ESSEX BUS NEWS

June 1998

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

410



ARRIVA COLCHESTER's FIRST METROBUS EYE 336V SEEN HERE IN COLCHESTER BUS STATION

R TUKE

MANAGING EDITOR:	Peter Snell
Please send your news reports to:	SUB EDITORS:
Southend Transport:	Steve Thompson, 19 Haven Close, Canvey Island, SS8 0LX
Thamesway:	John Weeks, 34 Elliot Close, South Woodham Ferrers, CM3 5YN
Essex Buses & S Essex small ops:	Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE
County Bus:	Ian Burton, 46 Stoneleigh Drive, Hoddesdon, EN11 9LN
North Essex major ops:	Paul Sparks, 87 Thorpe Road, Great Clacton, CO15 4NT
North Essex small ops:	Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR
TOURS ORGANISER:	Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR
PHOTO ORDERS:	Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH
MEMBERSHIP:	Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 OTP

ESSEX BUS NEWS
410
EDITORIAL

410 Focus of the month
410 has proved to be a difficult number and the only one I can relate is an Eastern National service van KEV 410,new in 1945 to Hicks Bros at Braintree it was withdrawn in 1957.

NEWS THIS MONTH
Arriva Southend acquire two Dennis Darts and two Mercedes Varios from Arriva (EH & E).
The 795 service to Brighton is surprisingly withdrawn from 30th May.
Arriva Colchester acquire Dennis Darts.

Meetings
Rochford Meetings Watch this space

North Weald Rally June 28th
Visit the Group stand.
Magnapps Fm Burnham on Crouch August 23rd

ADVERT
BUSES MAGAZINES 1970-1996
FOR SALE only £3-00 per year including postage costs,will sell in whole or in separate years.Contact D.G.Fershaw Tel 01376 330432 evenings after 7pm.

Contributions received from Essex County Council, Essex Buses. Arriva Southend Arriva EH & E,Harrisbus. R Delahoy,R Dennis, C Sigston.I Taylor,S Burden.M Evans.
Contributions for July EBN should be with Sub Editors by 4th July and Man Editor by 10th July.

Southend Sub Editor S Thompson please note new address
49 Meadow View Walk. Canvey Island SS8 9SA.

RANGER TICKET LAUNCHED
On 24th May the new Bus Ranger ticket was launched (the Essex Ranger is still available).The new 5 ticket can be used on First Group services in Norfolk, Suffolk,and Essex (EN Thamesway and Eastern Counties)
The ticket is available in two formats.A one day (Adult £5-50. Sen Cit.£4-50,Child £3-75 Family £11-00).There is also a 3 in 7 ticket which can be used for 3 days spread over seven £13-50. £11-00.£9-00.£27-00).
The Bus Ranger ticket can be purchased from drivers and Company agents.Bus Rnger ticket holders will be able to claim a discount on admission to a number of venues in the operating area.
During the first month of operation a 50p donation on each ticket sold will be made by Thamesway to Little Havens Southend, whilst Eastern National have a similar arrangement with the Cheshire Home at Colchester.

ACQUIRED VEHICLES

Two Dennis Dart SLFs have arrived from Eastern Counties for use on Hertfordshire CC contracts from Bishops Stortford depot. The two Volvo coaches were also acquired from Eastern Counties (Blue Bus) are for use on Braintree commuter services and are allocated to Chelmsford.

727	R458 BNG	Dennis Dart SLF	Plaxton	B37F
728	R459 BNG	Dennis Dart SLF	Plaxton	B37F
1132	131 ASV	Volvo B10M-60	Van Hool	C50FT
1133	6220 WY	Volvo B10M-60	Plaxton	C48FT

All the above vehicles were acquired in 5/98
Chassis numbers of 727/8 are SFD322BR1VGW11551/2. Body numbers are 97.10HLB7629/30. Both are in First corporate livery.
Chassis numbers of 1132/33 are 23426 and 21440. Body numbers are 14069 and 8912VCAP1173. Previous registrations are 1132 - G260 RNS, 1133 - F947 WFA, 1879 RU and F486 LHO. They are both in Blue Bus livery
A number of Leyland Olympians were hired to First Northampton Transport, as a result of the serious flooding that affected the area. The following were there on 10th April and stayed for a few days 4010/12/13/15/18/21.

ALLOCATIONS

4/98 334 CN-D/L(D)
5/98 334 D/L(D) - Reserve; 727/8 Acqd - CF; 1921 CR-CN; 3233 CR-D/L(D)
6/98 1132/3 Acqd - CF

DIVERTED VEHICLES

Four Mercedes Vario/Plaxton minibuses have entered service with Calderline in Halifax. They arrived in Eastern National livery, but were repainted prior to use. They are numbered 2401-4 (R401 HYG etc.).

UNUSUAL WORKINGS

4.4.98. CF 1128 on service 31 (Tiger/Paramount 3500)
17.4.98 CF 1426 on Diamond Service (normally Dart SLF)

GENERAL

Leyland Lynx 1427 has a full rear advert for Colchester Zoo.

SERVICES

631 Introduced on Sundays only between Burnham and Maldon from 24.5.98. to 27.9.98.

HARRIS BUS 

VEHICLES

A three axle Volvo Olympian/Alexander appeared at the Thurrock depot in mid-May. It is not for increased loads on London services, however! It was being stored while on its way to Hong Kong Citybus.
The remains of Atlantean OCO 117S and Talbot F924 ABV have now gone for scrap.
Optare Excel demonstrator P446 SWX, remains on loan at Thurrock depot.

HARRIS COACHES

DAF/Van Hool K95 GEV and N505 CVW have been sold.

OTHER OPERATORS - REST OF ESSEX

ABOUT TOWN MINIBUSES CANVEY This new operator has E270 KPD ex Ace of Clubs, Benfleet.
AIRPORT EXPRESS SOUTHEND Ford Transit G620 NFL has been acquired from S&R Westcliff, who have now ceased operating.
AMBER RAYLEIGH Bristol VR FRP 911T is a recent addition from Stephensons in a dealer capacity. Sister NEL 119P has gone the other way in part exchange.
BJS GT WAKERING Former Essex Buses Mercedes C697 ECV has been acquired.
BLUTE BRAINTREE Appears to have given up as a PCV operator. AFX 228A and B1UTE, which were previously on his minibus are now on limousines.
C&M LAINDON Rover 218SD M913 TYC now carries a PCV disc. An additional Ford Transit is N442 RVV.
CEDRIC WIVENHOE Please ignore any reports elsewhere to the depot fire, all details published in the Essex other operators section are correct. One publication has even suggested that a Bova Futura is to be re-bodied, although how you re-body a vehicle without a chassis is beyond me! The following are here at present, whether owned or loaned is yet to be established, J24 VWO a Volvo/Plaxton Paramount, TJI 4821 a Leyland Tiger/Plaxton Paramount (ex Stephensons) and Bristol VR MFN 45R (ex Fargo, Rayne).
CHARIOTS CORRINGHAM Former Colchester BT Leyland Atlantean TPU 67R has been acquired. Toyota/Caetano E417 MOU is out of use.
CHELMSFORD CAB Further new Ford transits are R696-8 FTW. The following are now withdrawn Transits B128 WWC, G533 BRK, J282 GMF, Sherpas G801 VJU, H114 DUT and VW B405 DWG. A vehicle was involved in a serious accident at Stow Maries in May, thought to be H341 EYT.
COACHSTOP SOUTHEND A recent acquisition is L690 RNW a Mercedes minicoach.
COOK SOUTHEND A Bova Futura L3 LWR (L121 OWF) has been acquired.

