

ESSEX BUS NEWS

Everything you need to know about Buses in Essex

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Essex Bus
Enthusiasts Group
Serving Essex Since 1964

Essex Bus News

Everything you need to know

Subscription Information

The current rates for a 12 month subscription are £16 First Class, £15 Second Class post.

Subscriptions are renewable in January or July. 1998 Data Protection Act -Members Names & Addresses, subscription renewal dates & postal rates are held on a computer database for the purpose of administering member services.

If you object to your information being held in this way, please write to the Membership Secretary.

Timetable subscriptions

Members of the scheme receive the Essex county council timetable books and updates plus a copy of the Thurrock council book.

Please contact Derek Stebbing for information or see www.essexbus.org.uk

Photo sales

We have photos of most operators and vehicles in Essex both past and present. Please write to Peter Snell with details of what you're looking for and he'll be pleased to help you.

Your reports & observations

Members reports, quality photos and original articles are always welcome. Please send them direct to the relevant Sub -Editor.

Any views expressed in articles are those of the articles author alone and they do not necessarily reflect the opinions of the group.

We reserve the right to defer items to allow time for confirmation or achieve page layouts.

Every effort is made to ensure accuracy but the group cannot accept responsibility for any error of fact subsequently discovered.

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Problems with your subscription, need back issues or your magazine has pages missing? contact **Membership officer** Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP
E-mail derekstebbing@hotmail.com

Thank you to the many contributors for their valuable news and information.

Please send your Contributions for the next issue of Essex Bus News to the Sub-editors by **8 April** and to the Managing editor by **12 April 2003**.

The magazine is expected to be posted week commencing **25 April**.

Welcome Aboard!

Bus Diary	Page 4	Arriva	Page 21
Central Line	Page 5	Other Operators	Page 22
Service changes	Page 7	Peckham comes to	Page 28
First	Page 10	A Mini Miracle	Page 29
Bus Shop	Page 15	Jeffrey's stop	Page 30

ESSEX BUS SHOP

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Editorial

Publicity editor—could this be your big break?

I'm looking for an enthusiastic person to fill this exciting new position.

You'll review the range of publicity produced by the major operators and councils and produce a regular section with descriptions of new timetables and leaflets.

Working closely with Ian Taylor who will mainly review the Independents publicity, the aim will be to build a good relationship with the operators and produce crisp, easy to read copy for Essex Bus News.

If you want to know more about the generous benefits this position offers mail me seamnz@aol.com or write to me.

Cover

Crusader Holidays Setra—one of the 2003 batch freshly delivered and still with dealer plates (Steven Hughes)

Stop press... Sorry for the late arrival of this month's issue—Computer problems!

See our website for a special trip on Leyland National 1850

Photo

Essex bus diary

Your guide to forthcoming events

Tuesday 8 April Group Meeting , Rochford

Buses Old and new ,slide show with Richard Delahoy

Unfortunately, Bob Farrell from Phoenix Student Travel is unable to make this meeting owing to other engagements, so Richard has kindly agreed to hold a slide show. There should be something for everyone with quality photos from the past 30 years.

We hope to invite Bob Farrell to speak at a meeting this autumn and apologise for the short notice change.

Group meetings take place in the Committee Room, Freight House, Bradley Way, Rochford (the old railway goods shed, adjacent to Rochford station). There is a large car park and Great Eastern trains and Arriva services 7/8 stop nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145.

Evening visit to Fourways Coaches

Tuesday 13 May

Book now—a few seats still available!

An evening visit featuring a trip from Chelmsford to the Fourways Garage at Highwood. We'll be travelling on a one of their 4 ex Dublin Leyland Olympians.

The bus will pick up at Victoria Road (*Duke Street end*) Nr Chelmsford Rail Station at 19.00 and returning by 21.30.

Seats are just £5 each. Please make cheques payable to Essex Bus Enthusiasts Group and send to:-

Dave Arnold 21 Cedar Chase Heybridge Maldon Essex CM9 4NR.

Please enclose a S.A.E and a Contact phone number.

Rally reminders

Cobham Bus rally - Sunday 6 April - Richard Delahoy is hoping to arrange a trip from the Southend area (via A13 or A127 corridors) to Cobham, with a Stephensons vehicle. Cost probably £5.10 plus Cobham admission of £6. If you're interested please email richard@signal-training.com

Barking bus rally -Sunday 20 April— Barking Town Hall car park (off St Pauls Rd) from 1000 to 1700. Commemorating 24 years since the withdrawal of Londons RT's plus road runs and sales stands. (Admission is free)

CENTRAL LINE buses update

Bob Palmer brings the latest news

Last month's article on the extensive replacement bus operation gave details of the services organised by Ensign. The list of operators and their vehicles very obviously alters day by day according to their other commitments and availability.

In addition to the services listed last month, two others are being operated as follows –

Service F South Woodford –Snaresbrook – Wansted – Redbridge- Barking
Service H Hainault- Barkingside- Newbury Park –Gants Hill – Ilford.

Service F see vehicles from Leaside travel , mainly Metrobuses , Blue Triangle with Metrobuses & Titans, Essex Coachways using various coaches. This service links into the District and Hammersmith and City underground lines plus C2C trains.

Service H sees vehicles from Dan's Minibus Hire of South Woodford, ranging from Volvo B10M/Van Hool's to Mercedes 01120l/Ferqui 35 seaters , Optare Stariders & various Double Deckers again from Blue Triangle. Their RCL 2260 put in at least three appearances. Recently, the ex Southern Vectis Olympians of Redbridge Transport have appeared on service H and as their garage is near by, it seems a good allocation. Other odd vehicles seen include a Titan from Legg's Travel of Brooklands, Surrey.

We believe that Blue Triangle are co- ordinating these two routes.

The off peak and weekend frequencies on all services have been reduced to reflect the numbers of people who are not using these emergency buses, in order to conserve driver resources.

A couple of weekend shutdowns on the District line were cancelled to enable this line to take some of the strain but the planned weekend closures for work on the Channel Tunnel rail link went ahead and other planned underground closures have also gone ahead following the easing of resources needed in East London by reducing services A to H.

