

ESSEX BUS NEWS

May 2000

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

433



FIRST THAMESWAY LEYLAND OLYMPIAN 4026 FUM485Y AT
WALTHAMSTOW ON SERVICE 251 TO BASILDON NOW A MEMORY.

CHRIS STEWART.

MANAGING EDITOR:

Peter Snell

Please send your news reports to:

SUB EDITORS:

Southend Transport:

Steve Thompson, 49 Meadow View Walk, Canvey Island, SS8 9SA

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

4 3 3

EDITORIAL

433 FOCUS OF THE MONTH

3781 GPU433 Bristol L5G Eastern Coachworks B31R new to Eastern National in 1938, based in the Midland area it was transferred to United Counties in 1952.

FORTHCOMING EVENTS

June 4th Southend Bus Rally Southshurch Park, special Opentop bus service to cooperate, details in side
June 24th Group Tour Southampton.
June 25th NorthWeald.
July 2nd Arriva Southend farewell to the Fleetlines see EBN431
July 30th Group Tour Sandtoft

MEETINGS

June 20th Visit to Ipswich Buses Ltd, Constantine Rd, Adjacent to Football Ground. Meet outside depot at 1930 approx. with Mr Glenn Sturmer or travel direct on an interesting vehicle from Boon's Bus Depot Waltham Road Industrial Estate Boreham at 1830, picking up at Stanway, Tollgate, Sainsbury at 1900 sharp for Colchester members. Waltham Rd is on the B1137.

LATE NEWS

First Capital.

Service W19 from Ilford to Walthamstow, (part replacement for Thamesway service 551 is to be operated temporarily by Thamesway Basildon with First Capital vehicles due to staff shortages.

Arriva The Shires and Essex

Harlow depot are operating a new service in Harlow from Town Centre to Milwards, using a Mercedes 110 CDI minibus, registered T557UOX, this service is branded 'ZIP'.

Contributions for this Edition of Essex Bus News received with thanks from. Essex Buses, Arriva Southend, Arriva Colchester, Arriva The Shires and Essex, Town and Country Travel, Stephenson's Coaches, Essex C.C PSV Circle, LOTS, R Delahoy, P Ford, C Stewart, S Menzies, C Sigston, D Reynolds, Mr D R McGregor Hedingham Omnibuses.

Contributions for June EBN should be with Sub Editors by 3rd June and Man Editor by 8th June.

SOUTHEND & DISTRICT

JOINT SERVICES

SERVICES 67/68

SOUTHEND SEA-FRONT SERVICES

Service 67. SHOEBURYNES (East Beach) — THORPE BAY — SOUTHEND
(Kursaal and Pier) — WESTCLIFF — CHALKWELL PK. — LEIGH
(Elm Hotel) — LEIGH (Thames Drive, London Road)

Service 68. SOUTHCHURCH (Hamstel Road, Eastern Avenue) — SOUTHEND
(Kursaal and Pier) — WESTCLIFF — CHALKWELL STATION —
LEIGH BROADWAY — LEIGH (Thames Drive, London Road)

FIRST GROUP NEWS

The Group have bought a 20% stake in Prepayment Cards Limited. This is a venture set up by Australian Company ERG, for the use of Smartcard Technology. Both First and Stagecoach hold 20% stakes. Smartcard technology is expected to boom over the next few years, with First Bradford already using it, in a limited scheme.

Fare reductions to attract extra custom (as mentioned in Chelmsford last month) are being used across the Group. The best deal being in Scotland where a maximum off peak return of £1.40 was introduced. This includes long distance services.

EASTERN NATIONAL

VEHICLE RENUMBERED

Mercedes/Reeve Burgess 385 (H396 OHK) has joined the driver training fleet and is numbered 9026.

While on the subject of service vehicles 9018 (D228 PPU) is currently being used as a publicity workshop to replace 9305 (B42 AAF).

REPAINTS

Not a repaint as such, but 2679 now as an overall rear advert for Bristos garage, featuring the Lexus car.

PUBLICITY

Recently issued are timetable leaflets for services 70/A dated 5.3.00; 71/B/C dated 5.3.00; 74/B dated 6.2.00; 75 dated 6.3.00; 88/A/B/C dated 5.3.00; 93 dated 6.3.00; 333 dated 6.3.00; 352 dated 5.3.00; 308/9 dated 6.3.00 (joint with BAA); Diamond dated 5.3.00.

SERVICES

- 1 Reintroduced for summer period between Clacton and St Osyth on Monday to Saturday from 30.5 and on Sundays from 23.7. Last day is 2.9.00.
- 83 Further to EBN 432, this service is now operated by Hedingham for Essex CC.
- 351 From 7.5.00 on journeys from Romford Station will no longer serve St Edwards Way.
- 353 Sunday service re-numbered 36 from 28.5..00.

Once again, the company have been successful in tendering for the summer Sunday network on behalf of Essex County Council. The following will operate from 28.5.00. to 24.9.00.

- 605 Colchester to Walton
- 606 Walton to Harwich
- 631 Burnham to Maldon
- 632 Maldon to Braintree
- 633 Braintree to Saffron Walden

ALLOCATION CHANGES April 2000

805 RD-BN, 913 BN-RD

ODD WORKINGS

4-4-2000 Olympian 4031 on 721
 12-4-2000 Olympian 4005 on 21
 19-4-2000 Dart 953 on 721
 5-5-2000 Mercedes 312 on 21
 5-5-2000 Olympian 4006 on 21

SERVICE CHANGES

2A Basildon - Walthamstow. Sun. Revised timetable from May 7th.
 V/L19 Fryerning - Romford. Wed & Sat. Route changed from May 3rd.
 V/L20 Ingatestone - Epping. Mon. Route changed from May 4th.
 V/L21 Pilgrims Hatch - Chelmsford. Tues & Fri. Route changed from May 2nd.
 25/C/D Southend - Basildon. Mon - Sat. Revised timetable from May 7th.
 151 Basildon - Romford. Mon-Sat. Revised timetable from May 8th.
 251 Basildon - Walthamstow. Mon-Sat. Withdrawn after May 6th.
 551 Basildon - Walthamstow. Mon-Sat. Withdrawn after May 6th.
 391 Chafford Hundred - Lakeside. Mon-Sat. De-registered with effect from May 7th.
 751 Basildon - Romford. Mon-Sat. New service introduced from May 8th, will in part replace services 251 and 551.

NEWS

1803, the last Leyland National, is still going strong and is used on all routes from Hadleigh. VR 3109 was used on 251 and 551 on May 6th the last day of operation of the routes. Olympian 4003 was returned to Hadleigh on a suspended tow on April 13th.

First Thamesway have been awarded the Romford mobility bus contract for a further five years starting in October. The existing Marshall bodied Dennis Darts will be used.

First Capital route W19 between Ilford and Walthamstow is an experimental service starting in May using midibuses. This will replace Thamesway route 151 following its withdrawal in East London.