DAVITA BASILDON Is another taxi firm using PCV discs. Ford Sierra Estates K693 BSF, K861 WVP and K653 TRY plus Mondeo estate L636 UCE being noted.
EDS MINIBUS EAST TILBURY Peugeot Boxer N846 EBW has been acquired.
FLORIDA HALSTEAD DAF/Duple C305 AHP is a recent addition.
GLEW COLCHESTER What is thought to be the remains of EHJ 52P, were noted in Wheelers scrapyard at The Hythe in May.
GOLDEN BOY ROYDON A new Volvo/Van Hool is R3 BOY, which has a variable seating capacity. Vehicles acquired are L247 YNV (A12 CLN) a Mercedes 814/Plaxton, which has been re-registered YOI 949 and CAZ 2819 (H189 DVM) a Volvo/Van Hool. Leyland Tiger/Plaxton F777 GNA has been re-registered YOI 2805. Vehicles sold are Bedford YLQ/Duple BAZ 8576, Leyland Tiger/Plaxton YOI 2805, re-registered FLD 943Y before departure and Van Hool T815 YOI 949, re-registered F880 UVX prior to departure.
INTACAR BASILDON Is yet another taxi firm using PCV discs, instead of taxi plates. Vauxhall Vectra R963 AVW and R250 BAR carrying discs at present.
KNIGHTS GT BRAXTED Bristol LHS/Plaxton GFM 663X has been re-registered WJI 2832.
M&E SHOEBURYNESS MAN SR280 KIB 289 has been acquired.
MARKS TEY TRAVEL Ford Transit E870 AJR is carrying this fleetname. It is ex Wallis, Halstead, whose disc it is thought to operate on. Also owned are Citroen N854 UDU and Rover Montego G263 SRP, both of which have also been seen with discs.
THROUGH THE LOOKING GLASS COLCHESTER This unusually named operator has a P registration Mercedes/Robin Hood, for which further details are unknown.
TRAVELRICH WEELEY Neoplan L977 MWB has been re-registered UGV 847.
WAYS BOREHAM To correct EBN 409, L579 CND is still here.
WEST WOODFORD GREEN A new Dennis Javelin/Marco Polo is R10 BUS.

STEPHENSONS DEALER STOCK

The following were in the Rochford yard in mid-May:-

OSG 55V and OSG 67V Leyland Fleetline/ECW ex Eastern Counties
B782 FOG Leyland Olympian/ECW coach ex Northern Bus
MPJ 210L Leyland Atlantean/MCW open top ex Southend Transport
TNH 870R Bristol VR/ECW ex ???
VHB 677S a Bristol VR/ECW ex Northern Bus
NEL 119P Bristol VR/ECW ex Amber, Basildon
HJI 3932 (YPJ 502Y) Leyland Olympian/ECW coach ex Northern Bus
A694 OHJ and A696 OHJ Leyland Tiger/Alexander ex Eastern Counties
E518 PWR VW/Optare ex M&E, Shoeburyness
E130 SNY MCW Metrorider ex Barnsley Omnibus
Unidentified Ensign DMS rebuild, thought to be A741 TTW

ENSIGN BUS SALES

Now based at Juliette Way, London Road, Purfleet. The following were some of the vehicles present in mid March.

OHV 712/725/781/786/794/811Y A886/916 SYE Leyland Titans ex London Central
WYW 45T, BYX 190/224V MCW Metrobuses ex London General
A145 AMO B147/9 EDP MCW Metrobuses ex Reading Transport
EGP 25J DMS open top of BBC
EGP 33J DMS open top ex London Pride
MJI 6405 (KNP 1X) Volvo/Plaxton Viewmaster. This is unusual in being 11m long.

EASTERN NATIONAL

EASTERN NATIONAL
a NATIONAL bus company

EASTERN NATIONAL

EASTERN NATIONAL

SUBSEQUENT DISPOSALS

FLEET No.	REG No.	DETAILS.	DATE.
0209	C209HJN	Midland Red West Ltd	
		ex AE & FR Brewer Ltd 220.	**2/98**
221	C221HJN	The South Wales Transport Co Ltd 221.	
		ex AE & FR Brewer Ltd 221.	4/98
227	C481BHY	The South Wales Transport Co Ltd 224.	
		ex AE & FR Brewer Ltd 224.	4/98
302	EJN638	- ? - (preservation), Braintree.	
		ex Eastern National Preservation Group.	by12/97
0712	C437BHY	Hoare, Parkend.	
		Sold by.	1/98
0715	C443BHY	Southampton City Transport Ltd 003	
		relicenced from withdrawn stock as a route servicing vehicle, reseated to B2F.	9/97
0717	C447BHY	Martin (t/a Kinross), Pencoed.	
		ex Kingdon, Pencoed.	9/97
1111	HHJ372Y	Stephenson, Rochford (dlr).	
		ex Eastern Counties 2.	3/98
1125	A694OHJ	Stephenson, Rochford (dlr).	
		ex Eastern Counties 5.	3/98
1127	A696OHJ	Stephenson, Rochford (dlr).	
		ex Eastern Counties 1.	3/98
1713	WNO562L	Andrews (Sheffield), Ltd	
		ex Yorkshire Terrier 2822	2/98
		re-numbered 66.	2/98
1749	JNO198N [ex ACH32A JNO198N]	Scraped by Cave, Shirley.	9/97
1300	XHK213X	Pratt (t/a Jackies Coaches), Moreton Valance	
		Re-reg IUI7211	3/98
1356	MOO177	Bus & Coach Preservation Monthly (dlr).	
		ex 5th Bradford South (1st Horton Grange) Scout Group.	by4/98
1725	SJI5410 [exNEV682M]	Howe, Waddington.	
		ex Pride of the Road, Honley.	by9/97
		Sold.	1/98
1778	PEV690R	Wigley (dlr), Carlton.	
		ex Wessex.	by4/98
1829	VNO731S	West Midlands Travel Ltd 1731	
		ex Bournemouth Airport, Hurn.	2/98

1932	MHJ728V	North, Sherburn (dlr).	
		ex Rider (York) Ltd 1369	2/98
1937	**STW 18W**	**Midland Fox ltd 2152.**	
		ex Stevensons 820.	**9/97**
		[NOT DISMANTLED BY NORTH WESTERN EBN 407/11]	
2763	RWC605	Kool FM, Crestview area, USA.	
		[Found outside Leisure Tyme RV Rentals on Highway 98 Nr Mary Esther 3/98, carries restricted Florida plate MFK98E to expire June 1998]	
		ex Corning Glass Center, Corning, New York.	c-/97

THAMESWAY

THAMESWAY

SUBSEQUENT DISPOSALS

FLEET No.	REG No.	DETAILS.	DATE.
24	F892XOE	Ramm, Sudden (dlr).	
		ex First Choice, Woodston.	2/98
28	G148GOL	LDT Ltd 2208	
		ex Lutonian, Luton.	3/98
		ARRIVA THE SHIRES 2208.	4/98
29	G145GOL	LDT Ltd 2206	
		ex Lutonian, Luton.	3/98
		ARRIVA THE SHIRES 2206.	4/98
36	D507FAE	Jordan, Coltishall (dlr)	
		ex Eastern Counties 759	3/98
202	C696ECV	Morgan, Nantyglo.	
		Sold. [now a Caravan]	6/97
518	J46 SNY	Watts, Old Tupton.	
		ex Kirkby (dlr), Anston.	3/98
519	J48 SNY	Watts, Old Tupton.	
		ex Kirkby (dlr), Anston.	3/98
0755	D755RWC	Mitchell (t/a Endeavour), Birmingham.	
		ex Russell, Sutton Coldfield.	by 1/98
0756	**D756RWC**	**James, Tetbury.**	
		NOT SOLD. [see EBN 407/12	
1116	HHJ3797Y	The South Wales Transport Co Ltd 182.	
		ex AE & FR Brewer Ltd 182.	4/98
1118	HHJ379Y	The South Wales Transport Co Ltd 183.	
		ex AE & FR Brewer Ltd 183.	4/98
1122	A691OHJ	The South Wales Transport Co Ltd 184.	
		ex AE & FR Brewer Ltd 184.	4/98
1124	A693OHJ	The South Wales Transport Co Ltd 185.	
		ex AE & FR Brewer Ltd 185.	4/98

