

ESSEX BUS NEWS

July 2000

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

435



ARRIVA SOUTHEND 5435 W435XXK ONE OF THE NEW DENNIS TRIDENTS
PUT INTO SERVICE IN JULY, 5435 IS AT SOUTHEND BUS STATION ON
TRAINING DUTIES. pjs.

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Essex Buses & S Essex small ops:

County Bus:

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ESSEX BUS NEWS

435

EDITORIAL

435 FOCUS OF THE MONTH

435 FEV Eastern National 2456 Bristol LD5G, new in 1956 and was withdrawn in April 1975.

IN THIS ISSUE

Arriva Southend put new Dennis Tridents in service.
Thamesway's last Leyland National withdrawn.
Route 19 by Peter Ashton.
and much more

ref EBN432 Thamesway Buses still enter London on the Suns/Bank hols. Route 2a Basildon to Walthamstow.

Freight House Rochford meetings.

September 12th	Programme to be announced
October 10th	Slide Show by Ray Palmer. "I didn't take that"
November 14th	Programme to be announced
December 12th	Programme to be announced

If any member would like to fill one of these dates please let me know.

EVENTS

August 20th	Magnapps Farm Transpotr Day, Burnham on Crouch.
September 3rd	Stanford Rivers Bus Rally.
October 8th	Canvey Museum Open Day.
October 15th	20th Anniversary run of the X1 to Reading, more details later.
November 4th	LOTS Spectacular Enfield.

Change of address
Arrive Southend Sub Editor.
Steve Thompson 18 Vicarage Close Canvey Island Essex SS8 0LY.

Contributions for this edition of Essex Bus News received with thanks fom

R Delahoy, B Lynch, P Ashton, P Ford, J Cush, C Stewart, M Evans, D Reynolds, C Sigston
Essex C.C., Essex Buses. Arriva The Shires and Essex, Colchester and Southend. PSV
Circle, LOTS.

CONTRIBUTIONS FOR THE AUGUST EBN SHOULD BE SUS EDITORS BY AUG 4TH AND
MAN/EDITOR BY 7TH. THESE DATES ARE DUE TO KITHEAD'S HOLIDAYS.

f AIRPORT BUS AND COACH

ALLOCATIONS

Period End 2.7.00 109 Stansted-D/L(D); 397 Reserve-Stansted

SERVICES

317 Passes to Arriva East Herts & Essex from 31.7.00.

f EASTERN NATIONAL

ALLOCATIONS

Period End 2.7.00. 386 CN-D/L(D); 712-4 CF - Tway; 915/8 Tway-CN; 916/7 Res-CF; 943-5 Tway-CF; 1850 CF-Res; 2621 CN-CR

Following recent service revisions, the nominal allocation at Bishops Stortford (drawn from the Chelmsford allocation) has been reduced to 8 vehicles. They are 729; 2604-6; 2813-15; 2823

GENERAL

The one time Eastern National garage in Buckingham Street, Aylesbury was demolished in May/June. The site was purchased by EN in July 1937 and the garage was opened in 1939. It passed to United Counties together with services in the area in May 1952. prior to deregulation it then passed to Luton & District on 1.1.1986. It was closed as an operational base when a new out of town depot opened in May 1991. It continued to be used for daytime layover parking until November 1991. (Courtesy LOTS)

SERVICES

- 2** Colchester Monday to Saturday evening service passes to Arriva Colchester from 31.7.00.
- 8** As service 2
- 8/9** Will not service Frinton Town Centre between 1600-1830 from 24.7.00 to 2.9.00.
- 32** Passes from EN to Arriva East Herts & Essex with a revised timetable from 31.7.00.
- 82A** EN replace Arriva Colchester from 31.7.00.
- 87/A** ECC tendered journeys will be operated by Arriva Colchester from 31.7.00.
- 93** Revised timetable introduced from 31.7.00.
- 301** Hedingham operation replaced by Eastern National from 31.7.00. with a revised timetable. This may be worked by Airport Bus in reality.
- 302** Introduced on Sundays from 28.5.00. Bishops Stortford (St Michaels Mead) to Saffron Walden via Town Centre, Parsonage Estate, Quendon and Newport. 2 hourly.
- 306** Passes from EN to Arriva East Herts & Essex from 31.7.00.

The week beginning 6th June threw up a variety of vehicles on service 350/1:-

On 6th and 8th June 1850 appeared all day, 9th June saw 945 in Thamesway livery with Thamesway name, 12th June saw 943 with EN name on Thamesway livery. 7th June saw 730 and 731 in use plus 944. Just to make it more unusual not one VR was seen all week, where

this is normally at least one in use on a daily basis. The Bristol/ECW combination was back to the delight of local enthusiasts on 13th June.