The mobile workshop is now temporarily Eastern National 9018. Presumably Thamesway 9305 has been withdrawn.

www.easternnational.com/mer.

Commer buses never featured prominently in the Eastern National fleet, in fact until 1945 only two had been operated, both acquired from operators that had been taken over.

From East Bergholt and District in 1934 was 3519 VX9906 an Invicta 6TK, 20 seat saloon, this was new in 1931. In 1937 from Berrys of Colchester was 3700 ALW678 a Centaur, 20 seat coach which was new in 1933, these were both withdrawn by 1938.

It was not until 1945 that a another Commer appeared when the prototype Beadle chassisless saloon was taken into stock. This was fitted with Commer components, registered HKK26, fleetnumber 3923 and had a 31 seat saloon body.

When the Westcliff fleet was combined with Eastern National, seven Q4s originally with the City Coach Company. These consisted of 155 KTW 247 a Q4 with Mulliner B32F and 156-161 LPU689-694 Q4 with Heaver B31F bodies.

And finally in 1963 when the Moores of Kelvedon business was acquired, three Avenger coaches became 037/8 576/7 Duple C41F and 039 7652VW with Yeates C41F, these were the final Commers to appear on Eastern National books.

EASTERN NATIONAL

EASTERN NATIONAL 
a NATIONAL bus company

SUBSEQUENT DISPOSALS

EASTERN NATIONAL

EASTERN NATIONAL

FLEET No.	REG No.	DETAILS.	DATE.
454	MHE213M [ex 223FWW RPU869M]	Dicker, Hastings (preservation). re-reg RPU869M	9/99
0717	C447BHY	Martin, Pencoed. gone .	by 8/99
1058	TJN981W	- ? - , - ? - (dlr). ex Awaydays, Ipswich.	by 2/99
1117	MJI2368 [ex HHJ378Y]	gone ex de Courcey, Coventry.	9/99
1123	MJI2369 [ex A692OHJ]	de Courcey, Coventry. re-reg A692OHJ gone	9/99 10/99
1133	C133HJN	Dun-Deal, - ? - (dlr). Arriva Durham County Ltd. FLEET No 1403 ex Arriva Tees & District Ltd. FLEET No 1403	12/99 10/99
1308	ANA92Y	Kavanagh M, Tipperary (EI). ex Jones, Eccles.	11/99
1309	ANA93Y	Aldritt, Rugeley. ex Fairbrother, Warrington.	1/99
1656	KCG613L	Mayer Parry, Ridham Dock (dlr for scrap). ex Fuggles, Benenden.	by 7/99
1657	KCG614L	William (t/a Ieuan Williams), Deiniolen, withdrawn but NOT SCRAPPED .	by 12/98
1829	VNO731S	Harris, Dublin. ex Cygnet (t/a Barnsley Omnibus), Darton.	7/99
1926	MHJ722V	Whiting, Ferrybridge (dlr for scrap). ex Arriva Cymru. FLEET No SNL722	3/99
1930	MHJ726V	PVS, Carlton (dlr for scrap) ex Rider (York) Ltd. FLEET No 1368	12/99
1931	MHJ727V	Highland Country Buses Ltd. FLEET No 2727 re-numbered to FLEET No 141	10/99
2484	297JHK	R Eves, Flint, Michigan, USA ex - ? - , Ann Arbor.	by -/90 by -/90
2608	KNO949C	ex Eastern Counties Omnibus Co Ltd FLEET No LKD219 Cleveland Double Deckers, Valley View, Ohio. ex Chicago MCC, IL. has the registration "RHK348D" on the front although painted over	c -/97
3032	NPU979M	cannibalised hulk to Sackers, Ipswich (dlr scrap). ex Hedingham FLEET No L156.	1/00
3034	NPU981M	Woolley, Llanedwen. ex Jones, Llanerchymedd [on loan].	by 6/99

Essex Buses**Eastern National****Thamesway****First** Eastern National**First** Thamesway**SUBSEQUENT
DISPOSALS**

FLEET No.	REG No.	DETAILS.	DATE.
226	D226PPU	D & G, Stafford. ex Brown (t/a Crawley Luxury, Crawley.	7/99
328	H336LJN	First Eastern Counties Buses Ltd FLEET No 857	2/00
335	H344LJN	First Eastern Counties Buses Ltd FLEET No 859	1/00
337	H346HJN	First Western National FLEET No 6662. ex Capital Citybus FLEET No 937.	11/99
351	H362LJN	First Eastern Counties Buses Ltd FLEET No 856	2/00
362	H373OHK	First Pioneer Bus Ltd FLEET No 1843 re-numbered FLEET No 1842	2/00
363	H374OHK	First Pioneer Bus Ltd FLEET No 1842 re-numbered FLEET No 1843	2/00
365	H376OHK	First Eastern Counties Buses Ltd FLEET No 874 ex Halesworth Transit (t/a Flying Banana) FLEET No B874	by 1/00
370	H381OHK	Halesworth Transit (t/a Flying Banana) FLEET No B858	1/00
378	H389OHK	First Eastern Counties Buses Ltd FLEET No 860	1/00
615	N615APU	First Eastern Counties Buses Ltd FLEET No 48	12/99
612	N612APU	First Eastern Counties Buses Ltd FLEET No 49.	12/99
614	N614APU	First Eastern Counties Buses Ltd FLEET No 50.	12/99
613	N613APU	First Eastern Counties Buses Ltd FLEET No 51	12/99
800	F800RHK	First Western National FLEET No 6381. ex Capital Citybus FLEET No 600.	11/99
801	F801RHK	First Western National FLEET No 6382. ex Capital Citybus FLEET No 601.	11/99
802	F802RHK	First Western National FLEET No 6386. ex Capital Citybus FLEET No 607.	2/00
861	JDZ2390	First Eastern Counties Buses Ltd FLEET No 367.	2/00
862	JDZ2392	First Eastern Counties Buses Ltd FLEET No 369.	2/00
863	JDZ2396	First Eastern Counties Buses Ltd FLEET No 370.	2/00
864	JDZ2398	First Eastern Counties Buses Ltd FLEET No 365.	1/00
865	JDZ2399	First Eastern Counties Buses Ltd FLEET No 368.	2/00
866	KDZ5101	First Eastern Counties Buses Ltd FLEET No 366.	1/00
867	KDZ5102	First Eastern Counties Buses Ltd FLEET No 371.	2/00
1129	B697WAR	Danter (t/a Midway), Llangeinor. ex Danter (t/a Midway), Llangeinor [on loan]. ex Stephenson, Rochford.	11/99 by 9/99 by 9/99
		ex Amountplan, E6 [on loan].	
1601	D497NYS	PMT Ltd FLEET No 884	12/99
1602	D499NYS	PMT Ltd FLEET No 885	12/99
1885	BNO675T	Nash, Weybridge (dlr for spares) ex First Cymru FLEET No 1885.	9/99

