



FIRST THAMESWAY MERCEDES 257 F257RHK IS NOW FIRST CAPITAL 567
IT IS SEEN HERE AT CHASE FARM HOSPITAL ENFIELD ON SERVICE W9
P FORD

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ESSEX BUS NEWS

414

EDITORIAL

414 FOCUS OF THE MONTH

414 YTW 538F was one of four Bristol RESH6G coaches with Duple C36F bodies new in February 1968, it was later operated by Tillings Transport with fleetnumber 9414.

Oldest vehicle at First Aberdeen Centenary Rally on 22/23rd August was former Eastern National 1404 1253EV Bristol MW5G ECW DP41F now kept at the Lothammond Bus Museum in Scotland.

Noted for sale is ex Eastern National 350 573UVX Bristol MW6G ECW C34F. anyone interested should ring 01225 351820 evenings.

POSTAL ORDER PAYMENTS.

If you make payments by Postal Orders, do NOT make these payable to the Essex Bus Enthusiasts Group as our bankers are now charging encashment thereof. Please cross your postal orders and leave payee BLANK, Thank you..

ROCHFORD MEETINGS FREIGHT HOUSE 8pm.

November 10th Slide show by Andrew Sugden
Buses in China, Australia and New Zealand.
December 8th Slide show by Richard Delahoy
20 years ago

1999 programme to be announced ASAP.

ESSEX BUS AND RAIL TIMETABLES

Your attention is drawn to page 2 of the latest editions of the timetables. As you will see Essex County Council intend to alter the format, and therefore there may be some delays in future editions.

Footnote.

Veteran Eastern National Bristol K5G JYW 430 has now regained its original National fleetnumber 3885, about time to*****.

Contributions for this EBN received with thanks from P Ford, D Harrison, M Torrance, Essex County Council, Essex Buses, Arriva Southend, Arriva E & HE, Heddingham Omnibuses Harrisbus, PSV Circle, LOTS, R Delahoy, I Taylor,

Contributions for November EBN should be with Sub Editors by 3rd November and Man. Editor by 11th November.

OLD TRANSPORT MAGAZINES AND FLEETLISTS (including Essex Bus News 91-404) for sale. Send SAE to Ian Dann, 11 Brooklands Walk, Chelmsford, Essex, CM2 9BH

Due to circumstances beyond our control, no information is available for Eastern National, Arriva Colchester, and Arriva Essex and East Herts. Normal service will be resumed next month.

CITY COACH AND THE TIGERS

When readers think about the old CITY COACH COMPANY it brings memories of six wheel coaches, the Gnu's and the Tigers, and it to the latter we turn our thoughts.

The LT class as they were known, consisted of thirty six Leyland TS7'S delivered between 1935 and 1937 fitted with bodies by Beadle B43R. (LT1-24) and Duple B43C (LT25-36), these together with the Leyland Gnus were the backbone of the fleet to operate the Wood Green/Kentish Town to Southend service.

But they were not the only Tigers that were operated, a collection of new and second hand coaches and buses were added to the fleet.

The first was in September 1937 when six Leyland TS3(TS1) with Leyland B30R bodies were acquired from Sheffield Transport. these were numbered T1-6. WJ1916. WJ518. WJ520. WJ519. WJ521 WJ517. all TS3 except T1 which was a TS1. Later in 1937 T1 T2 T3 were rebodied by Duple C32F. All these had been sold by 1941.

In 1938, City purchased new, six Leyland TS8s T7-12 EXF69-74 with Duple FC32F coachwork. Five of these were requisitioned by the War Department and the only one to survive with City was T9 EXF71 which was withdrawn in 1947 and later saw service with Banfields Coaches in London. Also in 1938 a secondhand Leyland TS7 from Luxury Land cruisers of London was acquired DXT595 given fleetnumber T14 (there was no number 13), this survived until withdrawn in 1947.

It was not until 1946 that any further secondhand Tigers appeared, when two Leyland TS4s, numbered TS1-2, why not T15 and T16 no one knows. However TS1 a TS4 HD4678 with Weymann C30R body from Yorkshire Woollen District, and TS2 a TS4 NG2273 with Eastern Counties C30R body from United Automobile were acquired, but only survived until 1947.

In 1947 new post war Tigers PS1 were added to the fleet, but that is another story.



FLEET.

429 M429UTW Iveco Turbo Daily 59-12 Marshall B25F
EX Arriva EH&E Lea Valley 729 10/98.

all the acquired Ivecos have Manuel gearboxes.

REPAINTS

440 N740AVW TO Arriva livery.

DISPOSALS. Subsequent movements.

Fleetline 307 GHV29N Big Bus London, ex Linkfast Hadleigh now
OT44/27D.

Bristol VR307 WTU473S Jones Clydach 6/98 ex London and Country.
Bristol VR311 CBV15S scrapped by Cullinan Birkenhead by 4/98.

