

ESSEX BUS NEWS

October 1997

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

402



COLCHESTER BOROUGH TRANSPORT 57 B857 XYR ex County Bus and Grey Green Volvo B10, the first of seven to enter service, it is seen here in the Bus Station at Colchester on 26th September.

Roger Tuke.

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ESSEX BUS NEWS

No. 402

EDITORIAL

402 Focus of the month.

402, you might ask what happened to 401. I asked that question myself ----- the answer, I forgot it , sorry.

Well let us look at 402, we had the service 402 from Southend to London which was routed over the Thames at Dartford Tunnel and approached Victoria by the south of the river. AVW402F Bristol FLF6LX (2611/2943) one of the East ern Nation al double deck coaches used on London express services, and was later converted for conventional stage services.

In This Issue.

Thamesway. Hadleigh operates 'deckers' again.

Southend Transport. Have they found their new livery yet, a third style has now appeared,-----3rd time lucky.

Rochford Meetings Freight House 8pm.

Tuesday November 11th Video Evening. If any member has interesting film, please bring it along.

Tuesday December 9th Slide Show by R Delahoy'20 years ago!.

Ilford Meeting 7 Farley Drive Seven Kings 8pm.

Tuesday November 18th Farley Drive is near Seven Kings Stetion.

Correction to EBN 401 page 10 Wests Coaches list K5BUS i now K760JVX.

Cotributions for this edition of Essex Bus News received with thanks from Essex Buses, County Bus & Coach. G Toon R Dennis.

Material for November EBN should be with Sub Editors by 3rd November and Managing Editor by 9th November.



Thamesway

New

411-419 R411-419 VPU Mercedes Vario, Marshall B27F

These buses will be allocated to Ponders End to work LTB contract routes 362/462.

413 and 414 were delivered in September.

Allocations to 28.9.

413 New-Pool, 414 New-Pool, 1845 HH-BN, 1863 HH-BN, 1871 HH-BN, 3113 BN-HH, 3225 BN-HH, 3234 BN-HH.

This marks the welcome return of double-deckers to Hadleigh.

Repaints

1404, 1424.

Service changes

- W11/W12 Section in Palmerston Road and Higham Hill Road altered from hail and ride to fixed stop operation from 7th July.
- 191 Terminal at Brimsdown Station altered with the loop via Goldsdown Road, Osborne Road, Brimsdown Avenue replaced by a new terminal at Enstone Road/Green Street departing direct via Green Street from 2nd August.
- 391 Now operating to a revised timetable with additional evening journeys on Monday to Thursday.
- S1-4 Revised timetable for Citysaver services from 27th October.

EASTERN NATIONAL

SERVICES

- 17 Additional journeys at 2050 from Clacton and 2115 from Point Clear from 5.10.97.

HARRIS BUS

VEHICLES

R 359 XVX the last of the Volvo Olympians has been delivered, it is to H51/35F layout. Apologies for a keying error last month, all the R vehicles are XVX registered. P350 ROO is in fact H51/28D, not H31/35F as expected. The final Ipswich Atlantean RDX 18R was returned in early September.

COUNTY BUS & COACH

FLEET

Acquired Vehicles

DW64/5/761/2	Dennis Dart	Wright
MB 711/2/3/4/5/8/9	MCW Metrorider	
OD 621/760	Optare Delta	DAF SB220
WS 350	Leyland Swift	Wadham Stringer
MCW 1/4/5/8/9	MCW Metrobus	DR101/6/H43/30F

these single-door Metrobuses are to replace the Leyland Olympians at Ware. They came from Leaside previously in white livery on the Middlesex University contract.

