

ESSEX BUS NEWS

JUNE 1995

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

374



GG Toon

Budget Busway MBZ7145 ready to depart Colchester Bus Station
with the 1140 Service 120 to Braintree on 12th June 1995.

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Ian Ransom regrets that due to domestic duties he is unable to produce the Eastern National - Heddingham - Essex Operators column this month, watch out for double amount next month. However a small amount of notes from member Paul Sparks are included in this issue.

Ian Burton has the following fleet lists for sale. All prices include P & P.

40p - Great Yarmouth Transport 5/95

45p - Heddingham Omnibuses 4/95, Portsmouth Transit 4/95, Thamesdown Transport 6/95

50p - Grey Green 5/95, Q Drive Buses 5/95, Brighton & Hove 4/95

55p - Stevensons of Uttoxeter 5/95

60p - Oxford Bus Company 4/95, Northumbria 4/95, Bristol Omnibus 4/95,
Ensign Buses 2/89

70p - County Bus & Coach 7/95

Please send money and details of which fleet lists you require to:

Ian Burton, 46 Stoneleigh Drive, Hoddesdon, Herts. EN11 9LN.

Mr Peter Stapleton of Way Travel, Chelmsford plans to take RM 378 on the London to Brighton road run on Sunday 23rd July 1995. Any members of the group wishing to come along could they please get in contact with Mr. Stapleton, Way Travel, Dines Yard, Plantation Road, Boreham, Chelmsford, Essex. CM3 3AB. Phone/Fax 01245 467269.

Geoff Toon has sent me a very late entry on the new Essex bus war in Colchester see page 4. Hopefully a fuller report will appear next month.

ACKNOWLEDGEMENTS

EN LTD, THAMESWAY, SOUTHEND TRANSPORT, WM COUNTY BUS, M.WEYELL, I.BURTON, G.TOON, R.DENNIS, P.HARVEY, P.SPARKS. S MENZIES.

Contributions for July EBN should be with sub-editors by 4th July & managing editor by 10th July.



Southend Transport

Vehicles.

Volvo 569 (NXI 9004) was re-registered to (F425 UVW) before entering service.

Volvo 568 & 569 have now entered service.

568 (NXI 9003) on 24/5/95 on a Private Hire to Holland.

569 (F425 UVW) on 28/5/95 on "X" services.

The remaining 4 are still awaited. (565/6/7 & 570).

Disposals.

TR 550 (A250 SVW) to Colchester Transport. (24/5/95)

TR 554 (A154 EPA) to London & Country (Leatherhead Depot) (25/5/95)

Subsequent Disposals.

PD 347 (MHJ 347F) has thankfully passed to a local preservationist. (April 95).
(Ex Plymouth Transport.)

Services.

964 Colchester - London Victoria. (Wednesday,s only.)

Departs London 09:30 Arrive Colchester 12:30.

Departs Colchester 14:45 Arrive London 20:00.

(Return journey does a Tour of Essex on return to London.)

A London lay-over coach does the journey to CR, then returns dead to London.

A coach runs dead from SD, to pick up the return journey and tour.

(Starts 7/6/95.)

Unusual Workings.

ON 283 (MUH 283X) on 17:55 X10 (Aldgate - Southend.)

(ON 256 (A110 FDL) failed at Aldgate)

TR 555 (A144 EPA) on 22:57 8A to Hockley. 25/5/95.

Publicity.

New timetable leaflets for...

X1 group, Temporary Blue/White leaflet dated 28/5/95.

(Green line colour version at printers.)

General.

Wayfarer III Ticket Machines commenced use on 28/5/95.

Vehicles displayed at the Southend Bus & Transport show at Southchurch Park on 4/6/95 were .. VL 569 (F425 UVW) DL 762 (M762 JPA) and former vehicles,

LD 209 (GHJ 509D), PD 347 (MHJ 347F) & rare 263 (GLX 913). An ex L.T

Daimler C.W. The exterior has been restored and wears former S.C.T livery.

Shuttle Train.

The 1995 service commenced on 30/5/95. The service for this Summer is..

Daily from.. 30 May to 4 June. Saturday/Sundays only.. 10 June to 25 June.

Daily from.. 1 July to 3 September.

Using only one train at present. 415 (Q415 DPG).