Below is a full summary of the service revisions which commenced on Sunday 6th September, Thanks to Richard Delahoy who compiled this and copies can be obtained from Richard enclosed a S A E at 272 Shobury Rd Southend on Sea Essex SS1 3NY.

Service revisions, Sunday September 6th, 1998

General: every single route amended in some way (again!). Journeys previously running to/from garage amended in anticipation of the move to Short Street, hence now start/finish at Chichester Road (Argos) or Deeping for the most part. All crew handovers now take place at CBS, no longer outside the existing (London Road) garage. Some running times revised again (mainly reduced). London services now operated under EC drivers hours rules.

Specific:

- 1 Rerouted between Southend & Shoebury via former 1B route (ie, CBS - Vic Cir - White Horse - Bournes Green - Thorpe Hall Ave - Delaware Road - Elm Road - Renown to East Beach). Service through to Shoebury increased to every 20 minutes M-S days. Evenings & Sundays runs hourly Shoebury - Rayleigh and half hourly CBS - Rayleigh. (replacing parts of 1B, 2B, 28/29/29A)
- 1B Withdrawn - replaced by 1
- 1C Withdrawn - replaced by 4
- 2 Rerouted between Southend & Shoebury via Kursaal, seafront, Maplin Way, Church Road, Campfield Road [previously unserved] to Shoebury East Beach (occasional journeys only) OR Blackgate Road (main service) - replacing part of 5. Increased to half hourly M-S days by incorporating former 2A journeys; introduced every two hours on Suns, running CBS to Lakeside (replacing 22). Former route via Woking replaced by 4, 5.
- 2A Withdrawn - replaced by 2, 4.
- 2B Withdrawn - replaced by 1, 2.
- 2C Withdrawn - replaced by 4.
- 4 New service: Landwick - Woking Church - Star Lane - Ravendale Way - Asda - North Shoebury Corner - Bournes Green - White Horse - Southchurch Road - CBS then as former 5A via London Road, Leigh Road, Leigh Church, Hadleigh Road to Thames Drive (London Road). M-S days, hourly (co-ordinated with 5 to give a 20 min headway Woking to Leigh). Some early & late journeys extended to Hadleigh (Church or Victoria House Cnr). Replaces parts of 1C, 2, 2A, 2C, 5A and 28.
- 5 Rerouted between Southend & Shoebury and withdrawn between Leigh Church and Eastwood Rise. Now operates Shoebury East Beach - Woking Church - Star Lane - North Shoebury Corner - Bournes Green - White Horse - Southchurch Road - CBS - London Road - Leigh Road - Leigh Church then Leigh Station (M-S days) OR Hadleigh Road - Thames Drive - Hadleigh Church (M-S early mornings, evenings and all day Suns; occasional M-F journeys extended to Victoria House Cnr, 1 peak journey further extended to Tarpots). Runs twice an hour M-S days (20/40 interval, co-ordinated with 4), hourly evenings and Suns. Replaces part 1, 2, 2A, 22. Part replaced Leigh Church to Eastwood Rise by 13, 23A.
- 5A, 5B, 5C, 5D Incorporated into 5.

- 6 Withdrawn Kent Elms Corner - Cockethurst Cnr - Rochford Cnr - Kent Elms loop* and Woking Church - Landwick. New terminal loop introduced at Woking Church via Shoebury Road, Conway Ave, Crouchmans Ave to High Street. Eastbound service now numbered 6, previously 6A. Minor timetable changes. Replaced by 23A (Eastwood) and 4 (Landwick). * *However, on arrival at Kent Elms, 6's stand then operate via the old terminal loop (but in the opposite direction) as 23A's to Leigh Church.*
- 6A Use of separate route number discontinued (previously used for eastbound 6's).
- 7 Some M-S daytime journeys diverted to Blackgate Road instead of East Beach to terminate (approx 1 per hour).
- 7A As for 7. Also, 2 M-F peak journeys extended from Ashingdon Schools to Lower Hockley, Dome.
- 7B Withdrawn (replaced by rerouted 8)
- 7C Rerouted from Thorpedene Library via Maplin Way North, Bournes Green, White Horse & Lifstan Way to line of route. Some journeys diverted to terminate at Blackgate Road, not East Beach. Most journeys ex Shoebury start from the Renown, previously East Beach. Replaces part of 7D, 29.
- 7D Withdrawn, replaced by 4, 7C.
- 8 Rerouted M-S days from Thorpe Bay Station via Thorpe Hall Ave, Bournes Green, White Horse & Lifstan Way to line of route (replacing 8B). Reintroduced on Suns, hourly CBS - Rayleigh, replacing part of 8A.
- 8A Present service withdrawn - replaced by 8 & 9. 8A now used for occasional 8's that run via the classic route via Woodgrange Drive, M-S early morning & evenings.
- 8B Withdrawn (replaced by 7C, 8)
- 8C Minor timetable changes
- 7/8 group To summarise, the basic M-S daytime pattern is now:
 1 x 7, East Beach - Rayleigh via Hobblythick Lane (return to The Renown)
 1 x 7, Blackgate Road - Rayleigh via Hobblythick Lane
 1 x 7A, East Beach - Ashingdon Schools via Cuckoo Cnr (return to The Renown)
 1 x 7A, Blackgate Road - Ashingdon Schools via Cuckoo Cnr
 1 x 7C, The Renown to Canewdon via Maplin Way North, White Horse & Cuckoo Cnr (return to East Beach)
 1 x 8, The Renown to Rayleigh via Thorpe Hall Ave, White Horse & Hobblythick Lane (return to East Beach)
- 9 Journeys previously terminating at Rayleigh High Street (old 9A) extended to station. Most M-S journeys run 7 - 10 mins earlier (reacting to retiming/rerouting of Thamesway 15/16). Extended evenings & Suns through to Shoebury with revised timetable (as 9A - qv), replacing 5, 8A over this section. Journeys via Eastern Esplanade instead of Burges Road (ie, those DD operated M-S days and all journeys evenings/Suns) renumbered 9A.
- 9A Existing service incorporated into 9; 9A now used for journeys not via Burges Road.
- 10 Additional journey each way Rochford to Canewdon; minor retimings.
- 11 Rerouted via Cockethurst Corner, not Western Approaches and from Nevendon via Whitmore Way, Broadmayne (not BN B/S), Nether Mayne, Five Bells, then as 2/X3 to Lakeside. Slight retimings.

