunny June 26th saw a band of members and friends board a high-spec DAF/Van Hool from the Harris of Grays fleet for the Group tour to the East Midlands.

Our first stop, the town of Northampton has three claims to fame: brewing Carlsberg, (probably), shoe manufacture and ownership of the UK's most profitable bus company - Northampton Transport Ltd. The first-named is prominent with a sponsored roundabout, spoof LMR totem at the railway station and modern brewery. Evidence of the footwear industry was negligible, although the people walking in front of our cameras at the bus station were undeniably wearing its products. But we had come to inspect the premises of the third: the archetypal Victorian municipal, but surprisingly light and airy, former tram depot, where a range of Northampton buses spanning 46 years were on display for us.

Stars of the show were the two preserved Daimler CVG6s, a type synonymous with Northampton for many years: NCB-bodied 154 of 1947 and Roe-bodied 267 of 1968, the last example bought. More recent were National and Fleetline single-deckers in npsv use, one of the remaining VRs, an Olympian, a Renault minibus and the current standard - K-reg Volvo Citybuses in single and double-deck form. An unusual municipal depot fitment for the connoisseur of such features, and a sign of the quality standards still prevailing here, was a "Dusting Schedule" - a board on the wall to indicate dusting status, with a hook and coloured discs for each bus - red for awaiting dusting, (presumably by a squad of "chars" armed with Pledge and Ken Dodd-type dusters), blue for "done". Of course, in other less exacting fleets, an "Are there still 4 wheels on the bus" or "Are all the body panels more-or-less the same colour" chart might be more appropriate, but I digress. Our next stop was the town centre for a photo-session at the cavernous Greyfriars Bus Station, where United Counties produced striped Alexander and NC-bodied Olympians, ex-Devon General VRs and the unique former Grampian Ford A0609/Alexander 1003, (still PCV-licensed but mainly used for crew ferry duties), and Northampton a stream of VRs and Volvos. Another curiosity encountered here was an oversized set of buffer-stops, to prevent buses from running back down the slope and demolishing the coach passenger departure lounge.

Proceeding northwards, Midland Fox Wigston depot was next on the agenda. Having had a fair innings from a batch of early DMSs, Midland Fox have been back for second helpings of the B20 variety, which, with some ex-SYT Fleetlines comprise the main allocation. Other depot inhabitants, in varying stages of repair/disrepair included some ex-Fen Travel Sherpas with completely rusted floors, a preserved DD12, the ex-Inter Valley Link Olympian over the pits, and a DMS from which the entire lower front, cab, axle and all, appeared to have been forcibly wrenched, as if in some spectacular, Jurassic Park-style encounter.

For the final part of the trip, two options were available: for the select few, (well, two actually), train to Kettering, to sample the Peterborough Bus Co (aka Viscount) "Old Scarlett" (aka FLF 453), on its scheduled service to Northampton, there to rejoin the coach, or for the majority, 2 hours free time in Leicester. The cameras of those staying in Leicester were soon working to capacity recording among others: Olympians ex-Kentish Bus and Merseyside, Metrobuses ex-SYT and Kelvin Scottish, Sherpas, Transits, Mercs and Ivecos in the Midland Fox fleet, Dominators, Falcons, Dodges and Ivecos in the latest, rather sombre maroon/white-liveried Leicester Citybus fleet, Stevensons ex-Liverline Tiger bus, etc. Then, an uneventful cruise home, not forgetting to pick up the Old Scarlettees at Northampton.

Our thanks go to Northampton Transport and Midland Fox for their hospitality, the organisers, Andy, Derek and Ian, to Bernie and Dave for their work in the drivers seat, (and raffle prize contributions), and to Harris's for sparing a frontline coach at a very busy time.

*[David Harman]*

## COLCHESTER BOROUGH TRANSPORT



The major news this month is that CBT is to operate three out-of-town services. Starting on 1.11.93, these will be:

70 Colchester and Braintree;  
109 Colchester and Clacton via Weeley; and  
174 Colchester and Clacton via Thorington.

All will be run at hourly intervals, Mondays to Saturdays, evenings excepted, and require two buses each.

From the same date, service 7/7A/7D will be withdrawn between Blackheath and West Mersea and will be revised to run every 30 minutes between West Bergholt and Blackheath, Weir Lane. It will be interworked with service 8, which will be extended from Gosfield Road to Weir Lane. Service 9 will be withdrawn. Service 9A will be revised to run to Severalls Park via Highwoods. Some service 2 journeys will also run to Severalls Park, and there will be minor timetable changes to other services.