Interestingly, once the magnitude of the operation and the eventual timescale became clear, London buses made it clear that their main contractors should not become involved in the Central Line replacement operation for fear of depleting resources from ordinary bus services. Blue Triangle seem to be an exception from this and Leaside Travel is seen as an 'arms length' operation of Arriva London North.

Just for the record, although out of our coverage area, two small scale shuttles are being run from Northolt to Rayners Lane and North Acton to Wilesden Junction.

No amount of bus service provision can ever replace the Central Line and it is obvious that many people have found new ways of travelling to work or college at peak hours, while off peak travel has just gone away.

The WAGN train services from Harlow and Chingford and First Great Eastern Metro services have been very busy and First have put up posters apologising for the over- crowding. The District and Jubilee lines are also carrying extra passengers and things can get a bit fraught at Stratford with the entrance to the Jubilee line platforms having to be closed at times for safety reasons.

Yes, the Central Line is being missed but the miracle is that so far, there has not been a catastrophic signalling or points failure on First Great Eastern Lines at Liverpool St and such a period of normal train services is almost unprecedented!

Members free adverts

Everything you need to sell your unwanted transport items

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Complete set of "Buses Extra" magazines, from the initial one-off "Buses Special" through issues 1 to 78 of Buses Extra (it was then superseded by Classic Bus) - 79 copies in total. Being sold in aid of Group funds. Offers please to Richard Delahoy, 272 Shobury Road, Southend on Sea, SS1 3TT or e-mail richard@signal-training.com.
Best offer (in excess of £25) by April 19 secures.

Essex service changes

Changes are split into two sections to avoid some changes appearing more than once. Changes to "regular" services appear first, with changes to school services described in brief at the end. All changes, especially those with a date after 11th February, are subject to change, so please check with the operator or Traveline before travelling.



traveline
public transport info
0870 608 2 608
www.traveline.org.uk

Monday 3rd February 2003

77,78,78A (First) (Colchester & Brightlingsea) Timetable change.

93 (Carters Coach Services) (Colchester & Ipswich) Changes to Monday to Saturday evening timetable. There is an extra journey at 0630 from Capel St. Mary to Ipswich.

755, 756 (Carters Coach Services) (Colchester & Capel St. Mary) Certain journeys extended to Ipswich.

Sunday 9th February 2003

70,75,76C,88,88A,88B,88C,102 As in Issue 466.

C3 (First) (Colchester Park & Ride) Service reduced to every 15 minutes.

Monday 10th February 2003

381,382 As in Issue 465.

10,11,17,18,22A/B,66/A,67/A/C,74/B,103,104 As in Issue 466.

D (Arriva) (Latchingdon & Chelmsford) Routeing change from Tuesday 11th February 2003.

Saturday 15th February 2003

952 Further to Issue 466, the 0910 journey from South Ockendon Royal Oak now starts from Ford Place at 0906. Similarly the 1530 journey from Romford Station extended to Ford Place.

Sunday 16th February 2003

3,4 As in Issue 466.

Monday 24th February 2003

301,306,319,T10 As in Issue 466.

Saturday 1st March 2003

130 (*Heddingham Omnibuses*) (Clacton Factory Shopping Village Circular) Additional Saturday evening journeys and a Sunday service introduced. (See M130)

M130 (*Malcolms Bus Services*) (Clacton Factory Shopping Village Circular) Withdrawn.

Monday 10th March 2003

T10 (*SM Coaches*) (Church Langley & Harlow Town Station) New route running every 30 minutes via Harlow Town Centre. During rush hours buses will also serve Edinburgh Way, replacing route 10A.

Saturday 15th March 2003

10 (*Arriva*) (Harlow & Church Langley) Change to Monday to Friday peak hours timetable.

10A (*Arriva*) (Harlow & Church Langley) Withdrawn.

Monday 31st March 2003

"Stansted Coach Link" (*First*) (Colchester & Stansted Airport) This service will operate as a circular route Stansted-Colchester-Stansted. Section of route via Great Dunmow on one return journey will be withdrawn.

7, 8A, 10, 17, 18, 80, 90, 127, 140, 195, 232, 319, 323, 341, 342, 344, 391, 631, 632, 633, M2, M4

As in Issue 466. (In some publications, the changes to routes 80 and 140 are listed as 4th April.)

2 (*Heddingham Omnibuses*) (Great Braxted & Maldon) Withdrawn.

222 (*First*) (Stansted & Colchester) Routeing and timetable change.

Sunday 6th April 2003

70 (*Arriva*) (Braintree & Colchester) Arriva journeys withdrawn. Journeys operated by First will continue to run.

133 (*Arriva*) (Braintree & Stansted Airport) Withdrawn.

Monday 7th April 2003

717 (*Airlinks*) (Cambridge/Stansed & Brighton) All journeys extended to Cambridge.

727 (*Airlinks*) (Norwich & Gatwick Airport) Extended in Norwich from the Bus Station to the University of East Anglia.

757 (*Airlinks*) (Cambridge & Oxford) Withdrawn between Cambridge & Stansted. (See 717).

797 (*Airlinks*) (Cambridge & Brighton) Timetable change.

Saturday 12th April 2003

397 (*Arriva*) (Debden & South Chingford) New timetable.

503 (*Regal Busways*) (Brentwood & Harlow) Withdrawn.

Saturday 19th April 2003

1 (*Locallink*) (Harlow & Old Harlow) Withdrawn.

Tuesday 22nd April 2003

600 (*Hedingham Omnibuses*) (Walton & Colchester) This route will now run on Thursdays only.

School Services (all areas)

Wednesday 12th February 2003

200,210 As in Issues 465 & 466.

Friday 14th February 2003

CM0232 (*Dons Coaches*) (Felsted & Helena Romanes School) New route via Little Dunmow.

CM1207 (*Dons Coaches*) (Takeley & Helena Romanes School) New route via Great Dunmow.

Monday 24th February 2003

401,513,514,602,607,609,701 As in Issue 465.

604,608 As in Issue 466.

606 (*First*) (Braintree & Ingatestone) Route and timetable change.