- 13 New service: CBS - Victoria Ave - Cuckoo Cnr - A127 - Tesco - Kent Elms - Rochford Cnr - Eastwood Rise (via the *reverse* of the usual loop working, ie *up* Bosworth Road and *down* Eastwood Rise, to stand outside the Oakwood). Hourly, M-S days. Replaces part 5 and Thamesway 15/16 via Tesco. *NB: 23A continues to serve the Eastwood Rise terminal loop in the conventional direction.*
- 14 Minor timetable revisions.
- 17 Revised timetable, some journeys transferred to 23. Eastbound service renumbered 17 ex 17A.
- 17A Existing service renumbered 17. 17A Now used for journeys to/from Leigh Station (previously 17B, 17C).
- 17B, 17C Renumbered 17A; revised timetable.
- 17D Withdrawn - the single 17D journey now runs as a 17.
- 18 Minor timetable alterations.
- 23 Diverted to operate loop terminal working via Belfairs Park Drive & Woodside to Belgrave Road (as per 17, 62A). Revised timetable, including some journeys previously on 17C.
- 23A Reintroduced off peak M-S (replacing part of 5) Leigh Church to Kent Elms every half hour; one journey per hour terminating in the Arterial Road, the other operating beyond Kent Elms (Health Centre) via Rayleigh Road to Rochford Cnr (ie, the opposite direction to through 23A's to Eastwood Rise), then Cockethurst Cnr and back to Kent Elms (Perrys) - where it becomes a 6. *NB: this means that 2 23A's an hour go round this terminal loop at exactly the same time - one terminating from Leigh Church, the other commencing from Kent Elms (Health Centre) ex service 6.*
Thus, now runs M-F peaks Leigh Station to Eastwood Rise, M-F off peak and Saturdays, Leigh Church to Kent Elms/Cockethurst Cnr loop.
- 28 Withdrawn, replaced by parts of 1, 4, 8, 29.
- 29 Withdrawn between CBS and Shoebury. Increased to basic 15 minute headway M-S days, replacing part 28, 29A. Shoebury service replaced by parts of 1, 7C.
- 29A Withdrawn, replaced by parts of 1, 8, 29.
- 61 Reduced to 1 journey each way; 69 increased to compensate.
- 62 Revised timetable, most journeys operate 10 mins later.
- 62A Revised timetable, most journeys M-S days operate 10 later, evenings 25 mins earlier, Suns 45 mins earlier. The odd journey M-F which had run direct to Belgrave Road now runs normal route via Belfairs Park Drive, Woodside.
No longer operated by low floor buses.
- 64 Revised timetable.
- 65 Very minor timetable revisions.
- 66 Additional journey each way Lower Hockley to CBS (previously ran to/from Ashington Schools, then as 7 to CBS), thus withdrawn from Ashington Schools.
- 69 Extended from Sutton Cemetery via Sutton Road, Ann Boleyn to Rochford North St/East St. Revised timetable, including some former 61 journeys.
- X1 Reduced to just 1 journey M-S to London; remainder of service now runs as X3.
- X2 M-F service reduced to 2/3 journeys each way (Sats 2/3, Suns 4). Revised timetable. Last journey to/from London (former 2225) withdrawn.
- X3 Becomes main daily service, retimed off peak to leave Southend xx55. Revised timetable. Service via Hyde Park Corner now reduced to M-F between peaks only, at all other times runs direct from Embankment to Victoria.