1940	KEP829X	Searle (t/a Axe Valley), Seaton. ex First Eastern Counties FLEET No 629.	12/99
2205	C205HJN	Lincoln, South Cave. ex Webber, Bodmin.	by 8/99
2212	C212HJN	Alleway & Barnes (t/a A B C Travel, Stratford. ex O'Connor (t/a Swift Travel), Ilford.	9/99
3227	LUA716V	First Eastern Counties Buses Ltd FLEET No 317	1/00
4501	B689BPU	Watford & District, Park Street. ex Metropolitan (t/a London Traveller), North Acton. FLEET No 302 transferred from London Traveller, Neasden. FLEET No 302	9/99
4510	D510PPU	Sanders, Holt. ex Stephenson, Rochford.	by 11/99
4512	D512PPU	Sanders, Holt. ex Stephenson, Rochford.	by 10/99

THAMESWAY

THAMESWAY

SUBSEQUENT DISPOSALS

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
709	C497BFB	Douglas, Weymouth. ex APL, Crudwell.	9/99
0756	D756RWC	Briggs, Crymlyn Burrows. ex John, Skewen.	12/99
1124	A693OHJ	Fleetlink, Mossley Hill (dlr) ex First Cymru Buses Ltd FLEET No 185.	10/99
1837	VAR897S	Pilkington, Accrington. gone for scrap.	by 9/99
1838	WJN558S	York Pullman, Elvington. FLEET No 182. withdrawn.	4/99
1888	BNO678T	Pilkington, Accrington. gone for scrap.	by 9/99
3088	STW32W	Hoare, Chepstow (dlr). ex Venture Travel, Roath [on loan]. Hoare, Chepstow (dlr). ex Munden L (dlr), Bristol. ex First Bristol Buses Ltd. FLEET No 5559	1/00 10/99 8/99 by 8/99
4505	NIL2735 [B693BPU]	Highland Country Buses Ltd FLEET No F382 re-numbered to FLEET No 3735 re-numbered to FLEET No 324	by 10/99 10/99

The Westcliff, Eastern National and later Thamesway route 251 was directly descended from a service started on 27 May 1927 by A H Young, trading as "The Empress Bus" and running from Wood Green to Southend. A limited company, New Empress Saloons Ltd, was formed in July 1928, and later that year the City Motor Omnibus Co Ltd bought a two-thirds share in it. Although the New Empress name was retained, vehicles were painted in the livery of City, who bought the remaining shares in the company in 1932. The route was extended by City to Camden Town and later Kentish Town, operating on an increased frequency to counter competition from Westcliff's service to Wood Green which began in July 1928. Within a year, the two services were co-ordinated, and following the acquisition of its London operations in 1934, City bought out Westcliff's share. At the same time it gained its first use of 725/7 Lordship Lane, London N22 (better known as Wood Green depot), and the re-styled City Coach Company also built a new Head Office and depot at Brentwood in 1938. Buses on the Southend to London service I continued to work through to Kentish Town until 1942, and again from 1 February 1946 until the section beyond Wood Green was finally abandoned on 1 October 1947. There were a number of changes over the years involving operations via Crays Hill and Ramsden Heath, too many to mention here, but perhaps of greater operating significance was Blue Brick Bridge in Shotgate. A large number of double-deckers were delivered from 1947 onwards, but despite most of them having lowbridge bodies they could still not pass under this bridge. As a result the route was revised to run non-stop via Rettendon Turnpike and continued to do so until 25 June 1961, when lowering of the road at Shotgate enabled double-deckers to take up their original route again; single-deckers continued to link Wickford with Shotgate during the intervening period (with some through workings to London in 1952-3), and indeed these short workings on the 251 persisted until the introduction of the 250 on 6 June 1965.

With the acquisition of City by Westcliff in 1952, the wheel had turned full circle back to 1928. The ex City vehicles gradually gained Westcliff livery (two were in fact painted red, but the rest became green), the last being repainted from brown and cream in 1955. The same year, Westcliff was absorbed by the parent Eastern National and with it the Wood Green to Southend (Tylers Avenue) service which had been given route number 251, although this was never displayed on buses in the Westcliff era; from City days to the 1980's it was better known to its crews as the 'Main Road'. City's famous 6-wheel single-decker Leyland Tigers and Gnus, their semi-automatic Daimler CVD6's and variously-bodied Leyland PDI's were joined in 1952 by FJN201-6, the PD2's ordered by City and delivered to Westcliff. Later some of the ECW-bodied Leyland PDI's (MPU44-52) and former Hicks all-Leyland PDI's MNO193/4 were also drafted in for the route and even gained 'City' fleetnames. In 1954, a Bristol Lodekka (XVX27, complete with Westcliff fleetnames) was allocated to Southend (Tyler's Avenue), the former City depot which was maintained separately just for the 251 - a tradition which outlived it, at least on paper. LD's began to appear on the route in greater numbers throughout the 1950's, a number of them carrying painted advertisements for the service on the between decks panels. Ten of the Leyland PDI's went in 1956-9 for conversion to open-top, and in 1959 the use of flat-floor LDL prototype 1541 (236LNO) gave an indication of what was to follow in 1960 when the first of the company's FLF's were allocated. By 1962, the only City vehicles left on the 251 were the six FJN's at Brentwood; LD's interworked with FLF's until the latter half of the 1960's.

Major service changes of 19 April 1964 had a considerable impact on the 251, which was split into two with every other journey operating via Basildon and Benfleet as a 151 giving a peak hour frequency of six buses an hour on the common section (later reduced to four an hour all day). At the end of July 1964, the former City Southend depot at Tyler's Avenue was finally closed and the terminus transferred to Seaway coach park until Central Bus Station took its place. The last new batch of vehicles allocated to the Wood Green services were the semi-automatic FLF6LX's of 1967/68; from 7 January 1968 the route in Tottenham was revised and at the same time the former 30 from Chelmsford to Bow became the 351 to Wood Green, sharing a common section of road to Brentwood. Hence FLF6LX's for the Wood Green services were allocated to Basildon, Brentwood, Chelmsford, Hadleigh, Southend and Wood Green depots; Canvey gained them as well when the 151 was diverted there on 4 April 1971.

The FL6LX's became synonymous with the 151/251, on the latter until the closure of WG depot on 13 June 1981 and the introduction of one-man operated VRT's on the reduced Walthamstow to Southend service. To remind readers of the intensity of the service during this era, in 1974 there were 25 vehicles diagrammed for the Weekday 151/251 which had a 15-minute frequency over the Wood Green to Billericay section. The earliest buses out were at 05.47 simultaneously from Southend on the 251 and Wood Green on the 151; even on Sundays there was a 23.38 into Wood Green (251) and an 00.25 into Canvey (151). Very few of the vehicle workings returned the buses to their home depot the same day, most being part of a pool. Occasional oddities could still be expected - I had one memorable journey on an FLF coach from Romford to Shenfield in about 1966 - and older FLF's (including Ty-phoo Tea advert 2790) continued to appear until quite late on. One man operated vehicles first appeared in 1977, with one VRT working, and from then until 1981 it was not unheard of to see both crew-operated and omo VRT's, RE's and Leyland Nationals.