Allocation Changes to August 1997 (further to EBN 401)

DW 64/5	J64/5 BJN	West's Coaches to Harlow
DW 761/2	K761/2 JVX	West's Coaches to Harlow
MB 367	F367 CHE	West's Coaches to Harlow
MB 667	E667 YDT	West's Coaches to Harlow
MB 711/2/3/4/5/8/9	F711/2/3/4/5/8/9 CWJ	West's Coaches to Harlow
OD 621/760	G621 YMG / K759 JVX	West's Coaches to Harlow
SLF 165	R165 GNW	New to Ware
VEL 855/6	A855/6 UYM	Harlow to Stored
VEL 857-61	B857-61 XYR	Harlow to Stored

Allocation Changes to September 1997

DI 124		to Ware
DP 319/320	K319/20 CVX	Ware to Harlow
DP547/8	K547/8 ORH	Harlow to
LR 1/2	TPD 101/2X	Ware to Harlow
LR 3	TPD 103X	Ware to Stored at Barking
LR 9/17	TPD 109/17X	Ware to Harlow
MCW 1/4/5/8/9	GBU 1/4/5/8/9V	Cowie Leaside to Ware
M366	DTG 366V	From Grey Green to Grays
M474	GYE 474W	From Grays to Cowie Leaside
MB 712	F712 CWJ	Harlow to
SLF 169/170	R169/70 GNW	New to Ware
WS 350	H350 PNO	West's Coaches to Harlow



TRANSPORT MUSEUM
POINT ROAD CANVEY

GENERAL

West's Coaches take-over

County Bus took over 10 services from August 4, 9 operating from Debden and 1 from Harlow, from West's Coaches bus operating division which was purchased. 16 vehicles have been added to the County Bus fleet, along with about 20 West's drivers. Of the 16 vehicles, 9 are based at Debden, 2 at Harlow and the rest are to be distributed throughout County Bus

The routes taken over from West's are as follows, with the top 9 being operated from Debden:

214/5/9/20	Debden, Loughton local services
249	Debden, Loughton and South Woodford
255	Epping, Upshire and Waltham Cross
531/2/3	Debden-Chingford
201	Ongar, Epping and Loughton

New Edmonton Garage

Expected to open in late September/early October is a new bus garage at Edmonton, the old MTL London depot in Harbet Road, Edmonton, which will replace the existing depot at Gibbs Road. County Bus has also won the London Transport contract to operate route 34, currently based at Palmers Green, from November 8. 16 new Dennis Dart super low floor buses will be used on the route. In addition to this, about 20 vehicles from Leaside Travel, presently based at Leaside Stamford Hill, are to be based at Harbet Road.

Upgrade in Ware and Green Line fleets

24 new vehicles for County Bus and Green Line and expected throughout this month. 15 Mercedes Varios carry 25 seated passengers with 10 standees will replace the Ware Ivecos which will be distributed elsewhere within the County Bus fleet. 9 superior DAF buses with Northern Counties bodywork will replace the old Leyland Tigers, which carry 36 passengers with 25 standees, will have low floors. All these vehicles will have low-emission enhancements and the engines meet the expected standards of Euro 3 legislation.

Showbus '97 at Duxford

The following Cowie County Bus vehicles were on display at Showbus '97 at Duxford on Sunday 28th September.

AN 248	KPJ 248W	preserved Leyland Atlantean in Thameside "The Lakeside Connection" livery
SLF 430	P430 HVX	Thameside livery
VPB 64	E564 BNK	In County Bus livery with no logos
SLF 165	R165 GNW	Lea Valley livery, route branded 395

OTHER OPERATORS - REST OF ESSEX

BOON BOREHAM The entire double decker fleet has been re-painted during the summer.

BORDACOACH WICKFORD Service 8 between Cheshunt and Romford was withdrawn after 8.10.97.

CATTONS HARLOW A new Ford Transit here is R307 WPU. Similar B649 OVU was noted at Chelmsford Auctions in late August.

CHARIOTS CORRINGHAM A further Bristol VR/N Counties is RDC 114R.

CHELMSFORD CAB Two further LDV minibuses are R956/7 RFP. Mercedes/Robin Hood F118 OGS has been acquired.

CLARKE BASILDON Joins the list of one vehicle operators, with Ford Transit D731 RJN.

COLCHESTER COACHES THORRINGTON The second Metropolitan is registered KJD 282P.

GOING PLACES CRAYS HILL Ford Transit M410 VPU has been noted here, although not taxed at present.

GRAHAMS KELVEDON A recent acquisition is E856 ENR a VW LT55/Optare.

HUNTERS SOUTH OCKENDON Has commenced operations, with the usual Ford Transit D613 FVF.

KNIGHTS GT BRAXTED Have acquired A392 NNK a Mercedes/Reeve Burgess from Peverel, Hatfield Peverel who have now ceased operating.