- X4 Withdrawn (previously used for 2 journeys M-F ex London that ran as X2 except non stop from Rookery Corner to Tarpots).
 X10 Minor timetable alterations. 1 journey ex London transferred to X11.
 X11 Revised timetable, additional journeys to replace some X2/X10's.

Publicity:

New Arriva corporate style leaflets issued, for route "groups":

1, 2, 4/5/18, 6, 7/7A/7C/8/8A/8C, 9/9A, 10/64/65/66, 11, 13/14, 17/17A/23/61/69, 23A, 29, 62/62A, X1/X2/X3/X10/X11. (note that 10/66 & 64/65 have nothing in common!)

Route workings:

Allocations of types to routes seem to be even more fluid than previously; the following is a summary of the M-S daytime bus position (evenings and Sundays are *mainly* SLF, except 62A - minibuses):

SLF:	9
Minibus:	6, 10?, 13, 17/17A, 18?, 23, 23A, 66?
Mixed SLF/any DD:	4, 5, 14, 61, 69
Mainly Fleetline:	1, 29, 62/62A
Mainly Olympian:	2, 11
Mixed DD types:	7/8 group
Coach:	X group, some 69

Interworkings (apart from at CBS): 2/7 group at Blackgate Road, 6/23A at Kent Elms, 17/23 peaks at Belgrave Road, 5 with 17A/23A at Leigh Station (peaks), 11/7 at Ashington Schools.

Compiled by Richard Delahoy from AS leaflets and personal observations.
 25/09/98
 E&OE!!

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Additional vehicles purchased during August and September 1998 are as follows:-

<u>Fleet No.</u>	<u>Reg No.</u>	<u>Description</u>	<u>Year</u>	<u>Acquired From</u>
L288	RUA 461W	Bristol VRT/SL3/6LXB H43/31F	1981	Crosville Cymru.
L289	DCA 529X	Bristol VRT/SL3/6LXB H43/31F	1981	Crosville Cymru.
L290	S290 TVW	Volvo B10M, Plaxton Premier, C57F	1998	New.
L291	S291 TVW	Volvo B10M, Plaxton Premier, C57F	1998	New.
L292	RAH 265W	Bristol VRT/SL3/6LXB H43/31F	1980	Stagecoach Devon.
L293	RAH 268W	Bristol VRT/SL3/6LXB H43/31F	1980	Stagecoach Devon.
L294	NUM 341V	Bristol VRT/SL3/6LXB H43/31F	1980	Stagecoach Devon.

Fleet No.L289, Registration No. DCA 529X has been painted into the "Kill Your Speed" 1998 campaign.

Further repaints are:-

L159	TBW 451P	Bristol VRT/SL3/6LXB
L168	PWY 43W	Bristol VRT/SL3/6LXB
L194	JWV 271W	Bristol VRT/SL3/680

Bristol VRT, Fleet No.L166, Registration No.MRB 802P attended Duxford Showbus on Sunday 27th September 1998 travelling from Clacton and returning to the same.

I would like to extend my thanks to Mr. D.R. MacGregor MBE B.Sc.(Econ.)MCTT of Hedingham Omnibuses Limited for supplying this information and thus facilitating its publication in Essex Bus News.

Sundry News

The locally based ex London General Routemaster, Fleet No.1528, registration No.KGJ 117A worked on a Clacton to Ipswich shopping trip on Saturday 26th September 1998 and attended the Ipswich Transport Museum on Sunday 4th October 1998. The Transport Museum trip also started from Clacton.

First Eastern National

Leyland National, Fleet No.1833, Registration No. VAR 899S to-day, 7th October 1998, left Clacton depot for Chelmsford to find a home with a private individual who is interested in preserving it. Let us hope that we are able to see it in and around Essex for many years to come!

It is understood that the ex North Western Leyland Olympian, Fleet No.616, Registration No.B960 WRN entered service in its current North Western livery albeit only temporarily.

Finally KSW Fleet No.2383, Registration No.WNO 479 also attended Duxford Showbus on 26th September. It still carried all the "decorations" from its recent round Britain tour and I believe it scooped yet another trophy at the award ceremonies.

HARRIS BUS

VEHICLES

R739 TMO a Dennis Dart SLF/Plaxton demonstrator was on loan from 22.9.98. for a week.

Optare P446 SWX is still here on loan.

DAF/Ikarus J51 GCX has been repainted in a mauve base, ready for an allover advert.

OTHER OPERATORS - REST OF ESSEX

ARRIVA GREY GREEN Operation of the Essex Commuter services, has passed to a consortium of Chambers, Fargo and Windmill. I hope to give fuller details next month.

C&M LAINDON A new Ford Transit Tureno here, is S563 SHK.