Monday 31st March 2003

7 As in Issue 466.



Head office move delayed

Apparently the intended move from Stapleford Close, New Wittle Street will not now take place for at least another 12 months, although the First insurance subsidiary which has been occupying the ground floor is to relocate imminently to Berkshire.

FLEET CHANGES

Acquired vehicles

2.03 **761** R647TLM Dennis Dart SFD212BR111891/Marshall
Additional vehicle acquired from *First London*, for use at Stansted; not repainted and believed possibly only to remain until the Autumn.

Vehicles on loan

First Midland Red 558 (S558RWP) has also been seen working as a driver shuttle at Brentwood, having again brought *FMR* drivers to/from Chelmsford (see EBN466). A further *FMR* vehicle, Dennis Lance/Plaxton Verde M255MRW, was in Duke Street, Chelmsford on 4th March but this was for engine repairs - it has been in use on Central Line rail replacement work.

Allocations (period ending 23 February 2003)

753-760 Acq-BN; **919** BN-Res; **921** BN-Res; **922** BN-Res; **924** BN-Res; **925** BN-Res; **926** BN-Res; **928** BN-Res; **2909** CF-BE; **5000** BE-PST; **5002** CF-PST; **5017** to CF; **9028** BN-CN.

2641/7 and 3219 still remain in use mainly at CR, with 2642 at CN. On the allocation sheet 2646 remains at BE with 2671 at CF (see EBN466).

First and Phoenix – the facts

The situation with the Phoenix vehicles operating in the First fleet has become a little complicated over recent months. The current fleet allocation sheet shows only 5001/4 at CF, 5005 at BN and recently acquired Lynx 5017 (E114SDW) at CF. The other double deckers previously leased to First have been returned to Phoenix and are now working from Maldon or Purfleet. For a few days in the week commencing February 24th, one of the Olympians was on hire from *First* to Phoenix, pending confirmation of an increase in PST's operator's licence from 18 to 24 vehicles authorised. Prior to this, from last September, Phoenix had supplied a driver on an agency basis to operate *First* route 513; for this one of the 50xx series Olympians was allocated to *First's* Maldon outstation - the exact bus changing from time to time.

Other Vehicle News

Heritage open-top KSW 2383 has now set off from Harwich en route to the Czech Republic, in time for the Old Timer Bus event in early May. The trip celebrates the bus's 50th anniversary and will be raising money for cancer research. En route, it is intended to reunite 2383 with preserved sister 2379 at *Bart Prins Classic Transport* in Holland.

Dart 2801 has been sent to *TransBus* at Ware for body repairs. 4322 is another with a rear advert for the Vauxhall Agila. Ford Cargo Lorry 9010 has returned to service after a long period out of use; the cab has been renewed as has its Hi-ab crane.

Withdrawn 2651 and 1408 are being cannibalised for spares at Clacton. Unfortunately former 335 (H344LJN) and 2614 (J614UTW) were amongst a number of vehicles destroyed by fire at *First Eastern Counties'* King's Lynn depot on 2nd March.

COASTAL RED FACT FILE
Make sure you read the
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VEHICLE WORKINGS

Scheduled rail replacement work in the Colchester area saw 4302 and 4303 working Marks Tey-Ipswich on 23rd February, and 4307 running Colchester to Ipswich on 2nd March, subcontracted to Arriva.

Unusual workings

10.2.03	HH957 on 3
11.2.03	HH703 on 24/24C, 29B
13.2.03	HH941 and HH957 on 3 BN1400 on pm 502
15.2.03	BN658 on 750 HH703 on 24, 24C and 29B CR1502 on 222 (exchanged for 2683) CR1507 on 64A
17.2.03	CF1517 (replaced CR1505) on 64/64A
18.2.03	HH720 on 20
26.2.03	CF2907 on Diamond
28.2.03	HH987 on 3 BE2646 on Village Link 5
1.3.03	HH705 on Canvey Clipper HH913 on 3 CF2907 on Village Link 5
3.3.03	BN735 on 562 BN737 on either 750 or 751
4.3.03	CF537 on am 42 and 43 BN5005 on pm 502 and then 102
6.3.03	BN855 on 100 BN5005 on pm 502
7.3.03	BN4030 on 751
8.3.03	CF431 on 43 (with card destination)
10.3.03	Merc 434 on ser 222 at CR
10.3.03	AB434 on 222
8.3.03	CF431 on 43 (with card destination)
10.3.03	AB434 on 222

VR-watch

3109 was back at Harwich (DT) at the time of writing, having worked from Clacton for a number of days including 14th February; it was seen arriving at Colchester that day to work the 16.10 service 76 to Clacton. At the time it had what appeared to be 3103's dayglow (CN) blind.

BN3113 was noted on the 751 on 12th February, and on Canvey Island on Saturday 29th February. It continues to be a fairly regular performer on the 502 at other times, as well as the evening 102 which follows on from that duty.

3219 is not expected to see use beyond the end of March, but in the meantime regular reports of its use include:

- 10th Feb - short morning 70, afternoon 88B then 16.35 71 replacing defective Lance
- 13th Feb - 15.20 service 77 and return, which would normally do 107/105 but stayed on 77's
- 21st Feb - 11.40, 13.40 and 15.40 CR-CN 74's
- 28th Feb - afternoon 69 and 88B/88

Devon and Cornwall have been a popular destination lately for VR enthusiasts, particularly as *First Western National's* large fleet of around 77 is due to be reduced by 33 examples following major service revisions on April 13th. Your sub-editor managed to travel on 1258 (STW34W, EN 3090) and 1244 (UAR589W, EN 3099) from Newquay to Falmouth on 20th February while 1242 (XHK228X, EN 3123) passed our hotel two mornings that week on a school contract, working hard on the climb out of Watgate Bay. Others in evidence that week were 1238 (KOO785V), 1243/6 (UAR586/97W) and 1250 (XHK220X), one time 3067/97, 3106/15.