NEED A BUS BOWERS GIFFORD Have acquired Ford Transit G821 WEV from Essex CC.

ROGERS STANFORD LE HOPE This minibus operator has moved to Adams Road, Stanford le Hope.

STALLION COACHES BOREHAM Toyota/Caetano F874 TNH has been acquired. It is reported that Bova GGD 847X has suffered accident damage and may have been sold. The operating centre has moved to Stacey's Farm, School Lane, Broomfield.

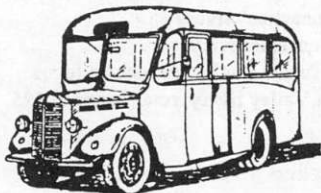
STEPHENSONS ROCHFORD The ex ABC Olympian has been re-registered to HSB 312Y.

SUPREME SOUTHEND Have acquired two Neoplan Skyliners N11 RED and L507 DKA.

VICEROY SAFFRON WALDEN Service 313, worked jointly with County Bus will have a revised timetable from 27.10.97

WEBBS HIGHWOOD NAG 463A (ex A333 YDT) a Volvo/Jonckhree has been acquired.

Apologies from your sub-editor for Eastern National and Other Operators, but pressure of work has resulted in a lack of time to produce a full draft this month.



MEDIA MONITOR

August 12th: Essex Police and the Vehicle Inspectorate carried out checks on 54 coaches at Granada Services, Thurrock. A driver issued with an immediate prohibition was also found to have no insurance, no driving licence and no 'O' license for the vehicle. Two cases of falsifying tachograph charts, 10 other tachograph offences, 6 deferred prohibitions and 10 assorted offences were found. Three drivers were also claiming benefits while working.

August 13th: From September 1st EN will make timetable changes so the some buses connect with trains at Walton rail station.

September 4th: A reader complains about the seating layout in Mercedes minibuses on the 66A/B and suggests they should be sold to a third world country. This letter is followed up later in the month by a Shrub End resident who had complained to EN and was told they did receive some big buses. Three letters refuting this claim had gone unanswered.

September 5th: With the recent fare revisions in Colchester a letter complains about lack of notice, the first passengers knew was on the Monday morning. It also asked why the word fare rise was not used.

September 8th: CBT 48 and 49 are used to publicise the extension Colchester BC kerbside glass and tin collection scheme. They represented the weight of waste collected each week.

September 15th: Of the 5m passengers using Stansted Airport annually 1.6m arrived/left by public transport.

September 29th: Men from the MCTC took part in a sponsored pull of CBT 95 (formerly 55) to raise around £600 for Children in need.

October 1st: GER are to launch a discount card to cover the Colchester to Clacton/Walton/Harwich services giving 50% off the day return fare. The article also mentions a Sunday Rover covering all buses in East Anglia available from manned rail stations but no mention is made of its use on rail services in Essex! The Sunday Rover is already valid on a few lines in Buckinghamshire and Norfolk.

All news items originally appeared in Colchester Evening Gazette, East Anglian Daily Times or Essex County Standard on the dates shown

Chris McCormack of Thamesway and Steve Smith of Eastern National appeared on Dave Monk's Time to Talk on BBC Essex during September. The first question from a Rayleigh listener was regarding late running buses on service 9 to the Airport!! It was pointed out that it was not a Thamesway service but the cause was put down to traffic problems. Who comes first, shareholders or passengers asked someone from Clacton? Two journeys in the morning peak had not run that day and the third one was of course full and 24 people were left behind. A complaint had brought forth the response it was not policy to have spare buses. It was agreed that if a bus failed in the peak it could be the case all the spares were in use.

The new Service 15 from Walton to Colchester brought the complaint from a Tiptree passenger that people travelling from Colchester had no return journeys. It was pointed out that Hedingham provided an alternative service but no mention was made

of the fact that the new service only surfaced after EN had lost the contract, the reason for its introduction being to provide a facility for workers and students. It was agreed that as the service stands at the moment it was of no use for people travelling from Colchester. *The phrase "at the moment" was repeated so it sounds a case of watch this space as the timetable casting entails two dead runs from Walton which could be put to better use.*

A Boreham caller questioned the logic of encouraging people to use buses when the service could not be relied on. Changes had been made to the Chelmsford to Maldon service without reference to or notification to the users. The final journey from Maldon had one evening been cancelled because of driver shortage leaving passengers stranded and needing to hire a taxi to get home, the cost had been refunded. Do you want to keep your passengers? The usual excuses of we post notices in the buses before the changes and training more drivers were wheeled out.

