



Thamesway 1877 (BNO 677T) is now working for recently acquired Rees and Williams at Ammanford. (Kelvin Amos)

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ROCHFORD MEETING FREIGHT HOUSE

9th April 1996. Slide Shows by R.Delahoy "*20 Years Ago*"

(June date to be announced, visit to Harris Grays)

To all members interested in model buses your attention is drawn to the latest big Corgi - Original Omnibus Company. It is Eastern National 3898 KNO601 when it was running for London Transport at Grays. A very good model, which I cannot fault, except that from memory I think the rear number plate is in the wrong position,. Any comments on this would be welcome for EBN.

Tour to North Essex and Suffolk

This tour takes place on Saturday 18th May and a Booking Form is enclosed. We have arranged visits to Jacksons Bicknacre, Cedrics, Wivenhoe and Beestons Depot at Hadleigh. In addition photo stops will be made in Colchester and Ipswich. The fare for the day will be a very reasonable £7.00 so why not book now for an enjoyable day out.

Contribution for this edition of EBN received from Eastern National. Thamesway, Country Bus, Southend Transport, Essex. c.c. A. Colebourne, M.Evans, C.Sigston, E.Toon, R.Dennis, P.Ford, K.Bailey, PSV Circle.

Contributions for the April EBN should be with the Sub Editors by 8th April and the Main Editor by 13th April.

There are still a few days left to take advantage of our special offer to purchase a copy of the Eastern National Fleet Record for just £2.50. Order from Andy Meadows.

Eastern National

ALLOCATIONS

There are no changes to report this month.

REPAIRS

2/96 1899

1899 is the first Leyland National to be re-painted in new livery.

GENERAL

The new depot in Bishop's Stortford opened on 21st January 1996. It is located at Unit J, The Causeway Business Centre, Adderley Road. It comprises an office and canteen area, with buses parked in an open air area adjacent.

SERVICES

64/A Revised timetable introduced from 11.3.96.

66/A/B Revised timetable introduced from 11.3.96.

70 Revised timetable introduced from 11.3.96. Colchester to Marks Tey services renumbered 70A.

71 Revised timetable introduced from 11.3.96.

76/A/B Revised timetable introduced from 11.3.96.

77 Revised timetable introduced from 11.3.96

78/A Revised timetable introduced from 11.3.96

82 Revised timetable introduced from 11.3.96.

87/A Revised timetable introduced from 11.3.96.

88/A Revised route and timetable introduced from 11.3.96.

103 Withdrawn after operation on 31.3.96.

137 Withdrawn after operation on 31.3.96.

PUBLICITY

Timetable leaflet for service 71 dated December 1995.

Leaflet for Colchester Borough Card dated 2.1.96

Booklet for changes to Eastern National Bus Services dated 25.2.96.

INITIAL DISPOSALS

1914 (JHJ 140V) Fleetmaster, (dealer), 2/96

1933 (MHJ 729V) Williams, Crosskeys, 2/96.

1933 was the last Leyland National 2 in the fleet.

HEDINGHAM

GENERAL

Local press reports suggest that the takeover of Osborne's has been delayed. Services were registered to commence with hedingham on 1.3.96. but are being operated by Osborne's under special conditions, until the problems can be resolved.

SERVICES

88/A/C Revised route and timetable introduced from 11.3.96.

90/A Revised timetable introduced from 1.3.96

175 Revised timetable introduced from 1.3.96

OTHER OPERATORS - REST OF ESSEX

A&M COURIERS BASILDON Sherpa C269 GOF was offered for sale at Chelmsford Car Auctions in March.

ACE OF CLUBS THUNDERSLEY A further ex Essex Police Sherpa acquired is E256 CAR.

AIRPORT EXPRESS LEIGH Have added Ford Transit C987 SLT to their fleet.

AJ MINIBUS ROCHFORD A further operator with one Ford Transit D28 WVV.

AMBER BUS & COACH BASILDON Have acquired Leyland Leopard rebuild ATH 110T from Thamesway.

APT RAYLEIGH Have acquired Setra YSU 923 (E29 SBO). New additions are N5 APT a Neoplan single deck coach and N6 APT a Dennis Javelin/ Marcopolo.

BOON BOREHAM Atlantean SPW 92N has been converted to single door. Setra J75 VTG is again here as a dealer loan. Also here is M889 WAK a Volvo/Plaxton, previously reported with Airport Coaches, Stansted. This vehicle is also thought to be on loan from a dealer.

BRENTWOOD COACHES Have acquired Leyland Olympian/ECW coach C259 MWJ.

BROWNING WESTCLIFF Have acquired F352 CNG a Sherpa minibus.

BUZZ HARLOW AUF 47K a ?/Plaxton in use for contract work.

C&M LAINDON Have sold Transit M193 XHJ to Liberty Cars, Laindon. The depot has moved to Wrexham Road, Laindon.