REPAINTS

6/00 916 945

2823 also carries Stannsted Connection lettering.

Currently there are two Colour Bus vehicles in the EN fleet:-

2826 Meadows Shopping Centre Chelmsford
4007 Chelmsford Council Year 2000

There is one mega rear vehicle:-

2679 Bristo's Lexus

OTHER OPERATORS - REST OF ESSEX

AIRLINKS Revised timetables were introduced on all services from 9.7.00.

BARRYS BUSES GRAYS LDAF 400 J505 YWU was with this new operator by June.

BEESTONS HADLEIGH Service 247 passes to Arriva Colchester with a revised timetable from 31.7.00.

BLUE TRIANGLE Metrobuses are back on service 265, although Titans also continue to be used. Most unusual was the use of Dennis Trident DL909 on 17th April. This became the first low floor double decker to see passenger service in the county.

BOBBYS MINIBUSES CORINGHAM Recently acquired is SIL 2078 a Renault Master. Transferred from the associated Chariots fleet is E417 MOU a Toyota Caetano.

BUZZ HARLOW Further Marshall minibuses acquired are R108 VLX and R211 VLX.

CHAMBERS BURES Some early morning journeys were revised from 5.4.00.

ESSEX EXPRESS Braintree Commuter service 196 was withdrawn with effect from 19.7.00.

GALE HARLOW Acquired recently is MJI 8660 (B542 BMH) a Volvo/Plaxton.

GLEW COLCHESTER Bedford YMQ/Plaxton XWM 279W has been acquired from Goodwins, Braintree. It still carries Goodwins names.

HAILSTONE BASILDON V423 HAR a Mercedes Vario/? is new here.

KINGS STANWAY A new Bova Futura is W444 ABC.

KINGSMASER RAYLEIGH A recent addition is Leyland Titan OHV 694Y. Also acquired is A7 FRX (H524 DVM) a Scania/Plaxton ex Frames Rickards.

NATIONAL EXPRESS As a follow on to the recent Brentwood 80 articles, the revised timetable on service 481 means that Brentwood only has one coach each way (was 4 daily). This is at 1120 to London, returning at 1910.

NCS NEWPORT LDV Sherpa N162 OYE has been acquired

NEED A BUS BOWERS GIFFORD Acquired from Ruffle, Castle Hedingham is Van Hool T 815, SIB 6176 (new as FKX 238Y).

NELSONS Service 224 revised from 14.6.00. to operate via Rawreth Lane to replace the EN Diamond Service which now runs via Carpenters Arms.

STEPHENSONS ROCHFORD Revised timetables will be introduced on services 7B and 20X from 1.9.00. Former Southend Tiger/Duple A249 SVW has been repainted and is in use here.

SUPREME SOUTHEND Yet another Metrobus here is KJW 288W.

VICEROY SAFFRON WALDEN A revised timetable will be introduced on service 11 from 1.8.00.

WALKERS STANFORD LE HOPE Ford Transit G724 RGA is out of use here.

WHENT MAYLAND A recent addition is OHA 517W a Ford/Duple.

YELLOWLINE BRAINTREE Ford Transit P210 FVO is a recent, although Non PSV addition.

HARRIS BUS

Continuing the saga here, M649 RCP was defective at the London Buses takeover and has been repaired and is now with Arriva Bus & Coach (dealer).

Mercedes minibuses J582/3 WVX have not been sold and remain out of use in the yard.

TOWN AND COUNTRY TRAVEL

Dennis Dart R312 NGM has been re-numbered from 100 to 312.

Leyland Olympian C103 CHM is currently on loan to Avro. This is because their VR PFA 50W is off the road for gearbox repairs.

BISHOPS STORTFORD TIMETABLE CHANGES

From 23.7.00 a large number of timetable changes are to be made to Hertfordshire and Essex County Council services in this area, they are detailed below:-

- 4 Passes from Arriva to Richmonds. Revised to operate ThO at 1020 ex Perry Green and 1310 ex Bishops Stortford.
- 5 Passes from Arriva to Myalls.
- 10 Passes from Myalls to Richmonds.
- 14 These were Arriva positioning journeys for service 4 and are thus withdrawn.
- 19 Service will pass to a new operator.
- 26 Passes from Myalls to Richmonds and withdrawn on Saturdays.
- 41 Service withdrawn.
- 42 Service withdrawn.
- 43 Passes from Myalls to Richmonds 0800 ex Chrishall and 1745 ex Royston on Sats. withdrawn.
- 354 Saturday service from Arriva to Myalls. EN service on Monday to Friday no changes.

The above only lists services in the Essex CC timetables, there were a number of changes to Hertfordshire area services, but these fall outside our area.