Publicity matters

Martin Farmer (External Publicity Controller) now operates from Clacton and hence 9028 has been transferred there. Responsibility for bus stop and timetable frame maintenance passes to Essex County Council, under a government funding initiative, although the day to day work is believed to be contracted out by Essex. The situation in the Unitary Authority areas (Southend and Thurrock) is unclear, as is also the case where 'Overground' has been introduced. At present each bus stop is being recorded, photographed and given an identifying name following which systematic renewal will be put in hand. The first area to be treated is likely to be Brentwood, shortly after the start of the new financial year. Hopefully leaning or rusted bus stop poles will soon be a thing of the past (long a bone of contention with your sub Editor) - although perhaps sadly from a historic viewpoint this could mean the end of the four remaining concrete LT bus stops in the Brentwood area, and possibly some of *Westcliff* origin.

First Essex/First Airport fleet allocation 23 February 2003

Airport Buses	112, 432/4/5, 602/8/10, 917/43, 1550/1, 2640/8/9/50/83, 2813-5/22/5/8
Airport Coaches	101/11, 397/8, 2679
Braintree (BE)	944, 2646/55/6/63/6/75/80, 2803/4/8/11/2/6-8/21/6/7, 2909-11, 3072, 3112
Basildon (BN)	404-6, 655-67, 711-4/34-8/53-60, 809, 852-5, 914/5/8/20, 929-34/45/65-73/83-6, 1400/4/10/32, 3113, 4026/30, 5005
Chelmsford (CF)	430/1/3, 512-37, 729-33/9-44, 1401-3/7/13-6/26-8, 1516-20, 2667/8/70-4/6-8, 2901-8, 4007/10/2/24/5/33/4, 5001/4/17
Clacton (CN)	907/8/12/6, 1510-3, 2665, 2801/5/6/9/10/9/20/3/4, 4015-9
Colchester (CR)	650-4, 715/6, 910/1/74-82, 1501-9, 2829/30, 2921-6, 4014, 4301-5/7/9/15/20-5
Hadleigh (HH)	407-10, 701-10/7-21/46-8/50, 811, 913/35-42/6-58/87, 1405/6/9/11/2/7-24, 2643/5/52/3/7-62, 4003-5/27
Harwich (DT)	909, 2669/81/2, 2802, 4008/9/13, 4308/10/1/4
Romford (RD)	401-3, 501-11, 805/6/10
Heritage	2383, 9001
Spare	314, 1429, 2664, 3109
Disposal	1408/25/30/1, 2641/2/4/7/51, 3078/92, 3101/3, 3219, 4028
Reserve	100, 919/21/2/4-8, 2654
Driver Training	35, 1433 (BN); 1924, 9002/3/20/6 (HO)
Ancillary vehicles	(note that some of these details are by members' observation only) BN: 9030, 9308; CF: 9008; CN: 2111, 9028; CR: 9033; HH: 9035; HO: 9004/10; Disp 9029/34

The following buses are fitted with tachographs:

701, 852-4, 1400/4/5/32/3, 1510/1, 2383, 2655/6/77, 2801/9/29/30, 4013/5/6/9/30, 4310/1/5

Many thanks to the following people for their news and information for this month's First section . Keep your news coming in – see page 2 to contact us.

R Appleton, J Clayton, C Cole, R Delahoy, G Dodson, D Edwards, M Farmer, S Hughes, A R MacFarlane and *Bristol Interest Circle*, P Mansbridge, K Mead, I Ransom, P Rowden, J Salmon, C Sigston, K Smith, P Snell, D Stebbing, J Stewart, R Whitley, Essex Bus and London Bus y-groups, *First Essex*, Essex CC Bus Passenger News, LOTS, N&P, PSV Circle

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Issue 3 Spring/Summer 2003

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**COASTAL RED
FACT FILE**

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Fact Files

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The name of COASTAL RED rekindles memories of their bus war with Eastern National in Clacton and Harwich following deregulation in 1986. This brand new fact file covers the complete history of buses from Great Oakley garage, including Hooks Bros, the Essex Coastal Express combine and Charter Coach.

Plus there's extensive coverage of the bus war as this small operator took on the big boys and was eventually run off the road.

Hot off the press, this essential book includes a complete fleet list and route listing, 9 historic black and white photos and 4 comprehensive route maps.

28 Pages with red card covers and 9 B&W photos. **Price £3.50**

The Campbell Fact File The complete history of Campbell & Son of Pitsea – By Alan Osborne

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Hicks Bros Fact File - By Alan Osborne

A nostalgic look back at this fondly remember north Essex operator. Featuring a short history, fleet list at takeover by Eastern National plus details of routes and tickets.

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City Fact File—By Alan Osborne

It's over 50 years since this much loved Essex operator sold out to the British Transport Commission and this top selling book celebrates the life of the company in words and pictures.

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The Lion Roars No Longer – Eastern Nationals Leyland Lions By Peter Snell & Alan Osborne

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16 pages Inc 9 rare photos and card covers **Price £2.50**

It's so easy to order your books!

Simply make a note of the books that you would like & send a cheque or postal order payable to Essex Bus Enthusiasts Group -

Peter Snell 6 Mandeville Way Benfleet SS7 4LH

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Looking for a photo?

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We do not currently have lists of what's available but are always happy to respond to individual requests. Please write to our Photos officer with a note of your needs, enclosing an SAE.

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Derek Stebbing 18 Lynmouth Avenue Chelmsford CM2 0TP

Vintage timetables -A unique gift idea!

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Alan Osborne has an extensive collection of historical timetables going back as far as 1909 and he's happy to supply photocopies of individual service timetables. See how your favourite route has changed over the years! Let Alan know what your looking for. Write to:

Alan Osborne, 7 Farley Drive, Seven Kings, Ilford, IG3 8LT
or phone 020 8590 2021

The small print—All items referred to in this supplement are subject to availability.

The prices shown are correct at March 2003 & supersede all previous offers.

We reserve the right to alter prices & offers during the lifetime of this publication.