EASTERN NATIONAL

Clacton will not be operating its two open top VR's this summer, No.'s 3500 & 3501. Both are currently idle in Clacton depot. 3500 is going to Derby and 3501 has a fly wheel oil leak. Replacing them on their summer duties will be ordinary closed top VR's No.'s.

Instructions have gone out from Eastern National management to remove all Badgerline Group Company Notices from the rear windows of buses. No more badgers are to be painted on the side of Eastern National buses and as repaints occur the badgers will be removed; in fact they may be removed more swiftly.

"M" registered Dennis Darts are due for delivery and it is reported that they will be based at the Maldon outstation.

Clacton Mercedes 654 attended the Southend Rally.

DISPOSALS

1909 DAR 131T	Thamesway 1909
1114/5 HHJ375/6Y	Thamesway
1117 HHJ378Y	Badgerline 2214

For all you model fans, local manufacturer Roadscale Models are to release a kit of Bedford OB Beadle Saloons as operated by Eastern National 3925 - 3932 LPU 615 - 622 - and very good it looks too.

late news

G G Toon

As usual a major story on the deadline with Budget Busway having failed to operate their first journeys on time, Ser 120 at 0600 and Ser 12 at 0605. By 0615 nothing had appeared in the Bus Station so I set off to locate their depot. Having directed the driver of Ipswich Buses open topper to the CBT depot to meet up with 55 to go to Epsom for the Derby I was passed by two LNs, MBZ7140/2, this around 0625.

There appeared to be no activity at the depot which is 1/4 mile past the EN one. A motley collection of vehicles could be seen including what appear to be two ex Eastern Counties LNs.

The 0720 ex Colchester 12A did not appear to run but a 12, on time and a 120, 20 mins down appeared along Lexden Road heading for town, each with one passenger.

In response to the competition from Budget Busway, Eastern National are to introduce two additional Service 70 journeys per hour between Colchester and Marks Tey from June 19th. These will be minibuses and operate as hail and ride terminal circuit along Ashbury Drive, Keable Road, Mandeville Road, Wilsons Lane and Godmans Lane serving a housing estate not covered by the main route. Between 0900 - 1500 Weekdays and all day Saturday a fare of £2.50 return, £1.50 single will apply between Colchester & Braintree. A Braintree Rider ticket at 50p return can be purchased as an add-on for those travelling to/from the Braintree estates.

THE END OF AN ERA - Service 11

By Alan Osborne

Tuesday 9 May 1995 marked a significant change in our local bus history. For this was the first day in nearly 73 years that the two large Essex towns, Chelmsford and Southend, were not connected by a 'National' service 11.

After the end of world war I, the National Omnibus and Transport Co. Ltd. was in the process of consolidating its network of bus services based on Chelmsford. Several experimental services were put on, and some were soon withdrawn. The local policy was that each time a number vacancy occurred routes below were moved up by one digit to preserve a continuous series. Thus the number 11 was first allocated to the Burnham service. But in the summer 1921 timetable the 11 was shown as plying between Brentwood and Ongar. The Chelmsford - Southend corridor was covered by service 12 which ran through Stock, Billericay, Wickford and Rayleigh four times daily. By October 1921, the 11 had changed again, it was now running between Bishops Stortford and Braintree, whilst the 12 had been reduced to Monday, Wednesday, Friday and Saturday only, for the winter period.

For the summer of 1922, two services were offered between Chelmsford and Southend, besides the established 12 there was also the 11, in its fourth guise, running by way of Rettendon and Battlesbridge with two journeys daily. Incidentally, the Southend terminal for both services was given as Cobweb Corner, the local name for Victoria Circus, reflecting the maze of tram wires at that point. These two Southend services then enjoyed a period of relative stability, the 12 running throughout the year, with the 11 as an additional seasonal service. The Southend terminal was re-named Victoria Circus in 1927 and then became the L.N.E.R. Station by 1931. The September 1931 timetable listed a choice of three routes between the two towns, following the extension of service 6 on from Woodham Ferrers. In September 1932 service 11A was started, running between Chelmsford and West Hanningfield on Friday, Saturday and Sunday which replaced a facility formerly provided by Davies of Ramsden Bellhouse.

For the summer of 1934, a composite timetable for the 6 and 11 was introduced, the 11 then being regarded as the main service over the corridor. In December of that year the 11A was extended to Grays over former service 35. New services 12A and 12B were started on 11 July 1935 following the acquisition of the businesses of S. A. Amos of Ramsden Heath and A. Davies of Ramsden Bellhouse. From July 1936 the 11A reverted to Chelmsford - West Hanningfield only, whilst from July 1937 the 6 was truncated at Woodham Ferrers leaving the 11 as the main Southend service.