1126	A695OHJ	The South Wales Transport Co Ltd 186. ex AE & FR Brewer Ltd 186.	4/98
1848	YEV306S	Ripley (dlr), Carlton. ex Westbrook (t/a Midwest), Salford.	4/98
3097	UAR587W	The South Wales Transport Co Ltd 947. ex AE & FR Brewer Ltd 947.	4/98
3098	UAR588W	The South Wales Transport Co Ltd 948. ex AE & FR Brewer Ltd 948.	4/98
3108	UAR598W	The South Wales Transport Co Ltd 949. ex AE & FR Brewer Ltd 949.	4/98
3129	XHK234X	The South Wales Transport Co Ltd 946. ex AE & FR Brewer Ltd 946.	4/98

Essex Buses

Eastern National

Thamesway

SUBSEQUENT DISPOSALS

First Eastern National

First Thamesway

FLEET No.	REG No.	DETAILS.	DATE.
240	D240PPU	Jordan, Coltishall (dlr) ex Eastern Counties 760	3/98
1918	JHJ144V	Pilkington, Accrington. ex Linkstart, Craven Arms	2/98
2243	C697ECV	Snow (t/a BJS Travel), Gt Wakering. Via Stephenson (dlr), Rochford.	4/98
2247	D534KJL	Midland Bluebird Ltd 612	3/98
2248	C107HGL	Midland Bluebird Ltd 613	3/98
2250	C232HCV	Jordan, Coltishall (dlr) ex Eastern Counties 762	3/98

NEW VEHICLES

May 1998
417, 418, 419 R417VPU etc. Mercedes 0814D Vario, Marshall B27F.

DISPOSALS

April 1998
201, 1882 To Hardwick (dealer) Carlton

ALLOCATION CHANGES

May 1998
235, D/L – PD, 250, 255, 260 Pool – D/L, 417, 418, 419 New – Pool
606, BN – HH, 1114, 1115, D/L – Pool

REPAINTS

April 1998
1410, 1411, 1422, 4011.

May 1998
606 – In Arterial Express livery, green/yellow/white. This is the first coach to carry a fleet number.

ODD WORKINGS

05/06/98 322 on Canvey Clipper.

NEWS

On June 7, 1998 Mercedes 418 appeared at the Southend Bus Rally, on trade plates, along with 606 & 4022.

Courtesy of Dave Arnold here is a list of Austin FX4 taxicabs used for staff transfer purposes. All are in black livery except 9226, which is in red. Fleet numbers are shown where they are carried on the vehicles; others appear not to be numbered.

9217 - CYR 96V, 9218 - HYE545W, 9221 - EYF134V , 9222 - CYE 68V,
9223 - JYV961W, 9226 - GYO697W, 9227 – GYO613W.
FYN88V, FYN90V, MYO477X, NYK713Y, Q860GRW.

Listed below are routes operated by Thamesway for LRT.

191	Brimsdown Station – Edmonton Green
193	Oldchurch Hospital – Emerson Park (County Park Estate)
362	King George Hospital, Goodmayes – Barkingside Station
379	Chingford Station – Yardley Lane Estate (Antlers Hill)
389	Barnet (spires Shopping Centre) – High Barnet (Western Way)
399	Barnet (Spires Shopping Centre) – Hadley Wood
462	Barkingside – Ilford
D8	Stratford – Isle of Dogs (District Centre)
W9	Chase Farm Hospital – Southgate Station
W11	Walthamstow Central Station – Chingford Hall Estate
W12	Wanstead – Higham Hill (Cogan Avenue Estate)

ARRIVA
Southend Ltd

Acquired 17/5 and 18/6

017/018 P417/418 HVX Dennis Dart SLF Wright Crusader B41F
ex Countybus Lea Valley. Painted in Arriva livery at London Rd Southend.

Acquired 5/98
453/4 R453/454 VPU
Mercedes Benz Vario 0814D Plaxton Beaver 2 B27F
Ex Countybus Lea Valley
Both in Arriva livery on arrival at Southend

017 and 018 have not entered service at time of writing.
453 and 454 are normally on services 6 and 6a.

Subsequent disposals.

Leyland	314	PHJ 953	Classic Omnibus	Folkestone
ex S & M	Benfleet			
Ley Nat	718	GGE 161T	Border Buses	Burnley
Ley Nat	709	JBO 345N	Ripleys	Carlton Dealers
Ley Nat	711	JBO 349N	"	" "
Ley Nat	725	GGE 172T	"	" "

Services
795 Southend - Brighton withdrawn after operation on 30th May.

ESSEX ODDS AND ENDS

Sterling Driver Training has acquired VBC 985X a Ford/Duple ex Clearways (Drivers, Home and Abroad). It is parked at a cafe on the A1013, between Stanford-le-Hope and Orsett Cock.
Ford Transit/Dormobile C753 FFJ (new to Devon General), was parked in Dock Road, Little Thurrock in late 1997, is it still around the area?
AEC Regent V KOW 901F and former London DMS JGF 178K were at the new Maldon Safeway store on 11.3.98. in connection with filming.
Leyland PD3/Northern Counties BUF 279C is parked in a yard in Paxton Road, Clacton.
Hedingham CPU 125X visited Nationwide Seat belts in Maldon in mid March.
A Renault minibus G129 TKR is 'The Wivenhoe Community Bus'.
Leyland National ULO 379R, is at Reeds Farm, Writtle. It is parked next to DLC 692J an AEC/Plaxton of Chelmsford Crystals (Majorettes).
F813 VAC a Talbot Freeway, is kept at Guys Farm Road, South Woodham Ferrers. It has what looks like an MCW coach front end and is being converted to a mobile home.

SOUTHEND CORPORATION TRANSPORT - IN PRINT

A few observations by Richard Delahoy on recent books

Few bus books seem to feature shots of Southend Corporation vehicles, but one which has achieved above average coverage, and with many rare shots at that, is Geoff Lumb's ***British Trolleybuses 1911 - 1972*** (Ian Allan, £14.99). The book is a history of the various trolleybus manufacturers and manages an impressive number of shots with SCT connections, viz:

- p19, top: single decker **103**, seen in its days as an AEC demonstrator; it passed to Southend in September 1927. The photo confirms that the bodywork *was* by Strachan & Brown and the author reports that the chassis was properly classified as type 'XU' (prototype) rather than type '603' (the designation for the production vehicles) as previously thought.
- p22, middle: a good nearside view of **116**, the first AEC 663T to be built, showing clearly its bus style half cab, bonnet and even dummy radiator. The shot also shows the front doors originally fitted in addition to an open rear platform.
- p66, bottom: an interesting rear nearside view of **111**, an English Electric decker, this time fully fronted but again with dual door layout.
- p70, bottom: another rear nearside shot, from the manufacturer's catalogue, of Southend's first Garrett, **104**, the only SCT double decker (motor or trolley bus) to have a rear open staircase.
- p71, middle: a superb atmospheric view of Garrett **105**, again in rear nearside view, loading at Victoria Circus for Priory Park. The livery, with cream from waistrail upwards, is one that I had never seen before on a Southend trolley - for example, the shot of similar 104 in my 1986 book on SCT, shows more green, with three cream bands.
  If only this picture was printed to a larger size . . . !
- p73, both: the well known manufacturer's shot of the unique Gloster, **122**, is supplemented by an interesting view of the chassis, revealing that the electric motor was fitted at the extreme rear end, in a design years ahead of its time.
- p94, top: in post war years, Southend ran five Massey bodied Leyland TB3 single deckers; here we see what was to become SCT **140**, whilst with its original owner, the Tees-side Railless Traction Board. Again, the rear nearside shot reveals a wealth of detail of the platform area, so often not visible in photos.

