

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

FEBRUARY 1991

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 322



Bristol FLF 2612 (AVW 403F) shows the livery carried by this vehicle when new.

(W T Cansick)

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ANNUAL GENERAL MEETING

This years AGM will take place at the Freight House Rochford on Tuesday 19th March commencing at 1945. The Freight House is situated adjacent to Rochford Station and has ample parking facilities.

SUB EDITOR VACANCY

It is with some regret that Richard Delahoy has decided to stand down from his position of sub editor for Southend Transport and South Essex Independents. A combination of business commitments together with his other transport connections (Town Lynx and local rail users group) has reduced the amount of time that he can dedicate to the group.

If you feel that you are able to give up a few hours each month please contact the magazine editor as it is essential that a replacement is found. In the meantime Richard will provide notes for next months magazine. Southend Transport provide news every month so it will not be a case of a new sub editor having to live in the Southend area, although this would of course be an advantage.

Finally, on behalf of the group I would like to take this opportunity to thank Richard for all the notes he has provided so as to ensure that members are kept up to date with events in the Southend area which has undergone such drastic changes in recent years.

EDITORS NOTE

This months Thamesway notes appear in a different typeface as they are compiled by Paul Harvey. These are normally retyped by myself to fit in after the Eastern National notes. This month however has seen so many changes that it has been impossible to retype them by the deadline and I trust that the membership will accept the notes as they appear this month.

CAN YOU HELP?

If anyone has details of pre 1960 ENOC destination blinds from any garage please write with details to Bob Palmer (address on cover). Postage will be refunded.

EASTERN NATIONAL

Acquired Vehicles

Further details of vehicles acquired in recent months are now available:-

Further to 318/3 0719 was new in 3/86.

Fleet Number	Chassis Number	Body Number	Seats	New
1940	07598	N/A	DP44F	2/82

3219	VRT/SL3/1456	23241	H43/31F	-/78
3220	VRT/SL3/1727	23249	"	"
3221	VRT/SL3/1845	23258	"	"
3222	VRT/SL3/2024	23866	"	-/79

Allocations

1/91 1740 BE-Pool; 1778 CF-BE

In addition 1921 now carries BE plates although appearing on the official company allocation list as MN.

Thamesway Ford Tansit 707 (C490 BFB) was noted on Clacton town services in January and may have been a replacement for a Mercedes on driver training with Thamesway.

Repaints

11/90 1110 in dp livery.

1/91 1308, 1811, 1863, 3071 all in fleet livery. 1936 advert livery for Roller Skating World, Colchester. 9006 in driver training livery.

Services

- 1/1A Revised timetable introduced on 10.12.91
- 2 Revised to operate via existing 12 route between Station Road and West Road from 10.12.91.
- 3/4 Section of route via Constable Avenue and Saturday service withdrawn from 10.12.91.
- 12 Revised to operate via existing 2 route between Station Rd and West Road from 10.12.91.
- 13/14 Revised route in Bursville introduced from 10.12.91.
- 31 The 1950 Maldon to Chelmsford and 2035 return were withdrawn after 16.2.91.
- 32 From 18.2.91 the 1805 Chelmsford to Ongar has been operated under contract to ECC with the 1900 return withdrawn.
- 36 From 18.2.91. the 2005 and 2205 ex Chelmsford and the 2049 and 2249 ex South Woodham were withdrawn. Services under contract to ECC are now provided at 2020 and 2220 ex Chelmsford and 2119 ex South Woodham.
- 41 The one service on this route was withdrawn after 15.2.91.
- 43 Revised Saturday service introduced from 23.2.91.
- 44A/B Revised as per service 43.
- 55 The 1802 ex Chelmsford and 1820 ex North Melbourne were withdrawn on Saturdays after 16.2.91.
- 74 Most services were revised to operate under contract to ECC from 10.2.91.
- 78 Revised to operate under contract to ECC from 10.2.91.
- 95,96 Reduced Saturday service with certain services operated under contract to ECC introduced on 23.2.91.
- 321 Revised evening timetable with the 1832 ex Deanery Gardens and 1900 ex Notley operating under contract to ECC introduced from 11.2.91.

Initial Disposals

A number of Bristol VRs were seen heading Southbound on the M25 on 2.2.91. and full details will be given next month.