CAMBRIDGE COACH SERVICES Introduced service 76 from Heathrow to Ipswich via Stansted from 17.3.96. with six journeys each way.

CARTER COLCHESTER Bristol LHS/ECW GTX 758W is in use here. It is understood to be on loan from Brown, Shaftesbury.

CHAMBERS BENFLEET Ford Transit N723 JBJ has replaced similar L723 YRT, as the only vehicle operated.

CHELMSFORD CAB A further Ford Transit has been acquired J282 GMF.

CLINTONA BRENTWOOD Leyland Swift/Elme G931 HRN has been sold.

CUTTS NAZEING A second minibus is in use. H385 AFD a Mercedes 308D.

DENYER STONDON AEC Reliance/Duple REK 927R was noted here in February. It was formerly with S&P Rochford.

DMA BRENTWOOD Vehicles acquired from Beeston are Bedford/Plaxton OCN 902R and SJI 4423. Also acquired from Ruffle, Castle Heddingham is D804 WNO a Mercedes L608D/Reeve Burgess. Ford/Plaxton RUJ 343R is unlicensed at present awaiting an engine.

EAGLE LINE BULPHAN A further Ford Transit is J234 MUE.

ESSEX THAMSID CANVEY Have acquired G389 GOE a Toyota/Caetano. It is normally kept at Sadlers Farm.

GODWARD RAMSDEN HEATH Have acquired Tiger/Duple B337 BGL from Thamesway and Ford/Plaxton KBD 58N from Wilkinson, Ramsden Heath.

HALLS ELSENHAM Have sold WAM 974K a Bedford/Plaxton.

HARRIS BUS Service 375 had a revised route and timetable introduced from 4.3.96. DAF/Ikarus J52 GCX was unusual on service 44C on 25.2.96. a Metrorider (310) normally operates this service.

HARRIS COACHES Two new DAF/Van Hool coaches entered service in March. They are N603/4 EEV.

HORTON STANFORD-LE-HOPE Have acquired VHJ 264L a Ford/Plaxton from Wilkinson, Ramsden Heath. Bedford YMT/Duple TJI 6277 has been sold to Mikes Coaches, Basildon.

M&E COACHES SHOEBOURNNESS Have acquired unusual Magirus Detz/Ayats TIA 5819 (DVC 357Y).

MILESTONE CANVEY Have moved up from minicoaches, with Bova Futura BXI 2410 (A118 DUY). This is normally found at Sadlers Farm.

PAGECOACH FOBHING Ford Transit JTW 500Y has been acquired.

PRIORY STANFORD LE HOPE Recent additions are Leyland Royal Tiger LIL 4310 (B261 AMG) and Van Hool T815 integral TSV 602 (WNR 532X). Both are in Chariots livery in common with all the higher spec. coaches in this fleet. Leyland Royal Tiger C476 URS and LAG Panoramic E137 KRP have been sold.

RED CAR KELVEDON HATCH Have acquired DAZ 4520, thought to be an AEC Reliance/Plaxton.

RGB COACHLINES SHOTGATE Have sold LLD 333K an unusual for Essex, Seddon Pennine/Plaxton.

RIDGEON STANFORD LE HOPE The operating centre has moved to T.G. Motors, Baker Street, Orsett.

ROADRUNNER CANVEY Have added Ford Transit G862 FPU to their fleet. Ford Transit B42 MBY was noted for sale at Chelmsford Auctions in March.

S&M HADLEIGH Have acquired JMJ 109V a Ford/Duple from S&P, Rochford. A big clear out at the Springfield cafe, has seen the removal of all non-runners. They were AEC Reliance MRR 803/4/5K, Atlantean PUF 140M and GDR 203N, Fleetline THX 499S.

SJH RAYLEIGH Have acquired Volvo/Plaxton LUA 240V from Goodwin, Black Notley. It is assumed to have replaced UHJ 621V a Ford/Caetano.

SM TRAVEL HARLOW Have acquired F353 VRN a Leyland Swift/Elme.

STAINES CRUSADER CLACTON Van Hool UDX 105 has regained it's original E105 GOO registration.

STANS GT TOTHAM Bedford YLQ/Duple CVE 7V has been acquired. Bedford YNT OIA 419 (E245 FLD) and Bova OIJ 4240 have been sold. Mercedes LSU 113 is now in Stans livery.

STEPHENSONS ROCHFORD Have sold Dennis Dominator SMW 56Y to Ford, Althorne. Unusual additions are Leyland Atlantean's/East Lancs (rebody) single deckers, HIL 4346/4349. They are Diptac fitted and normally on ECC services. Sunday service 152 was re-numbered 100 from 31.3.96.

SUPREME SOUTHEND A Volkswagen minibus, M24 THJ, has joined the fleet for local pick up and driver shuttle use. Chartercoach livery has now gone from this fleet, with K707 RNR having been repainted. Former South Yorkshire, DMS look-a-like OKW 504R has been converted to single door.