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Datafile

Depot requirements and vehicle allocations

For operational reasons this information may be subject to change, and is given for guidance only

	BE	BN	CF and (MN)	CN	CR	DT	HH	RD	TOTAL BY TYPE
REQ'T									
Minibus	6	4	11 (2)	1	0	2	14	5	45
Midibus	14	38	40	12	20	2	40	0	166
SD	0	16	8 (6)	4	12	0	11	0	57
DD	2	2	6	4	14	6	3	0	37
Phoenix DD	0	1	2	0	0	0	0	0	3
Phoenix	0	0	1	0	0	0	0	0	1
SD/Midi									
Mobility (Midi)	0	3	0	0	0	0	0	0	3
Route 193 (Midi)	0	0	0	0	0	0	0	10	10
Total reqt	22	64	68 (8)	21	46	10	68	15	322
SPARE									
Minibus	1	0	0	0	0	1	1	1	4
Midibus	1	3	5	1	1	0	3	0	14
SD	0	1	2	0	2	0	2	0	7
DD	0	1	1	1	1	1	1	0	6
Mobility (Midi)	0	1	0	0	0	0	0	0	1
Route 193 (Mini)	0	0	0	0	0	0	0	1	1
TOTAL									
Minibus	7	4	11 (2)	1	0	3	15	6	49
Midibus	14	41	45	13	21	0	43	0	180
SD	0	17	10 (6)	4	14	0	13	0	64
DD	2	3	7	5	15	7	4	0	43
Phoenix DD	0	1	2	0	0	0	0	0	3
Phoenix	0	0	1	0	0	0	0	0	1
SD/Midi									
Mobility (Midi)	0	4	0	0	0	0	0	0	4
Route 193 (Mini)	0	0	0	0	0	0	0	11	11
TOTALS	24	70	76 (8)	23	50	12	75	17	TOTAL 355

First Airport

	AIRPORT BUSES	AIRPORT COACHES
TRAFFIC REQUIREMENT		
Minibus	6	3
Midibus	7	0
Coach	6	1
SPARES		
Minibus	1	1
Midibus	1	0
Coach	0	0
TOTAL ALLOCATION		
Minibus	7	4
Midibus	8	0
Coach	6	1
TOTAL	21	5

Hedingham

Hedingham now has a National licence. It was changed from International some years ago (at least 3 years). When an International disc is needed, the MacGregor (PF0002457) disc is used.

Vehicle update

L151 F151 NPU Leyland Swift/Wadham Stringer has gone (by 2.03) to Taylor (dealer), Isleham.

L287 L833 YDS Volvo B6/Alexander has returned to the fleet (by 2.03) from Taylor (dealer), Isleham

A new low-floor Volvo B7/Transbus President double decker is on order for delivery in August.

Essex Independents Tour 2003
Over 50% of the seats are sold- will you be
sitting in one of 'em?
Book now before its too late!

Arriva

ARRIVA East Herts and Essex

Vehicles out 2/03: Iveco 2348 (M728 UTW), 2360/1 (N740/1 AVW), Metrobuses (the last) 5259 (B289 WUL), 5263 (BYX 230V) all to Ensign, Rainham

Iveco 2364 (N744 AVW) also sold, details awaited.

Arriva Southern Counties

Vehicle requirements from March 2003

Garage	M-F peaks	M-F off peak	Sat	Sun
Colchester (Bus)	36AM 35PM	28 (29 W)	29	3
Coach	4	0	0	0
Grays	30AM 29PM (b)	26	26	12
Southend	57AM 58PM(a)	50 (51 W/T)	51	19
Dengie	Mon-Sat 5 with PM vehicle swap)			

Key – (a) 58 AM 59 PM on non college days (b) 29AM 28PM on non sch days

W –Wednesday T – Thursday

The Grays allocation inc. TfL contracts route 256 M-F peaks 10 Cadets , 9 off peak, Sat 9 Cadets, Sun 5 Cadets (pvr 3- middle/late meal relief taken at garage) Route 346 Mon-Sat 2 Cadets

In Brief...There are no changes to the allocations at Colchester, Grays or Southend and the full datafile will return next month. Local straplines (for example Arriva serving Southend) are no longer being applied to repainted buses , reflecting a similar change already made to general publicity.

The road changes in Grays were expected to start on Monday 16th March and full details of the new bus pick up points will be given next month.

Other operators

ACE OF CLUBS BENFLEET An additional operating centre is at Brook Road, S.Benfleet

Acquired are N806CKP and N554 DKO both Iveco 45-10 (by 1.03)

ALAN CHELMSFORD CP51CZC VW Transporter is here (by 1.03)

AMBER RAYLEIGH BOK 40V MCW Metrobus is in (by 2.03) ex Stephenson, Rochford

Ref. 227 ASV (ex SMY 627X) - the registration 227 ASV has been reused by Mil-Ken, so this is not its correct number although it is still carried and the vehicle has not been used by Amber.

A.P.T. RAYLEIGH We can now confirm that F212 TAN Bova Futura is here. The registration APT 42S is on a DAF/Van Hool (by 1.03) Acquired from Parry, Wheatley is OIL 5315 (FDZ 3715,D910 RBU), but details are unknown A.P.T.), Rayleigh

T123 APT (ex ???????) Bova Futura is in (by 2.03) - this is obviously a reregistration by Thorn, but we have no idea as to its history.

NIL 4223 (ex G828 YJF) a Bova Futura has gone to BJS, Gt.Wakering (2.03)

AUTOHIRE, STANSTED G621 UKR a Ford Transit is in (by 1.03)

Previously reported LDV Convoy L907 LGB may be an error, as T207 LGB has been noted - needs checking.

BASILDON TRAVEL BASILDON D279 RBV Bedford YMPS/Plaxton is in (by 2.03)

BLUE DIAMOND HARLOW W292 PTD LDV Convoy is in (by 1.03). The legal address is now 37 Holmes Meadow, Harlow.

BRAINTREE YELLOW LINE BRAINTREE V239 MNM LDV Convoy is here with fleet no. 60 (by 1.03) - we think this may be the vehicle previously reported as V329 MNM and also V232 MNM may be an error (sorry about that).

BRANDON BLACKMORE END There now seems to be a connection between this operator and Fargo, Rayne. Brandon vehicles are appearing in Fargo style livery and also appear at Fargo's depot. However they still have 'Brandon' names and we think still run on Brandon discs.