Two fine colour shots also feature in Reg Wilson's ***Municipal Buses In Colour 1959-1974*** (Ian Allan); the main SCT page features a large shot of Lowlander **325** passing the old gasworks, while in the appendices, we find another large print, of Daimler CWA6 open topper **242** passing under the bridge that linked the gas board's jetty to the gas works itself; that eyesore on the seafront has long since been demolished (although the site remains unused to this day, due to the high level of contamination in the soil).

Incidentally, beware of repeating or quoting from Reg's history of SCT; in a book such as this, presenting thumbnail profiles of so many operators, inevitably a few facts get missed or distorted in the attempt to condense many years of history into one page (photos included)!

ARRIVA
East Herts & Essex Ltd

New Vehicles

Correction to EBN 409, the new Mercedes Varios are MBV and not MB, while MBV 953/4 were delivered to Arriva Southend instead of Arriva East Herts & Essex.

Vehicles In

M266 (BYX 266V), M491 (GYE 491W), M544 (GYE 544W) MCW Metrobus from Arriva London North to Leaside Travel during April 1998.

Allocation Changes to April 1998

BOV 594	HDZ 8354	Ware to Arriva Colchester
M 266	BYX 266V	Arriva London North to Leaside Travel
M 491	GYE 491W	Arriva London North to Leaside Travel
M 544	GYE 544W	Arriva London North to Leaside Travel
M 782	KYV 782X	Grays to Arriva London North
STL 10	BAZ 7384	Ware to Arriva Colchester

Allocation Changes to May 1998

DI 928	J928 CYL	Ware to Sold (Ripley, Carlton)
(This vehicle went for an engine change and was burnt out so is written off)		
DP 321	K321 CVX	Ware to Harlow
DP 545/6	K545/6 ORH	Harlow to Sold (Arriva London South)
DP 951	M951 LYR	Ware to Harlow
M 80	JBO 80W	Grays to Sold
MB 52-4	E352-4 NEG	Ware to Stored
MB 115/54	F115 JGS / F154 DKU	Ware to Stored
MB 706/48	E296 VOM / E448 TYG	Ware to Stored
MB 724	L724 PHK	Ware to Grays (with Thameside logos)
MB 728/9	M728/9 UTW	Ware to Grays (with Thameside logos)
MB 739	N739 AVW	Ware to Leaside Travel Edmonton
MB 741-44	N741-44 AVW	Harlow to Grays (with Thameside logos)
MB 795/6	F795/6 JKX	Ware to Sold
MB 924-6	G924-6 WGS	Grays to Harlow
MBV 940-50/2	R940-50/2 VPU	New to Ware (Correction to EBN 409)
MBV 951	R951 VPC	New to Edmonton (Correction to EBN 409)
MC 540	D40 MAG	Ware to Sold (Dan's Minibus,Woodford Grn)
D45	D45 OKH	Ware to Sold
PDL 207	R207 VPU	Harlow to Ware
SLF 417/8	P417/8 HVX	Ware to Stored at Arriva Southend
TDL 54	C254 SPC	Stored to Ware
TDL 55	C255 SPC	Ware to Stored at Arriva Southend (as of beginning of June was seen operating service 331 out of Ware garage)
TDL 65	C265 SPC	Stored to Harlow
TDL 60	C260 SPC	Harlow to Stored at Arriva Southend
VDL 185/205	185/205 CLT	Ware to Stored at Arriva Southend

MB729 came to Grays with a Leaside logo, but it now has Thameside logos.
The Arriva logo has been applied to the front nearside of vehicles at Grays and Ware.

The 3 Metrobuses at Grays are retained for School Contract services.

SERVICES

9 May	333	Hertford & Ware circular. Monday-Friday 1547 journey Ware to Pinehurst withdrawn.
23 May	201	Ongar - Loughton. Service withdrawn between Tylers Green and Ongar except Monday - Friday peaks. Extended from Loughton Station to South Woodford Station via service 249. No change to ECC contract journeys operated by Thamesway. Improved Monday - Friday peak service between Epping Station and Ongar
23 May	249/549	Debden - South Woodford. Commercial journeys renumbered to 549.
	500/1/2	Changes postponed (see EBN 409)
	724	Changes postponed (see EBN 409)
	M1	WAGN Rail Link Service. Revised timetable to maintain train connections at Ware station.
	856	Harlow Town Service. Revised route and timetable. Route to serve Nortel factory.
25 July	652	North Weald - Brentwood. ECC contract. School service withdrawn. LDO 22/07/98.
	657	Carver Barracks - Newport. ECC contract. School service operated by Walden Travel withdrawn. LDO 22/07/98.
	863	Waltham Cross - Cheshunt Schools. HCC contract. School service withdrawn. LDO 17/07/98

Services operating in Thurrock, other than Sunday services, no longer appear in the South Essex timetable. A local timetable to be produced by the Thurrock Unitary Authority has still not been printed.

LODGE HIGH EASTER

Vehicles pass through or are kept here on behalf of Scania Coach Sales, noted here on 15.4.98 were

NIW 4121 A DAF SB/Caetano
H61 PDW A Setra S215HD
K442BMO A Scania/Berkhof ex Lucketts Fareham
TIB 8568 A Scania/Jonckhree ex Pavilion Travel Brighton.
J710CWT A Volvo/Plaxton ex Holmeswood Coaches
L399 LHE A Scania/Van/Hool.

ARRIVA
Colchester Ltd

On 4.6.98 a Dart B43F, SLF 430 (P430 HVX), arrived from Grays via Enfield, where accident damage had been repaired. It is in Arriva livery. Three similar vehicles are to follow.

On the same day a further ex-LT Metrobus arrived: M493 (KYV 493X). It was red, but entered the paint shop the next day.

Another new vehicle to report this month is recovery truck D732 XJD, which arrived from Tottenham Garage on 8.5.98.

On the deficit side, Atlanteans 76 and 74 (TPU 76R and TPU 74R) went to Beestons on 11 and 12.5.98 respectively.

Bova coach 102 (HDZ 8354) was repainted in Arriva colours between 26.5.98 and 5.6.98.

On 18.5.98 Metrobus 220 went to Enfield for publicity purposes, returning on 3.6.98. It was at the Southend bus rally on 7.6.98.

rad060698

ALONG THE ESPLANADE 1998

Following on from last years review of opentoppers in Essex,the position has not changed a lot.
Castle Point Bus Co.
GRY49D exported to Germany.
PHJ953 Classic Omnibus Folkestone

Arriva Southend
KTF594 still only used for promotional purposes

Stephensons
MBZ7140 has been joined by Bristol VR VHB678S
The ex Arriva Southend Leyland MPJ210L was operated by Stephenson at the recent Southend Air Show but has now been sold to a London operator

Essex Buses
Still in stock are the two Bristol KSWs 2383/4
2383 WNO479 appeared at the Southend Rally and is to leave shortly on a nationwide tour in aid of the Diana Appeal
2384 WNO480 is stored at Clacton

Arriva Colchester
Leyland Atlantean JHK495N for Colchester Town Tour

NORTH ESSEX BUS SCENE

The summer season has arrived, or so we are told, which means First Eastern National have started up their summer route in Clacton. This year they appear to be using just one vehicle, Leyland National Fleet No.1921, Registration No.JHJ 150V. The route runs between St Osyth beach and Clacton serving the popular Highfields Holiday Park.