On 7.9.93, CBT took over schooldays-only service 16, Old Heath and St Helena's School, from Hedingham Omnibuses. This involves two journeys each way. From 25.9.93 CBT hired two of Hedingham's 86-seat Atlanteans for use on this service, namely L187 and L189 (CBV306/8S).

The extension of evening journeys on service 1A on 21.6.93 (EBN 353) was a circular one from the Centurion, via Hickory Avenue and back to the Centurion, in a clockwise direction. Only buses terminating at Greenstead are affected; journeys starting at the Centurion do not serve the Elm Crescent area.

The sightseeing tour of Colchester was operated from 28.6.93 to 4.9.93, Monday to Saturday (except bank holiday) at 1130, 1400 and 1530. On most days open-top 55 was used.

Michael Roots, chairman of CBT, has strongly denied the report in EBN 353 that the company has any intention of disposing of coaches 105 to 109. Such a move would leave only two eleven-year-old Tigers, whereas bookings are being taken for well beyond the end of the summer season.

The Essex County Standard of 24.9.93 reported that Colchester Council had commissioned a report from accountants Price Waterhouse on the future of CBT, which was due to be put to the Council's policy and resources committee on 7.10.93.

The dates of recent repaints at Magdalen Street were:

|              |       |                                                                    |
|--------------|-------|--------------------------------------------------------------------|
| March 1993:  | ON 44 |                                                                    |
| June 1993:   | ON 42 |                                                                    |
| July 1993:   | LX 32 | (fresh overall advert for Keith Cresswell Windows: white with red) |
|              | ON 41 | (full rear advert for Castleward Motors/Peugeot)                   |
| August 1993: | ON 45 | (full rear advert for Castleward Motors/Nissan)                    |

---

BRITISH RAIL RESIGNALLING WORK  
SHENFIELD COMMISSIONING  
26-31 AUGUST 1993

Colchester Borough Transport (CBT) provided replacement bus services for British Rail over the Late Summer Bank Holiday weekend whilst resignalling work was carried out in the Shenfield area. On the Great Eastern Lines CBT were assisted by Capital Citybus (CCB), Southend Transport (ST) and Stephensons Coaches of Rochford (SPH). The bus services provided were as follows:-

Thursday 26 August:

ROMFORD - SHENFIELD (Non Stop)  
GIDEA PARK - SHENFIELD (All Stations)  
Supplementary Service during evening peak: 6-CBT 6-CCB

Friday 27 August

SHENFIELD - ROMFORD (Non Stop)  
SHENFIELD - GIDEA PARK (All Stations)  
Supplementary Service during morning peak: 6-CBT 6-CCB  
Supplementary Service during evening peak: As Thursday

Evening Service from about 1930 hrs.  
SHENFIELD - BILLERICAY - WICKFORD  
(one journey to Southminster, one journey to Farnbridge)  
Plus some late journeys Gidea Park - Wickford; Romford - Ingatestone;  
Gidea Park - Colchester.  
7-CBT, 6-CCB, 5-ST.

Saturday 28 August:

|                                      |                    |
|--------------------------------------|--------------------|
| Romford - Ingatestone (Non Stop)     | 9 CBT              |
| Romford Stand-By                     | 2 CCB              |
| Ingatestone Stand-By                 | 2 CBT              |
| Shenfield - Ingatestone              | 2 CBT              |
| Romford - Wickford (Non Stop)        | 7 ST; 3 CCB; 2 SPH |
| Romford Stand-By                     | 2 CCB              |
| Wickford Stand-By                    | 1 ST; 1 SPH        |
| Gidea Park - Wickford (All Stations) | 6 CCB              |
| Shenfield Stand-By                   | 1 CCB              |

Sunday 29 August:

|                                      |                              |
|--------------------------------------|------------------------------|
| Romford - Ingatestone (Non Stop)     | 6 CBT                        |
| Romford Stand-By                     | 1 CBT (plus 1 CBT 0800-1200) |
| Ingatestone Stand-By                 | 1 CBT (plus 2 CBT 1000-1700) |
| Shenfield - Ingatestone              | 2 CBT                        |
| Romford - Wickford (Non Stop)        | 6 ST; 2 SPH                  |
| Romford Stand-By                     | 1 CCB                        |
| Wickford Stand-By                    | 1 SPH                        |
| Gidea Park - Wickford (All Stations) | 6 CCB                        |
| Shenfield Stand-By                   | 1 CBT                        |