ESK 912 (ex F770 DWR) Bova Futura is in (2.03) and WAZ 3429 (ex D501 BFS) ACE Puma/Plaxton is in (2.03) both ex McKendry, Loanhead

E664 JNR Bova Futura is in (2.03)

F26 EKR (ex GFO 366, F26 EKR, VDJ 660, F26 EKR) Bova Futura is in (2.03) ex Cowdrey, Gosport, Hants. (but may have been elsewhere since)

VFT188T Leyland Atlantean/MCW is in (2.03) in full OK (of Bishop Auckland, Durham) livery although it has been to other operators since leaving OK.

Daimler Fleetline KUC 217P is now unlicensed (2.03), while Bova Futura HIL 2922 (ex A251 SBM) is being used for spares (2.03)

CF TRANSPORT THUNDERSLEY H201 GRK Talbot Express is in (by 1.03)

CHAMBERS BENFLEET The registered address and operating centre is now 6 Seamore Close, Thundersley

CHELMSFORD TAXIBUS CHELMSFORD Ford Transit EX52 HAU has fleet no. 71

Older Ford Transit G651 PKO has lost its fleet no. and all markings (1.03) (was 77).

Further new Ford Transit are EF52 KPG - no. 42 (by 2.03), EF52 KSK - no. 54 (by 1.03) and EF52 KSN - no. 39 (by 1.03). EY03 NCF is a Ford Transit seen 21.2.03 at Group Taxibus, Chelmsford - lettered for 'Stansted Taxibus' - not sure if it will operate on PSV disc or taxi plate.

EF52ANX is another Ford Transit/Stanford, fleet no. 48 (by 2.03).

Note:- The new short-wheelbase Ford Transits in this fleet are standard Ford vehicles which have been modified by Stanford Coachworks with a rear lift and a fold-out step on the nearside door (also possibly with seat tracking to enable wheelchairs to be carried). There is no body modification from the standard Ford product so they should not be considered as Stanford bodies.

COOK SOUTHEND Bova Futura Y653 HWY has gone (by 7.02 - probably a lot earlier)

CROWN BENFLEET The following are assumed to have gone: Sherpa/Carlyle D202NON, Iveco/Carlyle F700 OPA, G403/6DPD, G442 WLL. and Iveco/Phoenix G810 DPH

CRUSADER HOLIDAYS CLACTON S613 AKP (ex S6 TRA) has gone to Windmill, Gt. Bromley (by 1.03)

EASYBUS CANVEY ISLAND Is the new name for what was Wheels taxis. The name appears as easyBus on vehicles. Acquired is M724 BRV a LDV 400.

GARDNER CHELMSFORD This operator has a new operating centre at Drakes Lane Industrial Estate, Drakes Lane, Boreham (by 1.03).

HUI 4216 (ex J62 SRE) Volvo/Plaxton Excalibur is in (delivered 6.1.03) ex Hill, Wolverhampton, W.Mids.

There is a LAG in the yard which is being used for spares - identity not known, but not one of those which has been operated by Gardner.

GODWARD SHOTGATE T416 BGU Mercedes Benz/Crest is in (by 1.03) ex Gatwick Flyer, Romford, Gt.London. TC52 PGC Iveco/Beulas is in (by 2.03)

UIL 8322 (ex ????????) ?/Plaxton was with this operator, but has now gone to Coach Europe (dealer).

GOODWIN BLACK NOTLEY FOU 999W Bedford YMQ/Duple is here (by 2.03) ex Halls, Elsenham. It is unlicensed. Volvo B58/Plaxton 987 UYA (ex EPC 904V) is also unlicensed (by 2.03).

INGATESTONE COACHES INGATESTONE Bedford YNT/Plaxton BHK 710X has gone to Travellux, Stanford-le-Hope (by 1.03)

JWS CHADWELL ST. MARY Mercedes Benz 609D/Reeve Burgess D868 VKE (ex CSU 907, D161HML) has gone to Kingston, Rettendon (by 12.02). A19 HOD Mercedes Benz/Autobus is in (by 2.03 - possibly a lot earlier) ex Hodson, Navenby, Lincs. and reregistered to N17JWS (by 2.03).

KINGSTON RETTENDON G344 KOF (ex DXI 16, G999 DSC) Toyota/Caetano is in this operator's yard (by 12.02) ex Need-a-Bus, Canvey Island - but is not in use through mechanical defect. N862 RFU (ex 243 CUW, N862 RFU) a Setra S250 ex Applegate, Newport, Gloucestershire has been in the yard (1.03).

P789 UFE a Setra was used briefly - believed to be a hire from Evobus (dealer), and returned by 22.1.03

Former JWS D868 VKE (ex CSU 907, D161 HML) and Mercedes 0404/Hispano S139RWA have gone after short stays (before 25.1.03).

The licence was revoked from 25.1.03. However operations continue using 'Memories for Tomorrow' discs and the name 'Scenic Travel'.

Mercedes 609D F752EVG remains at the Rettendon depot and Leyland Tiger SIB 9492 (ex A149 EPA) is back here, both are out of use and are assumed to remain the property of Mr. Kingston.

Vehicles assumed to be using M.f.T. discs from 26.1.03 are MCW Metrobus KYV791X, Scania/Alexander H234/43LOM, Volvo/Plaxton G282 OHE, N862RFU (ex 243CUW, N862RFU). (we saw the disc on H243LOM - it was a M.f.T. disc)

KYV791X has since passed to Elite Engineering of Maldon, Essex (x) (2.03).

N862RFU (ex 243CUW, N862RFU) has now gone (2.03).

A592NWX Leyland Olympian/ECW ex Arriva Yorkshire North 592 is in (by 2.03)

ECZ 9142 (ex R42AWO) Setra S250 is in (2.03)

LATTIMER THUNDERSLEY The registration PJJ13 is now (by 1.03) on a Mercedes Vito.