CAMBRIDGE COACH SERVICES Service 38 was withdrawn after 24.10.98. It was part replaced by a similar Biss service, between Linton and London. Service 76 had a reduced timetable introduced from 18.10.98.

CARTERS IPSWICH From 26.10.98. service 750 was revised to operate with a different route and timetable, while service 758 was withdrawn. Service 755 was revised to operate 3 journeys each way on Monday to Saturday.

CEDRIC WIVENHOE Bristol VR BKE 835T has been repainted and numbered 13.

CHELMSFORD CAB New Ford Transits are S360-64 SNO. The first full size coach in the fleet is Leopard/Duple KRS 532V (ex HSA 98V). This and most of the Omnis are kept in a yard at Hanbury Road, Widford Industrial Estate.

COACHSTOP SOUTHEND New MAN/Norge coaches are S602-4 VAY. They are named Cameo, Nina and Chief respectively.

GRACELANDS REST HOME HADLEIGH Ford Transit R348 GVX is now PCV licensed.

GRAHAMS KELVEDON Mercedes mini M345 UVX has been sold.

HAILSTONE BASILDON Mercedes minicoach E190 YWE has been acquired from Clintona, Brentwood. Following fleet expansion, a new operating centre has opened at the BP garage, East Mayne, Basildon.

MCFEETERS CORRINGHAM Ford/Duple VBC 985X now carries this operators disc, but retains Sterling driver training lettering.

MIKES CRAYS HILL Iiw 3131 (UAT 275R) has been acquired from Travelux, Stanford-le-Hope.

MYALL BASSINGBOURN Service 26 was revised from 28.10.98. to operate to a different route and on Thursdays only.

NCS CONTRACT SERVICES NEWPORT J776 BJN a Renault Traafig, has been acquired.

NELSONS WICKFORD Bristol VR VEX 295X has been acquired.

RAYLEIGH ROADWAYS Leopard/Plaxton TUB 1M has been sold. Thought to have gone to a Colchester area operator.

RODS STANFORD LE HOPE Freight Rover/Carlyle F892 XOE has been acquired.

SJH TRAVEL CRAYS HILL EAZ 3256, is a recently acquired, but unidentified minibus.

S&P ROCHFORD E132 YUD a DAF/Plaxton has been acquired.

STAGECOACH CMBUS Minor revisions were made to service 22 from 11.10.98.

STALLION COACHES BROOMFIELD APL 777T a Bedford/Plaxton has been acquired from Goodwin, Braintree.

STEPHENSON ROCHFORD A further Royal Tiger Doyen is C69 BFX.

SUPREME SOUTHEAST Fleetnumbers have started to appear here. Recently acquired MCW Metrobuses SND 121X and ANA 163Y are 5121, 5163. Other fleetnumbers carried are BVP 812V - 5812, PTD 671S - 5671, OEM 787S - 5787, F254 OFP - 254. Leyland National 2 EON 826V is in the yard, still in CBT livery. A former Edinburgh Transport Leyland National is being used for spares, thought to be RBU 183R.

VICEROY SAFFRON WALDEN From 12.10.98 the morning journey from Barley was revised to operate 10 minutes earlier.

WIFFEN FINCHINGFIELD Following the recent retirement of the proprietor, the fleet has been sold to Flagfinders, Braintree.

YELLOWLINE BRAINTREE A further non PCV Ford Transit is N962 VEG.

MORE ON THE GAS BUSES OF E N

In recent additions of the Classic Bus magazine there have been articles on the wartime gas buses, and when it refers to Eastern National it states that originally there were to be 38 vehicles converted but only 19 were completed, and from known information it is rather conflicting.

The book "The Years Between" states that the following were altered to run on gas at Maldon Depot.

3304 MJ401	Leyland TS	3532 BTW471	Dennis Lancet
3305 MJ402	" "	3542 BTW481	" "
3306 MJ403	" "	3607 CTW203	Dennis Ace
3304 MJ404	" "	3663 ENO941	Leyland TS
3305 MJ405	" "	3664 ENO942	" "
3510 AEV88	AEC Regal	3665 ENO943	" "
3520 AHK792	" "	Total	13

It is known that Leyland TS 3007 TM6909 and 3009 TM6314 were converted and operated out of Maldon, and in Buses Illustrated No 39 it says that an AEC Regent was at Maldon.

The Bristol 3874 HHT459 was already converted when it arrived with Eastern National.

Ken Jennings told us that 6 Leyland TD1s at Clacton were converted i.e.

3010 TM6405	3014 TM6409	3072 EV1489
3074 TM9152	3148 TM9049	3150 TM9051

and 2 Leyland TS1 saloons 3088/3089 EV1224/1305 were also seen towing gas trailers. This brings the total to 24 excluding 3874.

The PSV Circle Fleet History confirms the following----- Several of the 3303-8 batch were fitted with gas trailers, and 3532 3542 3607 3663 3664 3665 were all converted from oil to petrol engines about this time.