For anyone interested full details can be obtained from Herts CC, who should be publishing a new travel guide for the area shortly.

ESSEX COUNTY COUNCIL

The telephone number for bus enquiry information from the end of July is 0870 608 2 608.

DISPOSALS May 2000

356 H367 LJN To First Eastern Counties
 358 H369 OHK To First Eastern Counties
 359 H370 OHK To First Eastern Counties

Dennis Darts 916, 917, 943, 944 and 945 have been transferred to the Eastern National fleet and are currently allocated to Chelmsford.

REPAIRS May 2000

807, 808, 810, 811, 914 and 915

ALLOCATION CHANGES June 2000

712, 713, 714 Eastern National CF-BN 915, 918 BN-Eastern National CN 940, 941, 942 BN-HH
 943 Res.-Eastern National CF 944, 945 HH-Eastern National CF 1803 HH-Res.

Several buses have been transferred between Thamesway and Eastern National and vice-versa this month. The low floor Darts have become surplus at Chelmsford due to revisions to the Diamond Service between Chelmsford and Bishops Stortford.

SERVICE CHANGES

8/8A Pitsea-Laundon Circular. Daily. Revised route and timetable from July 23rd.
 200 Buckhurst Hill-Harlow Sun. Minor timetable revision from May 28th.
 201 Buckhurst Hill-Epping Sun. Minor timetable revision from May 28th.
 256 Billericay-Basildon Mon-Sat. Revised timetable from July 31st.
 391 Lakeside Shuttle. This service continued until early June when the footbridge opened.
 500 Romford-Harlow Sun. Revised timetable from May 28th.

ODD WORKINGS

10- 5-2000 Mercedes 371 on First Capital W19
 17- 5-2000 Mercedes 811 on First Capital W19 and again on 22-5-2000
 31- 5-2000 Dart 711 on Green Line 721
 2- 6-2000 Dart 965 on Green Line 721
 6- 6-2000 Mercedes on 370 on 751
 10- 6-2000 Dart 721 on 3A
 13- 6-2000 Mercedes 312 & 316 on 27
 14- 6-2000 Mercedes 327 on 27
 15- 6-2000 Mercedes 311 on 3. Dart 714 on Green Line 721
 20- 6-2000 Mercedes 315 on 27. Dart 711 on Green Line 721
 21- 6-2000 Mercedes 321 on 21
 26- 6-2000 Mercedes 371 & Dart 713 on 21
 29- 6-2000 Dart 714 on Green Line 723

There have been quite a number of odd workings at Hadleigh due to a shortage of buses.

NEWS

The last Leyland National in the fleet, 1803 was badly damaged in an accident at Rayleigh on June 30th and has been declared a write off. It had been the oldest bus in the fleet for the last few years having entered service with Eastern National in June 1977. Within the last month it had been transferred to the reserve fleet and was still operating from its regular garage at Hadleigh when the accident happened. This premature end was particularly sad as 1803 was to have been preserved upon withdrawal.

Olympian 4029 has been withdrawn by Eastern National and transferred to Hadleigh where it is being used for spares. The rear axle is now in 4003 and the engine has been put in 4004. The remains will go to Clacton for disposal.

The Mercedes 811s on loan from First Capital for working route W19 Ilford to Walthamstow have been given fleet numbers 800-804 by Thamesway. Full details are:

800 Registration No. J613 HMF First Capital 613
801 Registration No. J611 HMF First Capital 611
802 Registration No. J612 HMF First Capital 612
803 Registration No. F803 RHK First Capital 803
804 Registration No. F804 RHK First Capital 804

800 & 802 are in the old First Capital yellow livery, 801 & 804 are painted red and 803 is still in Thamesway colours.

The Dennis Darts transferred to Eastern National were at first used in Thamesway livery. However, Eastern National fleet names were soon applied and a start has now been made on repainting them green.

A RENOWN IN WESTCLIFF

In 1934 Westcliff Motor Services took delivery of an AEC Renown, the six wheel version of the AEC Regent, fitted with Short Coachwork, it was added to the fleet primarily for use on the London Wood Green to Southend service 16, alongside the City Coach Company.

The vehicle, when new was built as a coach seating 49 passengers, with flared lower side panels and a shapely rear, which flared outwards at the bottom. An emergency door was in the centre of the lower saloon at the end of the gangway. Fifty three full coach type seats all faced forward. The longitudinal seats upstairs on the lowbridge body were for three passengers and the rear wheel arches were railed in for luggage and parcels as Westcliff were parcel agents on route 16.

It is thought that Westcliff were to have a fleet of six Renowns but they never appeared as the route was passed to City in 1935.