Following the outbreak of hostilities, in December 1939 service 12 was abandoned, and although the 12A and 12B were continued, they are no longer strictly relevant to this history. After the war, the 11 continued much as before, the Southend terminal being re-designated as the E.R. Station and then as Victoria Station. In January 1953 service 11A was absorbed into new service 12 (Chelmsford - South Hanningfield, started on 4 September 1951)

Following the acquisitions of City, Hicks and Westcliff-on-Sea, a comprehensive service re-numbering took place in 1955. Chelmsford area services were dealt with on 18 September when most numbers had 30 added, thus service 1 (Chelmsford - Maldon) became 31. However, as the 11 worked

into Southend it retained its original 'National' number.

The next change to record occurred on 25 November 1956 when some direct journeys via the Rettendon Main Road were introduced on weekdays numbered 11A. This service subsequently became daily from 1 June 1959, however, the Sunday operations ceased after 26 September 1965. On 22 May 1966, a limited stop service, numbered 11E, was started running via Rayleigh Weir and Southend Airport. This service ran daily, except Saturday, and terminated at Southend (Seaway). In the summer of 1967 more limited stop journeys were introduced over the Southend - Chelmsford section, these being numbered 311, 411 and 419, being joined by the 446 the following year. Services 11/11A were amended to serve the Eastern National Bus Station in Southend in 1969. From 28 May 1972, the 11A was much reduced in frequency and ran on Monday to Friday only, being withdrawn completely a year later.

At this point another interesting operation can be recalled. This involved the special Boxing Day only operations over the route by Southend Transport. These started in 1971, and then in the years 1972-4 a through service to Colchester over the 11/31/19 was worked, before reverting to Southend - Chelmsford only in 1975 and 1976, the last year of operation.

The next major service revision to the 11 was on 14 June 1981 when it was extended to Southend Central Bus Station and withdrawn on Sunday. The main service was then provided by the new daily 11A which ran via Downhall Road, Rayleigh. From 29 June 1987, the 11 ceased and all journeys were worked as 11A. Part of the Sunday service was operated by Clintona Minicoaches of Brentwood from September 1988, and a year later the "A" suffix was dropped and Southend Transport provided the Sunday workings. The weekday service then passed to Thamesway on 28 October 1990, and from 3 March 1991, the Sunday journeys were run by Stephensons of Rochford with Southend Transport providing just one return trip.

Service 11A re-appeared again on 12 January 1992 when the Sunday journeys were diverted via Little Wheatleys, and from 28 March 1993 Stephensons (Town Lynx) assumed completely responsibility for the Sunday operation.

Then from 9 May 1995 the main Southend - Chelmsford service was replaced by new daily Eastern National 'Venturer' services 33 and 33X running through to Bishops Cleeve.

However, the Sunday Town Lynx 11A still runs, and thus although the old 'National' service 11 has ceased, its legacy lives on.

Service No. 11

CHELMSFORD, SOUTHMINSTER & BURNHAM-ON-CROUCH.

BUS.		Fridays.		Sundays.	
		a.m.	p.m.	a.m.	p.m.
Chelmsford Station	... dep.	8.0	3.30	7.45	
Danbury, The Griffin	... arr.	8.30	4.0	8.15	
Oak Corner		8.37	4.7	8.22	
Latchingdon		9.0	4.30	8.35	
Southminster		9.25	5.0	8.40	
Burnham-on-Crouch		9.40	5.15	8.45	
Burnham-on-Crouch	... dep.	9.45	5.30	7.0	
Southminster		10.0	5.45	7.15	
Latchingdon		10.25	6.10	7.40	
Oak Corner		10.53	6.38	8.8	
Danbury, The Griffin		11.0	6.45	8.15	
Chelmsford Station		11.30	7.15	8.45	

BRENTWOOD and ONGAR.