WEBB HIGHWOOD Have acquired EHE 228V a Bedford/Duple.

WILKINSON RAMSDEN HEATH Have acquired B337 BGL from Thamesway.

County Bus

FLEET

New Vehicles

MB 741-4 N741-4 AVW Iveco 59.12 Marshall B25F

Vehicles On Hire

M 2781 B781 AOC Ware to WMT returned off loan.

Repaints

VP 565 E565 BNK New style WM County Bus livery ex-Abridge Garages.

Lower panels are dark green (as current bus livery), but without the pale green stripes. The mid panels are Green Line style pale green, with a narrow orange stripe just below the windows, with upper panels and roof in white. A new WM Townlink fleetname appears, the background shading and the word Link are in orange rather than the previous blue.

Allocation Changes to 1 February 1996

MB 46	D46 OKH	Grays to Ware
MB 49	E349 SWY	Ware to Delicensed-store Birmingham
MB 731	M731 AOO	Harlow to Grays
MB 741	N741 AVW	New to Harlow
MB 742	N742 AVW	New to Harlow
MB 743	N743 AVW	New to Harlow
MB 744	N744 AVW	New to Harlow
MB 745	E445 TYG	Harlow to Delicensed-store Birmingham
MB 748	E448 TYG	Harlow to Grays
MB 752	E452 TYG	Harlow to Delicensed-store Birmingham
MD 609	J609 WHJ	Delicensed to Edmonton
BTL 6	B106 KPF	Edmonton to Ware
BTL 10	B110 KPF	Edmonton to Ware
TDL 37	530 MUY	Edmonton to Ware

SERVICES

15 January 349 Chelmsford - Harlow. Revised timing of evening journey.

 446 Langley - Saffron Walden (Schooldays only ECC contract).
 Revised timetable and route. Withdrawn between Meesden
 Bury and Langley and re-routed to serve Brent Pelham.

17 February - Southall Bridge reopening.

 349/ Chelmsford - Harlow and Barley - Saffron Walden

 445 (Schooldays only ECC contract). To revert to previous
 routing.

- 545 Rainham and Wennington (ECC contract). Withdrawn after 16/2/96.
- 23 March
- 505 Harlow - Walthamstow.
- i. Revised route northbound Waltham Abbey Town Centre, southbound route reversed.
 - ii. Revised route northbound into Harlow on commercial journeys (now via Third Avenue, Velizy Avenue - not Haydens Road. ECC journeys to continue to use Haydens Road).
 - iii. Harlow Town Centre to operate as loop for passengers (ie. northbound passengers may alight at Haydens Road on southbound journeys).
 - iv. Revised running time.
- 25 March
- 380 Chelmsford - Tilbury (Sundays & Public Holidays). ECC contract and route withdrawn.
- 382 New ECC contract - Tilbury Ferry, Chadwell St Mary, Grays W Thurrock Lakeside, using Iveco 59.12's.
- 31 March
- 242/ Waltham Cross - Potters Bar and Hammond Street -
- 363 Waltham Cross (both ex Thamesway). New Sunday Hertfordshire County Council contract from Ware using Iveco 59.12's.
- 311 Hertford - Enfield. Sunday HCC contract re-awarded. All journeys re-routed via Pinehurst Estate. Revised timings between Ware and Sele Farm.
- 1 April
- 310/ Hertford - Enfield and Hoddesdon - Enfield. Monday -
- 311 Saturday evening HCC contract re-awarded.
- 363 Hammond Street - Tottenham Hale Station. Monday - Saturday evening HCC contract re-awarded.
- 395 Hertford and Ware local service. Monday - Saturday evening HCC contract re-awarded. Evening service re-routed and retimed to serve Pinehurst Estate.
- 724 Heathrow Airport - Stansted Airport. HCC contract journeys (524 Harlow - St. Albans) to become commercial).
- M1-4 Ware town services. Monday - Saturday HCC contract re-awarded.

MEDIA MONITOR

February 27th: One of the oldest independent bus firms in Essex is set to be taken over it was revealed today. Hedingham Omnibuses managing director Donald MacGregor said "We are in negotiations with Osbornes which are proceeding satisfactorily. If all goes well we hope to take over the entire bus and coach operation from Friday". He added that final negotiations still had to be completed and he could not say anything about the future of the services. Barry Osborne said "There is still a great deal to sort out and nothing has been signed and sealed. Things can still go wrong at the last minute and I cannot say anything else at the moment".