Questions on driving standards, help with shopping etc. brought the expected responses including Monk's usual bus conductors comment. The question of the EN enquiry number not being answered brought forth the remarkable admission that only one person was dedicated to this task. This would be increased but no mention was made of the integration of bus enquiries into the new GER customer centre in Colchester as press reports have suggested.

Comment:

Despite a suggestion by myself to the BBC no representative of the Cowie Group is ever invited to answer the inevitable questions regarding their operators. It is disappointing that the same questions are being asked everytime which even if action is taken does not portray that to the customer. The writer must question the claim that notices of changes always appear in advance of them occurring. The response by EN regarding lack of large vehicles to Shrub End on Service 64 is strange since I regard these as unusual workings!!



Heddingham Omnibuses

VEHICLES

Leyland Leopards MNK 427/9V have been sold to Fourways, Highwood, while MNK 430V has gone to an unknown operator in East London.

Only 3 vehicles retain Osbornes livery, they are XGS 767X, GVS 948Y and CPU 125X. Bristol VR's BHJ 368S and CJH 115V have been painted peppermint green and are touring East Anglia as part of the 'Kill your speed' campaign, for which most of the lower deck seating has been removed. They are expected to re enter service in late October.

SERVICES

119 This new schooldays service between Rayne and Colchester commenced 27.10.97.

COLCHESTER BOROUGH TRANSPORT

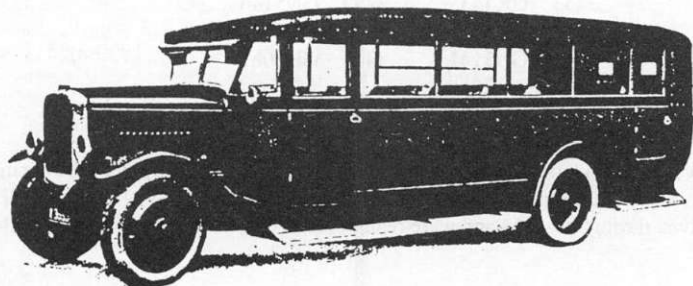
Open-top Atlantean 55 (JHK 495N) was re-numbered as 95 on 1.9.97. This was so that the ex-Town Link Volvos (B855 XYR to B861 XYR) could be numbered 55 to 61. 58 entered service on 10.9.97 and 57 was back in service on 16.9.97, after an accident on 23.8.97. 55 arrived in Colchester on 10.9.97, 61 on 11.9.97, and 60 came on 23.9.97. Both 55 and 60 were used, still in Town Link livery, on a railway replacement service on 24.9.97. 58 was at the Duxford rally on 21.9.97.

Leyland National 10 (BVP 810V) was withdrawn on 10.9.97 and removed to Southend.

On 15.9.97 service 2/2A/2B was extended from North Station to Asda Superstore.

Atlantean 88 went for repair by Ipswich Buses on 8.9.97, and was returned on 25.9.97, when 86 went to Ipswich.

On 7.9.97 45, 47, 48 and 49 were used on a Central Line replacement service between Leytonstone and Bethnal Green. On 9.9.97 coaches 100 and 103 ran between Mark's Tey and Sudbury, and 100 also covered Colchester to Walton. On 21.9.97 349, 350 and 354 were used on the District Line replacement between Embankment and South Kensington. On 22.9.97 350 and 354 were on stand-by at Waterloo. On 23.9.97 47, 49 and 351 took part in the railway replacement service between Colchester and Witham. On 24.9.97 45, 47, 48, 55, 60 and 100 were used. 45, 47, 49, 100 and 103 were used on 25.9.97. And 45, 47, and 49 were used on both 26 and 27.9.97.



EASTERN NATIONAL TIGERS

The TS Series

In 1931, Eastern National purchased two TS1s carrying Duple Sun Saloon C26D bodies, 3088/9 EV1224/1305.

In 1938 they were rebodied with ECW B30R bodies from Dennis Lancets, these bodies had to be shortened to be accommodated on the shorter Tiger chassis.