Photographic evidence shows the following towing trailers 3007 3009 3088 3304 3306 and 3308.

And finally to confuse the situation more. In the Eastern National book "60 years of service to Essex" it reads. Maldon depot was the centre of operation, [and the first in the country from which producer gas was operated] and Clacton and Dovercourt depots also operated entirely by this method. In the peak during the five years to early 1945, 38 vehicles had been converted to it'd use***** confused I am.

See updates in issues 418 and 431

EASTERN NATIONAL

EASTERN NATIONAL 
a NATIONAL bus company

SUBSEQUENT DISPOSALS

EASTERN NATIONAL

EASTERN NATIONAL

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
1310	ANA 94Y	Jones (t/a GJ Travel), Walkden. ex Chester, Walkden.	8/98
1653	NAT222A [ex KCG610L]	Ludlows, Halesowen. re-registered ??? ???L	6/98
1829	VNO731S	Cygnat (t/a Barnsley Omnibus), Darton. ex West Midlands. 1731	8/98
1892	PIJ8104 [ex BNO682T]	Winson, Loughborough. 49 Sold.	7/98
3039	PWC514M	L.A.-London Omnibus, Sherman Oaks, California. COA to 9715 Gothic Ave, North Hills, Sepulveda. O.C Hoson Produce, 400 West Claremont, Pasadena. COA to 13175 San Fernando, Sylmar	7/89 by -/91
3042	LFS287F	Chicago Motor Coach. as H78F + offside entrance. [never collected and were moved to a commercial storage yard in 6/93 and remained there until auctioned in 5/98 in lieu of unpaid storage charges. Unfortunately there was very little interest in the buses and they were not sold] ex Sunline Transit Agency, Palm Springs. (not used) ex Maurice Van Praag, Phoenix.	by 3/92 by 3/91 7/88

THAMESWAY

SUBSEQUENT DISPOSALS

THAMESWAY

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
24	F892XOE	Rogers (t/a Rod's Mini Bus Hire), Stanford-le-Hope. ex Ramm, Sudden (dlr).	9/98
513	IAZ6393 [ex B337BGL]	Barge (t/a Essex Thameside), Canvey Island. ex Amber Coaches Ltd, Rayleigh. ex Wilkinson, Ramsden Heath.	9/98 2/98
1836	PIJ5924 [ex VAR896S]	Hunt, Alford. ex Winson, Loughbrough. 48	6/98
1837	VAR897S	Pilkington, Accrington. (for spares)	6/95
1879	BNO669T	Pilkington, Accrington. 52	
1888	BNO678T	Pilkington, Accrington. (for spares)	6/95
4506	B694BPU	Holmeswood, Holmeswood. ex Cedric, Wivenhoe.	7/98

Essex Buses 

Eastern National 

Thamesway 

First  Eastern National

First  Thamesway

**SUBSEQUENT
DISPOSALS**

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
617	N617APU	First Eastern Counties, Norwich. 43	8/98
618	N618APU	First Eastern Counties, Norwich. 44	8/98
1918	JHJ144V	Pilkington, Accrington. (not used by 9/98) ex Linkfast, Craven Arms.	2/98

First  **Thamesway**

FLEET

Transferred from Eastern National.

3069 KOO 787V Bristol VR

3222 BEP 963V Bristol VR

3226 DWU 298T Bristol VR all at Basildon on contract work.

The following are at First Capital.

231. 234. 235. 261. 301-306. 388-393. 411-419. 800-804. 973-986.
2252. ex Ponders End.

ALLOCATION CHANGES 27.9.98.

307 Pool-?. 338BN-D/L[D]. 340BN-D/L[D]. 341BN-D/L[D]. 339 Pool-?.

342/3BN-Pool. 349BD-RD. 350-RD. 351-5/7BD-BN. 397PD-RD. 398PD-RD.

401-410PD-RD. 616 HH-SOLD. 805-811PD-RD. 901-905Pool-D/L[D]

913BN-RD.

1803HH-Pool. 1886BN-POOL. 2657-9BD-RD

3069 3222 3226 EN-BN 4022EN-BN.

ROMFORD ALLOCATION

349. 350. 397. 398. 401-410. 805-811. 913. 2657-2659.

From the above allocations, the Nationals are slowly going and the first Darts are for disposal, ***

DISPOSALS

August 1998

245	F245 MWW	to First Capital
246	F246 MWW	to First Capital
254	F254 RHK	to First Capital
256	F256 RHK	to First Capital
257	F257 RHK	to First Capital
258	F258 RHK	to First Capital
394	H394 MAR	to First Capital
250	F250 NJN	to private buyer (for Go Kart transporter)
252	F252 NJN	to Hardwick, Carlton (Dealer)
259	F258 RHK	to Hardwick, Carlton (Dealer)
616	N616 APU	to First Eastern Counties

ODD WORKINGS

05-09-98	809 on service 251
11-09-98	344 on service 551
11-09-98	811 on service 251
24-09-98	944 on Canvey Clipper (normally a Dart SLF)
26-09-98	805 on service 251

Mini buses on daytime journeys on 251 and 551 have been noted on several other occasions.

