

ESSEX BUS NEWS

The Monthly Magazine Of The **ESSEX BUS ENTHUSIASTS GROUP**

OCTOBER 1989

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 306



The Dennis Dart prototype minibus, with 39 seat Duple body has been examined by a number of operators including ST on 26.7.89. and Eastern National the following day. It is understood that the frontal styling will be modified before production starts. Photo by courtesy of Southend Transport.

ROCHFORD MEETING

This months meeting takes place on November 14th at The Freight House and will feature a slide show on Dutch Buses with Duncan Grant. Duncan compiles books on the Dutch PSV scene and hopes to provide something of interest to all.

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SERVICE REVISIONS IN ESSEXBasildon

Revised timetables were introduced on the majority of Nelsons Commercial Services including schools services from 5.9.89.

Chelmsford

A large number of changes to town services are to be made from 30.10.89. fuller details will be given next month.

COUNTY BUS UPDATE

A number of changes have taken place after the item published in magazine 303 and these are detailed below.

SERVICES

From 1.7.89 services 239,261,263,264 and 347 in the Brentwood area and 250, 251 at Waltham Cross were taken over. Timetables continued unchanged requiring four vehicles at Wyatts Green plus four others at Debden. From 29.7.89 the entire Harlow town network was altered which saw the following changes:-

M1,M2,M4,M5,M11,M12,T2,T3,T9 all withdrawn.

502,503 withdrawn between the Bus Station and Garage.

895 the 0653 journey was withdrawn.

New Services introduced from the same date were as follows:-

801 Summers & Katherines to Bus Stn.

802,803 Both circular routes based on the Bus Station.

804 Circular route based on Bus Station.

805 Bus Station & Potter Street via Second Avenue

806 Bus Station & Brays Grove.

807 Bus Station & Churchgate Street.

808 Bus Station & Little Pardon.

809 Bus Station & Princess Alexandra Hospital.

811 Old Harlow, First Avenue, Town Station, Bus Station, Fourth Avenue, Pinnacles, Summers, Katherines, Pinnacles, Fourth Avenue, Bus Station, Town Station.

812 Circular from Pinnacles via BUZZ B2 to Paringdon Road thence old T2 to Third Avenue then T8.

Service 801/4 operates at 10 minute intervals. 805/6 every 15 minutes, 802/3 every 20 minutes, and 807/8/9 every 30 minutes whilst 811/2 operate Monday to Friday peaks only. Evening services are only provided on 801/3/4/6 at hourly intervals.

Minibuses are used on 801,805,806,808,809,811,812 plus 803/4 evenings.

Double deckers are used on 802,803,804,807 plus some journeys on 801,808,811.

Leyland Nationals are used on certain 801,808,811 journeys.

Full details of routes and timings would fill this months magazine so only basic details are given, although as LOTS point out with a journey time of four minutes service 809 should win some sort of award.

Further changes were made from 2.9.89. to the 500 group of services as follows:-

500 Operates half hourly between Bishops Stortford and Harlow and hourly Harlow to Romford. All services operate to Romford Station.

502 Rerouted in Harlow to follow route 500. Withdrawn between Loughton (old bus garage) and Station and rerouted via EN 20 to Colebrook Lane then Jessel Drive, Willingale Road, Debden Broadway, Chigwell Lane, Abridge Road, Abridge then via 500 to Romford Station.

503 Withdrawn. Service 383 revised to 20 minute intervals as replacement.

506 NEW SERVICE. Monday to Saturday hourly. Harlow Bus Stn to Epping Station via Third Ave, Abercrombie Way, Parnall Road, Paringdon Rd. Southern Way, Potter Street, then via 500/2.

From 4.9.89. new services were introduced to compete with various BUZZ routes.

2 Summers and Katherines to Mill Station via Southern Way, Abercrombie Way, Third Ave, Bus Station, Town Stn, Edinburgh Way and Templefields.

4 Bus Station circular via Kingsmoor & Stewards.

5 Reversal of service 4.

15 Staple Tye, Bus Station, Town Stn, Mill Stn, A414, Southern Way, Staple Tye (am)

15 Mill Stn, Town Stn, Staple Tye, Southern Way, A414, Mill Stn.

Services 2 & 15 operate Monday to Friday peaks with 4 & 5 operating off peak. Service 504 was withdrawn on Sundays after 17.9.89. a ECC tender replacement operates every two hours between Epping and Bishops Stortford, operated by SM Travel.

Service 724 will be withdrawn on Sundays from 29.10.89. From the same weekend services 263,264 & 347 are withdrawn whilst the majority of service 239 & 261 becomes a commercial operation.

County have won the tenders for Monday-Saturday ECC journeys on services 500,505 from 20.10.89. Maidstone Boro'line initially won the 505 but decided not to take it up.

