



ARRIVA POPS OUT OF FIRST EASTERN NATIONAL
WITH ARRIVA EAST HERTS and ESSEX NOW OPERATING
SERVICE 32 CHELMSFORD TO ONGAR, RIVALS MEET AT
CHELMSFORD BUS STATION, SEEN HERE IS DENNIS DART
3383 K413FHJ AT THE DEPOT ENTRANCE.

Chris Stewart

MANAGING EDITOR:

Peter Snell

Please send your news reports to:

SUB EDITORS:

Southend Transport:

Steve Thompson, 18 Vicarage Close, Canvey Island, SS8 0LY

Thamesway:

John Weeks, 34 Elliot Close, South Woodham Ferrers, CM3 5YN

Essex Buses & S Essex small ops: Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE

County Bus:

Ian Burton, 46 Stoneleigh Drive, Hoddesdon, EN11 9LN

North Essex major ops:

Paul Sparks, 87 Thorpe Road, Great Clacton, CO15 4NT

North Essex small ops:

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

TOURS ORGANISER:

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

PHOTO ORDERS:

Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH

MEMBERSHIP:

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

ESSEX BUS NEWS

437

EDITORIAL

437 FOCUS OF THE MONTH

Regretably I cannot find a vehicle in Essex with 437 as part of the registration, ideas ?.

IN THIS ISSUE

Clintona Minicoaches add the 261 to their operations.

Route 16 in Mid Essex is nothing new.

EVENTS

October 8th	Canvey Museum Open Day.
October 15th	X1 Anniversary run, booking details in this issue.
November 4th	LOTS Spectacular Enfield.

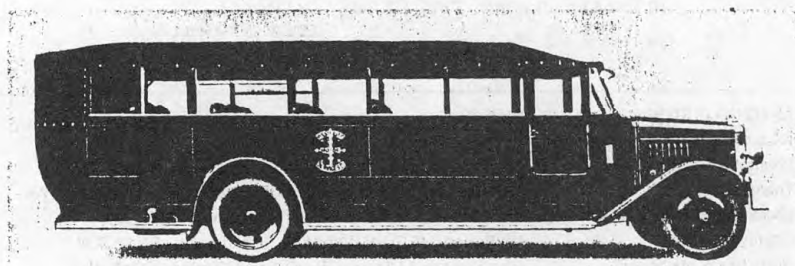
ROCHFORD MEETINGS FREIGHT HOUSE 8pm

October 10th	Slide Show by Ray Palmer "I didn't take that"
November 14th	Programme to be announced.
December 12th	Slide Show by Richard Delahoy "20 years ago"

Contributions for this issue of Essex Bus News, received with thanks from,
Essex Buses, Essex C.C., Arriva Southend, Arriva Colchester, Arriva East Herts and Essex
Clintona Minicoaches, R Delahoy, C Stewart, C Sigston, N Taylor, T Spindler, D Reynolds
LOTS, PSV Circle.

Contributions for October Essex Bus News, should be with with Sub Editors by 5th
October and Managing Editor by 9th October,

COMFORT ————— SERVICE ————— SAFETY



X1 20th ANNIVERSARY TOUR - Sunday October 15th, 2000

On October 6th, 1980, Southend Transport and Reading Transport started the ground breaking X1 express coach service, linking their respective towns via Central London and Heathrow Airport.

To mark the 20th anniversary, a special tour is being operated from Southend to Reading on Sunday October 15th, 2000. Final details are being prepared, but the tour is expected to feature:

- travel on an ex Southend Transport Duple Caribbean bodied Tiger, a type used on the X1 for very many years
- covering the whole of the original route from Southend to Reading (subject to changes to the road network in subsequent years!)
- guest appearances by preserved and current Southend buses
- meet up in London with the Reading Transport bus which had operated the very first journey to Southend
- photo stops en-route
- lunch stop in Reading
- visit to Reading Transport depot
- return travel to Southend via Motorway and central London

Departure will be at 0830 from Southend Central Bus Station and will keep to the original X1 timings as far as possible. Arrival back in Southend about 1800/1830.

Pre booked passengers can board at any X1 stop en route, eg Leigh Elms 0841, Tarpots Corner 0855, Basildon (opposite bus station) 0907, Socketts Heath, Oak 0924, Dagenham Chequers 0948 and Aldgate Bus Station 1015.

Fare £11 (not bad value, when you think that the 1980 fare was £4.60 day return!)

Bookings are being accepted NOW and fuller details will be published when the final arrangements have been agreed.

TO BOOK: send a cheque for £11, details of your preferred picking up point and 2 SAEs to:

Richard Delahoy, 272 Shobury Road, Southend on Sea, SS1 3TT.

Cheques should be made payable to Signal Training.

First Eastern National

ACQUIRED VEHICLES

2901	M219 VWV	Dennis Dart 9.8 SDL	Alexander	B40F
5000	H116 THE	Dennis Dart 8.5SDL	Reeve Burgess	B28F
5001	JTY 371X	Leyland Olympian 6LXB	ECW	H45/32F
5002	JTY 382X	Leyland Olympian 6LXB	ECW	H45/32F
5003	JTY 395X	Leyland Olympian 6LXB	ECW	H45/32F
5004	JTY 400X	Leyland Olympian 6LXB	ECW	H45/32F
5005	XWY 478X	Leyland Olympian 6LXB	ECW	H45/32F
5006	SJR 616Y	Leyland Olympian 6LXB	ECW	H45/32F

XWY 478X was ex Arriva North East in 8/00, while SJR 616Y was ex Go-Ahead North East in 8/00.

Chassis numbers are 3003/517; ON201; ON90; ON118; ON170; ON302; ON513
Body numbers are 18404; 25016; 24987; 25000; 25005; 25224; 25129

5000-5004 were acquired 7/00 and 5005/6 in 8/00.

All of 5000-6 are in Phoenix Student Travel livery of dark blue (similar to the old Hyndburn livery) with a narrow pink stripe (First corporate colour) and carry a large Phoenix logo.

None carry ticket equipment, so don't expect to see them on stage work!

2901 is in use on school services from Chelmsford at present in First Leeds livery and with no destination blind.