NEWS

The new garage opened at Bryant Avenue Harold Hill on September 2nd. It has a small covered shed, an open parking area and a portacabin style office. The existing small base at Brentwood Station became disused after the opening of the new premises.

London services, which have passed to First Capital, are being worked mainly by ex Thamesway vehicles, but are assisted by First Capital vehicles as and when, required. Mercedes 245, 246, 256, 257, 258, and 394 are in Thamesway livery but carry First Capital fleet numbers 565, 569, 566, 563, 568, and 594 respectively in addition to their Thamesway fleet numbers.

Service 551 continues to run between Ilford and Walthamstow until at least December "pending consultations".

London Transport have agreed to delay diverting route 462 until January 9th 1999. This would give time to look at the option of installing "rising bollards" in Longwood Gardens rather than a diversion via Abbotswood Gardens, Earlswood Gardens and Stradbroke Grove which has met with a great deal of public disapproval. The Mercedes 608s currently used will therefore continue for the present time.

Mercedes 397 has been running for about a month with the incorrect registration number H397GHJ at the front, it is correct as K397GHJ at the back.

H326SYE is a black cab used for staff transfers and not previously noted.



A CLASSIC OF THE 40s and 50s THE BEDFORD OB DUPLÉ C29F

There were not many operators who did not operate a Bedford OB, various bodybuilders at some time built on this chassis but the most prolific was Duplé,

Over the years Eastern National accumulated a total of thirty of these, of which thirteen were purchased new and the remainder from operators acquired. From Westcliff came fourteen including three from the City Coach Company, Moores Kelvedon and Hicks Bros at Braintree had two and one respectively.

EASTERN NATIONAL

3933-3939 LPU623-629

4063-4068 ONO84-89

3933/4/8/9 renumbered 183/2/4/5

4065-4068 " 192/5/4/3

3935-3937 to UCOC 5/52

WESTCLIFF ON SEA

CJN299 DHJ22-24 DHJ623-625 DJN548/551-553

CITY COACH COMPANY

MVW285-287 [B51-53]

EN Nos 203-6/8-14

EN Nos 201/2/7

MOORES KELVEDON

HYM685. RTW222

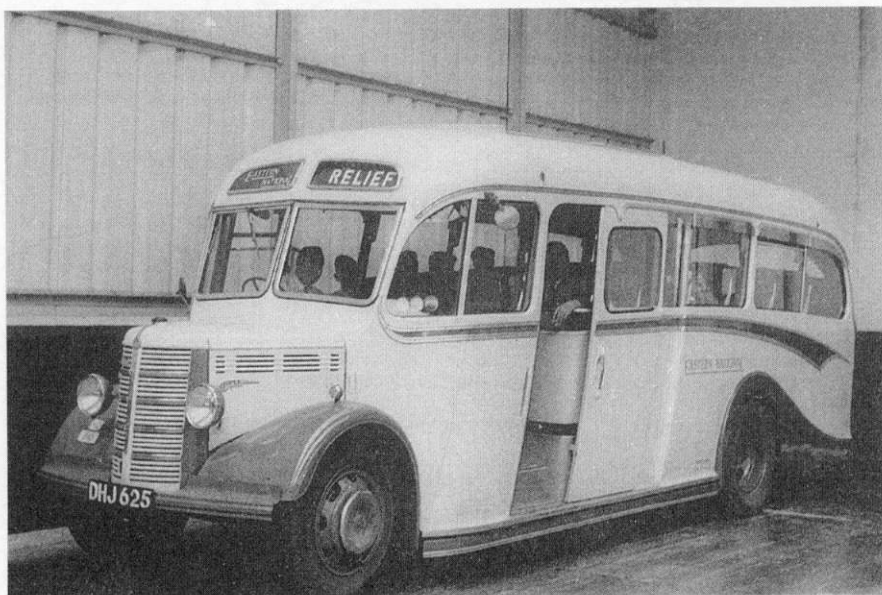
EN Nos 025/6

HICKS BRAINTREE

NEV248 [87]

Transferred to Cansdells Coaches at Clacton.

Eastern National operated a considerable number Bedford OBs with saloon bodies more about these later.



**A FORMER WESTCLIFF BEDFORD OB, DHJ625 NOW EASTERN NATIONAL 210
AWAITS PASSENGERS AT HALSTEAD DEPOT**

Westcliff on Sea

With the recent publicity relating to the tour of Firstf operators by the veteran Eastern National,Bristol KSW opentopper 2383 WNO479,,we must remember that this originated with the old Westcliff Motor Services,and it may be an appropriate time to look at what still exists from this fleet.