After the War the Renown JN4612 was relegated to normal bus work and was regular vehicle on the 4 service to Landwick, it finished its days on workers contacts to Shell Haven and Coryton, a sad end to a grand vehicle.

JN4612 AEC RENOWN 662243 SHORT CL53F.

LONDON SOUTHEND CLASSIC CAR RUN JULY 30th

The Classic Car run is to be host to Eastern National's Bristol KSW opentopper 2383 WNO479. The bus will at Iveagh Hall at Leigh Road Leigh at about 10-00 and will leave there at about 11-00 for Fords at Dunton to arrive about 11-30???? this is the half stage of the run. From there it will run to Wickford along the old London Road via Carpenters Arms to Rayleigh then Eastwood Road to Progress Road (12-30). Across the A127 along The Fairway, Eastwoor Rd North, Blenheim Chase, Elmsleigh Drive into Leigh Broadway and Leigh Road and to Iveagh Hall. 2383 will proceed to Porters and down to the Sea Front to finish at Westcliff Leisure Centre.

ARRIVA THE SHIRES AND ESSEX

FLEET

Liveries

May 00: 2381 (R951 VPU) to Arriva corporate livery

June 00: 3349 (J316 XVX) to Arriva corporate livery

Harlow vehicles 3252/4/6 (V252/4/6 HBH) all have Arriva fleetnames and will not receive brandings.

General

Correction to EBN 434, T855 UOX was the incorrect registration, should read T557 UOX with fleet number 1257.

5372, 5380 and 5382 (TPD 102/10/2X) are gradually being stripped for spares at Dunstable, Luton and Stevenage respectively.

2318-8 (J933-8 WHJ) formerly used on route W14, are now common on Harlow routes 2, 3, 5 and 505.

An unusual working on 30 June was Dennis Dart 3371 (K321 CVX) on route 517, which is normally operated by minibuses.

Vehicles seen recently at Harlow depot for driver training are The Shires Leyland Swift 3087 and a Mercedes L608D, both in Arriva corporate livery with training fleetnames; ex Arriva Colchester National Greenway 3311 (NIW 6511) and Leyland Lynx (E??? PME), both in dedicated white and grey training livery have also been there recently.

The following vehicles were on display at North Weald Bus Rally on Sunday 25th June:

3231	V231 HBH	Dennis Dart SLF, Plaxton
3466	W466 XKX	Dennis Dart SLF, Alexander

Allocation Changes to May 2000

2063	H35 DGD	Withdrawn to Sold (Gale, Harlow)
2381	R951 VPU	Ware (Unserviceable)
3337	D102 NDW	Harlow to Sold (Lister, Bolton)
3370	K320 CVX	Harlow to Arriva Southend
4335	J56 GCX	Ware to Harlow
5372	TPD 102X	Harlow to Withdrawn (parked at Dunstable)
	W191-4 CDN	Harlow to Mistral, Knutsford (returned ex loan)

Allocation Changes to June 2000

2055	G896 TGG	Harlow to Withdrawn
2290	G930 WGS	Harlow to Withdrawn
2299	G919 UPP	Harlow to Withdrawn
2309/11	G924/6 WGS	Harlow to Withdrawn
2381	R951 VPU	Ware (serviceable)

SERVICES

28 May	133	Braintree - Bishops Stortford. Revised Sunday service to operate between Braintree and Stansted Airport only. Operated by Arriva Colchester.
28 May	504	Harlow - Saffron Walden (Sundays). Service withdrawn.
28 May	512	Harlow - Elsenham (Sundays). Service withdrawn.
25 June	505	Old Harlow - Walthamstow. Hourly Sunday service introduced until 3rd September.
30 July	511	Epping - Lakeside. Service withdrawn.
12 August	261	Service withdrawn.

NORTH ESSEX BUS SCENE

HEDINGHAM OMNIBUSES

Service Revisions

5	Sible Hedingham to Sudbury. As from 18/07/00 Tuesday service is withdrawn.
14	Saffron Walden; revised timetable from 31/07/00.
17	This service passes from Hedingham to Arriva East Herts & Essex from 31/07/00.
59	Revised Saturday service from 29/07/00.
301	All journeys are to be operated by First Eastern National as from 31/07/00.
83	Passes from Hedingham to Arriva Colchester as from 31/07/00.
172	Revised route and timetable from 26/07/00.

ARRIVA COLCHESTER

VEHICLE SOLD

17/06/00 - 2058 was sold and towed away by a private buyer, unfortunately no further information is available.

REPAINTS

26/06/00 - 3312 to Watford

03/07/00 - 3308 to Watford and 3312 to Colchester

NORTH WEALD RALLY

25/06/00 - 3303 attended, still in CBT livery

ARRIVA SOUTHEND

Southend's new buses, the Dennis Tridents entered service on American Independence Day, 4th July, five of the batch appeared mainly on 7 and 8 group of routes although one was seen on the 1.