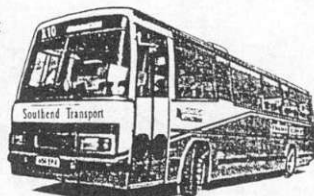
Monday 30 August:

|                                         |                              |
|-----------------------------------------|------------------------------|
| Romford - Ingatestone (Non Stop)        | 9 CBT                        |
| Romford Stand-By                        | 2 CCB                        |
| Ingatestone Stand-By                    | 2 CBT (plus 1 CBT 1600-2300) |
| Shenfield - Ingatestone                 | 2 CBT                        |
| Romford - Wickford all stns to Southend | 12 ST; 4 CCB; 4 CBT; 2 SPH   |
| Romford Stand-By                        | 2 CCB                        |
| Southend Stand-By                       | 1 ST; 1 SPH                  |
| Wickford Stand-By                       | 2 CBT                        |
| Wickford - Southminster                 | 2 CBT                        |
| Gidea Park - Wickford (All Stations)    | 6 CCB                        |
| Shenfield Stand-By                      | 1 CBT                        |

In addition on 28/29/30 August the Shenfield - Ingatestone service was extended to Hylands Park to cater for start and finish of evening performances at the Chelmsford Spectacular, requiring an additional 2 CBT.

The Norwich - London INTER-CITY Service was replaced by an hourly coach service between Witham and Liverpool Street on Saturday, Sunday and Monday which CBT sub contracted to Eastern National who hired the following operators:-

Beestons Coaches, Hadleigh, Suffolk  
Brentwood Coaches, Brentwood, Essex  
Brandons Coaches, Blackmore End, Essex  
CBT Coachways, Colchester, Essex  
County Bus & Coach, Harlow, Essex  
Grahams Coaches, Kelvedon, Essex  
Grey Green Coaches, Stamford Hill, London  
London & County, Guildford, Surrey  
London Coaches, Wandsworth, London  
Hedingham Omnibuses, Little Tey, Colchester, Essex  
Jacksons Coaches, Bicknacre, Essex  
Kings Coaches, Stanway, Colchester, Essex  
Lodge & Sons, High Easter, Chelmsford, Essex  
Osborne & Sons, Tollesbury, Essex  
Thamesway Ltd., Brentwood, Essex  
Sampson Coaches, Hoddesdon, Herts.



# COUNTY BUS & COACH - LeaValley Thameside Townlink

## FLEET

### New Vehicles

VPL 501 L501 M00 Volvo B10M Plaxton Premiere 350 C49FT new 9/93 in Sampson livery

### Vehicle Reinstated

SN 319 UPB 319S was kept by County Bus and was not transferred to Citibus as was planned

### Withdrawn Vehicles

BCL 501 DB51 CNV sold to Bob Vale (dealer) Southall, 9/93

LD 552 OMA 504V transferred to Citibus, Chadderton, 8/93

MB 807 E997 UYG sold to Burns, Paisley, 9/93

### Repaints

9/93 MB 752 from Yorkshire Evening Post colorbus to CB livery  
SN 227 from Ray Powell Garages colorbus to CB livery  
SN 319 from MGM Cimenas colorbus to CB livery  
TL 20 from old Green Line livery to all white for future colorbus

### Allocation Changes for 1 October 1993

|         |                  |        |                    |         |                    |
|---------|------------------|--------|--------------------|---------|--------------------|
| AN 238  | Grays to Ware    | LD 552 | Ware to Citibus    | SN 227  | Harlow to Ware     |
| BCL 501 | Edmonton to Sold | MB 807 | Delicensed to Sold | SN 319  | Retained at Harlow |
| BTL 10  | Ware to Edmonton | SN 213 | Harlow to Grays    | VPL 501 | New to Ware        |

### SERVICES

3 October 250 Alternate journeys on Sundays re-routed between Loughton Station and Debden, Langston Road via Roding Road and Oakwood Hill instead of Borders Lane as service 240.

30 October 370/373 Revised timetable incorporating running time adjustments.

501 On Saturdays extended beyond Brentwood to Lakeside in line with Monday to Friday operations. Minor adjustments to Monday to Friday afternoon timetable incorporating later departures from Lakeside.

724 Minor adjustments to Monday to Saturday timetable incorporating additional running time between Stansted Airport and Harlow Bus Station on Heathrow Airport bound services only. Service also revised on Sundays to operate via Roydon between Harlow and Stanstead Abbots.

803 Minor running time adjustments to late Saturday afternoon timetable.

804 Revised timetable incorporating frequency reduction Monday to Friday off-peak and Saturdays from 10 minutes to 12 minutes and deletion of Playhouse Square loop.