A2 XLL is a stretch-limo on a PSV disc (by 1.03)

The Ford Transit which was PJJ13, it is assumed that it has been reregistered and gone

LINKFAST THUNDERSLEY Iveco/Beulas N8 YET is not here. This vehicles remains with M Line, Byfleet, who also trade as S&M, hence the confusion. STW 25W (ex BIL 4710, STW 25W) and SNV 930W both Bristol VR/ECW are in (2.03) ex Nelson, Wickford

MCFEETERS ORSETT KYV 805X MCW Metrobus is now with this operator (by 2.03)

MILESTONE CANVEY The operating centre is now 4 Scots Yard, Northwick Road, Canvey Island (same as Need-A-Bus)

Ford Transit G117 YVW has gone (by 1.03) - seen on Canvey Island unmarked.

NELSONS WICKFORD VEX 295X Bristol VR/ECW is now with Routespek, Earsham, Norfolk (via Ensign (dealer))

NEED-A-BUS CANVEY ISLAND CU51 AJX MB 0814/Cymric is in (by 1.03).

PRESEDENTIAL COACHWAYS SHOEBOURNESS It is reported that ROI 5103 (C158 UHN) a MCW Metroliner is in use.

RAYNHAM NEWPORT J954 LLU a Ford Transit is in (by 1.03)

RP CONTRACT HIRE GT YELDHAM LY52NEO Citroen Relay/Stanford, was seen at this operators house (2.03) but did not have a taxi plate or a PSV disc.

S.J.H. CRAYS HILL C266 BMS (ex LIB 9415, C669 XRU) Volvo/Plaxton Paramount 3500 is in (12.99) ex McVay (Liberton Travel), Edinburgh, (Our grateful thanks to James Sadd of Coach Direct for his help in solving the long outstanding query as to the identity of this vehicle.)

STAN'S GT.TOTHAM T164JUJ a LDV Convoy is in (by 1.03). X687 EJE Mercedes Benz 814D/Eurocoach is in (2.03) ex Golyntia & Warnack (Felix), Long Melford, Suffolk.

Scania/Van Hool N369 GPU (ex 46 AEW, N369 GPU) has gone to King & Eyre (Bookham Coaches), Little Bookham, Surrey (2.03).

Mercedes 609D/Autobus N783 WEF has gone to Adams, Walsall, W.Midlands (2.03).

Mercedes 609D/Reeve Burgess KUI 8146 (ex E744 YMW) has gone to BJS, Gt.Wakering (2.03).

STEPHENSON ROCHFORD DAF/Duple E242 CGA is here, but for dealer stock. This amends details given recently

SUPREME COLCHESTER Acquired for holiday shuttle work is S789 RKU (S808 RKU) a Mercedes 412D/Olympus. EK02 OWX Ford Transit is in (by 2.03)

THORNS OF RAYLEIGH KRS532V (ex CSU922, HSA98V) Ld PSU/Du is in use (2.03) having been unlicensed with APT, Rayleigh.

TRAVELLUX STANFORD-LE-HOPE Bedford YRT/Duple HNM 934N and Leyland Fleetline/Alexander OCU 816R have gone (by 2.03)

MCW Metrobus GYE 431W is in (by 2.03)

TURNERS WICKHAM ST. PAUL G148 GOL Iveco/Carlyle is in (by 2.03) - last reported out from Arriva The Shires 2208 to Page, Fobbing, Essex 5.00. This vehicle was once with the District Bus operation in the Wickford area.

WINDMILL GREAT BROMLEY Dennis Dominator C721 NCD is now H49/35F (bus seats) (by 1.03)

JSC 883E Ld PDR/Ar is owned. It is ex Boon, Boreham and has apparently been owned for some time but has been stored at Boon's yard. It is now at Windmill's yard and is unlicensed.

Atlantean XPG 184T was 'sold' to a preservationist and departed. However there was a legal problem with the 'sale' and it has been re-acquired by Windmill (by 1.03).

A70 THX Leyland Titan is in (arrived 15.2.03) ex Southlands, Swanley, Kent

K610MOR LDAF Sherpa 400 was at Shot Farm (1.03) - owner unknown. Previously with Bowles (Ferryman Travel), Leybourne, Kent.

ESSEX - Non-PSV Operators

ESSEX COUNTY COUNCIL G793 WEV Ford Transit seen 1.03 in yard of a dealer in Wade Road, Clacton-on-Sea. G795 WEV Ford Ttransit/Fd-Abacus - seen 17.2.03 - outside Chelmsford auction - probably in the hands of a dealer

MARSDEN COMMERCIAL THUNDERSLEY Seen here (possibly only for painting) (1.03) were:-

BBH 813K Ford R226/Caetano - this was converted to a transporter many years ago.

BGS 304X (ex PBB760, BGS304X) Bedford YNT/Plaxton.

WICKFORD CHRISTIAN CENTRE P360 NVR Fiat is in (by 1.03)

Miscellaneous

B897AGJ (believed to be this number - only 'GJ' was visible) Mercedes Benz 307D/Devon Conversions seen 1.03 in a yard in Telford Road, Clacton (last noted with 'Alouetta', Heybridge, Maldon, Essex - previously with Jackson, Bicknacre)

H204BKM Omni seen parked in Lincoln Road, Basildon (1.03) (was previously with Drive It Yourself Vehicle Rentals, Laindon)

H108LOM Talbot Freeway is now a caravan at Station Road (B1018), Wickham Bishops (map ref. TL826115) (ex Archer-Munro, Stansted) (by 12.02)

M484AJN Renault Traffic T1100D seen outside Frating auction (1.03) - had 'Lynn' (dealer) on number plates.

M525AVX Renault Traffic T1100D seen at Stansted (1.03)

lettered for A.H.P.Builders Ltd.

Both the above vehicles have reregistrations and are probably ex M.o.D.

ELITE ENGINEERING MALDON This company is based at the Phoenix depot in Bates Road, Maldon, Essex. It does not have any PSV discs, but has PSV vehicles which are available for hire to PSV operators. Vehicles currently here are:-

KYV791X MCW/MCW ex Memories for Tomorrow (Kingston, Rettendon) (2.03)

C337BUV MCW/MCW ex London General M1337 (2.03)

Essex Independents Tour
Saturday 17 May – have you booked?