Tesco services were changed from 29.7.89 when the Goodmayes service was withdrawn. Whilst from 14.8.89 the Roneo Corner services were revised to TR1 from Upminster via Hornchurch, TR2 from Dagenham via Becontree using 2 Grays SNBs.

VEHICLES

Further to 304/6 and additional Southdown Leopard was 1360 (OUF 52W) all have now been returned to Southdown.

ALLOCATIONS

7/89 Add HA SNB 116,125,129,160 TDB 61.

8/89 AN 190 HA-GY SNB 90,143,180,182,266 HA-GY

Delete HA SNB 83,87,88,203,215,229,249 E354/7 NEG Delete GY TL6

For allocation purposes Wyatts Green is an outstation of Grays whilst Debden is an outstation of Harlow. The three TDBs are always used from Debden with two SNB, whilst five SNB are based at Wyatts Green, The transfers out of Harlow during August were all to the former Sampsons depot which now controls Hertford outstation.

Due to a large number of workings on Summer Saturdays from the Hoddesdon depot a couple of Premier Travel vehicles were on hire for North Weald services.

A Leyland Swift was at Harlow during August F155 DKU a demonstrator with Reebur Harrier B39F being noted during the first half of the month.

This brings the County notes up to date with many thanks to LOTS for their help in compiling this section.

COLCHESTER BOROUGH TRANSPORT

Services

Service 5A is being diverted via Wyncolls Road and Severalls Park Industrial Estate, instead of Severalls Lane, from 20.11.89.

Vehicles

Atlantean 58 (JHK 498N) was withdrawn at the beginning of September 1989 and passed to Tiger Coaches of Salisbury, the owners of 59 and 60. Similar bus 56 was withdrawn on 22.9.89 but remained at Magdalen Street on 28.9.89. Withdrawn 54 (XJA 517L) was also still in the garage on the same date. Metrorider 15 was returned from loan to Ipswich Buses on 25.9.89 and was replaced at Ipswich on the same day by 14. Ipswich 116 remained with CBT as cover for the Metrorider.

Ipswich Buses' 103 (which CBT called 118) had returned home by 23.9.89 by which date Olympian 45 was back in use.

The repainting programme continues, with Atlantean 88 and Olympian 41 receiving attention in September 1989. Atlantean 80 was in the paint shop on 28.9.89.

Open-top Atlantean YWC 648F, which was formerly CBT's 48, has been sold by Malcolm Morris to David Broughton of Ipswich, for preservation.

ENOC 2954

With the 50th anniversary of the outbreak of the Second World War taking place in recent weeks, it seems appropriate that our column this month should look at the Eastern National scene at that time. After the declaration was broadcast, it was not long before wartime timetables were introduced and routes withdrawn. Coastal summer services soon disappeared and staff was called for active service.

The fleet was still receiving new vehicles and in 1940-1, 3820-3844 JEV 411-435 Bristol K5G with ECW L55R bodies were delivered to the Midland Area, an order for 25 Bristol Saloons was cancelled.

With many vital factories within the company area, resources were stretched, especially at peak periods and as the conflict progressed so did the toll on the fleet increase. In 1942, Grays garage was damaged and 3 Bristol deckers were destroyed - 3636-8 DEV 472-4 followed by the Chelmsford depot in 1943 when some twenty five vehicles were wrecked. In order to save vital fuel some fourteen vehicles were converted to run on gas, produced in small trailers towed by the bus.

In this period many vehicles were rebuilt by Beadle, ECW, East Lancs & Duple in order that services were maintained and it was 1942 that the first new vehicles were received 3872-3873 JPU 460-1 Bristol K5G Duple L55R and a Bristol saloon 3874 HHT 459 fitted with gas producer unit from Bristol Omnibus Co. Later the inevitable Guy Arabs appeared 3875-7 JTW 146-8 Brush L55R in 1942 and 3878-84 JTW 233-9 in 1943. Only one vehicle arrived in 1944 3885 JVV 430 Bristol K5G ECW L53R of a prototype design. In the final year 1945 three Leyland TD2's were acquired from Plymouth Corporation 3886-8 DR 9838/9/9864 and 3889-3890 KHK 513/4 Bristol K5G ECW L55R were delivered later.

A call by London Transport for help was received in 1940 for spare vehicles to cover for extensive losses incurred in London, Eastern National responded by sending five saloons 2357, 2534, 3002, 3320 and 3577.

As the war went on so the pressure mounted to conserve fuel resulting in further service cuts and generally all services ceasing at 9 p.m. & Sunday services starting around 1 p.m.