5434-9/41-3/5-9/51 W434-9/41-3/5-9/51KXX Dennis Trident Alexander ALX400 H51/31F These are to be down seated to H47/31F+10 in due course

Fitted with electric blinds and air conditioned drivers cabs.

These buses are restricted to 5mph under Hockley and Hawkwell railway bridges and banned from Southend Pier, Rochford Rail Bridge, Hambro Hill, Cranham, and Battlesbridge.

These are for the 7/8 group of routes and route branding is now being applied.

Already some have wandered off and have been seen on routes 1 5 6 9 13 17 62 62a and on the 11th July 5436 was operating the Deanes School contract B car.

VEHICLES WITHDRAWN.

All the Fleetlines were withdrawn on 7th July with the exception of 5333, 5334, 5336, 5339. these were retained to cover Trident "teething problems" and route branding cover.

UNUSUAL WORKINGS.

Double deckers still make regular appearances on Green Line to London. and vehicles that are branded are very often off route.

Coach 4352 was seen on route 8b on 12/7 (1430 hrs)

GENERAL

The engine from long withdrawn Fleetline 5330 is to be fitted to 5338.

5321 XTE221V the last V reg was used on the Fleetline Farewell tour on Sunday 2nd July, more about this next month with the final days of the Fleetlines in Southend.

DISPOSALS

4304 A124EPA

Orphan Basildon 4/2000

4311 A141EPA

Martin Basildon 4/2000

337 CTM407T

Hudson Rowlands Castle ex Tramcourt Selsey.

All the remaining Fleetlines have been sold to Ensign who has already taken some away.

VISIT TO IPSWICH BUSES JUNE 20th

Thanks to the invitation from the Omnibus Society, Group members assembled at Boreham, and when their vehicle appeared to take us to Ipswich it turned out to be former Arriva Colchester 90 RVW90W the Atlantean used on the Farewell Tour of their Atlantean fleet.

We proceeded at a steady pace to Constantine Road Depot home of Ipswich Buses to see a Substantial amount of the fleet parked for the night, refuelling and washing was observed. Ipswich still have fleet of elderly Atlanteans in service R reg in fact, which I understand are to be withdrawn later this year, (another farewell tour perhaps). In the steam clean bay was former First Thamesway Volvo 614 N614NPU now First Eastern Counties 50, the depot also houses the Suffolk County Council Education Department buses, some of which also operate on normal stage services, and also a Jetlink coach is outstationed there.

While the light held out the cameras were busy, but the rain appeared and eventually we reboarded No 90 for a steady journey back to Boreham. Our thanks to John Rugg and The Omnibus Society for a good evening out.

SOUTHEND TRANSPORT FLEETLINES 386-397

Disposal list

<i>Fleet no.</i>	<i>Reg. no.</i>	<i>Withdrawn</i>	<i>Initial disposal</i>	<i>Current fate</i>
386	JTD386P	2/90	Ensign Bus Services	Scrapped
387	JTD387P	2/90	Ensign Bus Services	Appleys, Scarborough, now open topper
388	JTD388P	4/97	Cannibalised by Arriva	Scrapped (PVS, Barnsley, 10/99)
389	JTD389P	7/89	Ensign Bus Services	Scrapped
390	JTD390P	7/93	(open top conversion by ST 1990) Crosville Wales	Arriva Cymru
391	JTD391P	4/97	Cannibalised by Arriva	Scrapped (Ripley)
392	JTD392P	7/99	PRESERVATION	PRESERVED
393	JTD393P	8/89	Ensign Bus Services	Brandon, Blackmore End (withdrawn)
394	JTD394P	8/89	Ensign Bus Services	Scrapped
395	JTD395P	7/93	(open top conversion by ST 1990) Crosville Wales	Arriva Cymru
396	JTD396P	4/97	Cannibalised by Arriva	Scrapped (PVS, Barnsley, 10/99)
397	JTD397P	7/89	Ensign Bus Services	Scrapped

The registrations of 388 and 391 are now on cars. 391 had been the last bus to carry the traditional SCT blue and cream livery (until its repaint into blue and white in 1990).

THE MOST COMPLICATED ROUTE.