The 351 was cut back to Romford in April 1971 but continued to work through to Wood Green on Sundays until February 1973, whilst the 151 was withdrawn beyond Romford in June 1976 and by 1981 was operating only from Basildon to Canvey; the 251, though, survived another 10 years operating from Walthamstow to Southend (by now Central Bus Station) via Brentwood until another major round of changes affected it in 1991. The Sunday service was withdrawn and tendered, from 6 September 1991 the Brentwood to Southend section was withdrawn apart from a couple of peak hour workings to Great Burstead or Wickford, whilst four months later (28 October 1991) it was extended from Brentwood to Basildon (with odd journeys to Wickford). Finally from 28 June 1997 it was re-routed from Gidea Park to Basildon via the Arterial (the old 2 route) and consequently no longer served Brentwood. By now, the section beyond Romford had been diverted via Chadwell Heath and Goodmayes instead of the traditional route from North Street to the Eastern Avenue. The Billericay to Brentwood section has survived elsewhere, though, latterly as part of the 551.

The 251 family had some other short-lived members, including the X51 Southend to Oxford Circus which operated from Dereulation in 1986; and, much later, the one return trip each day in Summer 1998 operated by Volvo coach 606 (N616APU) from Walthamstow to Southend via Brentwood as service 250. There were also Southend Transport Fleetlines on both the 151 to Romford and 251 to Wickford (as detailed by Richard Delahoy in EBN429 & 430) at Christmas times.

When W-registered VRT's were introduced new to the 251 in 1981, few would have expected a similar age VRT and Y-registered Olympians to still be working on it nearly 20 years later. Newer Olympians came and went, and dwindling passenger numbers have brought ever smaller vehicles onto the route culminating in Mercedes minibuses. For some time, though, there has been one Monday to Friday double-deck working (a Bristol VRT until ex Keighley & District Leyland Olympians were acquired in 1999) on the 251 which has operated 'dead' from Brentwood off a schools duty to start from Gallows Corner, regularly 4026 (FUM485Y) in the last few months. It was appropriate, therefore, that this bus worked the very last 251 from Walthamstow to Basildon (due out at 19.22 but somewhat late as a result of traffic, as well as photographers) on Saturday 6 May. By kind arrangement of First Thamesway, the last day of the 251 was marked by the running of both 4026 and 4030 (FUM500Y), a further unexpected bonus being VRT 3109 (UAR599W) on the last through 551 to Basildon (18.50 from Walthamstow). Interestingly, this bus was also the last to leave Brentwood showing '251' on Friday 5 May although 4026 took over later in the day.

With the withdrawal of the 251, the flag is still flown on part of the old route by the Sundays and Bank Holidays only 2A from Basildon to Walthamstow, although this has much more in common with the old 400 especially being a limited stop service. The Sunday Brentwood to Southend 222, now run by NIBS but at one time operated by Stephenson's, also covers the former 251 at the eastern end. Old soldiers never die, though, and from 8 May the 551 (itself curtailed to Romford) is revised to run on a more direct route between Gallows Corner and Romford (although via Gidea Park station) and renumbered 751. From the right angle, you might still be able to imagine that it really says 251!

In conclusion, those group members and other enthusiasts present on the last run are grateful to Mr Chris McCormick and the staff of First Thamesway for the operation of double-deckers on the last day, and to the driver of the final journey for co-operating so readily with a number of photo stops en route. Information for this article has come from a number of individuals and from publications by the Omnibus Society, PSV Circle and ENERGELEG, all of which are gratefully acknowledged. Any errors are my own. If you have any photos or allocation records of 251's, please let me or Peter Snell know.

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Service Revisions

- 326 Hadleigh to Bury St. Edmunds on Wednesdays from 05/04/00.
- 376 Passed to Chambers under contract to Suffolk County Council.
- 84/A/B Sudbury to Colchester. Revised route and timetables from 02/05/00.
- 328 Sudbury to Gt. Cornard. Revised timetable from 15/05/00.

Vehicles In

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>
L310	VJO 202X	Leyland Olympian ECW H79F ex City of Oxford*
L311	W311 CJN	Volvo B10M Plaxton Paragon C53F
L312	W312 CJN	Dennis Dart SLF Plaxton B39F
L313	VJO 206X	Leyland Olympian ECW H79F ex City of Oxford*

*Being converted to single door and not expected to enter service until September 2000.

Vehicle Out

L156	NPU 979M	Bristol VRT ECW ex Eastern National stripped for spares and sold to Ipswich scrap dealer in January.
------	----------	--

Allocation Changes

L275	RWC 41W	Leyland Leopard Plaxton Supreme from Tollesbury to Clacton.
L282	M571 XKY	Volvo B10M Plaxton Premier from Tollesbury to Clacton.
L290	S290 TVW	Volvo B10M Plaxton Premier from Clacton to Tollesbury.

Repaints

L160	H160 HJN	Leyland Olympian Alexaner
L236	CJH 143V	Bristol VRT ECW ex Q Drive.

General

It is believed that new Plaxton Dennis Dart L312, W312 CJN is for use on Village Link Service 16 Finchingfield to Chelmsford. L283 is now DP36F, whereas L284 is now bus 38F.

Hedingham's Clacton Town services are to become a quality bus partnership with Essex County Council and Tendring District Council.

f AIRPORT COACHES Stansted

100/1 S935/6RBE the Colchester Stansted Air link vehicles now carry prominent fleet numbers, but still carry Biss Bros legal lettering.

Ex Thamesway 397 in red livery now carries large lettering CREW BUS and registered AIR1.

114 DSU 733 Leyland/Duple still in Biss Livery was noted in Thamesway's Basildon depot on 8th May..

STANSTED AIRPORT-LONDON SERVICES A6/7

Listed are some of the vehicles seen on the Airlinks services are Scania K88SAS, K100SAS.DAF P30SAS. Olympian decker R91GTM and Olympian deckers N124-6YRW.

FOSTER DEALER STOCK

At John Whiting garage in West Mersea are the following Mercedes/Robin Hood D122/34/38/41 VRP (plus one other).

Rumour (and thats all it is at present) suggests that a service to Colchester may be about to start.

ARRIVA COLCHESTER

ACQUIRED

14/4/00 5383 TPD123X Leyland Olympian/Roe in Arriva livery fresh from the paintshop.