Some smaller operators in the company area were taken over, namely Simpson of Leaden Roding, Wilkinson of Terling and in the Midland Area Blue Coach Service of Bedford and the subsidiary company based at Southend, Borough Services was wound up, the services being transferred to EN and Westcliff Motor Services, although EN had supplied the fleet requirements for many years. And so it seems that with the traumas of the war that Eastern National carried on providing services even after they had received their share of dislocation, and finally in October 1945 some improvements in services was possible and in March 1946 Sunday morning services and some express routes reappeared and in 1946 the long overdue fleet replacements started to be delivered and a start made on rebuilding a reliable fleet again.

PRESERVATION 2954

'Clanger of the Month' The Bristol L should read 4028 ONO 49 not 4027 ONO 48 Further vehicles still in existence

4081 ONO 995 Bristol L5G ENPG Canvey

4204 WNO 482 Bristol KSW5G Still operational - present owner unknown

4216 WNO 481 Bristol KSW5G Still operational - present owner unknown

4206 WNO 484 Bristol KSW5G Still operational - South Wales Transport

SOUTHEND TRANSPORT LIMITED

These notes are correct to October 3.

Vehicles**WITHDRAWN/INITIAL DISPOSALS:**

591 SNM 84R This Bedford coach, acquired in 10/88 from Roy Hayden in part exchange for 513 (XHU 326), never entered service with ST, and was sold by 6/89 to Ingatestone Coaches.

All of the City Pacers (402/4-6) had been delivered to Derby City by the time that these notes were written. We would welcome reports of their new use - and photos - from any members in the Derby area.

SUBSEQUENT DISPOSALS:

307 GHV 29N Raff, Gravesend to Horsham Coaches, Warnham, Surrey by 9/89.

Of the 11 DMS's formerly owned by ST, 1 was scrapped and the other 9 are in service with Ensign Bus on LRT contract routes and on its commercial services in the Romford area. According to our records three (MLH 476L, TGX 820M and KUC 949P) are still in ST livery - unless, of course, you know different!

Further news of the Leopard coaches sold to Busways Travel, Tyne & Wear, is that former ST 321/2 (CMJ 447/50T) are now with South Shields Busways (ex Armstrong Galley and City Busways respectively), while 326 (KTW 438N - previously XHU 326) has moved from Blue Bus to City Busways.

Services

Various changes were due to take effect from October 8, as follows:

- 8 Two journeys M-F diverted in Hockley via the old 8 route via Southend Road instead of the Station, to serve Hockley Day Centre.
- 9A The additional M-F journeys noted last month are:
0752, 0852, 0952, 1752 Eastwood Silver Jubilee - CBS
0922, 1712 CBS - Silver Jubilee
1612 CBS - Eastwood Western Approaches and 1638 return
- 29 Additional journeys at
M-F 0820 CBS - Eastwood Belgrave Road
Schooldays only 1520 CBS - Westcliff High Schools, 1550 return
- X1 group - as well as the withdrawal of the X30/1 as noted last month, other changes see a third Heathrow journey introduced on Mon - Sat, 1230 ex Southend, 1645 return. The last journeys each way daily are withdrawn (daily 2230 ex Southend, 0045 return; Suns also 2030/2245), thus the last journeys from London are now at 2345 (M - S), 2045 (Suns).

Minor timetable changes affect 3, 7, 7A, 8A, 13, 18, X1, X10, X11, X41.

Route workings:

Following the withdrawal of the City Pacers, the minibus fleet is now reduced to just the 2 Ivecos. Leyland Nationals are now used on most of the former minibus duties, with the Ivecos generally on the B17 & B62.

General

New Olympian 261 was featured in the local press at the end of September when it was officially launched. The bus's DiPTAC features to assist the elderly, infirm and disabled were praised. Unfortunately at least one report contrived to be more wrong than right! - amongst the howlers were the claim that 261 is the 'first new bus bought by the Council since 1981' - what about the City Pacers? The other error in that quote highlights how few people appreciate what effect the 1986 Transport Act had on the former municipal operators, and why ST have tried to create a new image (obviously with less than complete success!). The report in the 'Standard Recorder' also praised the fact that 'for the first time' smoking is banned completely downstairs and at the front of the top deck - this has been the practice on the Fleetlines for some years now.

On the subject of 261, this bus was delivered as a 79 seater (H47/32F) but this is now being reduced to 77 by replacing the inward facing seat over the front wheelarch with a luggage pen. The parts to do this came from an unregistered Olympian/Alexander (chassis number 11188, body number 4188/2) from Arlington's stock, which was at the ST works recently for this purpose.

On the fares front, we should correct last month's notes - Southend Borough Council tendered services B17 and B62 are NOT included in the Travelcard scheme - only the County Council contract routes have joined. It is understood that the B17 and B62 will not last much longer in their present form, as they are to be retendered as a single circular route via B17 to Southbourne Grove, then Prittlewell Chase and return as B62. The tender actually calls for 4 different versions of the timetable - hourly or half hourly, and Mon - Fri or Mon - Sat. It remains to be seen which version the Borough Council will opt for.