February 28th: Essex County Council is to cease providing free transport for new pupils attending selective schools from this September. First Bus companies Eastern National, Thamesway and Eastern Counties are to offer a special season ticket scheme to enable pupils to use scheduled services at reduce cost. Robin Orbell said that the schools do the paperwork which reduced their costs. "We are keen to retain the market of children using bus travel.....it must be good for the future of the bus and the environment. The article is accompanied by a photo of a Thamesway Dart showing 002 Chelmsford Bus Station with two Colchester Grammar School Boys in the standard Essex County Newspapers "bus pose" hanging from the platform arms out stretched. Tiptree Parish Council is to write to Eastern National pointing out that while the bus fare to Colchester is £3.45 return on nearby routes passengers could travel a far longer distance for £2.50. The takeover of Osbornes by Hedingham has according to HO direct Robert MacGregor been "postponed at the very least. After completing a process of due diligence there was a problem with property valuation. A revised offer was turned down, Hedingham believe there is still an excellent offer on the table. I have spent two months working nonstop putting together the biggest deal in HO history". Barry Osborne said "We feel we have been let down and the ball is now in their court".

February 29th: The nine Colchester Borough Transport drivers awarded compensation for unfair dismissal when the company was taken over by British Bus successfully defended an appeal by CBT.

March 1st: North Thames Health Authority which owns land involved in plans for a Colchester Northern Approach Road has set aside a 10 metre strip for use as a guided bus or tramway. It is suggested that the route would run to the town centre from High Woods and a new park and ride site at Cuckoo Farm alongside the A12. According to the report up to 18,000 people an hour could be carried at speeds of up to 60mph. (To save readers reaching for their calculators that's 150 per minute each way.) A mix up has very nearly left bus passengers stranded. Following the failure of deal for the purchase of Osbornes their licences were cancelled. Barry Osborne said "The Traffic Commissioners were very good and issued us with an emergency licence to carry on the routes. It will be business as usual as far as our passengers are concerned".

March 7th: It was revealed today that the Colchester park and ride service will only operate on Saturdays from March 25th.

March 8th: The council is "disappointed" that it could not persuade people to leave their cars. Environmental Service Director John Hutton said "...unfortunately people are reluctant to leave their cars and get into the bus except at peak times".

March 9th: Coach and Bus Week report that the Cowie Group has acquired County Bus Holdings from West Midland Travel for £8.6m plus an agreement to settle £1.4m in loans. MD Rodney Pangbourne has returned to WMT and his place taken by Leaside/South London MD Steve Clayton who said "I've told everyone its business as usual. I had a brief walk around during the sales process and was incredibly impressed". He said he would be taking a long hard look at the 16 vehicle Sampson Coaches subsidiary "There's always capacity to throw money away on coach operations although I understand Samson has a lot of school contracts and makes some money but I might want to change the livery".

Unless otherwise stated news items appeared in Colchester Evening Gazette or Essex County Standard

SOUTHEND TRANSPORT

Acquired: 16.2.96 in all over white livery F572 SMG Leyland Olympia ONLXB/RZ
Alexander RL H47/32F ex London & Country.

OBR 776T Bristol VRT/SL3/6LXB, ECW H43/31F, OBR 776T for
spares only.

Repaints : Tiger 547 A247 SVW and 559 B85 SWX to Green Line livery, this completes
the coach repaints, which should allow 556 A156 EPA to return to London
& Country.

Olympian F572 SMG to all over advert for HWS Fiat Agents, and entered
service 23 96.

Other News: Leyland National LN 507 has now been acquired from London & Country, but
returns L & C livery. Dennis Lance M716/2JPA now numbered L5L 001/2.

A FRIDAY DUTY AT BN DEPOT JULY 1962

BY TED MILES.

I was late turn with driver "Roy Hipple" (now deceased). Sign on 2.00pm. 2-10pm car from (Gar) dead to Laindon Hotel, Where we handed this car over, for crew to return to BN Garage whom we relieved. We were to take over the 11.30am departure service 53 from Clacton, due at Laindon Hotel at 2.35pm. The crew handed over to us 10 minutes late due to delays in Chelmsford as it was Market Day there. After a few words with the other crew we were on our way with the (LS) leaving Laindon Hotel with a standing load, stopping at every stop on Langdon Hills, where by the time we reached The Crown we were 14 minutes late. Roy was a flapper & very niggly as a result, it couldn't be helped, due to all the ladies with very much shopping, wound our way through to West Horndon and on to Orsett where we copped a load from the Hospital for Grays (mainly), always a busy stretch of road this. Departed Grays 12 minutes late and "flew" to Tilbury Ferry. Arrived 3.32pm, departed 3.34pm (4 mins late) lightly loaded, However at Grays FULL UP, many left behind, including passengers for Butlins at Clacton. This was often a problem on the 53's. Long riders left behind between Grays and Orsett, and so frustrating as on leaving Orsett only a handful of passengers. We kept this motor all the way to Chelmsford arriving 5.10pm on time and handed over to a Colchester crew. We now had time for a well earned cup of tea and a cake. We had a paid meal relief and took over the 5.45pm (service 53) which was the 3.30pm ex Clacton and lo and behold the bus was 25 minutes late arriving at C.F. "Roy Hipple" was fuming! This was due to delays on the A12 which were numerous at this time. Anyway this helped us quite a bit as the 6.05 Service 34 was ahead of us to Billericay which cleared most of the road. Roy really chased on and got to Laindon Hotel at 6.50pm (15 mins late) where we handed over to a late turn BN crew also. It was now passenger on Service 244 to BN Garage. walk to Town Centre. Now for some Town work. 7.30pm BN Town Centre to Pitsea Stn, then 7.55pm Pitsea to Basildon (244 Dup this was on Fridays only for some reason) 8.18 BN Town Centre to Garage.