	Saturdays			Sundays		
	a.m.	p.m.	p.m.	p.m.	p.m.	
Brentwood, V'shire Greydep	11.45	2.0	6.45	3.0	6.0	
Pilgrim's Hatcharr.	11.56	3.17	6.56	3.17	6.17	
Revelon Hatch "	12.9	3.30	7.9	3.30	6.30	
Ongar, King's Head "	12.20	3.47	7.26	3.47	6.47	
Ongar, King's Headdep.	1.45	3.50	7.30	3.50	6.50	
Revelon Hatcharr.	2.3	4.7	7.48	4.7	7.7	
Pilgrim's Hatch "	2.15	4.20	8.1	4.20	7.20	
Brentwood, V'shire Grey "	2.32	4.37	8.14	4.37	7.37	

This Service will be considerably augmented, of which due notice will be given.

COLCHESTER BOROUGH TRANSPORT

The company has acquired Southend Transport's Tiger coach 550 (A250SVW). It arrived on 24.5.95 and went into the paint shop two days later. It has been numbered 100 and carries the owner's address as Magdalen Street, Colchester, rather than Lesbourne Road, Reigate. It was used for the first time on a private hire on 6.6.95, along with Tiger 104, which has been repainted in blue and white.

As ST's 550, this coach was borrowed for private hire work from 15 to 21.5.95, while CBT's open-top Atlantean 55 was loaned to ST at the same time. 55 also went to Southend for the airshow on 29.5.95.

Atlantean 84 went to Duffields for another new engine on 11.5.95, and 86 went for attention by Ipswich Buses on 31.5.95, as did 75 on 6.6.95.

CBT did railway work between Witham and Colchester on 14 and 21.5.95 and on 4.6.95. It also did railway replacement work between Bethnal Green and Snaresbrook on 27 and 28.5.95, and on the latter date had nine buses on the Ilford to Liverpool Street stretch, along with L&C, Kentish Bus, Guildford and County Bus.

A ticket promotion for McDonalds started on 30.5.95.

WANTED: Photos (prints or copy slides) of the Southend Transport low floor Dennis Lances operating on Basildon area Sunday services 232, 241, 244 during their very brief period of operation there (before ECC decided that they did not comply with the County's interpretation of the DiPTAC specification). Contact Richard Delahoy at 272 Shoebury Road, Southend on Sea, SS1 3TT (01702 588590). All reasonable costs reimbursed.

MEDIA MONITOR

May 16th: The Evening Gazette reports that a member of Heybridge Parish Council has complained that the new service 73 has added 24 minutes to the journey.

May 29th: According to the Evening Echo Thamesway is to offer a 10% discount on City Saver weekly and monthly tickets during June. Rochford Council has launched a campaign for improved bus services and is to seek a meeting with competing companies and other councils. A reader who had written previously regarding the lack of buses between Billericay and Stock between 1815 and 1915 states that Thamesway is to extend two service 40 journeys beyond Queens Park to Stock. He has found that since Thamesway took over all journeys on 152-5 punctuality has improved.

May 31st: Over a week after the appearance of the new ECC timetable book for North/Central Essex revealed that a new operator was to take to the road the Evening Gazette dusts down the 'Battle Of The Buses' headline to front page the appearance of Budget Buses. Jean and Trevor Thornton who left Eastern National a month ago are to employ 20 drivers. Ten buses to be painted red and white have been leased to run on two routes where a maximum fare of £2.40 will apply.

June 1st: Eastern National says in the Evening Gazette that it is unphased by the appearance of Budget Buses, Robin Orbell said "I can only assume they have taken their ideas from our company which has always provided the best service for the customer". An editorial suggests that if timetables suit passengers needs more people could be attracted back onto the buses. In an interview on BBC Essex Trevor Thornton said their service would be second to none and would be providing a quality service, for the benefit of the public. EN now only cared about profit with nothing back for the public. The venture is to cost around £300,000. 8 buses would be used on service work with 2 spares.

June 2nd: The East Anglian Daily Times devotes most of the front page to "Rival Bid to Hit Firm In Bus Row". The announcement of the new rival for Eastern National has come shortly after talk of a new compensation offer for the 'Chelmsford 105' who are to add two additional vehicles to their free service. They will however withdraw services that compete with the newcomer. Trevor Thornton said "We were only going to start up a single bus service but we were so angered at the way our colleagues were being treated we vowed to set up a proper route. There is obviously a need, I have spent eight hours on the phone today answering calls from the public. We have low overheads and are not in this to make huge sums of money. I will be fitter and transport manager and my wife one of the drivers". Mrs. Thornton tells the Essex County Standard that they wanted to operate as a family firm and put public back in public transport. BBC Look East also covers the story. The Evening Gazette reports that a new bus route is to be introduced in Tendring to limit the effects of the cuts to Sunday rail services. ECC is to lay on bus services from Colchester North Station from June 4th. No details are given!