ALLOCATIONS

Period End 3.9.00. 346/52 BE-D/L(D); 715 CF-Tway; 915/8 CN-Tway; 916/7/43 CF-AB;
944/5 CF-BE; 1850 Res-CF; 1924BE-AB; 2601 BE-D/L(D);
2604-6 CF-AB; 2609 CF-D/L(D); 2626 BE-CN; 2813-15 CF-AB;
2816/21/26 CF-BE; 2822/25/28 CF-AB; 2901 Acqd-Res; 3219 DT-CF;
3222 Tway-CF; 3228 CN-CF; 5000-6 Acqd - CF; 113 AB-D/L(D)

Bishops Stortford outstation has now moved to the Airport Buses base at Stansted Airport. We will in future use AB for Airport Buses and AC for Airport Coaches, the company do not use these as official codes.

Could a local member please find out which operators discs are being used on Stansted based vehicles.

GENERAL

For those of you wondering where the base is at Stansted Airport, service 333 has been extended there. If travelling by car from the M11 junction follow Stansted Airport and take the first exit at the first roundabout (Round Coppice Road). Continue past the Hilton Hotel on the left and take a right turn (its quite a big junction). Continue down this road and the base is on the left hand side. Please remember security is very high at airports, so seek permission before looking round.

SERVICES

- 33 Revised timetable introduced from 4.9.00.
37 Withdrawn after operation on 2.9.00. (Replaced by extended service 72)
38 Revised timetable introduced from 4.9.00.
39 Revised route and timetable introduced from 4.9.00.
48 Revised timetable introduced from 4.9.00.
68 Minor route revision in West Bergholt from 4.9.00. of this service to Norman Way.
70/A Minor timetable revision introduced from 4.9.00.
72 Extended from Witham to Braintree with a revised timetable from 4.9.00.
73 Revised timetable introduced from 4.9.00. Hedingham now operate some journeys as 73A.
74/B Revised timetable from 4.9.00. and no longer serves Colchester General Hospital
75 Minor timetable revision introduced from 4.9.00.
76 Minor timetable revision introduced from 4.9.00.
93 Revised timetable from 4.9.00. 1942 ex Ipswich and 2045 return withdrawn.
103/4 Minor timetable revision of schools journeys introduced from 4.9.00.
127 With effect from 4.9.00. the 0750 ex Clacton and 1500 return were withdrawn.
301 Revised timetable introduced from 4.9.00.
333 Extended to Stansted Airport (old terminal) from 4.9.00 with a revised timetable.
352 Revised timetable introduced from 4.9.00. Halstead to Sudbury journey withdrawn.
VL2 Minor route revision and timetable change from 4.9.00.

The Diamond service (Chelmsford-Southend) had a revised timetable introduced from 4.9.00.

INITIAL DISPOSALS

113 (M61 WER) Fisher, Dundee via Stephenson, (dealer), Rochford

SERVICE VEHICLES

Mercedes 386 (H397 OHK) has been renumbered 9028 and is now used as the Thamesway publicity vehicle.

FLEET ALLOCATION 3.9.00

BRAINTREE (BE)	944/45 2627-30/63-66 2808/11/12/16-21/26/27
CHELMSFORD (CF)	430-32 716/29-33/39-44 1401-03/07/08/13-16/25-29 1516-20 1850 2610-20/31-46/67/68/70/71-74/77 2823/24 3071/77/83/84 3103/10/12 3219/22/28 4007/08/10/12-14/24/25 5000-06
CLACTON (CN)	1510/11 2602/03/08/22-26/47-54/83 4009/15-19/28
COLCHESTER (CR)	650-54 907-12 1501-09 2621/75/76/78-80 2801/03-06/09/10 2829/30 3072/79/92-94/3101/06 3220/30 4301-05/07/09/15 1512/13 2655/56/69/81/82 3076/78 4308/10/11/14
HARWICH (DT)	35 100-102/12/17 343 433-35 916/17/43 1924 2253 2604-07 2802/13-15/22/25/28
AIRPORT BUSES	
AIRPORT COACHES	103/04/07/10/11 397
RESERVE	114 398 2383
DISPOSAL	108 216 308/46/52/83/84/87 901 1899 1916 2601/09 4029 9018
DRIVER TRAINER	9020 9021 9023 9026 9411

Reserve and disposal vehicles are normally kept at Clacton or Stansted.
360 is currently an engineering shuttle bus at Braintree.

OUTSTATION REQUIREMENTS

MALDON 1 minibus, 9 single deck, 1 double decker

The Maldon allocation is taken from Chelmsford. The single deckers are normally a mix of Lance and Lynx.

NORTH ESSEX BUS SCENE

First Eastern National

Dennis Lance Fleet No.1511 which is painted in an allover advertisement for Dream FM Radio attended the Clacton Carnival parade on Saturday 5th August.

One of Harwich's Volvo Olympians, as yet unidentified, is now a write off after hitting a building in Wrabness recently. It is further believed that Leyland Olympian Fleet No. 4029 will be withdrawn due to chassis problems.

Two of the Leyland Olympians acquired from the Go-Ahead Goup still remain at Clacton at the time of writing. The vehicles have been painted in a dark blue livery and will be used for school duties under the banner of Phoenix Student Travel. Out of a total batch of six it is believed the other four have already been despatched to Chelmsford. The two still at Clacton are:-

<u>Fleet No.</u>	<u>Registration No.</u>
5003	JTY 395X
5005	XWY 478X

In the yard awaiting disposal are the following:-

<u>Fleet No.</u>	<u>Description</u>	<u>Registration No.</u>
3228	Bristol VR	LWV 469V
4029	Leyland Olympian	FUM 497Y
901	Leyland Olympian, (ex First Edinburgh)	ULS 101X
1916	Leyland National	JHJ 142V
1899	Leyland National	DAR 121T

Heddingham Omnibuses

Service Revisions

14	Saturday service replaced by Viceroy Services No.34.
59	Saturday timetable remains unchanged.
89/89A/89B	Minor timetable changes from 07/08/00.
90	Revised timetable from 07/08/00.
49	Service withdrawn from 07/08/00.
50	Revised to operate between Tollesbury and Colchester from 14/08/00.
80	Revised route and timetable as from 14/08/00.
84	Revised route and timetable as from 14/08/00.
95/95A	Revised route and timetable as from 14/08/00.

Miscellaneous

Olympians Fleet No.'s L310 and L313 have been painted into fleet colours and converted to single door entrance.