I understand that Mercedes 608D, Registration No. C230 HCV, Fleet No.2252 has gone to Ponders End depot to help serve the remainder of a commitment there.

From a group member it is reported that Leyland National Fleet No.1890, Registration No. BNO 680T is parked behind the shed at Chelmsford with its engine having been removed. Ex Eastern National Leyland Nationals, Registration No.'s MHJ 726V and STW 19W; Fleet No's 1930 and 1938 respectively are with Rider York. MHJ 729V, (Fleet No.1933), has gone from the Company, whilst WJN 558S, (Fleet No.1838) is with York Pullman as ulilization for schools and works services. Further reportings of ex EN Nationals suggest that JHJ 139V, (Fleet No.1913), is still with Trent and NEV 678M, (Fleet No.1721), is still with Kettlewells of Retford. The latter vehicle has had a Volvo engine for two years. JHJ 148V, (Fleet No.1922), appears in Newcastle on one of Paul Stoke's bus videos painted red, with Classic.

Harwich based Bristol KSW, Registration No.WNO 479, Fleet No.2383 put in an appearance at the Southend Bus Rally on Sunday 7th June. The vehicle takes on a major duty during the late summer by way of a round Britain tour travelling across to Bristol and then onward through Wales and up the entire west coast of the country, before terminating in Aberdeen and returning down the east coast passing through Norwich before its return to Harwich. An interview with Mr. Charlie Powell on BBC Radio Essex recently revealed that it was hoped to raise funds for the Princess Diana Memorial Fund.

Next month I hope to feature an in depth report on one of North Essex's major Coaching Companies: Staines Crusader based here in Clacton. This is a highly successful and very interesting operation and recent fleet changes and different liveries have combined to provide a lot of intrigue amongst enthusiasts and hopefully my article can highlight a lot of this recent interest in the Company.

Paul Sparks, June 1998.



THE CIRCLE LINE ..... BUT IN SUFFOLK ??? (BY IAN TAYLOR)

In the years before de-regulation although bus operators like Barton Transport, OK Motor Services and Premier Travel could all claim to be "independents" this term to me, nevertheless, always conjured up the picture of a sole proprietor. This individual would often own just one or two elderly buses or coaches and operate a couple of routes with a handful of journeys on certain days of the week from a group of small villages into the local market town. Fareline Coach Service (re-named Fareline Buses in 1996), under the sole proprietorship of Jeff Morss, is a classic example of such an operation and is based in the sylvan surroundings of Wingfield Green in North Suffolk.

Fareline commenced operations in March 1974 with a Friday only service from Fressingfield to Diss, and apart from it's extension to Stradbroke to cover for a route withdrawal by Eastern Counties in 1977, the service has survived virtually unchanged to this day. Over the years various other services have been introduced which have taken Mr Morss' vehicles to Harleston, Ipswich, Norwich, Eye and Halesworth although of these, only Ipswich and Eye are served at the time of writing; the latter being on schooldays only. In the main, operations are centred around the Norfolk town of Diss with different route variations running on Wednesdays and Fridays.

Once a week services to seaside towns on the East Coast running only during school summer holidays have become a familiar part of the Fareline network, with the Felixstowe service re-appearing each year since 1981. Walton-on-the-Naze in Essex also featured for four summers in the mid 1980s but survived only until the summer following de-regulation. In recollection of the erstwhile Eastern National 19/19A services from Southend to the Tendring Peninsula, on which Mr Morss remembers travelling regularly from an early age, the Walton service was numbered 9, with the intension to "gap fill" route number 8 at a later date. However the implementation of the county-wide route numbering scheme in 1986 meant that this never occurred. Service 9 was Fareline's longest ever route with a total length of 62 miles.

A spectacularly unsuccessful venture was service 4 which attempted to provide a Saturday shopping service to Diss. Passengers were virtually non existent and the route lasted only six weeks, although another attempt to serve Diss on this day of the week, a decade later, fared rather better and survived for just over six years as part of route 1A.

With de-regulation looming, Suffolk County Council launched a county-wide route numbering scheme in September 1986 which saw Fareline routes losing the "personal" feel of their low numbers in exchange for more anonymous sounding county council ones; some of which were up in the four and nine hundreds. Although the coastal services 7 and 9 were allocated new route numbers upon de-regulation, they had already finished for the 1986 season and so their new identities were not used in service until the beginning of the 1987 season.

Thanks to the retirement of my parents to Suffolk I finally had the pleasure of being able to ride on one of Mr Morss' services in March 1997, after years of correspondence with him by letter. (Fareline is thought to be unique in being the only transport undertaking in this country not to be on the telephone, although Mr Morss has invested in a mobile in the last few years). A life long transport enthusiast he is particularly interested in

the Great Eastern Railway having worked for British Rail at Shenfield many years ago. His interest in the London Underground is also very apparent when one looks around his garden, at "Old Roses", and sees a LT station name board reading "St Pauls" along with his collection of dozens of station lamps. The route branding of the Friday morning circular Diss - Stradbroke - Diss working on route 485 enables his coach to carry an old Underground train "Circle Line" destination plate inside it's windscreen. In addition, the Fareline Buses logo bears more than a passing resemblance to the LT roundel, despite a change of colour to reflect this operator's blue livery.

Mr Morss tells me that there are currently no plans for any major alterations to his network although one of the many handwritten notices in his coach warns that service 485A could be withdrawn along with the re-routing of route 102, at least during school terms, to run direct between Eye and Occold to omit the villages of Hoxne, Denham, Horham and Redlingfield. This is due to poor patronage which has led to losses being incurred throughout the last two years.

London members who wish to sample a Fareline route are advised to travel by train to Diss in time for the Friday departure of the "Circle Line" service at 1023 on which a complete circuit can be made for less than three pounds. The bus arrives back in Diss in ample time for a round trip on Waylands Minibus Service 481 (Diss and Hinderclay circular) for those wishing to sample some more delightful villages and narrow lanes in this peaceful part of the country.

On the following pages is a comprehensive list of every route change that has taken place on the Fareline route network, which has all been thoroughly checked and corrected by Mr Morss for which I am very grateful. Should any member require further information then I suggest that you look out for a copy of "The Starting Line" which was written by the proprietor and covers the years 1974-1984 in far greater detail than is possible here. The book attracted great interest at the time of it's publication and supplies were soon exhausted due to it's very limited print run of only five hundred copies.

At the time of writing, on 14th March 1997, the fleet consisted of two vehicles, a Duple bodied coach registered XGS 761X and former Cygnet Travel Bristol LH/ECW NBR 665P which started life as United Automobile Services 1665. On the same date the route network was comprised of the following services:

102. Wingfield Green (Non schooldays)/Eye (schooldays) to Ipswich (Tuesdays)
170. Stuston/Scole to Felixstowe (1st Monday in July until 3rd Monday in September)
475. Stradbroke to Diss (Fridays)
485. Stradbroke to Diss and "Circle Line" (Fridays)
485A. Wingfield Green to Diss (Wednesdays)
924. Wingfield to Eye (schooldays)

FARELINE COACH SERVICE/FARELINE BUSES - ROUTE HISTORY

Service 1 Fressingfield to Diss (Fridays). Commenced 15.3.74. Afternoon service withdrawn 23.9.77. Service revised to start from Stradbroke to replace Eastern Counties 277 from 21.10.83. Numbered 475 in Suffolk County Council series 12.9.86. No further major changes to date but see associated services 485, 485A.