DISPOSAL

5319 RVW89W Leyland Atlantean/ECW left Colchester under suspended tow to Hardwicks of Barnsley possibly for scrap, engine u/s, On 17/3/00

2328 H123WFM taken to Watford at short notice, still with Colchester radio and other items.

FARES REVISION

The new 3 zone structure of 1 stage 50p, 2 stages 75p, and 3 or more £1-00 was implemented as intended on 15th April.

LOANED

28/4/00 5301 JHK495N Leyland Atlantean opentopper was loaned to Dunstable depot for use in that Towns May Day Carnival and returned to Colchester on the morning of 2nd May.

DISPOSALS

5314 MEV84V Bus Project Cambridge 7/99 ex Beestons.

74 TPU74R Beestons ex Constable Long Melford

76 TPU76R Beestons ex Constable Long Melford

5316 MEV86V Beestons ex Constable Long Melford

24 Bristol RE SWC24K For sale by Classic Coaches High Wycombe.

ESSEX ODDS AND ENDS

Currently parked at Mash House Farm, Fambridge (on the B1010) is VLT 44 (ex Reading Mainline 7) a Routemaster/Park Royal. Also here is TIW 2107 (GNM 232N) a Bristol LH/Plaxton.

Boswells School, Chelmsford own LDV Convoy S449 YON.

Robinson of Canvey Island is a taxi operator, with a number of minibuses these include Ford Transits NIL 2857, A829 HLB, E335 UNY, F769 KVV, H953 KVV, L65 PWK; Renault H544 LPC and Sherpas J993 LDX and J701 MUT.

Chelmsford Auctions - noted here in February were J255 MKR an Omni ex Wealden PSV, although thought to be owned by Kent CC and G821 SMV a Freight Rover 350 ex Diamond Travel UK, Stanford-le-Hope. This is not an operator, but is based next to A3 & A4 Star Cars who operate PSV's so there may be a link.

Ford Transit M886 EGK is lettered for and used by Chelmsford Car Auctions.

Fleetline THM 601M now carries Amethyst Flames Majorettes names (ex Harlow Majorettes)

Castle Point Sports Club for the Disabled have H334 AKN an Iveco/Dormobile.

Woodlands School Chelmsford operate S307 POV a LDV Sherpa 400.

Risen Wood Youth Football Club Harlow use E126 HLK a Renault.

Great Leighs Free Church have F653 HVM a Freight Rover Sherpa 400.

An unusual vehicle at Little Totham Evangelical Church is MAE 960P a den Oudsten-Ld LOK/den Oudsten. It had been reregistered Q626 RGT by April.

With a private owner in Great Leighs is former Thamesway Ford Transit C511 BFP. It has been resealed to B4F, although it was unlicensed by April.

TOWN AND COUNTRY TRAVEL

CURRENT FLEET LIST

74	BYX174X ✓	Metrobus	
100	ORJ100X ✓	Metrobus	
106	KJW306W ✓	Metrobus	BYX156V ?
116	SND106X ✓	Metrobus	
122	KJW322W ✓	Metrobus	
138	A638BCN ✓	Metrobus	
144	A144AMO ✓	Metrobus	
146	A146AMO ✓	Metrobus	
147	B147EDP ✓	Metrobus	
149	B149EDP ✓	Metrobus	
156	GOG256W ✓	Metrobus	
160	C780OCN ✓	Metrobus	
161	GOG261W ✓	Metrobus	
165	GOG265W ✓	Metrobus	
169	GOG269W ✓ <i>now 202</i>	Metrobus	244 EYE 344V
172	GOG272W ✓	Metrobus	
174L	GOG174W ✓	Metrobus	
178	ORJ78W ✓	Metrobus	
180	ANA180Y ✓	Metrobus	
190	ANA190Y ✓	Metrobus	
194	ORJ94W ✓	Metrobus	
200	C103CHM ✓	Leyland Olympian/ECW	
201	BYX144V ✓	Metrobus opentopper ✓	
C43 ---	C43CHM ✓	Leyland Olympian/ECW <i>off</i>	
210	R310NGM ✓	Dennis Dart/Plaxton	
211	R311NGM ✓	Dennis Dart/Plaxton	
212	R312NGM ✓	Dennis Dart/Plaxton	
213	R312NGM ✓	Dennis Dart/Plaxton	
---	GBO246W ✓	Leyland PSU3/Duple	
586	J586JUB ✓	Optare Metrorider	
591	J591JUB ✓	Optare Metrorider	
257	E257GGX ✓	DAF Duple coach	
---	F129RUW ✓	Sherpa Non PSV	

SERVICES

LTS Tilbury Riverside to Tilbury Town was taken over from March 13th.

Ensign services 324 and 348 were formally licenced to Town and Country from May 8th, at the same time minor timetable changes to both routes will take place, with the 324 being withdrawn between Bluewater and Gravesend.

Service 509 Stratford and Bluewater was withdrawn after 7th April, this had remained licenced to Ensign but operated by Town and Country.

T & C managed a major rail replacement contact over the 4 days of Easter and 3 Days of May day, for LTS between Pitsea and Leigh, more details in this issue. Various other runs were made due to staff shortages for LTS.

Service 24 Tilbury - Pitsea was withdrawn from 29th April.

STEPHENSONS COACHES ROCHFORD

SOUTHEND SEA FRONT SERVICE

Service 67 will be reintroduced for the summer, to the same route as last year (Shoebury East Beach-Central Bus Station-Leigh Thames Drive), with positioning journeys between Southend and Rochford as 7b, but retimed to run 30mins later than last year. Days of operation will be: Sats and Suns from June 3rd to July 22nd then daily until September 3rd. On September 16/17 the service will also operate but only between Southend and Leigh, for the Old Leigh Regatta.

SOUTHEND BUS RALLY OPEN TOP SERVICE 67

On Sunday June 4th, to serve the Southend Bus Rally, Stephensons' seafront service 67 will divert between Southend and Thorpe Bay via Woodgrange Drive and Lifstan Way, to stop outside the Rally site. Buses towards Shoebury stop on the park side at 1002 and hourly until 1640, then at 1740 to Southend (continuing to Rochford). Two open top Bristol VRTs are expected to be used. Day Rover tickets cost £2-50 for adults, £1-25 for children and for a family group £6-00 (max 2a+3c). Essex Sunday Saver and Sunday Rover tickets are not valid.

Service 50 (Southend- Rochford via Waitrose) will be withdrawn after June 1st. There are minor timetable changes from May 5th on the 3b, 7b and 222 services.

STEPHENSONS DEALER STOCK

The following have been noted here in recent months.

Rebuilt DMS, Ensign Enterprise	A741TTW
VRT/ECW	URF666S, JAH243V, GTX753W, RUA454W, GTX756W
Leyland National	BCW827V, YRN818V, KAJ214W, MDS868V
Fleetline ECW	OSG51V
Volvo Duple	E386AJC
Renault S56/NC	J754MFP
Olympian ECW	C1010TW, PJI4983 (B577LPE)
Tiger Plaxton	B696WAR
Dennis Duple	PJU90W
Tiger Duple	E352KSF, EWR651Y
Metrorider	F625UBV

Members will note that B696WAR is ex EN 1128 and EWR651Y was EN 1001. Some of these have been used for spares and others are in fleet service.