SERVICE 16 – RECYCLED, NOT NEW

EBN 433(May 2000) recorded the introduction of a “new” service in the “Village-Link” scheme – no.16 Finchingfield-Great Bardfield-Felsted-Chelmsford. I suppose it depends what you mean by new but most of its features seemed to be more recycled than new so I than it might be appropriate to recount its history which goes back at least 74 years.

The earliest timetable I have for Ernest Cansdall Hicks and Arthur Reuben Hicks trading as Hicks Brothers is that commencing Wed June 30th 1926 and this shows a round trip on Fridays only operating from Braintree via Wethersfield, Finchingfield, Bardfield, Stebbing Bran End, Dunmow, Ford End and Great Waltham to Chelmsford. The fare for the whole journey was 2/6 single and 4/6 return.

When services were registered under the 1930 Road Traffic Act the service was allocated No. 16 being described as being “Dunmow – Chelmsford”.

In May 1935 E.C. and A.R.Hicks sold their business to the newly incorporated firm of Hicks Bros., Ltd for the sum of £13,442/15/3d. The agreement for the sale listed the services then in operation including no. 16 Dunmow – Chelmsford via Eastons and Stebbing. The December 1937 timetable shows service 16 operating on Fridays only from Dunmow via Stebbing, Stebbing Green and Felstead to Chelmsford.

I have no information about the war years but by 1948 service 16 comprised one round trip Stebbing – Felstead – Chelmsford and a short working from Felstead to Chelmsford only. It was operated as part of drivers duty roster “V” and it may be of interest to know what this duty comprised for the week. Monday was rest day and then Tuesday was spent making three round trips from Braintree to Chelmsford in the morning and another two in the afternoon. Wednesday, Thursday and Friday all started with the 550am to Dunmow on Service 10 and thence to Chelmsford on Service 21, arriving there at 710am. The duty then ran dead to Felstead for the 745am to Braintree on Service 10 arriving just in time to operate the 815am on Service 11 to Chelmsford returning to Braintree on the 915am. There the duty finished on a Thursday, but on Wednesdays and Fridays it was a different matter.

On Wednesdays a dead run was made to Felstead to run the complete service 29 which operated on that day only via Willows Green to Braintree together with short workings from Rayne, Pods Lane. This kept the driver busy until 445pm although he might well then be asked to work overtime.

On Fridays the duty ran dead to Stebbing at 1045 to take up the 1115 on service 16 to Chelmsford. After a short break a duplicate bus to the 1230 journey on Service 21(Dunmow) would be operated as far as required and then a quick dead run to Felstead for the afternoon service 16 journey at 100pm to Chelmsford. The weary driver could then have a break from his Leyland Titan TD1 until 345pm when it would be time to return all the inhabitants of Felstead and Stebbing home. Finally a dead run to Braintree would see him back at the Fairfield Road depot just after 5pm. A drivers wages for a typical week with Hicks at this time would be 51 3/4 hours at 2s 4 1/4d per hour plus 7 1/3hrs at 7d per hour. After deductions of 4s 11d he would be left with £6-1s-1d to take home.

On January 1st 1950 the Hicks family sold the company to the British Transport Commission. Although most services were little changed after the sale, timings on service 16 had been altered by March 1950 although I don't know if this occurred before or after the sale. All the shift patterns were completely changed from March 26th 1950 and from this date service 16 was operated as duty 49 which rather oddly involved no peak hour workings. Commencing at 845am the bus would run dead to Felstead for the 915am to Chelmsford, leaving there at 12noon for Stebbing. The afternoon trip left at 1250 while the return from Chelmsford was as before at 345pm. A dead run back to the depot and the driver was finished for the day.

By February 25th 1951 a round trip on Tuesdays from Felstead to Chelmsford had been added to the service and by 12.7.52 a Saturday afternoon short working also appeared. After the takeover, service numbers had gained a H prefix but then from 4.1.53 300 was added to the former Hicks numbers thus 16 became 316 and was to remain so for the rest of the century. Another consequence of the takeover was that from around 1952 Felstead became Felsted in timetables.

In 1955 the licences were transferred to Eastern National and the service continued with only minor timing alterations for many years. However on 25.5.69 the Tuesday service was withdrawn and from 17.5.70 the Friday service was reduced to one round trip. On 18.5.75 the Saturday service was withdrawn leaving the same level of service as in 1926 i.e. one round trip on Fridays.

An attempt was made to improve the service from 4.10.76 when M-F peak hour journeys were introduced from Felsted, Watchhouse Green to Chelmsford at 0712, 0802, 1807, 1917, returning from Chelmsford at 1725 and 1835. However they had gone by November 1977.

January 1979 saw a minor extension in Chelmsford to the retail Market, however a major change occurred from 7.9.80 as part of the “Traffic Action Plan” when it was extended back to start from Bocking, Courtalds Factory operating via the 319 route(ex Hicks 19) to Wethersfield thence over the roads it had transversed in the 1920's via Finchingfield and Bardfield on to Stebbing. From Feb 1982 the day of operation was changed for some strange

reason from Friday to Tuesday. From 1.6.82 the service was amended to start from Panfield instead of Bocking and operate via Shalford to reach Wethersfield. However the service was cut back to Stebbing Bran End from July 1985.

When deregulation arrived in 1986 service 316 was retained by Eastern National under contract to Essex County Council who sensibly changed the day of operation back to Fridays from 26.10.86. By September 1992 the route had been extended to start from Stebbing, Williams Farm and then from 29.3.92 to Dunmow, Church End(not serving the town centre). The service then remained unchanged for the rest of the century.

Major changes occurred on April 3rd 2000 when the service was revamped as part of the Village Link initiative from Essex County Council. The service reverted to its original number of 16, reverted to operation by an independent operator whose name begins with H(but this time Heddingham, not Hicks) and was extended back to serve Bardfield and Finchingfield as it did in the 1920's. Three journeys in each direction are provided Monday to Saturdays and the regular vehicle is L312 W312CJN a Plaxton B39F bodied Dennis Dart SLF. The service was extended from September 4th to start from Wethersfield and now operates via Broomfield Hospital in response to public requests. L312 received route branding above the windows for the revised service at the end of August.