Subsequent Disposals

428 (LWC 979J) Withdrawn by Miller, Horsham, by 11/90.
(SCT 330)
(ARU 199A)
1057 (TJN 980W) Scoughall, Dunbar, by 9/90, ex Davies, Ebbw Vale
1407 (XVW 632L) Reregistered WWB 920L by Northern, North Anston,
(CSV 219) 319, 10/90. Withdrawn 10/90, sold 11/90 by ADT
Auctions, Manchester.
1760 (MAR 782P) Numbered B686 by Brewer, Caerau.
1774 (MAR 796P) Numbered B687 by Brewer, Caerau.
1775 (MAR 797P) Numbered B688 by Brewer, Caerau.
2815 (GNO 791B) Octobus SARL, Paris, France (as PSV), 6/82 ex
Ensign, Purfleet. (additional to NS 223).
3007 (SMS 33H) Withdrawn by Crosville Wales, DVG 554, 11/90,
then to Martin (dealer), Middlewich. Latterly
used as a dedicated school bus with fixed
destination blinds.
3008 (SMS 34H) Probably went to Wigley in 11/89. (Additional to
EBN 319).
9430 (LWC 981J) PVS (breaker), Carlton, by 11/90, ex Rallybeam,
Debach.

OTHER OPERATORS REST OF ESSEX

AMOS Has acquired HRT 530N from Burton, Haverhill. It is a Bedford SB5/Duple C41F. It has displaced TPR 205L from the Sudbury service which is now at Theobalds, Long Melford.

CAMBUS The 0720 service X12 was revised to depart at 0710 and runs 10 minutes earlier throughout from 19.1.91. Services 26,41,42,43 were operated until 23.2.91. at the request of Herts County Council (Mag 321/13 refers).

COUNTY Further to EBN 321/17 Simco 314 was not set up and the vehicles shown as Simco last month plus the services they were due to operate remained with County Bus. A number of vehicle reallocations are expected in January and details will be given next month.

Members with an interest in the operators of East London are recommended to LOTS, Unit 37 Battersea Business Centre, 103-109 Lavender Hill, London SW11 5QF the annual subscription being 12.50.

NATIONAL EXPRESS Revised timetables were introduced on most services from 3.2.91.

OSBORNES On Saturdays from 25.2.91 (per N&P) or 11.2.91 (ECC) the 1450 ex Colchester and 1530 ex Tollesbury on service 2 were withdrawn. Could a local member confirm the date please?

THAMESWAY LTD

These notes are correct to January 26th updated to February 2nd

New Vehicles

308-356 See Below Mercedes Benz L709D Reeve Burgess B23F

These vehicles are registered as H308/10-15/17/19/21/22/24/26-28/30-32/34-39/41-49/51-59/61-67 LJN.

307 is registered H307 LJN. These vehicles were delivered in full Thamesway livery, commencing late December 90. The bodywork is the Reeve Burgess Beaver body.

Vehicles on Loan

South Wales 930 and 4504 have returned to their home depots during January. It is understood there are a number of Midland Red (West) Iveco Robin Hood Minibuses on loan for Driver Training.

Allocations

20-01-91 307-344 NEW-SD 345-356 NEW-HH 701-710 D/L-HH 755/56 BD-SD 1113 BD-D/L(D) 1116/18 BN-D/L(D) 1122 BD-D/L(D) 1124/26 BN-D/L(D) 1721 POOL-D/L(D) 1725 POOL-D/L(D) 1738 HH-D/L(D) 1742 BN-D/L(D) 1743 HH-D/L(D) 1744 BN-D/L(D) 1745/47 BD-D/L(D) 1748/52/55 BN-D/L(D) 1757/58 HH-D/L(D) 1761 HH-D/L(D) 1762 SD-BD 1773/80 BD-BN 1788 SD-BD 1799 SD-BN 1800 WW-D/L(D) 1814/23/38/75/88/93 SD-BN 1900/19 HH-BD 3065/67/73 SD-D/L(D) 3074/75 PD-D/L(D) 3082 BD-D/L(D) 3085 HH-BD 3086/87 SD-PD 3088/89/90 SD-BN 3097/99 HH-PD 3098 SD-PD 3108/13/22/29 SD-PD 3117/20 BN-PD 3206/8/9 PD-D/L(D) 3211-15/17 PD-D/L(D) 4000/1 SD-HH 4500 BN-D/L(D) 4502/4/5/6/7/8 SD-D/L(D)