How many routes have *eight* different variations within a single route "number"? That is now the case with the First Eastern National *Diamond Service* from Southend to Chelmsford. Since the timetable revision on June 5th, there are now 8 different variants of the service, viz:

Fast service - ex CF: via Baddow by pass, A130 and Southend Airport - hourly
 Fast service - to CF: via Baddow by pass, A130, Rettendon Bell and Southend Airport - hourly
 Main service - slow: via Baddow centre, East Hanningfield and Kent Elms - hourly
 Occasional variants:
 via Baddow centre, East Hanningfield and Southend Airport (x3)
 via Baddow by pass, East Hanningfield and Southend Airport (x1)
 via Baddow by pass, A130 and Kent Elms (x1)
 via Baddow by pass, A130, Rettendon Bell and Kent Elms (x1), and
 via Baddow centre, A130 and Southend Airport (x1).

Perhaps this is why it has a name instead of a number? Or would it be better if it was numbered, with suffixes to highlight the variations? Perhaps D1, D1A, D1B, D1C, D1D & D1E, D1F & D1X?!! Incidentally, the service also takes a short cut in Rayleigh en route to Southend - it turns right from Crown Hill and runs directly into Eastwood Road, not stopping in Rayleigh High Street. All other services turn left from Crown Hill for the High Street stop.

SAFFRON WALDEN--BUSES FROM THE START

The National Omnibus and Transport Company, the predecessor of The Eastern National Omnibus Company commenced a service (13) in 1921 between Bishops Stortford and Saffron Walden via Newport, operating from a yard behind the Anchor Inn in South Street and later from Dane Street (yard), South Street near the GPO and finally a garage in South Street.

In 1923 a second service (39) was started between Saffron Walden and Chelmsford via Dunmow. This service only ran on Friday for Chelmsford Market, one journey each way, departing Saffron Walden at 0900hrs and 1530hrs ex Chelmsford,, this timetable remained much the same until abandoned in 1939 as a wartime economy and was never replaced.

Following the take over by Eastern National of the business of Wilson, Clavering and District in 1938 the following routes were added , these were initially operated at the Wilson timetable and were subsequently revised from July 6th 1939.

39a Saffron Walden Langley Upper Green	Sats only
39b Saffron Walden Langley Lower Green	Tues only
39c Saffron Walden Elsenham	Tues and Sats only

Subsequent renumbering of services took place in 1955.

Service 13 301

Service 39a 307

Service 39b 308

Service 39c had previously been renumbered 13c but later became 304.

Viceroy of Saffron Walden operated a service Saffron Walden, Thaxted, Dunmow which suddenly ceased on 11th December 1969. Eastern National started a replacement service (33a) from the 15th operated from a Dunmow outstation. From 17th May 1970 the service 33 (Hicks Chelmsford Dunmow service had been number 21 and was later H321. When renumbering took place, H321 became 33 since it was based at Chelmsford the number 33 having been vacated by renumbering to 333 during 1955).

The service 33 then provided a through Chelmsford, Saffron Walden facility, certain journeys were diverted via Debden Village from December 1974 this was to replace the withdrawn Viceroy peak hour facility that had been withdrawn, and in September 1971 all journeys were routed via Debden Village.

This continued until at least October 1986 when the 33 was terminated at Dunmow Church End and a new service under contract to Essex County Council, the 313 was operated from Dunmow, Thaxted, Saffron Walden on weekdays, the 33 was later extended from Dunmow to Bishops Stortford via Stansted Airport.

Continuing with other routes operated by Eastern National, the 304 Saffron Walden Elsenham was withdrawn as part of a large number of service revisions on 12th December 1965. In 1966 the 307 and 308 timetable were shown coordinated with Premier Travel route 11 which covered part of the routes. In 1972 the 307 was extended to Bishops Stortford and the 308 was withdrawn, the 307 in turn was withdrawn on the 18th January 1975 which left Eastern National running the 311 and 33(qv) into Saffron Walden.

By May 1991 the 313 was being operated by Viceroy with some journeys commercial and the Essex County Council journeys were operated by Millers of Foxton later Millerbus other operators have also appeared on this road.

Eastern National have operated Express services through Saffron Walden over the years, this will be dealt with in another episode. Other major operators have had routes into the town namely Ortona from Cambridge later Eastern Counties, now Stagecoach Cambus and Premier Travel

This tour was organised to visit a selection of operators in the South Hampshire area including Brijan Tours which is part owned by Group member Nigel Wheeler. Nigel had kindly arranged the depot visits and the coach for the day was once again provided by Genial Travel OIL2479 a Volvo B10M with Plaxton Paramount bodywork.

After making the usual Essex and East London pickups we proceeded via the M11 and a short stop at South Mimms Services to join the M25 and then the M3. An uneventful trouble free run ensured a punctual arrival at Winchester. to visit Stagecoach's new Bar End Depot. This was opened last year replacing the cramped city centre facilities and comprises a substantial modern workshop area, vehicle wash and a large open parking area to accommodate some 50 vehicles. High vehicle utilisation was evident with only 1 Volvo Olympian and 2 Dennis Darts parked up but a fortunate arrival was Stagecoach's oldest operational VR, JOU160P which was posed for photographs.