A further TS1 was acquired with the businesses of Seamarks, Westoning & District in 1938 - 3798 DB5294 with a Leyland C32R body, new to Seamarks in 1929 it was withdrawn in 1942.

Leyland TS2s in the fleet were 2875 VX1017 with Beadle C26D bodies originating from the National Omnibus Company, this was rebodied in 1935 with Eastern Counties Omnibus Company C26F coachwork, later in 1941 to B31F.

From the two Clacton operators acquired in 1931 came Silver Queen - 3160 VW6206 with Strachen bodywork, later rebodied by ECOC C26F (1935) and from Enterprise 3217 VX159Z with Metcalfe coachwork, this was rebodied B32R by East Lancs.

The TS3 chassis saw from the National Omnibus 3006-9 TM6908/9 TM6316/4 new in 1930, fitted with Strachan B32R bodies, these were all rebodied later, 3006/8/9 by East Lancs. during the war and 3007 by ECOC DP30R in 1933.

Further TS3 chassis were added when the Aylesbury Omnibus Company was acquired in 1933.

3450	GK425	3456	GN5142
3451	GK439	3457	GN5143
3452	GK441	3458	GN5144
3453	GK443	3459	GN5146
3454	GK444	3460	GN5147
3455	GN5141	3461	GH7089

These had Duple C26R bodies.

3452/4/6/7 went to the United Counties Omnibus Company with their part of the business, 3461 went to the War Department in 1939, 3450/8 were scrapped in 1940 and the final two 3455/9 survived through to 1954 and were renumbered 102/3 having been rebuilt by Beadle in 1943.

In 1932 five TS4 chassis were delivered 3304-8 MJ401-5 fitted with Beadle C32R coachwork. These were later rebuilt to B32R, 3306-8 were given Gardner 5LW engines in

1938, but later received petrol engines again and after the war were given Gardner engines again and 3304 even received a Bristol radiator, these survived until 1951/2.

The final Tigers to be purchased were 3 TS7 type fitted with ECOC C31F bodies 3663-8 ENO941-3 in 1937.

These had 8.6 litre Leyland engines, but were soon replaced by petrol engines from Leyland TD3 Titans. The trio were withdrawn in 1952.

The following Tigers were converted to gas producer during the war;

3088	EV1305	3308	MJ405
3304	MJ401	3663	ENO941
3305	MJ402	3664	ENO942
3306	MJ403	3665	ENO942
3307	MJ404		

When Eastern National took control of Hicks Bros. - Braintree in 1950, two Tigers in their fleet were;

No. 44 VX5662 Duple DP32F

No.62 Originally No.6 with Weymann C32F but had been rebodied by
VX 8349 Park Royal with a 53 seat lowbridge doubledeck body.

These were both TS1s.



As reported on page 8, two Heddingham Bristol VRs are touring East Anglia on a 'Kill your speed' campaign. CJH 115 V is seen here at Burnham on Crouch.
Dave Arnold.

YEATES COACHWORK W.S. YEATES - LOUGHBOROUGH

The business was founded in 1928, expansion was progressive over the years and in 1944 new stores were completed and the coachbuilding department was erected.

Production commenced after the war and in October 1946 further extensions were made to increase greatly the coachbuilding.

Over the years only a handful of Yeates bodies were purchased new by Essex operators.

BLACKWELL - EARLS COLNE Dennis Lancet PEV938
 Dennis Lancet PTW451
 Bedford SBG 93HTW

also acquired AEC Regal IV NV0709

HARRIS GRAYS Bedford SB XN0644
 AEC Reliance YVW798

SUPREME HADLEIGH Bedford SB3 599MTW

also acquired Bedford SB BEN500

MOORES KELVEDON Commer Avenger 7652VW
this later became Eastern National, being only the second Yeates body operated by EN. The first was MPP450, a Dennis J3 acquired from Queens Park Coaches.

Other Essex operators of Yeates coachwork, albeit second-hand, were;

DONS DUNMOW	4
VINES GREAT BROMLEY	4
OSBORNES TOLLESBURY	1 (for spares)

and no doubt there were others.

The only Yeates body still in Essex is with Dons Dunmow - NKY161.