The above reflect the re-allocation of vehicles from 20th January 91, based on most of HH and SD operations becoming Minibus. Withdrawal of vehicles to note are the Leyland Tigers Alexandra DP's (1113/16/18/22/24/26), a number of earlier Leyland Nationals and Bristol VRT's, all the ex Milton Keynes Citybus Bristol VRT's (except 3205/16) and all the Leyland Olympian Coaches (4500/2/4-8). The ex Badgerline Transits are all at HH for routes 15 and 24/A. SD have two Ford Transits (755/56) from BD. Members should note the "0" has been dropped from the Minibus fleetnumbers. The new Mercedes have small fleetnumbers printed on the exterior of the vehicle. It now appears that fleetnumber plates on new vehicles are discontinued. The registration numbers of the Mercedes do not match the fleetnumbers e.g. HH 345-356 are registered H355-59/61-67 LJN.

Rumour has it the Leyland Tigers and Leyland Olympians have been sold to a fellow Badgerline company, further details when available.

Certain vehicles which are shown as D/L(D) are still operating in service without fleetnumber plates or depot plates. The D/L(D) vehicles shown in the allocation list cannot be confirmed yet. 1738/43/57/58 are re-instated with 1738 & 1743 operating from HH and 1757 & 1758 from SD to cover vehicle problems and shortage of Drivers. Leyland Nationals have been seen operating minibus routes 15, 19 & 25. 1742 was overall advert for Yettons.

Repaints

December 1866, 1876

January 755, 756

Service Revisions

Brentwood Area - Commencing 6th January 1991

- A1-7/221/2 These services have been revised to improve the links available and provide additional seats at busy times during the day.
- AB New Service Brentwood to Bishop Hall Estate via Costead Manor Road and Geary Drive, with a limited service to and from Brentwood Station during the peak hours.
- B Revised timetable with Woodman Road only served off peak Monday to Friday.
- C1/C2 Revised timetable for peak hour services to and from Shenfield Station.
- C3 New Service Hutton Village to Shenfield Station Monday to Friday peak hours only.
- 225 Revised timetable with service extended to Bishop Hall Estate and Monday to Friday peak hours to Blackmore.
- 263 New Service Brentwood to St Vincents Hamlet via South Weald Wednesday and Friday (Monday to Fridays during School summer holidays).
- 551 Minor early morning revision.

Southend & District area - Commencing 20th January 1991

- 2/2A Revised to operate half hourly to Romford with hourly extension to Walthamstow via Newbury Park and Leyton. Basildon hospital section withdrawn. Introduced 2 hourly on Sundays to Walthamstow. 2A discontinued.
- 3/3C All journeys rerouted via New Thundersley and Link Road Canvey. Will operate every 10 minutes during the day weekdays but withdrawn on Sunday evenings. (3C journey still operates via Essex Way)
- 4/4C/4D Withdrawn.
- 9 Rerouted via Western Approaches and Green Lane Eastwood. Also rerouted via Southend Central Bus Station, Sutton Road, and North/Central Avenue to Southchurch Newington Avenue via Archer Avenue. Operate half hourly. Peak Hour extension from Rayleigh to Lower Hockley Dome Caravan Site.
- 11 Revised timetable, Sunday service withdrawn.
- 15 Service Increased to half hourly between Rayleigh Station and Basildon Bus Station, operates direct via London Road instead of New Thundersley, and also via Vange Hill Drive Basildon. 15A discontinued.
- 19 Revised to operate Southend to South Woodham Ferrers via Rayleigh hourly.
- 20/20A Increased to every 10 minutes with alternate journeys as 20A via Caulfield road and Asda Shoebury. Also diverted via Burgess Road Thorpe Bay. 20B introduced for odd journeys not serving Grove Road Rayleigh.
- 20C School service Hullbridge to Park School Rawreth.