Despite the changes recorded above the years service 16 continues to connect many of the same communities with Chelmsford as it has over the last 74 years and hopefully will continue to do so.

In compiling this account I am indebted to the late John Farmer for extracts from the very detailed records kept by him of his years as a driver with Hicks Bros., Ltd. and for some timetable information. Alan Osborne also provided me with a photocopy of Hicks timetable for 1937

Nigel Turner September 2nd 2000.

BUS MEDIA

Braintree – An era came to an end when the Bus Park Café closed for the last time at 2pm on July 22nd 2000. Its demise was perhaps not surprising given that no commercial Eastern National services use the Bus Park. An application has been made to turn it in to a pottery workshop.

A further nail in the coffin of the Bus Park came in August when the shelter in the centre was removed leaving only the waiting room.

Shalford – This village rarely receives a mention in EBN so it is worth recording that the transport excitement for the new millennium was the erection of a new bus shelter at Ambroses Corner in January 2000. This came as a bit of a surprise as only one new house has been built in its vicinity in the last hundred years. The other three shelters in the village(at Clifffield(known as Shalford, Seat to ENOC), Village Hall and Jaspers Green) were all built at the beginning of the 1960's by voluntary labour using reject window frames from Crittalls Windows.

Amos,Belchamp St.Paul

The August issue stated that the Ovington to Sudbury service had a revised timetable from 7.8.00 While this may be true it is a little misleading as there have been previous unpublished(and possibly not recorded by the Traffic Commissioners) revisions. In theory the service had been unchanged for many decades, however the Saturday afternoon service was withdrawn by January 1998 although this news never reached either Essex or Suffolk County Council's timetables. Secondly a letter in the Halstead Gazette of July 28th 2000 from a J.Amos refers to revised timings on a Tuesday not having been successful. Does anybody know the real changes in the timetables. In particular does anybody know about the Thursday service as the official timings did not seem to be correct when I used to see it during 1984 and early 1985.

VITAL BUS LINK SAVED BY LOCAL OPERATOR

Clintona of Brentwood takes over another route

Clintona Minicoaches has taken over the service from Blackmore to Brentwood after Arriva deregistered the route, Clintona is now set to run the service until the end of the year when the route will be reviewed by Essex County Council.

Local bus protesters organised petitions and lobbied local councillors to protect the service while Essex County Council looked at alternative operators. Bus users heaved a sigh of relief when Clintona agreed to operate the service. Mr Robin Staines who runs Clintona Minicoaches said "We think it is important that a local operator with the interest of the people of Brentwood and District should provide the service".

Routes in this area, were of course part of the City Coach empire, later operated by Westcliff.

OTHER OPERATORS - REST OF ESSEX

AIRPORT EXPRESS SOUTHEND This operators licence was revoked by The Traffic Commissioners with effect from 30.9.00.

AMBER RAYLEIGH Recently acquired is SAZ 2350 a ?Plaxton Supreme V for which further details are unknown.

ATHINAS CLACTON This new operator has E109 BWC a Ford Transit.

BEESTONS HADLEIGH An unnumbered service between hadleigh and Colchester via Raydon and East Bergholt on schooldays only was introduced from 5.9.00.

BOBBYS MINIBUSES STANFORD LE HOPE Renault Master C780 BWY is now being used as a service van.

BUZZ HARLOW Recently acquired is WAZ 3827 a ?Plaxton Supreme IV for which no further details are known.

CARTERS COACH SERVICES IPSWICH Services 755/6 (Stoke by Nayland to Colchester) have had revised timetables introduced.

CHARIOTS STANFORD LE HOPE Minor timetable revisions to Village Link services 14/15 (Wickford-Chelmsford) were introduced from 4.9.00. Leyland Titan OHV 767Y has been acquired.

CHELMSFORD CAB Ford Transit K45 DFA has been renumbered from 58 to 28. Sister R297 EVW has been sold to a private owner in Chelmsford.

DONS GT DUNMOW Dennis Javelin/Plaxton P432 JDT has been acquired.

FIRST CAPITAL Service 253 (Chingford to Waltham Abbet) had a revised timetable introduced from 4.9.00.

FIRST EASTERN COUNTIES A revised timetable on service 96 (Ipswich to Mistley) was introduced from 4.9.00.

FORD ALTHORNE Have registered a service from South Woodham to Maldon Leisure Centre on Tuesdays only from 12.9.00 to 7.11.00.

FOUR COUNTIES BUSES Service 313 had a revised timetable introduced from 4.9.00. This service is currently operated by Walden Travel, have they renamed their operations?

GOLDLINE TRAVEL ROCHFORD Former Eastern National Mercedes 608 minibus C964 GCV has been acquired from M&E, Rochford.

HALSTEAD TRAVEL HALSTEAD A revised timetable was introduced on service 114 (Bures to Halstead) schooldays only from 6.9.00. Service 88H (Gt Yeldham to Colchester) had a revised timetable from 6.9.00.

IPSWICH BUSES Service 750 (Holbrook to Colchester) passed to Wish You Were Here on Tuesdays and Thursdays from 5.9.00. Ipswich Buses continue to operate on other days.

MALCOLMS BLUE BUS SERVICES Service 9 between Hythe and Highwoods commenced on 9th August. With three journeys from Hythe and two return journeys on Monday, Wednesday and Friday only. Service 134 between Holland and Clacton on Saturdays/Sundays on 1st and 3rd Saturdays and 1st, 2nd and 4th Sundays in the month

commenced on 16.9.00. Is this the strangest timetable in the country? The vehicle acquired for this service is H711 FWD a Talbot/TBP minibus.

MYALL BASSINGBOURN Service 101 between Whittlesford and saffron Walden with one journey each way on Tuesdays and Fridays only has been introduced.

OCTOPUS TRAVEL CHELMSFORD Freight Rover E23 FLd is at Jacksons, Bicknacre minus its engine.

VICEROY SAFFRON WALDEN An unusual service for an Essex operator was a shuttle from peterborough to RAF Cottesmore for the Air Tattoo on 22nd and 23rd July.