Peckham comes to Essex

By Owen Woodliffe

Leyland PD2 FRJ243D started life in Salford, and was in active service until September 2001 with South Wales operator Edwards of Llantwit Fardre. It was then acquired by the Basildon-based 'Only Fools and Horses Appreciation Society', and underwent conversion during the winter into a mobile museum.

The lower deck has been created in the style of the Trotters' Peckham flat, complete with authentic wallpaper and bar. Items of memorabilia include Uncle Albert's duffle coat, Delboy's and Rodney's gear, 'Kiss Me Kwick' hat from the film 'Jolly Boys Outing' (when their coach goes up with a bang) and, from the last episode, Albert's lifebelt.

The photo below was taken on its first public appearance at the Herts County Show during Summer 2002.

'Trotters Ethnic Tours' was featured in an early episode (5th in the first series) entitled 'Slow Bus to Chingford'. The actual bus used, open top Leyland PD2 KCH106, was with Grey-Green 20 years ago and several sequences were filmed in Stamford Hill garage. The bus has now been re-registered to XMD47A and is in the heritage fleet of the Big Bus Company.



A Mini Miracle

By Owen Woodliffe

The Optare Solos introduced on TfL route 193 during 2002 are a far cry from the minibuses first used some 15 years previously.

Eastern National had early success when LRT offered routes for tender in 1985, and they transferred a variety of their stock (Bedford YMQS, Leyland National and Bristol VR) to operate these. Route 193 was then a main road Romford to County Park Estate service, but in 1986 it was proposed to replace the VR's with minibuses, and re-route it in Hornchurch from the Town Centre via Station Lane and the Racecourse Estate to Hacton Lane.

When LRT/TfL propose a bus route on previously unserved roads, they are required by law to consult the Local Authority and Police. Usually a route survey takes place with an appropriate vehicle. As Eastern National did not have one available, LRT arranged for London Country (North West) to loan a 'Hampstead Hoppa' from their base at Coppetts Wood Road, Muswell Hill. The photo below was taken in Hornchurch on 28 May 1986.

A few of the residents of the Racecourse Estate, particularly in Vaughan Avenue, did not wish buses to use these roads and 'No Bus Through Here' posters appeared. Despite this, the route was introduced and none of the campaigners' perceived fears were realised. Indeed some who had displayed posters on their houses were seen to use the service.



The story of JEFFREY'S STOP

Jeff Clayton tells the extraordinary tale of how a bus stop was named after him

In May 1995 Eastern National implemented various service revisions in Chelmsford. A new bus stop also appeared outside the 'Hungry Horse' pub in Copperfield Road, Newlands Spring.

Despite being only ten years old at the time, I felt that this new stop was in a dangerous position. Crossing Copperfield Road each day to get to and from the primary school, my vision was often restricted when the number 50 bus (always a Mercedes-Benz 709D) was parked at this new terminus, on layover. Traffic was held up behind the bus, and cars had difficulty overtaking it. Furthermore, the bus was parked between the goods entrance to the Somerfield store (which large trucks, in any case, never found easy to enter) and Dickens Place (a busy no-through road, providing access to the superstore, the primary school, a library and a doctor's surgery).

Having seen some dangerous traffic situations, I decided, by December, that something should be done about the location of the stop. With the dark mornings and evenings especially, I didn't want to witness an accident! Looking in a timetable booklet one day, I found an address to complain to, at the ECC Planning Department. Thence I wrote a letter, which was passed on first to Eastern National and then to the Police Traffic Management Unit.

A few days after Christmas, a police sergeant came to talk to me about the hazards I had listed in my letter. Having already taken measurements of the road outside the Hungry Horse, he told me that the bus stop would be moved further along Copperfield Road, to a new site between Dickens Place and Nickleby Road.

Supervisor Ray Tuttlebee was very pleased that I brought the matter to their attention, since re-siting the stop could have helped to prevent an accident. So as a thank you for pointing this out, my family and I were invited to tour the bus station in Duke Street one Saturday in March 1996, to see how it all works and go 'behind the scenes' – all very enjoyable. My favourite part was driving a Pointer-bodied Dart through the bus wash, and parking it...with help, of course!

The following Thursday, 14th March, was the day of the naming ceremony. I climbed a ladder to put a label saying "Jeffrey's Stop" on the bus stop flag! I was interviewed by Anglia News, BBC Look East and BBC Essex; the reports went out that evening. Articles also appeared in various local newspapers, including the Evening Gazette and the Essex Chronicle.

Despite having lived in Thorpe Bay since July 2000, the bus stop still holds great sentimental value. I am now seventeen years old, and Friday 14th March 2003 marked the seventh anniversary of the inauguration of this landmark



Jeffrey's Stop -Located at Copperfield Road, Newland Spring, Chelmsford. The current terminus for First Overground 56 and the starting point for the 54 in Chelmsford. (Jeff Clayton)



First 512 E002 NDX – One of the batch of Optare solo's which transformed travel for the people of Chelmsford last summer. The bus is at 'Jeffrey's Stop' about to depart on a 54 to Beaulieu Park. (Jeff Clayton)

The Essex Independents Tour

SATURDAY 17 MAY 2003

Special highlights

- ◆ A fully inclusive day out from your chosen pick up point travelling on Ensign's 3 axle MCW Metrobus Double decker 484 F84 UJN - Previously DZ1845, Acquired from China Motor Bus in 2000.
- ◆ We'll start a packed day with an extended visit to Ensign's base at Purfleet giving you the chance to view the extensive stock of buses.
- ◆ We'll also pay a visit to Imperial with their range of ex London vehicles.
- ◆ In the afternoon, we join our Metrobus and head into Basildon town centre for lunch.
- ◆ Then we travel to Nelson's garage in Wickford, where you'll be able to spend an hour looking at their extremely varied fleet including VR's and Scania's.
- ◆ Our final visit will take us to the Maldon depot of Phoenix Student Travel to see their expanding fleet.
- ◆ Around teatime we rejoin our bus for a leisurely drive back to your joining point with happy memories of a tiring but brilliant day out!

All this for only £8.50 per person

Seats are selling fast, so don't delay any longer!

Complete the booking form from last month's mag or print one off from our website www.essexbus.org.uk

YOUR LAST CHANCE TO BOOK!!!