- 21 Withdrawn except for one return school journey Southchurch to Westcliff High School.
- 22/22A Withdrawn.
- 24/24A Withdrawn between Shoeburyness and Southend and diverted between Thames Drive and Broughton Road Hadleigh via Highlands Boulevard and Woodfield Road Hadleigh, also diverted via Leigh Road and Woodfield Road Leigh instead of Grand Parade Increased to every 15 minutes. (Rawreth to Rayleigh section withdrawn)
- 25 Will operate from Leigh Station via 25 route to Southchurch Road then via Bournes Green Chase to Landwick. To operate half hourly.
- 26/26A Extended from Rayleigh to Rawreth and rerouted via Kents Hill Road instead of Tarpots Corner. Diverted on Canvey via Waarden Road, Urmond Road and Sydervelt Road and to terminate at Eastern Esplanade. Garage journeys to operate as 26A. Service to operate half hourly.
- 27 Extended from Southend Central Bus Station to Southchurch Newington Avenue via Central/North Avenue. Rerouted on Canvey via Canvey Village, Sydervelt Road, Urmond Road and Waarden Road. To operate half hourly. Some school journeys will be numbered 27B and 28B and will Southchurch Boulevard and Bournes Green.
- 27A Withdrawn.
- 28 Revised to operate from Southchurch Newington Avenue as service 27 route to Benfleet Station then Sommes Avenue Newlands, and Haystack to Canvey Eastern Esplanade. Will operate half hourly.
- 28A Operates between Benfleet Station and Canvey Leigh Beck every 10 minutes during Monday to Friday peak hours. Certain journeys operate via Essex Way to Hadleigh Depot.
- 29A New service Southchurch Newington Avenue via White Horse Southend, Fairfax Drive, Elmsleigh Drive, The Fairway, Progress Road, Grove Road, Rayleigh to Hullbridge. To operate Monday to Friday peak hours only.
- 29B Rerouted via Elmsleigh Drive and Coombes Corner Eastwood and increased to operate every 10 minutes.
- 61A Withdrawn.
- 151 Rerouted via Canvey Village instead of Link Road and extended in Romford to Railway Station. Withdrawn on Sunday.
- 250 Revised timetable.
- 251 Revised timetable, evening and Sunday journeys withdrawn.
- 400 Withdrawn.

Basildon Area.

- 242 From 20th January the 08-50 Pitsea to Basildon withdrawn.
- 507 15-10 departure from St Teresas School Basildon retarded to 15-30.

All services in the Southend area will be minibus operated except 2,3,11,21 151,250 and 251. Most evening and Sunday operations will also be minibus operated on 3,11 and 250. Sunday operations on service 2 will be big bus operated. HH are using the ex Badgerline Transits 701-10 on routes 15 and 24/24A. This new network is to overcome competition from Southend

Transport, TV Taxis, Stephensons, Simen Coaches and Ted Coaches. See Southend Transport notes for further revisions to their services to fight back against Thamesway. A bus war in Southend does now exist. It will be interesting to see when Thamesway actually start running along Woodgrange Drive and also to places such as Rochford, Ashingdon and Hockley.

Essex County Council have put tenders out for Sunday evening Service 3 (see Southend Transport notes), Sunday service 11 and 251 (See Stephensons/Lynxline notes) Weekday evening 251 and certain journeys on 21 (see Southend Transport notes). Thamesway have gained the weekday evening ECC contract for 251 and Clintona for ECC contract for 21.

Publicity

ECC South Essex Timetable dated 13-1-91
Buses in Southend & District area dated 20-1-91
225 dated 6-1-91
Buses in Brentwood & District area dated 6-1-91
1991 Essex Ranger leaflet
Southend & District Bus Network Map
Buses from Benfleet Station (not dated)
250/251/551 dated 20-1-91
2 dated 20-1-91
151 dated 20-1-91

The company have introduced a bus information telephone line based at Basildon. The number is 0268 287541. Minibus H319 LUN was used as a promotion vehicle the week before the revisions were introduced to tour the area giving out timetables, maps, badges, balloons and hats.

Unusual Workings

27-1-91 SD4002 & BN3090 noted on a Rail Replacement between Leigh and Pitsea.

PLEASE NOTE

All the Information contain here was provided by the sub editor and a couple of local members living in the area. No information was provided by Thamesway Ltd on this occasion.

Acknowledgements

N R Lennox. P Halls.