June 5th: The ECC railways officer speaks on BBC Essex about the demise of Sunday rail services and said that it was not their policy to see bus substitution. Changes were being made to contract bus services to link some stations no

longer served with Colchester and rail tickets are accepted. The provision of facilities for Great Bentley and Wrabness was still under consideration. About Anglia has a filmed report on Budget Busway, the fleetname confirmed by footage of ex United Counties LN, KRP562V, shot close to their depot in Haven Road, Colchester.

June 9th: Details of Budget Buses (as they continue to call them) services are given in the Essex County Standard and it advises that the Coggeshall to Kelvedon link reopens a route not operated for decades. Jean Thornton says they will charge £1 return for a Coggeshall to Witham journey.

MM County Bus

SERVING HERTS, ESSEX & LONDON

FLEET

Vehicles On Hire

1603	KHT 118P	Leyland National 11351/1R B52F 1976
1758	PTF 758L	Leyland National 1151/2R B52F 1973

from West Midlands Travel from 5/95
(both have been re-engined with DAF units and are expected to remain with County Bus until 8/95)

Repaints

5/95	MB 795	from 'Hertford Crystal Palace' colorbus to 'FC Green Motors' colorbus.
	TDB 62	from 'Manuka' colorbus to 'Abridge Garages' colorbus
	LP 555	to new CB livery with service 510 branding.

Allocation Changes

5/95	LP 550/1 1603/1758	Ware to Delicensed WMT to Ware
6/95	DPL 406/7 MB 722/3	Harlow to Ware (short term loan for up to 3 months) Ware to Harlow (short term loan for up to 3 months)

SERVICES

21 July	45	Last day of operation.
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GENERAL

Wyatts Green outstation, acquired from Frontrunner South East 7/89, closes after service on 4 August with the residual operations transferring to Harlow.

LOOKING BACK

1955 On June 2nd the Traffic Commissioners granted Eastern National permission to increase single and return fares, but not season tickets. There were also to be no increases in the Bishop's Stortford area where services were co-ordinated with Premier Travel nor on any service where there was interavailability of tickets with other operators. Southend Corporation also received consent to an increase but not on season tickets.

1965 Coaches acquired by Eastern National from Tillings Transport were Bristol MW6G 380-4 (VYO767/8/9 1BxB NWC15) and Bedford SB8 506/7 (6/8 BXB) Dual Purpose vehicles 380 (SLA763) 1415/8(2740VX 804WVW) 1602/3/7 (BNO103/4/8B) went to Tillings. A new timetable appeared on June 4th using the 24 hour clock for the first time. Ford of Althorne withdrew an application to operate a stage service from Maldon to Bradwell.

1975 The first withdrawal of an Eastern National MW was reported 1313 (208MHK). Leyland Nationals 1744-50 (JNO193-9N) were delivered during June.

1985 Southend Transport 250 (A250SVW) was hired to Eastern National on May 26th for an excursion to the Mildenhall Air Show. From June 17th Countrycar services replaced conventional bus services to many villages in the Colchester area. Seaside Specials were introduced from June 23rd, to operate on Sundays, Tuesdays and Thursdays plus Bank Holiday Monday until September 1st. 53E Romford - Clacton/Walton. Additional Sunday journey from North Melbourne. 70E Bishops Stortford - Clacton/Walton 71E Stanway - Clacton/Walton via Colchester estates. 72E Silver End - Felixstowe via Witham Tiptree and Stanway. Southend Transport drivers are driving Culture Bus sightseeing tours in between X1 workings.

COLCHESTER BUSTATION

The temporary stands in use by EN have now been numbered 1 - 6 with bus stops and a bus shelter erected. A shelter has also been provided for the independent operators. EN drivers on services not calling into the Bus Station are now changing over at the Hippodrome stops in the High Street. Demolition of the pedestrian bridge across Queen Street took place in the early hours of May 29th while by the second week in June more than half the car park has been demolished.

17th to 25th June is Green Transport Week and Eastern National are offering 5 Inner and 5 Outer Zone weekly tickets to addicted car commuters living in Rowhedge, Tiptree, West Bergholt or West Mersea who have not considered using public transport and are prepared to try the bus for their journey into Colchester. If the winners continue to use the bus for a further three weeks they can claim a rebate. Great Eastern is running a similar scheme.