The new depot is close to Winchester's City Park and Ride facility and a few of our number were able to visit this and photograph one of the new Dennis Darts working this service in their individual livery.

In contrast to our journeying so far, our onward travel was via secondary roads through Twyford and wooded countryside to Bishops Waltham to visit Brijan's premises. The fleet comprises 22 vehicles and as we had already glimpsed several of their coaches on the M3, it was no surprise there were none in the depot. However, an interesting selection of vehicles were present including two former Ribble VRs, a former East Kent Metrobus and several Mercedes minibuses. All were in Solent Blue Line livery as Brijan, along with Marchwood Motorways, operate a number of services on franchise from Solent Blue Line, an interesting feature of bus services in this area.

Leaving Bishops Waltham our route took us across the site of the former Bishops Waltham Station, closed to passengers as long ago as 1933 but now completely obliterated by road developments. It was not long before we arrived at our next stop, the Hoeford depot of First Provincial, a site steeped in transport history. To those of us who will always associate Provincial with green liveried vehicles, to see the vast majority of vehicles in red and cream took some adjustment.

There was plenty to see however including several Nationals, Bristol VRs including open-topper MOD571P and a number of the unusual Iveco Minibuses with dual door Mellor bodies which were delicensed. Just one vehicle a withdrawn Leyland National displayed the two tone green and cream livery adopted in the mid 1980s, but in contrast, several new Dennis Darts and Volvos were in corporate livery including 364 which was being prepared for a visit to the North Weald Rally. Those of us at the Rally the next day saw the vehicle again in rather different surroundings.

A swift run along the M27 took us into Southampton for a late lunch stop. Fortunately the clouds gave way to sunshine and the many facilities available made a very pleasant hour long break. The writer took the opportunity for a short stroll along part of the old City Walls to view some of the considerable commercial developments taking place west of the City Centre before finding numerous Solent Blue Line and First City Bus vehicles to photograph, including appropriately Solent Blue Line Dennis Trident 746 named "Spirit of King Alfred". First Provincial and Wilts and Dorset vehicles also noted, at least in Southampton the loss some years ago of the former NBC Bus Station does not appear to have led to reduction of their bus interest in the City.

After the break, it was but a short trip westward, crossing the River Test into Totton to visit Marchwood Motorways. Here the undoubted highlight was the presence of former City Bus Olympian SIB3273 with East Lancs bodywork. As at Brijan, several vehicles were in Solent Blue Line livery for working on franchised bus services and examples of Marchwood's coach and minibus fleet was present.

The final visit of the day was to Eastleigh, the Barton Park Industrial Estate to visit Solent Blue Line's premises, they occupy two separate units in this extensive estate, once the Eastleigh Railway Carriage and Wagon Works and most of the original buildings remain. Solent Blue Line carry a number of contract services in their workshops and a variety of vehicles were present including Bristol RELH RPU869M with ECW bodywork in Eastern

Counties Eastline livery and now owned by a preservationalist. Former Portsmouth and Southampton vehicles were also present among the selection of Solent Blue Line fleet.

At the smaller depot premises, Bristol VR FDL677V was the centre of the photographers attention enabling the latest aid to bus photography, a wooden stool, to be ably demonstrated by two of our tour members. One hopes the results proved it's worth!!!

After a very full day it was now time to head north via the M3 nad M25 with a short break at Fleet Services. One interesting vehicle passed on this journey was former London Country AEC Reliance APM113T of Alloco Tours in a white livery but still carrying former number RS113. Good progress ensured we were only slightly late back and thanks are due to Dave, Nigel and Ian for their organisation and to Trevor and Dave, our two drivers. Thanks also to Nigel Wheeler and the operators visited for their hospitality. much appreciated by the 42 paticipants

RICHARD HUGGINS



SOUTHEND VICTORIA STATION IS THE SETTING FOR THIS
FORMER MOORES KELVEDON GUY ARAB AWAITING DEPARTURE
TO CLACTON ON SERVICE 19 EBEG COLLECTION

Advance notice - Saturday 16 September Mid Essex Model Railway Exhibition at Shenfield School, interesting vehicles on bus link to and from Shenfield Station with a couple of (free) tours in the afternoon for exhibition ticket holders. Vehicles from Blue Triangle subject to confirmation (hopefully including at least one RT). Further details when available or ring Chris Stewart on 07973 509459.

THE SERVICE 19 by Peter Ashton

Chris Stewart's interesting article on the service 251 in EBN 433 brought back memories of the bus scene in the Southend area and another long departed service, the 19 which operated between Southend and Clacton.