Service 1A Redlingfield to Diss (Fridays). Commenced 11.6.82. (Replacement for Eastern Counties service 278). Service revised to start from Stradbroke to replace Eastern Counties 277 from 21.10.83. Revised timetable introduced, no longer serving Redlingfield from 23.3.84. Introduced Alternate Wednesdays from Wingfield (Non schooldays) or Eye (schooldays) to Diss 22.5.85. Increased to run every Wednesday 3.7.85 and route revised via Brome Street to replace Postbus service. Introduced from Wingfield to Diss (Saturdays) from 6.7.85 as a Postbus replacement service for Oakley and Brome Street. Numbered 485 in Suffolk County Council series 13.9.86. Additional Friday morning journey introduced Diss - Stradbroke - Diss (Circle Line) also additional Friday afternoon journey Fressingfield to Diss from 13.2.87. Withdrawn Wednesdays 14.5.87. Withdrawn Saturdays 1.9.91.

Service 2 Laxfield to Harleston (Alternate Wednesdays). Commenced 4.9.74. Route revised via Ubberston, Heveningham and Huntingfield from 12.11.75. Service withdrawn 28.6.78.

Service 2 Syleham to Harleston (Wednesdays). Commenced 10.5.78. Route extended to Hoxne from 5.9.79 and to Eye (when schools are open) from 6.1.82. Return journey from Harleston truncated at Hoxne from 23.5.83. Reduced to Alternate Wednesdays 4.4.84. Revised to operate Brome Street to Harleston (Alternate Wednesdays) from 10.7.85 and further revised to run Hoxne Cross Street to Harleston (Alternate Wednesdays) from 2.4.86. Became a Suffolk County Council contract service from 17.9.86 and renumbered 498. Revised to operate Oakley to Harleston (Alternate Wednesdays) also from 17.9.86. Route revised to run Cratfield to Harleston via Silverleys Green, Fressingfield, Earsham Street and Upper Weybread (Alternate Wednesdays) and Hoxne to Harleston via Chickering, Wingfield, Syleham, Brockdish and A143 (Alternate Wednesdays) from 10.8.88. Withdrawn 22.8.91.

Service 3 Hoxne to Ipswich (Tuesdays). Commenced 20.5.75. Reduced to Alternate Tuesdays from 30.3.76. Route revised via Rishangles, Bedingfield and Kenton from 27.9.77. Route revised via Monk Soham and Ashfield from 18.7.78. Terminal in Ipswich altered from Neale Street to Old Cattle Market Bus Station from 2.11.82. On 31.5.83 service ceased to run via Rishangles. Numbered 102 in Suffolk County Council series 16.9.86 and diverted via Rishangles again. Revised to run every Tuesday from 19.7.88. Revised to operate via Framsden Church 30.7.91 and also to start from Eye (schooldays) or Wingfield Green (Non schooldays).

Service 4 Southolt to Diss (Saturdays). Commenced 14.6.75. Withdrawn from 26.7.75.

Service 5 Roydon to Norwich (Alternate Tuesdays). Commenced 28.6.77. Route revised via Hapton from 18.9.79. Route extended to Hoxne 9.9.86. Numbered 550 in Suffolk County Council series also from 9.9.86. Withdrawn from 13.7.88.

Service 6 Hoxne to Eye via Denham (Mondays and Thursdays). Commenced 31.10.77. Revised to operate Mondays to Fridays schooldays from 26.3.79. Original mid morning return journeys on Mondays and Thursdays withdrawn from 19.10.79. Numbered 905 in Suffolk County Council series from 15.9.86. Extended from Hoxne to Chickering 26.7.88. Withdrawn from 26.7.91 but continued as a closed contract route. Public service reinstated from 14.9.92 as route 905 with afternoon journey extended to Wingfield Green. Renumbered 924 from 1.7.93. Route revised via Hoxne, Swan from 4.9.96.

Service 6A Hoxne to Eye Direct (In this direction only, returns as service 6). (Wednesdays, schooldays). Commenced 21.10.79. Reduced to work fortnightly 25.3.81. Service withdrawn from 22.7.81. This section of route was left to service 2.

Service 7 Roydon to Felixstowe (Summer Saturdays end of July to end of August). Commenced 25.7.81. Route revised via Parham, Hacheston and Wickham Market from 26.7.82. Service revised to operate Summer Mondays instead of Saturdays also from 26.7.82. Numbered X170 in Suffolk County Council series from 26.10.86 but did not operate with this route number until 27.7.87. Revised to operate from Diss Bus Station to Felixstowe from 2.7.90 with revised route in Felixstowe via Hamilton Road and period of operation extended from 1st Monday in July to 3rd Monday in September. Renumbered 170 from 5.7.93. Revised to operate Stuston/Scole to Felixstowe rather than from Roydon 1.7.96.

Service 9 Hoxne to Walton on Naze (Wednesdays from last Wednesday in July to last Wednesday in August). Commenced 1.8.84. Numbered X774 in Suffolk County Council series from 26.10.86 but did not operate with this route number until 29.7.87. In 1987 operated only on Alternate Wednesdays from last Wednesday in July to last Wednesday in August. Withdrawn from 26.8.87.

Service 485A Wingfield Green to Diss (Wednesdays). Commenced 6.9.95.

Service 513 Wingfield to Halesworth (Alternate Wednesdays). Commenced 2.9.87. Hoxne to Halesworth (When schools are open) Commenced 14.9.88. Route revised to operate every Wednesday from 4.9.91 with one return journey Hoxne to Halesworth and revised to include Laxfield. Service withdrawn from 1.9.95.

To accompany my article about Fareline Buses these two photos depict the entire fleet as at 3/97. The upper photograph shows Bedford/Duple coach XGS 761X laying over at Diss Bus Station between workings on the Friday only service 485. Note the CIRCLE LINE destination plate inside the windscreen and the LT style garage code WF (for Wingfield) applied in white to the body sides behind the fleet name. The lower photograph is of Bristol LH/ECW NBR 665P new to United as 1665. Note the Fareline logo either side of the blind box derived from the LT roundel. When not in use both vehicles are parked in the open within the grounds of the proprietor's house, "Old Roses", which is located in the village of Wingfield Green.





FARELINE BUSES RECENT SERVICE CHANGES

Since preparation of my article tracing the route history of Fareline Buses a number of changes to the network have taken place. Although Bury St Edmunds is served for the first time, the changes unfortunately include the withdrawal of the Friday CIRCLE LINE service. Service 170 is due to re-appear for the 1998 season with an extended period of operation. The full list of changes are as follows:

475/485 (Fridays) From 13.6.97 both routes combined as 475. Now starts from Wingfield Green and takes a revised route through Brome Street (return facility is by request only). Runs via Horham and Denham instead of Chickering. CIRCLE LINE service withdrawn thus Friday service is reduced to one 475 return journey from Wingfield Green to Diss.

485A (Wednesdays) From 13.6.97 now operates as route 485 starting from Wingfield Green. Brome Street is no longer served.

380 NEW SERVICE Commenced 9.8.97 Wingfield to Bury St Edmunds (2nd Saturday in each month only)

102 Revised route via Syleham instead of Chickering and revised timetable from 24.2.98. Operates direct from Eye to Occold when schools are open.