THAMESWAY

VEHICLES

Acquired

1114 HHJ 375Y Leyland TRCTL11/2R 8201766, Alexander TE DP53F 2TE/2382/4 4.83
 1115 HHJ 376Y Leyland TRCTL11/2R 8300013, Alexander TE DP53F 2TE/2382/5 4.83
 1844 WJN 564S Leyland National 11351A/1R 04948 B49F 1.78
 1909 DAR 131T Leyland National 11351A/1R 06145 B49F 3.79

acquired from Eastern National in 4.95 (1844) and 5.95.
 1844 was returned to Eastern National in exchange for 1909 (did it operate?)

Withdrawn

1844 WJN 564S Eastern National 5.95

Allocations 1.6.95

601 HH-BN, 1114 EN-BN, 1115 EN-BN, 1412 HH-BN, 1844 BN-EN,
 1886 BN-HH, 1909 EN-HH.
 A second Leyland Lynx is to be transferred to Basildon (see below)

Repaints

317 and 322 are now in the new livery.
 1869 retains Vernon Collard advertising livery.
 1918 was repainted yellow and maroon some months ago, it has no fleetname below the windscreen and black fleetnumber transfers.

Disposals - Initial

1875 BNO 665T 2.95 AJS(dlr), Carlton.
 1922 JHJ 148V 1.95 Classic, Amfield Plain.

Disposals-Subsequent

721 C440 BHY 12.94 Lewis, Cwmaman ex Perry.

BD354 has had its London Transport signs and radio 5.95.
 Refurbishment work at Basildon is due to start in July.

Illustrated below is a Wayfarer III ticket (see Transcard). Note journey details and KFC promotion on the back of the ticket.

10073 From: Victoria Avenue £1.70

NE
7541

THAMESWAY

Issued subject to published conditions



HELPLINE
☎ (01268) 287541

THAMESWAY

810624 524 322 08:12 23 MAY 95 AD SOUTHEND BOV



OPERATIONS

Transcard

Transcard is a new scheme to be introduced to the Southend area. Transcards will be available from a number of outlets and will be available in a number of denominations. Initially the cards will be used to purchase bus travel (Southend Transport, Thamesway and Steohensons) and also at car parks. The card can be inserted into the Wayfarer II ticket machines (now in use and illustrated), a ticket will be issued and the fare deducted from the card (as a phone card). It is hoped to expand the system to cover Rail travel.

Lakeside Shuttle

In an effort to encourage people to travel to Lakeside shopping Centre by public transport, Essex County Council have introduced a shuttle service between the new Railway Station at Chafford Hundred and Lakeside. Thamesway operate the service using two Leyland Lynxes meeting every train between 1000 and 1800. The vehicles will be painted in a special livery and will be kept in contact with BR staff by mobile telephone.

Service Revisions

- 2 Minor timetable revisions from 9 May plus introduction of certain summer Sunday only journeys from Spring Bank Holiday to last Sunday in September. This service now operates through from Southend to Walthamstow instead of passengers changing bus in Romford.
- 3/A/B/C Minor timetable revisions from 9 May.
- 6 (ECC Sunday contract) Revised timetable with route extended to new Tesco.
- 24/A/B Minor timetable revisions and additional journeys Southend-Southchurch.
- 25/A Service withdrawn between Southend and Southchurch and extended via General Hospital to Eastwood Kent Elm Monday to Friday from 9 May. (This replaces the proposed new route 17 - EBN372).
- 25B New Saturday service from 13 May Hadleigh-Southend-Southchurch.
- 27/A 27A follows the 27 route but serves Shoebury Asda, timetable reduced on 27.
- 40 Certain Monday to Friday evening journeys extended to Stock from 5 June.
- 307 (LT Contract) The new contract for this route has been awarded to London Northern (does this mean the end of the Thamesway double deck?).

Publicity

Bus Times for Southend and District dated 9 May.

Workings

The last vehicle to work an 11 was in fact minibus 372 (EBN373)
73/74, 81/82 certain Monday to Friday evening journeys are now operated by minibuses instead of Leyland Nationals.
81/82 certain Saturday journeys are now worked by Leyland Nationals ex Minibus.
7 April 910 on LT D8, 808 on LT 307
8 April 806 on LT W12