The Railway replacement bus service for LTS between Pitsea and Leigh recently saw vehicles from Town and Country, Ensignbus, Stephensons, Southlands Travel, Nostalgibus, White Rose Travel, Roomes, London Traveller, Chariots, Sidney Road Travel, Milestone Coaches.

Member Phil Ford recorded the following between 15-00hrs and 17-00hrs on 22nd April at Leigh Stn.

Chariots TPU67R ex Colchester Atlantean.

Ensignbus F292NHJ

London Traveller BYX199V V508EFR.

Nostalgibus A316GLN WYW11T

Roomes YO15475 PFA50W

Southlands A58THX

Stephensons MDS868V, PJI4983, PJU90W, GGM109W, NEH726W, VEX292X.

Town & Country SND106X, BYX144V (open top Metrobus), E957GGX, C43CHM.

White Rose Travel WYW34T, WYW88T, OJD863Y.

ARRIVA SOUTHEND

FLEET

WITHDRAWN

4304/4311 A124/141EPA

Leyland Tiger coaches, the last of the EPAs

Various vehicles have received attention at Stephenson's workshop at Rochford recently.

SERVICES

Changes effective from April 16th.

Service 2 withdrawn on Sundays

The Sunday evening service on services 5 and most service 4/5 journeys are curtailed at Leigh Church. Buses on these routes now run to Thames Drive and Hadleigh, Monday to Saturday early mornings and evenings and all day Sundays

DISPOSALS

4307 A247SVW

Goodman Whittlesey, 3/00

4308 A248SVW

Goodman Whittlesey, 3/00

2072 K578YOH

Arriva The Shires and Essex

2309 G924WGS

Arriva The Shires and Essex

2310 G925WGS

Arriva The Shires and Essex

411 E295VOM

Hardwick Carlton for scrap.

398 JTD398P

D/L by Brandon Blackmore End

368 WJN368J

This Fleetline is still in service in Auckland New Zealand as a Tourist Bus, a photo of this is in the May edition of Bus and Coach Preservation, it is named the Auckland Explorer.

UNUSUAL WORKINGS

Branded vehicles are still appearing on other routes and double deckers are regulars on Green Line workings

Staff Shuttle between Central Bus Station and Short Street, besides the two minibuses various other buses appear,

31/3	2372
5/4	2392
8/4	3224 and 3383
22/4	2264 and 5342
26/4	3381



NEW SERVICE

16 Finchingfield-Great Bardfield-Felsted-Chelmsford commenced 3rd April, with 3 journeys each way Monday to Saturday.

This is operated by Heddingham using Dennis Dart SLF Plaxton B39F L312 W312CJN.

SERVICES

21/22 operated to special timetables on Good Friday and Easter Monday.

ARRIVA THE SHIRES AND ESSEX

FLEET

Liveries

Mar 00: 3385 (M951 LYR) and 5368 (BYX 208V) to Arriva corporate livery

General

Further to EBN 432, as of 8th April, Olympian 5383 (TPD 123X) was in Arriva colours in Luton awaiting an MOT on 13th April. This vehicle consequently broke down on the way to Arriva Colchester.

Olympian 5374 (TPD 104X) has been scrapped.

Olympians 5380/2 (TPD 110/5X) are in Arriva the Shires Stevenage yard with parts removed as is accident damaged 3331 (F61 SMC)

Metrobus BYX 290V is in service, but with no fleet number.

Further MD class vehicles have been hired from a dealer for Debden routes W13 and W14 (EBN 432), pending the arrival of the new Dennis Dart SLF / Alexander due on 18th April. T73 JBA, V943 DNB (new 01/00), W936 JNF (new 03/00) - Dennis Dart SLF, Plaxton B??F W937 JNF (new 03/00) - Dennis Dart SLF, Plaxton B29F W192-4 CDN (new 03/00) - Mercedes Benz B27F
All the above vehicles are in allover white livery

Allocation Changes to March 2000

0365	P865 VYJ	to Arriva the Shires
2285	G85 SKR	(Further to EBN 432 this vehicle was sold to Ramm, Sudden (dealer) and has subsequently passed to Kinnaird, Tranent
3332	F62 SMC	to Withdrawn at Arriva the Shires, Dunstable
3345	H255 GEV	to Withdrawn at Arriva the Shires, Dunstable
3348	H258 GEV	to Withdrawn at Harlow

Allocation Changes to April 2000

5383	TPD 123X	to Arriva Colchester
3332	F62 SMC	Withdrawn to Sold (Lister, Bolton (Dealer))

CAN YOU HELP?

The following have been seen in Essex recently but their owners are unknown, can you help?

460 UEV (TRY 6X) a Bedford YNT/Plaxton lettered for Basildon Travel Services, Whitmore Way. There is no such operator and is assumed to be on a local operators disc.

DVK 489W a Metrobus seen in the Southend area.

T128 JOF a LDV Convoy seen with a green disc in Tiptree.

VMJ 962S a ?/Plaxton seen at the premises of Ronda Coaches/LC Travel in Rochford.

B388 KAO seen at Stansted Airport in April.

Please send any replies to Ian Ransom

OTHER OPERATORS - REST OF ESSEX

AIRLINKS From Sunday 2nd April, this network of services was completely revised. This included the services formerly operated by Cambridge Coach Services, who are now part of this group. Services into Essex are now as follows:-

- A6 Victoria-Marble Arch-Finchley Road-Hendon Central-Stansted Airport
- A7 Victoria-Embankment-City-Aldgate-Stratford-Redbridge-Stansted Airport
- 727 Norwich-Thetford-Newmarket-Stansted-Heathrow-Gatwick-Brighton
- 737 Ipswich-Colchester-Braintree-Stansted-Langlebury Church-Heathrow
- 757 Cambridge-Stansted-Langlebury Church-High Wycombe-Oxford
- 797 Cambridge-Stansted-Langlebury Church-Heathrow-Gatwick-Brighton

Services A6/7 are generally operated with Olympian coaches at hourly intervals, with late evening and night journeys extend to Cambridge.

The other services are operated with coaches, normally every two hours.

ASSOCIATED COACHWAYS HARLOW Service 864 was withdrawn after 8th march and replaced by Buzz service T14.

BESTAX RAYLEIGH Vauxhall midi M893 AEU is here and operates as a PSV.

BOBBYS MINIBUSES CORRINGHAM Recently acquired is C31 SNH a Mercedes minibus

BOON BOREHAM Leyland Atlantean/Roe SPW 92N had been sold to Hardwick, Carlton (dealer) by March 2000, but was last seen in Essex in June 1999.