Some single fares on X services were to be increased from October 8. The £2-95 cheap day return is increased to £3 or £3-50, depending on distance, and some other return and season ticket rates are being revised upwards. At the same time, the Southend to London season ticket was to be replaced by the new 'Gold Card' which is available monthly (£84) or annually (£840) and offers unlimited travel at all times on all ST commercial services.

More locally, Southend Borough Council have introduced an off peak half fare pass available to the unemployed at £2-50 for 4 weeks. Called 'Job Finder', it is valid on EN and ST commercial services and Essex CC and Southend BC contracted routes. In addition, Stephensons and Lynxline have agreed to accept the passes on the 60/60A (these two operators were also due to become 'associate' members of the Travelcard scheme from the beginning of October - as noted last month, they had already been accepting these tickets).

Publicity News:

Single sheet A5 timetable in pink for the 9A; 'London Coach News' - a slimline summary of the Oct. 8 revisions; a single sheet (timetable book size) showing the October local service revisions; new A5 size leaflets for the 7 group and for Canvey services (3, 3A, 13); Job Finder leaflet/application form.

OTHER OPERATORS - South East Essex

District Bus (Tomlin), Wickford: recent service expansion has seen the following introduced:

102 Shotgate - Stock or Margaretting, commercial positioning journeys for the new Friday Essex CC contracts 157 & 357 (305/4 refers);

108 Ramsden Heath - Billericay, commercial journeys in the contra peak direction, introduced when the 223 contract was increased to compensate for the withdrawal of EN's peak hours 550;

21 New Essex CC contract, North Benfleet - Basildon B/S, replacing (on the same timings) the first 2 journeys on Nelsons commercial service of the same number.

116 To clarify, this route (which replaced the old commercial Southend Radio Cars 66A) runs on Tuesdays only, commercially from Shotgate to Lower Hockley via Rawreth Shot, Rawreth Lane, Hambro Hill and Coventry Corner, continuing as an ECC contract to Rochford Station via Plumberow Mount, Nursery Corner and Golden Cross (not Stroud Green).

The fleet remains at the 4 Sherpa/Carlyle Works and 1 Leyland National.

Teds Coaches, Canvey: the Benfleet Station - Tarpots - Kents Hill Road peak hour circular (see 299/9) seems only to have operated spasmodically and not at all recently. Observations from 1820 to 1900 one Friday night at the end of September revealed Ted's one coach running from Benfleet Station to Canvey with route number 28 (presumably this follows the EN 28, whereas his own registration is for a 3A/27 clone). There was no sign at all that night of the Simien services to Canvey - perhaps they had more lucrative private hire that night? It all goes to show that there is a world of difference between the registered details and the actual operations of certain operators!

T V Taxis, Southend: continuing the saga, a new Standard National operators licence has now been granted to TVT Taxis & Transport Services Ltd, who have registered a new service 1S, Victoria Circus to Thames Drive via London Road, hourly M-S (0730-1730 ex Southend, 0800-1800 return) which should provide legal work for the Mercedes 19 seaters. All the other service registrations are in the name of the Neville & Fisk partnership, with a restricted operators licence.

Dealers: Spence (Thorpe Bay) has sold RMA 58 (NMY 655E, ex Verwood Transport) to Brakell (dealer) and has acquired RM 44 (VLT 44) from Brakell.

EASTERN NATIONAL LIMITED

Vehicle Allocations

9/89 3050 should have read DT- CN.

10/89 1733 HH- D/L (D), 1738 D/L (D)- HH, 3118 POOL- WW

In addition for a couple of weeks during September 1830 BN?SD, 1836 SD- BN, 1873 MN-CR
1875 CR- BN

Repairs

w.e. 30.9.89. 1871 at HH, 4510 at CN

Vehicle on loan

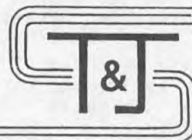
East Kent Scania N113DRB/ Alexander H47/33F (F782 KKP) was on loan at Ponders End for a few days at the end of August. The loan was on behalf of Scania and was used in service on the 307.

Unusual Workings

5.10.89. BS4510 on service 33 in Chelmsford.

4511 is now in use on bus work from CF depot.

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In days gone by some buses featured roll back roof panels. Here Leasides M379 provides a reminder that to work properly, the roof should be made of canvas and not aluminium.
(Evening Echo)

CONTRIBUTIONS THIS MONTH
WERE RECEIVED FROM
J LIDSTONE
P HARVEY
I WYLIE
B PASK
P SNELL
LOTS
SOUTHEND TRANSPORT
DISTRICT BUS
R DENNIS
EASTERN NATIONAL

DEADLINES FOR THE NEXT TWO
ISSUES ARE 13.11. & 24.11.