807/809 Routing combined within Old Harlow resulting in the withdrawal of route 809 and frequency reduced from 1/2 hourly to hourly. Converted from minibus to big bus operation on Monday to Friday.

808 Minor timetable adjustments.

811 Minor timetable adjustments.

- 31 October 352/353/379 The new Sunday network in the Grays area is not jointly operated with Harris Bus. The 'component parts' are currently operated by either County Bus or Harris Bus.
- 1 November 37 NSSu 1730 Bancrofts Road to South Woodham Ferrers Rail Station is advanced to 1724.
- 383 NSSu 2037 Brentwood Road Estate to Grays extended to Lakeside. Additional journeys NSSu 2111 Lakeside to Brentwood Estate and 2137 Brentwood Road Estate to Grays.
- 392 NSSu 1547 Mark Hall School to Hertford advanced to 1542 and to operate 5 mins earlier between Mark Hall and Harlow Bus Station only. Additional journey on Monday schooldays - 1515 Mark Hall School to Water Lane.
- 500 NSu 2253 Bishops Stortford to Harlow Bus Station extended to Potter Street.
- 505 NSu 2105 Harlow to Walthamstow retarded to 2120.
- 805 Minor adjustments to Monday to Friday am peak timetable.

From 30 October/ 1 November the following services will be scheduled tri-axle operations :-

- 347/348 Saturday service  
 349 Monday to Saturday service  
 711 Last am Redbridge 'short'  
 805 Monday to Friday am peak

#### GENERAL

##### Airport Coaches

BTL 40, C140 SPB Tiger/ Berkhof of Speedlink began a period of long term loan on 15 September. BTL 28 of County Bus (Sampson fleet) is to be transferred soon in exchange for H370 GRY Toyota/ Caetano of Airport Coaches.

##### Citibus

7 and not 8 Leyland Nationals were acquired from Southend Transport - 66E 165T stayed with Southend.



# NATIONAL EXPRESS

This is my first article for this new section my reports will be covering the Essex, Cambridgeshire, Suffolk and Norfolk counties. If any members have any information for this section please send it direct to me at my home address.

## Service 305 (Southend to Liverpool)

This first article on National Express deals with the service 305 from Southend to Liverpool daily from Southend Central Bus Station.

The service is operated by Paramount Leisure of Stoke on Trent, the two type's of vehicle used are either a Volvo Expressliner or a Volvo Plaxton Paramount coach. Also this service is not a rapide service so it makes two stops on route. Stopping for about 55 minutes:

A: One a Cambridge Drummer Street.

B: The other stop is made at Birmingham Digbeth Coach Station.

There is also one stop made on the return journey from Liverpool as well as the other two stops already mentioned, the other stop is at Hanley Bus Station for a change of driver and to refuel e.t.c. The driver that has just taken over at Hanley then drives the coach down to Southend and stays overnight, the following morning the driver takes the coach up to Liverpool and again stays overnight and then changes over again at Hanley.

In next months National Express section you will find the following:

Services operated from.

A: Cambridge Drummer Street.

B: Birmingham Digbeth Coach Station.

Also a small section on rapide services.

What is a rapide services.?.

Finally for this month is there any member who also has an interest in National Express and would be [REDACTED] maybe able to help me in the production on these articles. Also if there is member who actually works for National Express any help would be greatly appreciated.

Nick. Robinson



Heddingham & District L159, an ex-South Midland coach-seated VR was booked for the Group Tour on July 17th, and proved an appropriate choice in view of the capacity crowd of members and friends boarding. As a bonus, our driver proved to be well-known East Anglian enthusiast, photographer and writer Geoff Mills, so the chances of getting lost were minimal!

After loading a large contingent at Chelmsford, (where many gained their first sight of EN's new, more cheerful livery), we called at the Little Waltham yard of Brentwood Coaches. Here, examples of the school bus fleet of VRs, clad in "City" brown and cream were extracted for the battery of cameras, whilst the heritage fleet of two OBs and an AEC Regal, (used on the ECC Moores Anniversary route), were inspected with interest. The former Shamrock & Rambler OB soon found itself the centre of attention, an unusual feature being the tachograph located under the bonnet - an apparently perfectly legal arrangement. Attempts to move the OB were unsuccessful until it was realised that petrol engines tend to start more readily if the rotor arm is actually in the distributor and not resting on the front bumper!