8.30pm Finish.

Pay Hours 6hrs 30 mins. So not a bad duty this one although the 53's were always a chase. With the 53's 5 depots had cars allocated. Clacton (Dovercourt 1 car) for the one through journey from Harwich Colchester *Kelvedon - Chelmsford and Basildon depots all had vehicles allocated. Clacton depot, always the cleanest vehicles, Colchester the best mechanically, Basildon, well we had the wooden spoon, re cleanliness and maintainence at this time, due to the fact BN seemed to get all the other depots "rubbish".

Big money was taken on the 53's especially *kn from 1963* after Moore's take over.

If you picked up a lot of long riders as was the case at weekends, what a game with all the "fare charts", you can imagine looking up a return from West Horndon to Wivenhoe! You could always work out how many tickets were issued by looking at the auxiliary waybill, which would be with the vehicle when you took it over..

For the 11.30 ex CN it would read as follows:-

Machine starting No. 668	Finishing No. 776	Hand over CR
" " " 418	" " 506	" " CF
" " " 004	" " 091	" " Laindon

So one could see that when Roy and I took over at 2.35pm 281 tickets had been issued already and doesn't include returns that you cancel.

The next day Saturday I was back with my regular driver Brian O'Connell, and what a rotten duty, all town work, 244's and 243's, over 1100 tickets issued in a heatwave, that's another story.

I am glad now that I kept dairies of my BN duties. I just wish that I could have afforded a camera also!

On Bank Holiday Mondays BN depot had 2 duties that were 53 dups, from Tilbury to Clacton and on arrival at CN we had to be available to work. I only did one of these duties once, and was lumbered with 2 Rounders on the 107 to Walton and return (that's a busy road) with a Clacton driver.

COLCHESTER BOROUGH TRANSPORT

Two Atlanteans arrived from L&C Addlestone on 7.3.96, viz AN 352 (PCN892M) and AN 185 (APG185T). It is not clear whether they are for use in service or for cannibalisation.

Atlantean 62 looks like staying longer than originally expected; it was repainted into CBT livery between 19.2.96 and 1.3.96. It was followed into the paint shop by open-top 55, for a tidy-up. 88 was repaired by Ipswich Buses between 1.3.96 and 5.3.96. 66 was returned from Duffields on 14.2.96. 68 has been off the road since an engine failure on 13.2.96.

Railway replacement services were operated for Docklands Light Railway on 11.2.96 (1 ON), between Colchester and Harwich on 12.2.96 (broken rail), between Mark's Tey and Sudbury and Manningtree and Harwich, both on 23.2.96, and between Mark's Tey and Sudbury on 29.2.96.

A ticket promotion for Burger King started on 12.2.96.

EASTERN NATIONAL **(SUBSEQUENT MOVEMENTS)**

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>	<u>Date</u>
0703	B469 WTC	To Lasbrook & Boor, Long Sutton via Ramm, Sudden.	07/95
0717	C447 BHY	To Kingdon, Pencoed ex Miles, Brynna.	09/95
1117	HHJ 378Y	To deCourcey, Birmingham from Western National, their fleet No.2214.	07/95
1119	HHJ 380Y	To Eagle, Morton ex Badgerline.	07/95
1123	A692 OHJ	To deCourcey, Birmingham from Western National, their fleet No.1123.	07/95
1724	NEV 681M	To PVS Carlton ex North Western Fleet No.292.	12/95
1759	MAR 781P	To North Western ex Maidstone & District, Fleet No.3506.	09/95
1910	DAR 132T	To City Buslines, Birmingham ex E.N.	01/95
2385	WNO 481	To ? Bristol from White St. Albans.	12/93
2841	MVX 878C	To T.Hussey, Basingstoke ex LB of Richmond.	06/95
2858	OPU 823D	To T.Hussey, Basingstoke ex LB of Richmond.	06/95

(MISCELLANEOUS MOVEMENTS **& SUNDRY ALLOCATIONS).**

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>
?	LJN 684P	No.30 in Skill Place DT Fleet.
1712	WNO 561L	Rest & Ride Smethurst.
1849	YEV 307S	Volvo Demonstrator.
1852	YEV 310S	Rest & Ride Smethurst.

Back in Colchester is Leyland National DAR 121T, Fleet No.1899, in the Company's new livery. As reported last month this is the very first Leyland National to "sport" the new colours. Another Colchester National, YEV 308S, Fleet No.1850, is now going into the paint shop at Clacton to receive the new livery.