BRANDON BLACKMORE END Bristol VR/Alexander OSR 194R had been sold to Doncaster Bus Breakers by April 2000.

BROMLEY PRIVATE HIRE ELMSTEAD MARKET LDAF 400 M867 FHU is a recent addition.

BUZZ HARLOW Further to last month, service B4 was replaced by a revision to service B14 from 3.4.00.

CARTERS COACHES IPSWICH Service 755/756 will have a revised timetable from 2.5.00. with one journey being operated by Arriva Colchester on Monday to Friday. Acquired recently is G523 VYE a Dennis dart/Duple which has a mixture of coach and bus seats. It also has air-conditioning.

CHAMBERS BURES Have updated their double deck fleet with W87/89/91 HRT which are Scania/East Lancs double deckers. They are thought to have replaced F50/1 ACL and F243 RRT on the Colchester to Bury St Edmunds service.

CHARIOTS CORRINGHAM MAN/Norge S606 VAY and Volvo/Van Hool H172/6/7 DVM have been returned to there dealer.

CHELMSFORD TAXIBUS Leyland Cub/Wadham Stringer A777 UYL is now numbered 23. This operators licence was due to be revoked from 24.4.00 following action by The Traffic Commissioner. It is assumed an appeal must have been lodged as they are still operating.

CLINTONA BRENTWOOD Operation of services 71/72 between Stondon Massey and Warley commenced on 1.4.00. ex Arriva East Herts and Essex. The Epping to Stondon Massey section has been withdrawn. The Brentwood area routes are normally worked by Iveco/Marshall minibuses. Also noted recently is R86 EDW a Mercedes/?

COUNTY COACHES BRENTWOOD Bristol VR/ECW CJH 121V has been acquired from Brentwood Coaches to replace Fleetline LMS 155W which was destroyed by fire. A plaxton bodied coach is present at Kelvedon Hatch, also with fire damage.

CRUSADER CLACTON Setra S315 GT V105 OJN has been acquired and is a blue livery for work to Oberammergau. Sister vehicles W113/4 BHI are in standard livery. An Ayats Bravo was on display at the Brighton Coach rally, without a registration. The registration 114 RVX is on Mr Staines (the owner of Crusader) mobile home.

DENYER STONDON MASSEY This operator is understood to have ceased, following the death of Ron Denyer. One vehicle AEC Reliance SUR 277R was still operated. The huge yard here still contains a large number of old vehicles, it is not known what will happen to them.

FORD ALTHORNE W805 AAY is a new minicoach, thought to be an Iveco. A limited replacement for Malbus service 1 was introduced on Thursdays from 4.5.00. with one journey each way between Asheldham and Maldon via Tillingham, Bradwell, St Lawrence, Maylandsea, Latchingdon, Cold Norton and Purleigh.

GENIAL COLCHESTER Volvo B10M/Plaxton 978 VYD went to Moseley (dealer South Elmsall in April It was replaced by similar OIL 2479 (F855 XJX, VTY 226, F855 XJX) which will be re-registered 978 VYD in due course. This is the vehicle that will be used on the forthcoming group tours.

GOLF EXECUTIVE BOREHAM Ford Transit G962 YLH has been acquired. It carries Imperial Holidays names and is a non-PSV.

GRAHAMS KELVEDON Van Hool T815 SIL 6705 (one of E105/6/7/8 GOO) has been acquired from Crusader, Clacton. It will retain their livery and operate under contract to them.

HOWARD HALSTEAD Mercedes/Robin Hood E90 JHG has been acquired from Stagecoach Cambus and has been re-registered WIB 7493. Bedford YNT/Plaxton MPY 884W is unlicensed at present.

LINKFAST BOWERS GIFFORD The replacement of Fleetlines here continues, with the acquisition of RJA 711R an Atlantean/Northern Counties.

LODGE HIGH EASTER W20 DGE a Scania/Van Hool is the most recent addition here.

NATIONAL EXPRESS Summer schedules were introduced on all services from 22.5.00.

NCS NEWPORT Another Renault Traffic is M602 AVW, numbered 117.

NELSONS SHOTGATE Service 222 journeys to The Wick will be re-numbered 221 from 29.5.00.

PHILLIPS COACHES SOUTH WOODHAM Volvo B58/Plaxton BHJ 369S (57 FGC, OJY 579S) was acquired from Wilkins, White Roding in April.

RAYLEIGH ROADWAYS SHOTGATE Have acquired Dennis Javelin/Duple from Ferrers Coaches, South Woodham Ferrers.

RELIANCE BOWERS GIFFORD P194 KJM a Dennis Javelin/Berkhof has been acquired.

SJH CRAYS HILL Mercedes/Imperial minicoach EAZ 3526 (MLG 785Y) has been sold.

STORT VALLEY STANSTED Acquired is Dennis Javelin/Plaxton R127 XWF. This together with similar R128/30 XWF carry Cosmos livery, although the names have been removed.

SUPREME SOUTHEND MAN/Jonckhree K6 SUP was with Scania (dealer), Worksop in March.

TOMS MINICOACHES SOUTHEND F726 EKR A Ford Transit/Dormobile is now with this operator.

TRAVELRICH CLACTON This operator has moved to Manningtree, although one vehicle is kept in Mold, North Wales! Neoplan S6 TRA has been sold to Kings Ferry, Kent. Similar T855 JWB is named Lady Gill.

WARD ARLESFORD Bristol VR/ECW JWV 264/5W have been acquired from Stephenson's (as a dealer). Atlantean/Northern Counties XRJ 206S has gone in part exchange.

WATSON ENTERPRISES WEST THURROCK Setra 7042 EL (H61 BDW) is for sale with a dealer. Neoplan FIL 5136 (GVL 929Y) has also gone. It is reported (although not confirmed) that this operator has ceased trading. Is there something about operating from West Thurrock that causes this???

WHENT MAYLAND The business has been sold to Wynn, Mayland but still trades as Whents. Vehicles now here are RBJ 460R a Bedford/Plaxton, YPG 751Y a Mercedes/Reeve Burgess, D154 OWJ a Mercedes/Whitaker, SJI 4781 (B105 YUC) a Toyota/Caetano ex County Brentwood and PIL 9784 a Tiger/Plaxton.

WINDMILL STANWAY Vehicles sold are G421 WFP a Bova Futura, M313 VET a Scania/Berkhof and N820 DKU a Scania/Irizar. Setra WSU 225 (M858 YVW) is now all white following accident repairs.

YELLOWLINE BRAINTREE Acquired by this operator is G964 VBC a Toyota Caetano. This operator currently has a restricted licence, so it is presumed to be on someone else's disc?

HARRIS BUS

VEHICLES

Further to EBN 430, Metrorider F310 OVW was sold to GoBus, Bolsover.