On to Boreham, where Hector Boon was on hand to welcome us and to show us where his front line Setra, Scania and DAF coach fleet would be parked, were it not hard at work elsewhere! But, we had really come to view his well-cared-for collection of school-bus Atlanteans, and the brace of ex-Colchesters, the Leeds-style ex-Pegg, the nearside-staircased ex-Tyne & Wear and doyen of the fleet, the E-reg ex-Lothian were all duly promenaded for a veritable phalanx of photographers.

Heddingham & District provided our next trio of depots: - Kelvedon, (KN), the former Moores garage, where two Bedfords, one ex-EN and the other a survivor of the batch of South Wales saloons, (automatic-gearboxed, and thus, less than popular, fuel consumption-wise) were positioned. Other, adventurous spirits located the former EN (and Heddingham) YMQS/Wadham-Stringer, now with nearby Grahams, whilst the local butcher supplied copies of the Moores service timetable. At Little Tey, (CR), the VR took on fuel, while the cameras took in one of the LH's, (which have now spent more time with H&D than with their original owners EN), and coach L100. Finally, at Sible Heddingham, (HD), where the past 30 years have seen the ex-Letch sheds and hardcore parking transformed into a spacious and well-equipped modern depot, three "Leyland big cats" - two Lynxes and a Leopard saloon purred into life for our delectation.

Our lunch-stop was set for Sudbury, but anyone expecting a leisurely pint in a quiet pub would have been severely distracted. A bus war is flourishing hereabouts and the bus station was a hive of activity: Beestons Nationals versus Chambers Olympians on the Bury road, and versus Chambers Lynx on the Cornard circular; Chambers Talbots, (with outsize fleetnames) versus Beestons Nationals on the Long Melford route. If a fraction of the occupants of the cars thronging the adjacent two supermarkets were to travel by bus, all this extra capacity might begin to make economic sense! Next stop: Beestons, Long Melford, where the ex-Theobalds Bedford saloon, ex-Grampian Atlantean, a DMS and ugly duckling, ex-Rhymney Valley VR/East Lancs were wheeled out for photographic consumption.

Our final trio of Heddingham depots started with, what Bob Palmer reminded us, would be our very last visit to Nayland (ND), to record Atlanteans in a choice of red or green, the sole green VR and a Reliance. The depot has changed little over the years: the shed on the left is still just on the verge of collapse, held up by a chassis member of unknown origin, whilst odd spare parts are still here and there - anyone needing a front dome for a preserved Nottingham AEC Renown should hasten to Nayland without delay. At Walton, (WN), a selection of VRs was extracted from the line-up, including youthful, DiPTAC-endowed L197 ex-Wycombe Bus, whilst one member voluntarily went through the bus wash! Our final visit was to Clacton (CN), where, not to be outdone by Another Bus Company, Heddingham now also have a modern depot in the Gorse Lane Industrial Estate, home on this occasion to an ex-Trent VR and the former Ribble Sherpa, now consigned to contract work.

A spirited run down the A12 concluded a enjoyable day for all. Thanks are due to Heddingham & District, Boons, Brentwood Coaches and Beestons for making us welcome, to the organising team for the behind-the-scenes work, and to Geoff for his efforts behind numerous wheels. [David Harman

Below is just one of the many elderly leaflets in the collection of the Chairman and is available to members through the Timetable Reproduction Service details from Alan Osborne 7 Farley Drive Seven Kings Ilford Essex IG3 8LT.

**Westcliff-on-Sea Motor Char-a-banc Co., Ltd.,**  
PIER HILL, SOUTHEND-ON-SEA. Phone 47 Southend.

---

A  
**Daily Service**  
OF THE  
**ROYAL RED MOTOR COACHES**

WILL BE RUN BETWEEN

**Walthamstow, Leytonstone,  
Wanstead & Forest Gate**

AND

**WESTCLIFF-ON-SEA and  
SOUTHEND-ON-SEA,**

Leaving James Powell Livery Stable at Hoe Street Station at  
8.30 a.m.; Leytonstone Station, 8.40 a.m.; Wanstead 8.50 a.m.  
and Forest Gate 9 a.m.

RETURNING FROM SOUTHEND-ON-SEA AT 6.30 P.M.

Chars-a-Bancs may be booked for Private Parties, Race Meetings, and Tours of all  
descriptions. Terms on application.

---

**Fares: Single, 6/- Return, 10/-**

---

Luggage can be sent by Carter Paterson & Co., who deliver  
in Southend and District.

---

L. Washburn, Printer, 25 & 27 Queens Rd., Southend-on-Sea.