CLINTONA FLEET LIST

K317EJV	Mercedes 814D	1992
L469DOA	Talbot Freeway	1994
L470DOA	Talbot Freeway	1994
M40MPS	Iveco Ford 59.12	1995
M738OKK	Iveco Ford 59.12	1994
M365UML	Iveco Ford 49.10	1995
N420WJL	Mercedes 814D	1995
N230WDO	Mercedes 609D	1995
N157CMM	Iveco Ford 49.10	1996
N783OGA	Mercedes 814D	1996
P481CEG	Iveco Ford 59.12	1996
P482CEG	Iveco Ford 59.12	1996
P585HME	Iveco Ford 49.10	1996
P586HME	Iveco Ford 49.10	1996
P675LWA	LDV Convoy	1997
P676LWA	LDV Convoy	1997
R84EDW	Mercedes 814D	1998
R86EDW	Mercedes 814D	1998
R993FOO	Mercedes 814D	1998
R603HKN	Iveco Ford 59.12	1998
R604HKN	Iveco Ford 59.12	1998
R418XFL	Iveco Ford 59.12	1998
R419XFL	Iveco Ford 59.12	1998
S649RJA	LDV Convoy	1998
T821TTW	Iveco Ford 59.12	1999
T822TTW	Iveco Ford 59.12	1999

8. 2000

Auto Cell	C33F
TBP	DP20FL
TBP	DP20FL
Marshall	B26FL
	C19F
	C19F
Auto Cell	C33F
Auto Cell	C24F
	C19F
	C33F
Marshall	B27F
Marshall	B27F
	C15F
	C15F
LDV	C16F
LDV	C16F
Auto Cell	B F
Auto Cell	B F
Plaxton	B33F
Marshall	B27F
Marshall	B27F
Marshall	B27F
Marshall	B27F
LDV	C16F
Marshall	B27F
Marshall	B27F

CLINTONA ROUTES OPERATED

1	Bumbles Green, Nazeing, Royden Harlow	M W F 1 jny
71/2	Stondon Massey, Brentwood, Warley	Mon-Sats
80	Warley, Brentwood, Shenfield.	Sats
210	Debden, Chigwell, Lambourne End, Abridge, Theydon Bois, Loughton, Debden.	Thurs 1 jny
214/5	Debden, Loughton Circular, via Oakwood Hill.	Mon-Sats
217	Ongar, Stanford Rivers, Toot Hill, Epping.	Mon-Fri
219/20	Debden, Loughton Circular, via Bushfields	Mon-Sats
261	Blackmore, Doddington, Brentwood.	Mon-Sats
388	Aveley, Horndon, St le Hope, A13 Basildon Hosp, Basildon	Mon-Fri
389	Aveley, Horndon, St le Hope, Corringahm, Fobbing, Hosp, Basildon.	Mon-Fri
394	Abbess Roding, Moreton, Hastingwood, Epping	Mon 1 jny
396	Hastingwood, Harlow,	Fri 1 jny

ARRIVA COLCHESTER

TRANSFERS IN

2383	R953VPU	Mercedes	0810D	Plaxton	B27F	ex Southend 8/00
2384	R954VPU	Mercedes	0810D	Plaxton	B27F	ex Southend 8/00
3079	F315RMH	Volvo	B10M-56	Plaxton	B54F	ex The Shires 8/00

DISPOSALS

3303	NWO463R	Leyland National	11351A	LN	DP48F	sold 1/8/00
3304	JIL2194	Leyland Greenaway		East Lancs	B49F	sold 23/8/00
5303	TPU68R	Harvey and Dumbarton	Clacton		4/00	
5314	MEV84R	Impington School Bus Project	Cambridge		7/99	

5305/5307 TPU71R/VNO77S now with Guide Friday are operating at Portsmouth.

ROUTE BRANDING

2384 for service 133

SERVICES

Essex County Council August tender results

Services retained 2,8 (all evening), 11, 15, 17.

New services	83	ex Heddingham.
	87	ex First Eastern National
	133	ex Arriva East Herts and Essex
	247	ex Beestons
Services lost	82a	to First Eastern National
	87a	to First Eastern National

756 to Carters Coaches (Suffolk C.C. contract)

LIVERY

Only two Greenaways (3305 and 3319) remain in CBT livery, together with the opentopper 5301.

Please note that Mercedes 2224 L424CPB recorded elsewhere as being at Colchester is in fact at Southend.

CLINTONA

**High Quality
Minicoach Specialists**
ESTABLISHED 1961



15, 16, 19, 20, 24 and 33 Seat Chauffeur driven Minicoaches

Little Warley Hall Lane, Brentwood, Essex CM13 3HA
Telephone: Brentwood (01277) 215526 Fax: (01277) 200038
 Partners: R. Staines, B.J. Staines

ACQUIRED 8/2000

4032 A983FLS LEYLAND OLYMPIAN ONLXB/1R ALEXANDER H7/?F
ex First Glasgow LO125

ALLOCATIONS 8/2000

310 HH-Disposal. 715 EN,CF-BN. 915.918 EN,CF-BN. 925 Reserve-BN. 935-9 BN-HH
1430-1433 HH-BN. 3222 BN-EN,CF. 4032 Acquired-BN.
1430-3/4032 are for school contracts. 4032 is in service in F. Glasgow livery.

Service revisions took effect from 4th September in the Southend area, more details next month.

One notable withdrawn service is the 2a Basildon-Walthamstow (suns-bank hols), this is the last link between the Southend area and London on the old City Coach road.

ODD WORKINGS.

22-8-2000 Olympian 4005 on Eastern National 351, and again on 3-8-2000
30-8-2000 Lynx 1410 on Canvey Clipper (normally route branded Dart)
1-9-2000 Olympian 4027 on 15
2-9-2000 Dart 914 on Super 8 (normally route branded Dart).
5-9-2000 Mercedes 319 on 22
6-9-2000 Mercedes 313 on 27

EASTERN NATIONAL

VEHICLES ALLOCATED TO BEDFORD DEPOT 3rd JUNE 1941

It would appear that there were two separate allocations at this time.
part 1 Workmans buses.