170 From 1.6.98 extended period of operation from 1st Monday in June to 4th Monday in September. Ashfield will no longer be served. Return journey will terminate at Billingford, Windmill.

924 Schools service. No change since September 1996.



The fleetnumbering system at present used by Arriva Southend consists of several numbering schemes. Firstly is the original S T system,two London and Country systems,Colchester and CountyBus and with the arrival of the latest Darts another series namely 017 and 018 ??????

LOCAL AUTHORITY WELFARE BUSES AND MINIBUSES IN ESSEX (BY IAN TAYLOR)

Although details of the welfare buses/minibuses owned by Essex County Council have been published in EBN on several occasions in the past, to date nothing has appeared relating to those operated by the 14 district and borough councils in the county. To redress the balance, I have checked through my records for these fleets, extracted details of those vehicles which might be termed "non-PCV" and listed them below under an appropriate heading for each council. Unfortunately it is becoming more and more difficult to obtain official fleet lists from local authorities due to Compulsory Competitive Tendering processes; in 1987 twelve out of the fourteen authorities replied positively but in 1997 only three co-operated!

The following lists represent the extent of my knowledge at the time of writing (June 1998) but there is no guarantee that they are fully comprehensive. There may be additional vehicles currently in service with some of the authorities and members are encouraged to send in details of any which do not appear below.

BASILDON DISTRICT COUNCIL

99	JAR 810V	Ford A/Wadham Stringer welfare bus	(New 2/80)
59	SJN 681W	Ford Transit crewbus	(New 9/80)
	RDX 58W	Ford Transit/Dormobile minibus	(New 7/81)
	XVW 157X	Bedford CF crewbus	(New 5/82)
173	A175 NAR	Ford Transit/Dormobile minibus	(New 1984 W/dn by 10/94)
	A177 NAR	Ford Transit/Dormobile minibus	(New 1984 W/dn by 9/91)
	A256 GRT	Ford Transit/Dormobile welfare bus	(New 2/84)
	B140-44 LBJ	Ford Transit/Dormobile welfare bus	(New 8/84)
	B287 MDX	Ford Transit/Dormobile welfare bus	(New 12/84)
	C646 HNO	Ford Transit/Dormobile welfare bus	(New 11/85)
	D382 TEV	Dodge S46/Dormobile welfare bus	
	E931 BTW	Dodge 50/Dormobile welfare bus	
	E932 BTW	Ford Transit/Dormobile welfare bus	
	E933 BTW	Ford Transit/Dormobile welfare bus	
	GGG 311N	Leyland Atlantean AN68/1R/Alexander playbus (Ex Strathclyde PTE & London Country NW AN315)	
	TGX 841M	Daimler Fleetline playbus (Ex London Transport DMS 841)	
	G541-46 OKO	Iveco 49.10/Dormobile welfare buses	(Withdrawn 3/97)
	N651-53 HBY	Iveco 49.10/Mellor M12L	(New 5/96)
	N655/63/64 HBY	Iveco 49.10/Mellor M12L	(New 5/96)

BRAINTREE DISTRICT COUNCIL

MSC1	XVW 942X	Ford Transit crewbus
MSC2	JEV 249Y	Ford Transit minibus
MSC3	XAU 305Y	Ford Transit crewbus
(MSC4 was a van; MSC5 was a pick up truck)		
MSC6	CRE 377Y	Ford Transit crewbus
65153	GWC 436T	Leyland Sherpa minibus
65156	KHJ 32V	Leyland Sherpa minibus
65162	FML 170V	Ford Transit 115 minibus
75166	TJN 113W	Leyland Sherpa minibus
75175	LEV 246Y	Ford Transit crewbus
?	GHM 792N	Daimler CRL6/MCW playbus (ex London Borough of Hackney by 8/96)
?	N104 BNO	Renault Master T35D/Devon M12L

BRENTWOOD BOROUGH COUNCIL

No welfare buses/minibuses operated by this authority

CASTLE POINT DISTRICT COUNCIL

881	F919 PAR	Freight Rover 400 minibus
883	H552 JEV	Leyland DAF 400 minibus

CHELMSFORD BOROUGH COUNCIL

-	WOO 335W	Ford Transit minibus

COLCHESTER BOROUGH COUNCIL

No welfare buses/minibuses operated by this authority

EPPING FOREST DISTRICT COUNCIL

045	M597 WJN	Ford Transit minibus	(New 3/95) Current 6/97
047	H483 FHA	Renault Master minibus	(New 6/91) Current 6/97
048	D439 GWR	Renault Master minibus	(New 1/87 Withdrawn by 6/97)
049	A86 ONO	Talbot Express welfare bus	(New 1984 Withdrawn by 6/97)
050	EMU 808V	Ford Transit minibus	(New 1980 Withdrawn by 6/97)
051	ON ORDER	Ford Transit 15 seater minibus	(Due 8/98)
054	F509 XVN	CVE Omni welfare bus	(New 6/89) Current 6/97
055	J682 XVW	Ford Transit minibus	(New 12/91) Current 6/97
442	SMC 910Y	Ford Transit crewbus	(New 1983. Renumbered 173 by 10/90) Current 6/97
457	JMH 307W	Ford Transit crewbus	(New 1981 Withdrawn by 10/90)
458	D516 KMK	Ford Transit crewbus	(New 6/87) Current 6/97
483	CMP 575V	Ford Transit crewbus	(New 1980 Withdrawn by 10/90)

HARLOW DISTRICT COUNCIL

			NEW	W/DN
612	JOO 159N	Ford Transit minibus	1975	by 1987
941	KPU 556V	Ford Transit welfare bus	3.79	5.88
949	JPU 143V	Ford Transit 175 minibus	1980	6.86
0052	TPU 801W	Ford AO609/Wadham Stringer welfare bus	10.80	5.90
0066	RDX 14W	Ford Transit minibus	2.81	5.88
0075	DTP 239W	Ford AO609/Wadham Stringer welfare bus	3.81	by 9.95
0081	DRV 994W	Ford Transit minibus	1981	by 1987
0087	JYX 373W	Ford Transit minibus	8.81	4.88
0122	CNO 193X	Ford Transit crewbus	6.82	4.89
0157	APV 803Y	Ford Transit minibus	11.82	8.89
0201	A859 ERT	Ford AO610/Dormobile welfare bus	10.83	by 9.95
0303	B133 CEV	Talbot Express minibus	2.85	by 10.92
0322	B868 EHK	Ford Transit minibus	6.85	by 9.95
0386	C468 KJN	Ford Transit 100 crewbus	4.86	by 9.95
0420	D589 PPU	Ford Transit/Dormobile welfare bus	8.86	C
0508	E 60 GGV	Ford Transit minibus	8.87	by 9.95
0537	E702 DPU	Ford Transit 190/Dormobile welfare bus	2.88	C
0568	E297 FOO	Ford Transit 120 crewbus	4.88	C
0601	F137 MVX	Ford Transit crewbus	11.88	C
0686	F396 DET	Ford Transit 120 crewbus	6.89	C
0693	G373 XVX	Ford Transit/Dormobile welfare bus	10.89	C
0807	F467 BAK	Ford Transit minibus	8.90	C

0812	H817 GAR	Ford Transit/Dormobile welfare bus	9.90	C
0881	H126 NVX	Ford Transit welfare bus	10.91	C
0942	K461 GEV	Ford Transit 120 crewbus	2.93	C
1022	M746 WEV	Ford Transit 120 minibus	1.95	C