During late April, the following were still at Thurrock depot Mercedes minibuses J582/3 WVX and LDV minibuses M52 WEV and N316 VNT. Also still here is DAF/N Counties M649 RCP.

DAF/Ikarus buses J51/2 GCX were at Nelson's depot on 20th March, it is not known if they have acquired them.

Confirmation of which vehicles passed to East Thames Buses is awaited, as official reports state that 64 vehicles went, the closing Harris London fleet was 66 as follows:-

DAF/NC	P317/8 KTW, M649 RCP, P335-7 ROO, R381/2 GTW
Optare Excel	P320-3 KAR, P324-32/34 NHJ, P333 HBC, R373-80 DJN
Olympian/EL	P338-53 ROO, R354-9 XVX, R360-72 DJN

SERVICES

Service 381 from Tilbury to St Clare's School on Schooldays only, passed to Arriva East Herts and Essex as service 681 from 22.3.00.

The final weeks of operation of London routes, saw the Ilford area services once again hit by a shortage of staff. After 4th March the evening service on route 150 was withdrawn. The three routes in the area (128,129,150) had in any case been reduced from December. From 9th March operation of service 150 passed to Blue Triangle, running every 20 minutes daily and every 30 minutes in the evening. Operation was with Harris vehicles on Harris discs and was due to continue to 14th April.

From 25th March, London Buses Ltd (t/a East Thames Buses) took over operation of the routes as mentioned last month, apart from the 150 which remained with Blue Triangle to 14th April.

Excel 325 had been repainted in red for an official launch of East Thames Buses on 31st March. A rolling repaint programme should now be underway.

ESSEX COUNTY COUNCIL

Timetable leaflets for services 16 dated 3.4.00; 301 dated 6.3.00; 314/5 dated 3.4.00

ESSEX COUNTY COUNCIL TIMETABLES

Part 2 - 1986 to 1989

A review by Alan Osborne

A new series of Essex County Council timetables (series D) was introduced from April 1986, two issues were initially published. A map of the County was shown on page 2 of each timetable which indicated that ELEVEN area timetables were eventually to be issued, with the Southend area designated as area 11.

On Deregulation Day, 26 October 1986, ten of the booklets were issued, however, the map designation for the Southend area was amended to show "S - see local operator leaflets", thus only areas 1 - 10 remained numbered. This situation generally pertained throughout 1987. After May 1988, area 11 did appear, described generally as "Southend, Rochford & Castle Point", although in the area 6 booklet it was termed just "Southend", whilst in the area 8 booklet it was termed "Southend, Rochford, Rayleigh & Canvey". All this contrasted with the cover description of "Southend, Canvey, Rochford". More details concerning area 11 appear later.

The timetables featured a schematic drawing of a local geographic feature on the cover, with a local area map of bus services on the rear cover. The booklets were 8.1" x 4.1" (205 mm x 103 mm) in size and were priced at 30p at the outset, raised to 40p from February 1989, which was designated 'Essex Heritage Year'. The January 1988 Southend Bus Guide was free, whilst the area 11 timetable issued in May 1988 was 30p.

TIMETABLE AREAS

The area description shown on the timetable cover is given (any additional localities, which were additionally shown on page 1, later page 3, of the timetable are then shown in parentheses). [finally the colour of timetable is shown in square brackets]

1	Bishops Stortford, Saffron Walden (Dunmow, Thaxted) [blue]
2	Braintree, Halstead, Witham [red]
3	Colchester [blue green]
4	Clacton, Walton, Harwich [buff]
5	Harlow (Hatfield Heath, Roydon) [brown]
6	Loughton, Epping, Ongar [dark green]
7	Chelmsford, South Woodham Ferrers, Maldon [green]
8	Brentwood (Warley, Kelvedon Hatch) [pale blue]
9	Basildon, Billericay, Wickford (Stanford-le-Hope) [orange brown]
10	Grays, Tilbury (Ockendon) [pale brown]
11	Southend, Canvey, Rochford (Castle Point) [yellow] (*)

(*) - see additional notes regarding the Southend area

SUBSEQUENT CHANGES

From August 1987, the local geographic drawings on the timetable covers were replaced by local colour photographs.

From May 1988 the colour of the Brentwood timetable was changed from pale blue to purple.

Areas 1 & 2 were combined in September 1989 as the "Saffron Walden, Braintree, Halstead & Witham" area with a pink coloured cover. Services in the Bishops Stortford area were then covered by the Broxbourne and East Herts timetable published by Hertfordshire County Council.

SOUTHEND AREA 11 TIMETABLE

On Deregulation Day, 26 October 1986, new timetables were issued by E.C.C. for areas 1 - 10, however, due to a number of factors it was not possible to produce a comprehensive area 11 timetable for the Southend district. Instead a leaflet (without cover) was produced dated 26 October 1986 which outlined the commercial services operating in the area and only included timetables of those services or parts of services which were operated under contract to Essex County Council. It was indicated that the local operators would provide their own information for the time being.

Southend Transport issued timetable booklets on a regular basis, which were to the traditional SDJS design, however, these only included their own services, and did not include E.C.C. contracts operated by Southend Transport. During the period in question issues appeared on 26/10/86, 14/6/87, 6/9/87, 20/12/87, 18/4/88, 2/10/88 and 30/4/89. Eastern National instead issued a series of leaflets featuring particular services. These included "London Road Services", "Wickford Bus Book", "Rayleigh Bus Times", "Buses to Hullbridge" etc. A large number of leaflets was issued about June 1987. The majority of the local independent operators also issued their own publicity.

In January 1988 a gratis Southend, Canvey and Rochford "Bus Guide" was issued by E.C.C. Although this was to the standard E.C.C. design, with a yellow cover featuring a colour photograph of Southend Civic Centre, it was NOT referred to as area number 11. The guide tabulated the commercial services in the area, and indicated the operator and service frequency. Full timetables were provided for those services which were contracted in whole or part to E.C.C. The first complete area 11 timetable was issued in May 1988. Although referred to on the cover as the "Southend, Canvey, Rochford" area, the notation of area 11 shown on the Essex map legend in the booklet was "Southend, Rochford, Castle Point".

LIST OF ALL TIMETABLES ISSUED (Series D)

1	2	3	4	5	6
4/86	4/86	7/86	6/86		
26/10/86	26/10/86	26/10/86	26/10/86	26/10/86	26/10/86
7/87	7/87	8/87		11/87	11/87
8/88	10/88	7/88	7/88		11/88
(9/89)		2/89	9/89	3/89	10/89
7	8	9	10	11	
26/10/86	26/10/86	26/10/86	26/10/86		
10/87	5/87	11/87			
8/88	5/88		1/88 12/88	1/88 (+) 5/88	
6/89	7/89	4/89		1/89	
(+) - Bus Guide, not referred to as area 11					

From 1990, the eleven small timetable booklets were consolidated into two larger areas, these will be reviewed in Part 3.