I first took an interest in buses in 1955 shortly after the takeover by Eastern National. A friend and I used to regularly visit the various depots and coach parks in the area and on many Sunday afternoons used to ride on the service 19 from the Bell Hotel to Southend Victoria station. The service arriving at Southend around 1430, 2.30 pm in those days, was regularly worked by a Bristol LS from Clacton.

Our tour usually commenced with a visit to the main depot at 17/21 London Road. Staff were usually few and far between in the depot on a Sunday afternoon so you could easily access the depot via the entrance at the westend and get most of the way round, the remainder of the vehicles could be observed from the doorway at the exit on the eastern side. Does anybody remember the washer in the entrance area that descended from the roof washing all sides of the vehicle in one operation. This was later replaced by a washing plant with side rollers. There was a further storage area further up London Road, the former Borough Services depot at no 49. This was occasionally open on a Sunday but weekdays was our more usual visiting time. A regular Inspector seemed to look after this depot. It was used for the storage of de-licensed vehicles and newly delivered ones. Numerous coaches were stored here over winter and a small area at the rear would hold 2 Bedford OBs at right angles to the rest of the vehicles. As the building was relatively narrow it was necessary to move many of the vehicles outside to access the space. I well remember seeing brand new Bristol SC buses and a number of coaches still with delivery notices from Eastern Coachworks at Lowestoft.

The former City depot in Tylers Avenue was usually visited enroute to the coach parks. By that time maintenance was carried out at London Road so there were few vehicles. The former Westcliff base at the top of Pier Hill was not overlooked although the Bedford OB which would stand outside had usually departed by the afternoon on a half day excursion around the Essex countryside.

A considerable number of coaches brought day visitors to the borough right up to the early 1970s. These would be found in their hundreds at the Seaway and Kursaal coach parks. Eastern Counties, United Counties, Maidstone & District, East Kent and London Transport were always well represented with occasional visits from Brighton & Hove and Lincolnshire Road Car Co. Needless to say the independent operators are too numerous to mention.

I have not yet mentioned the other depot belonging to EN in the town, the main workshop in Fairfax Drive, Prittlewell. This was normally visited in the week as the workshop was closed Sundays and during the summer most of the coaches were at work.

We continued to ride the service 19 within the town for sometime before we decided to endure the 3 hour 33 minute to Clacton. While we had travelled to most Eastern National outposts throughout Essex this was the longest journey I had every made by a stage service and still is.

Once out of Rayleigh the journey was mainly along country lanes. It is hard to believe now with the volume of traffic and the major roadworks taking place at Rettendon in connection with the new A130 that the old turnpike junction was just a small crossroad. To deal with the extra Bank Holiday traffic a policeman was employed and it was a very busy day if you encountered a queue from the railway bridge at Battlesbridge.

Maldon was the first town of any size. The bus pulled into the forecourt of the depot, a practice that only ceased with the recent disposal of the site. There was a large outside parking area to the south side accessed through the garage where numbers of ancient single and double deck buses were to be found. Many were stored awaiting disposal while others were employed on works services which were prevalent at the time.

So onto Colchester our next place of interest to bus enthusiasts. The town has always been an important hub for independent operators as well as EN and Colchester Corporation services. While the depot still occupies the same site off Queens Street I regret other memories of the bus station have long passed.

Arrival at Clacton bus station could not come soon enough after such a long journey. We were well rewarded for our efforts. Vehicles did not move between depots as frequently in those days and many of the buses seen that day probably never left the area other than for an occasional visit to New Writtle Street for overhaul. Regrettably I no longer have comprehensive records from the period but what remain indicate a number of interesting vehicles. Among those seen during the afternoon which also took in a visit to the depot included 258 a Bristol JO of 1937 vintage, 1009 an AEC Regent acquired from Brighton & Hove and used as a tree lopper, 166 a Beadle Bedford from Dovercourt, also from DT 009 a Bristol L acquired from United Counties in 1958. Also seen was Bristol LD 1537 then brand new.

Despite spending 7 hours aboard the service 19 it was a most memorable and enjoyable day out.

My interest in buses was suppressed by end of the decade by my other great passion, railways. My next encounter with the 19 from Southend was in 1969 by which time it had been reduced to two out and home trips a day to Maldon. I used the service on two occasions for journeys to South Woodham Ferrers. Regrettably the service from Southend to Maldon was not to last much after this but the route between Maldon, Colchester and Clacton is still served to this day although no longer by service 19.

I regret that I did not possess a decent camera until the early 60s, in any case pocket money would not have run to film and processing. It was not until 1984 when my career brought me back to Essex that I had the opportunity to resume my interest in Eastern National. While I took photograph of some of the locations described above, many had however disappeared for ever.