Also into the paint shop at Clacton is Bristol VR, registration No. WTH 948T, Fleet No.3221 to be placed into the new livery.

The ex Bedford training vehicle remains in the yard at Clacton awaiting sale.

I understand E.N.'s Dennis Darts L810 OPU & L817 OPU, Fleet No.'s 2810 & 2817 respectively are being MOT tested by Thamesway and there is no foreseeable date for them to return to Clacton. This means that the three Thamesway Darts currently based at Clacton are likely to remain there for some time to come yet.

EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

During the second World War some twenty-five Eastern National vehicles were converted to ambulances. The following were noted in Chelmsford (Duke Street and New Whittle Street)

3668	EN0946	3723	FN0796
3670	EN0948	3725	FN0798
3671	EN0949	3763	GPU415
3673	EN0951	3767	GPU419
3675	EN0953	3777	GPU429
3676	EN0954	3779	GPU431
3715	FN0788	3782	GPU434
3718	FN0791		
3720	FN0793		

Does anybody know the remainder? 3669/9 EN0944/7 are thought to have been converted.

The Eastern National Bedford OB on the Isle of Man is not ex EN. It is in fact RHK843 which was new to Went of Boxted in 1951. It is now operated by Tours of Douglas and is registered 1950MN.

The enquiry regarding the Bristol K's transferred out of Grays prior to takeover by London Transport in 1951 has produced the following.

3894	KN0597	4049	ON070
4033	MPU9	4054	ON075

The balance at present is still unknown.

Southend Depot Allocation 1949

3596	CTW192	Dennis Ace W/C	3893	KN0596	Bristol K5G
3613	CTW209	Dennis Ace F/C	3947	MPU8	Bristol K5G
3614	CTW210	Dennis Ace F/C	3954	MPU15	Bristol K5G
3634	DEV470	Bristol G05G	3964	MPU25	Bristol K5G
3639	DEV475	Bristol G05G	3939	LPU629	Bedford OB D/L
3640	DEV476	Bristol G05G			
3644	DEV480	Bristol G05G			
3645	DEV481	Bristol G05G			
3646	DEV482	Bristol G05G			
3654	EN0932	Bristol G05G			
3716	FN0789	Bristol J05G			
3717	FN0790	Bristol J05G			
3760	GPU411	Bristol L5G			
3782	GPU434	Bristol L5G			

UPDATE:

Missed from the list in EBN 383 was
 3917 KNO 620 Bristol L
 Later vehicles allocated to Southend were
 3993 NN093 Bristol K
 4005 NN0105 Bristol K
 4032 ON053 Bristol K
 4079 ON0993 Bristol LL

THAMESWAY

VEHICLES

Alloations 1st March

36 BN-D/L(D), 37 BN-D/L(D), 200 EN-BN, 205 EN-BN, 211 EN-BN,
235 BN-BD.

Repaints

328,331,333,334,336,355,358,361,370,372,381,388,907,908,909,1411 are all
in the newlivery with 1411 being the first Leyland Lynx.

357 is in colour bus livery for Magnus of Brentwood whilst 968 is in colour
bus livery for Essex County Council Social Services.

200,205,211 retain Eastern National livery.

Disposals

21	E902 SVP	2.96 Houston, Manchester
22	E509 TOV	2.96 Houston, Manchester
23	E108 SOG	2.96 Houston, Manchester
24	F892 XOE	2.96 Houston, Manchester
26	F995 XOV	2.96 Houston, Manchester
27	F996 XOV	2.96 Houston, Manchester
30	D873 LWR	2.96 Houston, Manchester
32	E905 EPD	2.96 Houston, Manchester

28	G148 GOL	?
29	G145 GOL	?

511	ATH 110T	2.96 Amber Bus and Coach, Basildon
512	B336 BGL	Has been transferred to Godwards associate operator Wilkinson of Wolverhampton
521	F613 XWY	These two vehicles are now with Eastern Counties, did they ever return to Yorkshire Rider?
522	F614 XWY	

1869	YEV 327S	2.96 Hardwick(dlr), Carlton
1876	BNO 666T	2.96 Hardwick(dlr), Carlton
1891	BNO 681T	2.96 Hardwick'dlr), Carlton
1903	DAR 125T	2.96 Hardwick(dlr), Carlton
1906	DAR 128T	2.96 Hardwick(dlr), Carlton
1919	JHJ 145V	2.96 Hardwick(dlr), Carlton

The 500 class is now extinct.

South Wales Transport acquired the business of Rees and Williams, Tycroes,
Ammanford in January. Most of the Leyland Nationals acquired from Thamesway
are now working from Ammanford in Thamesway livery with Rees & Williams
fleetname using Thamesway fleetnumbers

General

Leyland Olympian 1001 (H101 K VX) before sale was used st Basildon on crew
transfer work. Leyland National 9018 (WJN 566S) has been seen on several
occasions at Eastern National, Chelmsford.