2542	VW4744	Leyland	PLSC	ECOC	B30F
3013	TM6408	Leyland	TD1	Leyland	L48R
3021	VX4901	AEC	Regent	Short	L50R
3023	TM6301	AEC	Regent	Short	L50R
3024	TM6302	AEC	Regent	Short	L50R
3025	TM6303	AEC	Regent	Short	L50R
3026	TM6304	AEC	Regent	Short	L50R
3027	TM6305	AEC	Regent	Short	L50R
3028	TM6306	AEC	Regent	Short	L50R
3077	TM8793	AEC	Regent	Strachen	L51R
3213	MY2126	AEC	Regent	Short	L48ROS
3309	EV5676	TSM	B39A7	Beadle	B32R
3310	EV5677	TSM	B39A7	Beadle	B32R
3312	MJ 284	TSM	B39A7	Beadle	B32R
3313	MJ 282	TSM	B39A7	Beadle	B32R
3319	EV6054	Dennis Lancet		Beadle	B32R
3792	DB9324	TSM	B10A2	Tilling	B31R
3793	DB9328	TSM	B10A2	Tilling	B31R
3795	DB9339	TSM	B10A2	Tilling	B31R
3802	DB9342	TSM	B10A2	Brush	B31R

part 2

2806	TM3885	Leyland PLSC	ECW	B32R
2811	TM3888	Leyland PLSC	ECW	B32R
2820	VW7721	Leyland PLSC	Beadle	B32R
2827	TM4245	Leyland PLSC	Beadle	B32R
2830	VW8585	Leyland PLSC	ECW	B30R
2845	TM4593	Leyland PLSC	ECW	B30R
3078	TM8794	AEC Regent	Strachan	L51R
3080	TM8796	AEC Regent	Strachan	L51R
3081	TM8797	AEC Regent	Strachan	L51R
3082	TM8798	AEC Regent	Strachan	L51R
3297	EV6056	Leyland TD2	Strachan/ECW	L56R
3299	EV6058	Leyland TD2	Strachan/ECW	L56R
3323	MJ 286	AEC Regent	Strachan	L56R
3413	AEV783	Dennis Lancet	ECOC	B36R
3425	AEV795	Leyland TD2	ECOC	L56R
3426	AEV796	Leyland TD2	ECOC	L56R
3485	AVW463	Dennis Lancet	ECOC	DP32R
3486	AVW464	Dennis Lancet	ECOC	DP32R
3487	AVW465	Dennis Lancet	ECOC	DP32R
3491	AVW469	Dennis Lancet	ECOC	DP32R
3492	AVW470	Dennis Lancet	ECOC	DP32R
3534	BTW473	Dennis Lancet	ECOC	DP32R
3541	BTW480	Dennis Lancet	ECOC	DP32R
3543	BTW482	Dennis Lancet	ECOC	DP32R
3554	BTW493	Dennis Lancet	ECOC	DP32R
3597	CTW193	Dennis Ace	Dennis	B20F
3598	CTW194	Dennis Ace	Dennis	B20F
3605	CTW201	Dennis Ace	Dennis	B20F
3606	CTW202	Dennis Ace	Dennis	B20F
3608	CTW204	Dennis Ace	Dennis	B20F
3615	DEV451	Bristol JO5G	ECOC	DP31F
3625	DEV461	Bristol JO5G	ECOC	DP31F
3627	DEV463	Bristol JO5G	ECOC	DP31F
3629	DEV465	Bristol JO5G	ECOC	DP31F
3642	DEV478	Bristol GO5G	Brush	L53R
3693	GG9600	Albion Venturer	Brush	H51R
3695	APP272	Dennis Lancet	Dennis	B32F
3728	FPU508	Bristol K5G	ECOC	L48R
3729	FPU509	Bristol K5G	ECOC	L48R
3730	FPU510	Bristol K5G	ECOC	L48R
3735	FPU515	Bristol K5G	ECW	L48R
3738	FPU518	Bristol K5G	ECW	L48R
3743	FPU423	Bristol K5G	ECW	L48R
3744	GNO688	Bristol K5G	ECW	L50R
3745	GNO689	Bristol K5G	ECW	L50R
3753	GNO697	Bristol K5G	ECW	L50R
3754	GNO698	Bristol K5G	ECW	L50R
3755	GNO699	Bristol K5G	ECW	L50R
3756	GNO700	Dennis Lancet 2	ECW	B31R
3756	GNO701	Dennis Lancet 2	ECW	B31R
3757	GNO702	Dennis Lancet 2	ECW	B31R
3761	GPU413	Bristol L5G	ECW	B31R
3765	GPU417	Bristol L5G	ECW	B31R
3766	GPU418	Bristol L5G	ECW	B31R
3768	GPU420	Bristol L5G	ECW	B31R

3770	GPU422	Bristol L5G	ECW	B31R
3771	GPU423	Bristol L5G	ECW	B31R
3772	GPU424	Bristol L5G	ECW	B31R
3773	GPU425	Bristol L5G	ECW	B31R
3774	GPU426	Bristol L5G	ECW	B31R
3785	GPU437	Bristol L5G	ECW	B31R
3786	GPU438	Bristol L5G	ECW	B31R
3808	GTW889	Bristol K5G	ECW	L48R
3811	GTW892	Bristol K5G	ECW	L48R
3813	GTW895	Bristol K5G	ECW	L48R
3821	JEV412	Bristol L5G	ECW	L55R
3823	JEV414	Bristol K5G	ECW	L55R
3826	JEV417	Bristol K5G	ECW	L55R
3828	JEV419	Bristol K5G	ECW	L55R
3829	JEV420	Bristol K5G	ECW	L55R
3830	JEV421	Bristol K5G	ECW	L55R
3832	JEV423	Bristol K5G	ECW	L55R
3833	JEV424	Bristol K5G	ECW	L55R
3834	JEV425	Bristol K5G	ECW	L55R
3835	JEV426	Bristol K5G	ECW	L55R
3840	JEV431	Bristol K5G	ECW	L55R
3841	JEV432	Bristol K5G	ECW	L55R
3842	JEV433	Bristol K5G	ECW	L55R
3843	JEV434	Bristol K5G	ECW	L55R
3844	JEV435	Bristol K5G	ECW	L55R



"NAMES OF THE PAST"

HARRIS BUS MERCEDES ALEXANDER J582WVX ON A WET AND WINTRY DAY AT BASILDON BUS STATION ON CREW SHUTTLE DUTIES, PAINTED IN LTSR LIVERY ANOTHER NAME GONE, NOW C2C (Whatever that means !!!!! ,,,,,,,?)