C= Current at 9/95
0087 was transferred to Harlow Industrial Training Centre Ltd 4/88
0807 was acquired secondhand in 1991

MALDON DISTRICT COUNCIL

072	VBJ 550X	Bedford CF minibus (Acquired secondhand 1987 for MSC work. Withdrawn by 9/92) (No welfare buses/minibuses in stock since)

ROCHFORD DISTRICT COUNCIL

551	GVX 455T	Bedford worker bus

SOUTHEND ON SEA BOROUGH COUNCIL

590	B638 WVX	Bedford CF minibus	(New 7/85)
689	YAR 891S	Ford Transit minibus	(New 6/78)

TENDRING DISTRICT COUNCIL

876	B 55 BPU	Bedford CF 15 seater minibus

THURROCK BOROUGH COUNCIL

TB2177	LTW 280Y	Ford A0610/Wadham Stringer welfare bus
TB2178	LVX 829Y	Ford A0610/Wadham Stringer welfare bus
TY2651	TGX 810M	Daimler CRL6/PRV playbus (Ex LT DMS 841)
?	SMU 944N	Daimler CRL6/PRV playbus (Ex LT DM944 Sold 3/93)
?	NHU 191F	Bristol RELL6L/ECW mobile workshop
TY2693	F135 RWC	Mercedes 609D/Crystals C24F
?	JGF 270K	Daimler Fleetline/PRV (Ex LT DMS 270 Sold 3/93)
TB2191	TGX 841M	Daimler Fleetline playbus (Ex LT DMS 841 & Basildon DC 3/93 Sold 3/97)
TB2192	GGG 311N	Leyland Atlantean AN68/1R/Alexander playbus (Ex Strathclyde PTE, LCNW AN315 & Basildon DC 3/93 Sold 3/97)
	P703/4 KAR	Mercedes 611D/Crystals welfare buses
TB2193	FGE 433X	Dennis Dominator/Alexander (Ex Kelvin Central, 1733 3/97)
TB2194	TYS 274W	Dennis Dominator/Alexander (Ex Kelvin Central, 1559 3/97)
?	MPJ 219L	Leyland Atlantean PDR1A/MCW (Ex LCBS AN119)

UTTLESFORD DISTRICT COUNCIL

No welfare buses/minibuses operated by this authority

Into the abyss ----and beyond. by Sue Burden.

Bus enthusiasts are not normally allowed in the Barnsley scrapyards because of shifty goings on by so called "enthusiasts" in the past. However, the group of enthusiasts I was with was very well behaved as we got a rare chance to look round three of the yards,courtesy of Bus Fayre magazine. On that weekend we got see several operators as well. Here it is from an Eastern National,Southend Transport, and Eastern Counties point of view.

Saturday 25th April 1998.

Sykes was not a scrapyard we went in,but over the fence I could identify YEV309S,the first EN National to wear dark green and yellow livery back in 1986.Also in the yard were two Thamesway Nationals and another EN dark green and yellow National with it's pod removed,and a VR in the familiar green and yellow.A radome on the top showed it was a Rider VR,bur the front panel was missing.

The first yard we went in was PVS.No Eastern National vehicles were seen here,although a scrapman provided "entertainment" by mangling a National with the roof off with a mechanical grab.The grab kept tipping the National on it's side,and pulling it back upright with a loud thud.The National was red,yellow and blue,no 260

and possibly came from North Western. In the yard near the back was a Bristol FS6G KBD718D from United Counties,painted red with Dr Suess characters on it. I sometimes wonder when buses at hte back of the yard are more likely to escape the torch. PVS was full of Stagecoach VRs

The next stop was at Wigleys,in the breakers area was a Sky Blue National with the engine out.a broken window and a hole knocked in the side.I identified it as ex Eastern National PEV690R.It had had the rear registration plate on the engine cover,not in a recess above the fan as used to be traditional with EN Nationals.

Esatern Counties 603 KVG603V was totally trashed with all the windows smashed,also ex EC PVF358R which was painted orange and red and had protruding rear lamp clusters, and EC CCL779T which was in NBC red, this was a driver trainer. A lot of the Nationals here had a rectangular hole knocked in the front panel just below the windscreen bar with arow of dents below that.

The last yard we visited was Ripleys,which had a skull and crossbones flying at the front, were they had a small area for vehicles to be resold.A vicious alsation had his home in ex EN National YEV306S,ther was straw on the floor on the floor by the cab.The dog was shut up as we went into the yard,a gate led into the breaking area and once a bus goes in there it never comes out in one piece again. here I recognised EN VNO738S with it's pod, windows, some side panels,the centre of the roof and headlights missing, but still recognisable wearing Wilts and Dorset livery.Often when they are scrapped,Nationals have the ribbed centre part of their roof cut off, and the covers left till later. There were two Southend Nationals 725 GGE172T which had been extensively mangled with square inch of the bodywork battered,the other one was 711.

We then went to a bus operator Barnsley and District, which still run a large number of Nationals 1s and 2s including ex Eastern Counties/Cambus PEX622W which had a custom made grille which looked like the vents on the front of a B type National.

We went to some more operators which did not operate vehicles from Essex,we had our lunch at Meadowhall Sheffield where the bus station,station and tram station are all together. In the coach park was Harris Grays N604EEV, The bus station is a good place to see Sheffield's bendibuses, but the local security are apprehensive about people with cameras, just in case the photography was in preparation,for say, a security raid of soms sought. You might need to fill a form stating your purpose for photographing, and how long you intend to stay,Although of course they have to be vigilant.they will find in time that bus photography is a burgeoning hobby.

None of the other operators had ex EN buses, but in Bradford that evening I saw Olympians from the L3xxPWR batch, from Bradford Traveller,including 306 which will eventually reach Eastern National.

Sunday Sunday 26th April
We wewnt to York, Rider York still has a big fleet of National 2s, but they do not comply with York City tender specification (whatever that is)you are unlikely to see them on a Sunday service. They have Eastern National STW19W and MHJ726V,but MHJ729V has gone. They also have a Rider VR wearing London General livery,ready to go to Italy.
Our next depot visit was to York Pullman, which operate mainly Darts and Atlanteans, some of which were opentoppers, but they had two Nationals, one of which was WJN558S !,painted cream and maroon,it is mainly used for schools and work services. It has had the familiar Eastern National style regisration plate removed and now has a National 2 style engine cover (with a fan vent of course) with the registration plate on the engine cover.
The last depot we went to was Black Prince of Morley, which used to have some Eastern National Nationals. London enthusiasts might be interested to know that they still have Metropolitan KJD241P used as aseat store and withn several panels and windows missing Metro Scania MS2.
Somebody told me on the trip that Bigfoot of Leeds have several cannibalised ex EN Nationals. Any information please ?.

ESSEX BUSES (EASTERN NATIONAL) DENNIS DARTS 2801-2830

The thirty Darts delivered between December 1993 and August 1995 comprises the following.

Dennis Darts 9.0

2801-2802	L801-2 MEV	B35F
2803-2822	L803-22OPU	B34F

Dennis Darts 9.8

2823-2830	N823-30APU	B39F

Current allocations 6/96

2801/3/4/5/6/9/10/11/18/20	Colchester
2802/13/14/15/16/23/24/25	Chelmsford
2812/26	Braintree
2827/28/29/30	Clacton
2808/17/19/21/22	Thamesway Basildon
2807	Blue Bus (EC)Yarmouth 411

2810/17/21 were operated for a short time in 1995 by Thamesway to allow the repainting of Darts 901-917 at Ponders End, and in place of these Thamesway 940/47/48 were sent to Clacton.

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