OPERATIONS

- 43 New service Basildon to Billericay Mayflower School via Laindon and Perry Street three journeys each way weekdays commenced 22 January.
193 The contract to operate this London Transport service is retained.
242 Herts County Council contract withdrawn from 31 March.
383 Transferred to County Bus.
391 Chafford Hundred station to Lakeside withdrawn after 31 March.

Southend area service revisions are expected in April.

Publicity

43 dated 22.1.96

Fleet Allocation 1 March 1996

BD Brentwood (outstation)
206/8/9/26/7/8/9/32/5 355/7

BN Basildon
200/1/3/4/5/11/25/36/7/8/9/40/132/3/4 354/5/6/8/9/60/1/2/3/4/5/6/7/8/9/70
371/2/3/4/5/6/7/8/9/80/1/2/3/4/5/6/7/8/9/90/1/2*/3*

601/2/3/4/5/6/7/8/9/10/1/2/3/4/5/6/7/8/9

851/2/3/4 918/9/20/1/2/3/4/5/6/7/8/9/30/1/2/3/4/5/6/7/7 959/60/1/2/3/4/5
966/7/8/9/70/1/2 112/3/5 1601 1845

3110/3 4003/5/9

HH Hadleigh
307/8/9/10/1/2/3/4/5/6/7/8/9/20/1/2/3/4/5/6/7/8/9/20/1/2/3/4/5/6/7/8/9/30/1
332/304/5/6/7/8/9/40/1/2/3/4/5/6/7/8/9/50/1/2

701 939/41/2/3/4/5/6/9/50/1/2/3/4/5/6/7/8

1400/4/5/8/9/10/1/2/7/8/9/20/1/2/3/4 1803/30/68/71/82/86/89/96 1907/18

PD Ponders End
230/1/3/4/45/6/7/8/9/50/1/2/3/4/5/6/7/8/9/60/1 301/2/3/4/5/6/94/5/6/7/8

801/2/3/4/5/6/7/8/9/10/1 901/2/3/4/5/6/7/8/9/10/1/2/3/4/5/6/7 4004

392/3 are on loan from BN to PD, Eastern National 2810/7/21 are at PD whilst 940/7/8 are at Clacton.

Pool 4000
Trainers 9016/7/8 9401 9717/8
Disposal 31/6/7 1839/40/47/69/76/78/94/98 1908/11/12/13/20 9002/13/14/15/715
Colourbus 2283232 355 Magnus, Brentwood
314 West Park Toyota 1.97
939 Jubilee Windows 1.98
968 ECC Social Services 2.98
1886 Ronford Stadium expired

THAMESWAY,
(DISPOSALS, INITIAL).

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>	<u>Date</u>
21	E962 SVP	Withdrawn	11/95
22	E509 TOV	Withdrawn	11/95
23	E105 SOG	Withdrawn	11/95
24	E892 XOE	Withdrawn	11/95
26	F995 XOY	Withdrawn	11/95
27	F996 XOY	Withdrawn	11/95
28	G148 GOL	Withdrawn	11/95
29	G145 GOL	Withdrawn	11/95
30	D873 LWR	Withdrawn	11/95
31	D220 SKD	Withdrawn	11/95
33/7	D504-11 FAE	Disposed by Western National, their Fleet No's 7504-11.	08/95
202	C696 ECV	Stripped for spares by Western National	06/95
207	C699 ECV	Stripped for spares by Western National	06/95
511	ATH 110T	Withdrawn, (previously 278 TNY, ATH 58T, 999 BCY, AEP 253T, MKH 487A and originally AFH 192T	12/95
514	E675 UNE	Withdrawn	12/95
515	E677 UNE	Withdrawn	12/95
516	F771 GNA	Withdrawn	12/95
517	J45 SNY	Withdrawn	12/95
518	J46 SNY	Withdrawn	12/95
519	J48 SNY	Withdrawn	12/95
520	J54 SNY	Withdrawn	12/95
1765	MAR 787P	Sold	06/93
1766	MAR 788P	Sold	06/93
1767	MAR 789P	Sold	06/93
1768	MAR 790P	Sold	06/93
1769	MAR 791P	Sold	06/93
1770	MAR 792P	Sold	06/93
1772	MAR 794P	Sold	01/92
1795	PEV 707R	Sold by	12/93
1839	WNO 559S	Withdrawn	12/95
1840	WNO 560S	Withdrawn	12/95
1841	WNO 561S	Withdrawn	12/95
1842	WNO 562S	Withdrawn	12/95
1843	WNO 563S	Withdrawn	12/95
1844	WNO 564S	Withdrawn	12/95
1845	WNO 565S	Withdrawn	12/95
1846	WNO 566S	Withdrawn	12/95

continued on next page.....

THAMESWAY,
(DISPOSALS, INITIAL).

continued from previous page.....