ARRIVA EAST HERTS AND ESSEX

FLEET

Vehicles In / Transfers

2090/1	M150/1 RBH	Iveco 59.12, B29F
2098	M158 RBH	Iveco 59.12, B29F
3064	E969 PME	Leyland Lynx B49F
5375	MUH 285X	Leyland Olympian

Liveries

June 00:	2347 (M727 UTW), 2354 (M734 AOO) to Arriva corporate livery
July 00:	2356 (M736 AOO), 5375 (MUH 285X) to Arriva corporate livery
August 00:	2090/1/8 (M150/1/8 RBH), 3440 (R170 GNW) to Arriva corporate livery 5263 (BYX 230V) to Arriva "Outer London" (red/cream) livery

General

2100 (M160 RBH) Iveco 59.12, B29F is expected from Arriva The Shires, but as of 11th August was still awaiting MOT & repaint at Luton.

3338 (E888 KYX), 3345 (H255 HEV), 3348 (H258 HEV) - from withdrawn to Arriva the Shires in April, March and April this year respectively.

Services 306 and 317, formerly operated by First Eastern National, have seen a variety of vehicles including DAF 4335 and Lynx 3341. The 317 was previously operated by minibuses.

Allocation Changes to June 2000

2055	G896 TGG	Withdrawn to Sold (Gale, Harlow) EBN 435
2290	G930 WGS	Withdrawn to Sold (Hardie, Port Glasgow) EBN 435
2299	G919 UPP	Withdrawn to Sold (Hardie, Port Glasgow) EBN 435
2309/11	G924/6 WGS	Withdrawn to Sold (Hardie, Port Glasgow) EBN 435
4338	J928 CYL	Remains to Hardwick, Carlton for scrap (EBN 427 correction)
5371	TPD 101X	Harlow to Withdrawn

Allocation Changes to July 2000

2167	D969 MBD	Ware to Sold (Hardwick, Carlton)
2224	L424 CPB	Ware to Arriva Southend
2243	R763 DUB	Ware to Arriva Colchester
2273	G73 PKR	Withdrawn at Grays to Hardwick, Carlton (EBN 435)
2318	J938 WHJ	Harlow to Withdrawn
2369	P939 HVX	Ware to Arriva Colchester
3064	E969 PME	Arriva the Shires to Harlow
5356	DTG 366V	Remains to Hardwick, Carlton for scrap (EBN 435)
5375	MUH 285X	Arriva Southend to Harlow

Allocation Changes to August 2000

2090	M150 RBH	Arriva the Shires to Harlow
2091/8	M151/8 RBH	Arriva the Shires to Arriva East Herts & Essex (Unserviceable)
4320	C265 SPC	Harlow to Sold (Gale, Harlow)
5263	BYX 230V	Arriva London South to Ware (EBN 434, incorrect date)

SERVICES

1 July	392	Old Harlow - Hertford. Minor timetable revision.
20 July	14	Bishops Stortford - Harlow (Tuesday & Thursday). Service withdrawn.
29 July	5	Perry Green - Harlow. HCC contract awarded to C.G. Myall & Sons.
	19	Farnham Green - Bishops Stortford (Tuesday & Thursday). Service now operated under contract to HCC.
	354	Buntingford - Harlow (Saturdays). HCC contract awarded to C.G. Myall & Sons.
31 July	381	Toot Hill - Harlow. Timetable revision with journeys via Coronation Hill renumbered 382.
5 August	521	Brentwood - North Weald Market. New service with one journey in each direction on Saturdays and Bank Holidays when the market is open. Departs Brentwood at 0905 and returns at 1240.
	523	Loughton - North Weald Market. New service with one journey in each direction on Saturdays and Bank Holidays when the market is open. Departs Loughton at 1030 and returns at 1400.
11 August	511	Epping - Lakeside. Correction to date in EBN 435. Service withdrawn.
12 August	261	Further to EBN 435 this service is now operated by Clintona Minicoaches under contract to ECC.
14 August	501	Harlow - Brentwood. Minor timetable revision, Mondays to Fridays.
August	306	Wicken Bonhunt - Bishops Stortford. ECC contract Monday to Friday from First Eastern National.
	317	Elsenham - Bishops Stortford. ECC contract Monday to Friday from First Eastern National.

LEYLAND LYNX

With the recent announcement that, what is thought to be the first Leyland Lynx entered has entered the ranks of preservation. The vehicle in question was originally Merthyr Tydfil 101(101NDW) new in 1987, it later operated with Grey Green.

Thamesway are currently operating one of this batch 1432 (D876ELL) which was Merthyr Tydfil 111 (D111NDW), which after leaving Merthyr was operated by London Buses for Hillingdon Borough Council LX11 and was reregistered 811DYE, it later saw service with London Buses, Centrewest, before it went to First Eastern Counties 501, but shortly afterwards was sent to First Thamesway at Hadleigh.

First Thamesway 1431 [1] (D875ELL) was also ex Merthyr (D106NDW), this bus was rejected by Thamesway and is now with First Potteries.

ARRIVA SOUTHEND

TRANSFERS IN

Ex Arriva East and	Essex	8/2000		
2070	J65UNA	Mercedes 709D	Reeve Burgess	B25F **
2224	L424CPB	Mercedes 709D	Dormobile	B27F
3352	J402XVX	Dennis Dart	Wright Handybus	B40F
3353	J403XVX	Dennis Dart	Wright Handybus	B40F
3354	J404JXX	Dennis Dart	Wright Handybus	B40F

**2070 was originally registered J6SLT

TRANSFERS OUT

2383	R953VPU	Mercedes O810D	to Arriva Colchester
2384	R954VPU	Mercedes O810D	to Arriva Colchester
3386	P256FPK	Dennis Dart SLF	to Arriva E H & Essex, Ware
3417	P417HVX	Dennis Dart SLF	to Arriva E H & Essex, Ware.
3418	P418HVX	Dennis Dart SLF	to Arriva E H & Essex, Ware.
The Dennis Darts are for service 331 Hertford and Buntingford.			
5376	MUH286X	Leyland Olympian	to Arriva E H & Essex, Harlow.

DISPOSALS

Fleetlines.