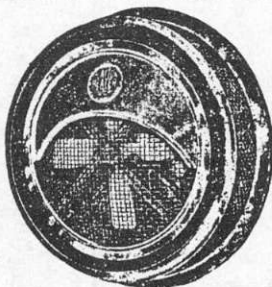
Pride of place must go to AJN825 the prewar Bristol K5G with ECW bodywork,which is unfortunately still awaiting repairs at Chelmsford depot after the fire damage at Walton on Naze.Let us hope it will not be long before we see this "grand old lady"on the road again.

The only single deck that is complete is Bristol LS/ECW C39F EJN638 which is now in care of the Braintreee ENPG for further restoration.Other single deck chassis exist,namely AEC Regal AHJ 404 that is in Malta,albeit rebodied [EBN404] and the chassis of AEC Q JN5783 in the Science Museum collection.

The remaining original Westcliff vehicles are VNO868 and WNO 478 both Bristol KSWs with ECW bodies L55R and OT59R respectively at the Castle Point Museum at Canvey Island.

From the fleets acquired by Westcliff,we have ex City Coach Leyland PD1 open topper LEV917,owned by John Shearman and Co.and a further PD1 NVX311 which is stilloperating a town tout in Beaufort in America.A sole survivor from the Canvey and District fleet is FOP429 a Daimler CWA6 opentopper,429 originated with the Birmingham City fleet and reached Eastern National via Canvey and Westcliff.It was later sold to Southend Transport in whose livery it is preserved.

COACHES SPECIALLY HEATED



FOR COMFORTABLE! WINTER TRAVEL! EASTERN NATIONAL LUXURY SALOON COACHES

employed on certain of the regular Time Tabled Services shown in this Time Table, and those available for Private Hire, are specially heated for the Winter Months.

Remember : "It's Pleasanter by Coach!"

ITINERARY FOR FIRST GROUP BUS RANGER TICKET ON MONDAY 10 AUGUST 1998 (£5.50)
 (INTENTION TO TRAVEL ON BASILDON'S "GHOST BUS" IN EVENING BEFORE IT IS TO BE WITHDRAWN
 AND TO MAKE IT WORTHWHILE BY TRAVELLING TO AND FROM WORK BY ALTERNATIVE WEEKDAY
 BUS SERVICES INSTEAD OF BY CAR TO TEST JOHN PRESCOTT'S NEW PUBLIC TRANSPORT THEORIES)

DEPART	ROUTE DETAILS		ARRIVE	SERVICE NO.	NUMBER OF PASSENGERS	VEHICLE DETAILS
7.45	LAINDON	BRENTWOOD	8.10	151	20	(TW) 920 M 920 TEV Ds Dant Plaxton B39F
8.33	BRENTWOOD	SHEFFIELD	8.38	82	3	(TW) 357 H 368 OHK Merc 709 Leanne Burgess B23F
(WORK IN OFFICE ALL DAY)						
18.05	SHEFFIELD	CHELMSFORD	18.34	350	7	(EN) 1429 F 429 MJN Ld. Lynx Leyland B47F
18.36	CHELMSFORD	BASILDON	19.20	100	24	(TW) 959 N 959 CPJ Ds Dant Plaxton B37F
19.35	BASILDON	LAINDON	19.44	151	4	(TW) 953 N 953 CPJ Ds Dant Plaxton B39F
(HOME FOR A MEAL THEN OUT AGAIN)						
21.32	BASILDON	WALTHAMSTON	23.10	551	16	(TW) 361 H 372 OHK Merc 709 Leanne Burgess B23F
23.17	WALTHAMSTON	LAINDON	00.17	251	6	(TW) 361 H 372 OHK Merc 709 Leanne Burgess B23F

NOTES: 8.08 BRENTWOOD (High St) - SHEFFIELD STATION Service 82 did not operate (staff shortage)
 8.13 BRENTWOOD (High St) - SHEFFIELD STATION Service 80 did not operate (staff shortage)
 21.16 LAINDON (Station) - BASILDON (BUS STN) Service 244 did not appear on time - possibly running
 more than 10 minutes late. - TAXI SUBSTITUTED (cost £2.50)
 21.32 BASILDON - WALTHAMSTON: 7 passengers from BASILDON to BILLERICAY could be carried
 by Service 100 (BASILDON - CHELMSFORD) at 21.58 hours. All other passengers were
 "short-haul" journeys with LRT travel passes and several alternative LRT services available
 23.17 WALTHAMSTON - LAINDON - No other passengers from ROMFORD to LAINDON,
 (Actual journey time WALTHAMSTON - LAINDON was 50 minutes)

LATER COMMERCIAL JOURNEY FINISHES WERE: Service 551 (BASILDON) 00.24 (now withdrawn)
 Service X2 (SOUTHEND) 00.31 (now withdrawn)
 Service 370 (GRAYS) 01.01 - THE WINNER!

(NOTE:- These times are purely hypothetical)!!