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>	<u>Date</u>
1847	YEV 305S	Withdrawn	12/95
1849	YEV 307S	To Yeates, Loughborough and fitted with a Volvo engine loaned to Ribble and then returned to Yeates, Loughborough.	06/95 06/95- 09/95
1876	BNO 666T	Withdrawn	12/95
1878	BNO 668T	Withdrawn	12/95
1894	BNO 684T	Withdrawn	12/95
1895	BNO 685T	Withdrawn	12/95
1898	DAR 120T	Withdrawn	12/95
1903	DAR 125T	Withdrawn	12/95
1906	DAR 128T	Withdrawn	12/95
1908	DAR 130T	Withdrawn	12/95
1912	DAR 134T	Withdrawn	12/95
1913	JHJ 139V	Withdrawn	12/95
1919	JHJ 145V	Withdrawn	12/95
1920	JHJ 146V	Withdrawn	12/95

(SUBSEQUENT MOVEMENTS)

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>	<u>Date</u>
501	D588 MVR	To Finchley, New Southgate	10/95
502	D590 MVR	To Southgate, New Southgate	10/95
507	D601 MVR	To Southgate, New Southgate	10/95
709	C497 BFB	To Legg, Crudwell from Morgan, Lampeter.	05/95
1915	JHJ 141V	To Falcon, Smethwick from MTL Manchester.	11/95

The Group has received an interesting letter from an old Essex Resident now living in Durban.

I was a student at the Mid-Essex Technical College and Day School of Art (alas no more in existence) between 1945 and 1948 and spent many sparetime hours in company with a friend - Michael Ketley - observing and noting particulars of the EN vehicles operating from or through Chelmsford Depot.

My interest in EN buses stems from primary school days, which brought me into contact with route 51/53 (Tilbury Ferry - Clacton/Harwich), which passed through my home village of Langdon Hills, and it was the Dennis "Lancets" of the late '30s and the '40s clawing there way up the tortuous slopes of the district that began - for me - the "saga" of the "Tilbury Ferry".

In the early war years these, as you know, were completely rebuilt by Beadle Coach-builders, and although they retained for the most part, their original exterior profiles the interiors were unbelievably transformed, so much so that many people regarded them as new "utility" vehicles. The original dark wood window surrounds were re-finished in light oak and new blue seating and trim replaced the original. (Most of these, except for the 35xx (BTW 4xx) series had predominantly red interiors). The bulkhead Clatyon heaters had been refurbished and the green dummy "curtains" which previously graced the windows were removed. New wartime lighting fittings were installed, replacing the original pillar fittings. Beadle had done a most magnificent job in those difficult times and for all intents and purposes they appeared as "brand new out-of-the-box" buses.

As time went by the "Lancets" shared the 51/53 route with J05G Bristol/EC=C B31F saloons (which we called "DEV-coaches" on account of their DEV4xx registrations) and later still the J05G Bristol/ECW B31R saloons in the 36xx and 37xx fleet numbering series. Although different in their outwood appearance, their interiors were very similar to those of the Dennis's.

After the bombing incident in May 1943 in which, sadly, many Dennis vehicles were destroyed more Bristols appeared on the "Tilbury Ferry", including some "Westcliff-on-Sea" Bristol /ECOC J05G B32Rs whilst Clamsford Depot recovered.

Later "Lancets" that I knew were 3686/7 (ENO 964/5) with ECW bodies identical with their Bristol peers. I remember that their performance - especially hill-climbing,, was superior to that of the Bristols, even though they were powered by the same Gardiner 5LW engines.

Slightly later came 3756-8 (GNO699-701) with the standard ECW bodywork of the time, but I believe these were powered by Dennis "0" engines in lieu of 5LWs.

The other two - earlier models - were 3584/5 (CPU 196/7) which originally had Dennis centre-entrance coach bodies. 3585 was only seen by me on one occasion, but by that time it was stationed at Maldon about 1949, and carrying an ECOC B32R body presumably provided as a re-body for a 1927/28 PLSC3 "Lion".

I almost forgot to mention 3698 (APP 272) which came to EN from Berry's. It seems it originally had a Dennis-built body, but during the years I knew the vehicle it carried a B32R Strachen body which may have come from one of the scrapped AEC "Regals" (3061/3062?) but it's front end had been modified to half-cab/halt-canopy arrangement.

Frank



London & Country SNB507 (EPD 506V) has been on loan to Southend Transport to cover for accident damaged 751. (Andy Meadows)

CAMBRIDGE COACH SERVICE:

The Suffolk Essex Airport Link is introduced from Sunday March 19th. Service 76 will operate Ipswich - East Bergholt - Colchester - Marks Tey - Coggeshall - Braintree - Gt Dunmow - Stansted Airport - Langleybury (for Luton) - Heathrow Airport. Coaches operate every four hours around the clock with no service on Christmas Day or Boxing Day.

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