5333	Stephensons (Dlr) Rochford
5335	Mullanys Watford
5338	Stephensons (Dlr) Rochford
5339	Ford Althorne
5341	Ford Althorne
5342	Trustline ?
Subsequent Disposal,	
2309	Hardie Port Glasgow 6/2000

Former Southend 326 7090HJ Leyland LR7 was seen recently (the hulk that is) in Canada, 22 years after going there for the Commonwealth Games



EASTERN NATIONAL TIMETABLES - 1939 to 1977

by Alan Osborne

Following on from my series of articles on Essex County Council timetables, I have been requested to provide a listing of Eastern National timetables. This will assist collectors to obtain a complete set. Rather than give a detailed commentary, only timetable dates have been given with very brief descriptions of the booklet formats. The list commences with the wartime issues, since my personal collection still has a few deficiencies prior to about 1933. This published list is hopefully complete, although I have never yet discovered an Eastern area issue for winter 1945, was it ever issued so shortly after the return to peace?

For the record, the timetables were produced by Index Publishers of Dunstable (until 27/9/64), and then by Dyson Bros., Peterborough (from 6/6/65).

SERIES A

Wartime issues, reduced page and print size, cheaper paper, with "no frills" plain cover devoid of illustration.

Eastern section

14/12/39
4/7/40
16/1/41
12/2/42
1/1/43

Midland section

20/12/39
3/7/40
23/10/40
12/3/41
10/8/42
1/1/43

SERIES B

Issued for both Eastern and Midland sections, pale green cover, red service maps showing Eastern section (front cover) and Midland section (rear cover).

Midland section

15/9/43 (W)
21/5/44 (W)
13/11/44 (W)
1/8/45
18/11/45
25/8/46
27/4/47
19/10/47
9/5/48
1/5/49
12/3/50
1/1/51
16/3/52

Eastern section

1/8/43 (W)
23/4/44 (W)
23/10/44 (W)
16/5/45 (W)
15/4/46
28/7/46
25/11/46
23/4/47
6/7/47
16/11/47
18/7/48
7/11/48
4/6/49

2/10/49
4/6/50
5/11/50
3/6/51
3/2/52

(W) - wartime issue

SERIES C

Eastern National (including Westcliff-on-Sea & Hicks Bros.) - plain green cover featuring photographs of double decker and saloon.

1/6/52	28/5/55	1/6/58
4/1/53	28/11/55 (a)	23/11/58
24/5/53	2/6/56	1/6/59
6/12/53	25/11/56	6/12/59
1/6/54	8/6/57	1/6/60
14/11/54	24/11/57	27/11/60
		25/6/61

- (a) - from 28/11/55 - E.N. bus services only, following service re-numbering (contained coach services operated by Westcliff-on-Sea from Southend).

SERIES D

Eastern National timetables featuring large EN sign as main cover design.

26/11/61	15/9/63
2/6/62	28/6/64
18/11/62	27/9/64
1/6/63	6/6/65

SERIES E

Eastern National timetables featuring line drawing of Bristol FLF (1965-68) or Bristol VRT (1969-72) on cover.

12/12/65	25/5/69
22/5/66	24/1/71
28/5/67	5/9/71
26/5/68	28/5/72

SERIES F

Eastern National NBC style timetable, featuring 'double N' sign.

27/5/73

SERIES G

Eastern National NBC style area timetable booklets

<u>CENTRAL</u>	<u>NORTH EAST</u>	<u>SOUTH WEST</u>
16/6/74	16/6/74	16/6/74
18/5/75	16/6/74 (5/1/75)*	16/6/74 (2/3/75)*
18/5/75 (5/10/75)*	15/6/75	18/5/75
21/3/76	20/6/76	20/7/75
30/1/77	26/6/77	21/3/76
30/1/77 (4/9/77)*		30/1/77
		30/1/77 (5/9/77)*

* - Re-issue of earlier timetable including revisions to date indicated.

GROUP TOUR TO SANDTOFT GATHERING 30th JULY 2000

This was a Group Tour with a difference, rather than visiting a series of Depots or Bus Stations the purpose was to visit the annual Sandtoft Gathering and 38 participants proved this was a popular choice. Transport for the day was again Genial Travels Volvo B10M, (OIL2479)

All pickups having been made on time, our journey north was via the M11, A14 and A1 and with short stops at Birchanger and Markham Moor. The latter enabled a Scout Group to retrieve their fridge inadvertently left on the coach the previous day.

Arrival at Sandtoft was just after mid-day and we were immediately able to appreciate the extent of the Gathering and vehicles present as our coach was parked at the far end of the site, along with a number of other visiting vehicles. These ranged from a former London Transport RT OLD714 to a new Yorkshire Terrier Dart, 2477 (W477MKU) displaying the East Lancs Millenium body. Essex interest was enhanced when First Group's HHJ379Y appeared, formerly Eastern National / Thamesway 1118, it is now in yellow school bus livery having latterly worked on the Rotherham area. Altogether some 80 vehicles were present.

Sandtoft is, of course, first and foremost a Trolleybus Preservation centre and is home to more than 40 examples. It has been established within part of a former RAF base and, in fact a small airfield adjoins the eastern boundary. It has come a long way since the first site clearance work in 1969, some of which could be appreciated from photographs displayed in the Centre's shop and museum area.

On this day, the Depot building was mainly given over to a multitude of stalls selling transport miscellania, and working trolleybuses were offering rides around the Centre's circuit. Former Huddersfield, Bradford and Reading vehicles together with South Yorkshire's PTE former demonstrator 2459 (C45HDT) and Schaffhausen 207 from Switzerland were among the vehicles used. Some 30 examples from many different British systems together with a small foreign contingent from Limoges, Aachen and Oporto were parked up for viewing.

The countryside around Sandtoft is extremely flat and fen-like and it was possible to appreciate more of this by taking one of the free bus trips around the Isle of Axholme via Epworth and Belton. Former Eastbourne AEC Regent (KHC369) and former A1 Services Ailsa (PSJ825R) were among the buses used on this service.

All in all, there was plenty to keep all occupied for the 5½ hours stay, the only unfortunate effect of the glorious weather was that Camra's Real ALE Tent was drunk dry by 1600 hrs!!!!!! however it had been a most enjoyable day and we retraced our steps through Bawtry to the A1 and with a break at Grantham Services (Has anyone ever counted how many Little Chef's there are on the A1?????) were suitably refreshed.

Out thanks go to our two drivers, Trevor and Dave and to Dave for the tour organisation .