FLEET ALLOCATION AT 20th JANUARY 1991

Basil don	1763/7/72/3/6/80/5/6/9/95/7/9 1808/14/8/20/2/3/36/8/47-9/ 1852-4/66/75/77-80/3/4/6-9/91/3/6/8/1904/8/22, 2200 1404-6/10-12/22-24 3088-90
Brentwood	201/225-44, 301-6

	1762/88/91, 1839/45/6/59/76/81, 1900/2/3/12/13/19
	3085
	4012/18/19
Ponders End	245-52/57
	3080/1/6/7/97-99, 3100-2/4/8/13/7/20/22/29, 3205/16
	1001-4
Walthamstow	253-56/58-60, 800-04
	1779/96, 1801-03/10/25/26/82/94, 1905/11/20
	3096, 3105/7/10/15/6/8/9/21/23-26
Hadleigh	701-10
	345-356
	1753/6/65/70/1/7/81/84, 1817/21/35/40/57/64/69/71/95/97
	1400/9/17-21
	4000/1
Southend	755/6
	307-44
	1787/98, 1809/30/37/68, 1906/7/15/18
	4002/9-11

At the time of writing two Iveco minibuses were on loan from Midland Red (West) for driver training. They are E922/3 KEU. Midland Red West is part of the Badgerline group.

THAMESWAY

We have for sale the following vehicles:

LEYLAND COACH OLYMPIANS
1985. 69-73 seats.

LEYLAND TIGER ALEXANDER/TE
D.P.'s 1983 53 seats

Also

Selection of **BRISTOL VRT3's** and **LEYLAND NATIONALS**

For further information contact:
John Taylor (Fleet Engineer).
Tel: 0268 525222

1988/6 Vehicle Sales

BUS BUSINESS, February 9, 1991

Southend Transport

These notes are correct to February 6.

Vehicles

ACQUIRED:

115	WLT 378	AEC	Routemaster	PRV	H36/28R
116	543 CLT	"	"	"	"
117	682 DYE	"	"	"	"
118	ALM 11B	"	"	"	"
119	LDS 280A	"	"	"	"
120	LDS 284A	"	"	"	"

These further 6 RM's are ex: 115 - GM Buses, then Pegg (Rotherham & District) and finally D Allmey (dealer); 116-8 - Southampton Citybus (nos 411/5/09 resp); 119/20 - Western Scottish (MC17 & IC44 resp) (ex Clydeside) via Booths (dealer). 119/20 had been acquired by ST last year (as reported in previous magazines) and had been in store; they were originally RM's 104 and 546 (VLT 104 and WLT 546) respectively. The ex Southampton buses are Leyland engined, the others AEC. 116-8 were prepared and painted by Southampton before delivery; 118 had not been received by ST when these notes were finalised.

257	B18? BLG	Leyland	ONLXB/1R	ECW	H45/32F
258	B18? BLG	"	"	"	"

These further 2 Olympians ex Crosville Wales are expected shortly; their identity is subject to confirmation (?182/7?). They will be modified as per (identical) 259/60 before entering service.

705	XEH 254M	Leyland	National	1051/1R/0402	B44F
708	GHU 645N	"	"	10351/1R	"
709	JBO 345N	"	"	"	B41F
711	JBO 349N	"	"	"	"
712	HMA 560T	"	"	10351B/1R	B44F
715	JTU 593T	"	"	"	"
751	JTU 586T	"	"	"	"

Another 7 LN's have been acquired, and introduce the series B variant (712/5,51); 751 is additionally Gardner powered. As will be guessed from the fleet numbers, the LN fleet has been partially renumbered - see below for details. These 7 were formerly: 705 - Halton 37 (originally PMT 254); 708 - Halton 35 (originally Bristol OC, later Badgerline 567); 709/11 - Cardiff City 215/9 (they join sister JBO 352N, ST 710); 712/5/51 - Crosville Wales SNL560/93, SNG586.

Finally, ending a bumper month for new vehicles, acquired Tigers 557/8 are both now resealed to C57F; it is anticipated that they will enter service on March 1, allowing the last Leopard (521) to be withdrawn.

REINSTATED: Fleetline 211 (JTD 391P) and LN UPE 199M, latterly in store, have been reinstated, the latter now numbered 704 (previously it was 713). Both are now in fleet livery.

RENUMBERED: the LN fleet was partially renumbered on January 26/7 to the following scheme: 701 up - bus seats, Leyland engine; 751 up - bus seats, Gardner engine; 781 up - dual purpose (all Leylands). Series B Nationals are not separately identified. The complete series is thus now (nc indicates no change from old numbering):

Now	Was	Reg	Now	Was	Reg	Now	Was	Reg
701	nc	TPD 194M	709	new	JBO 345N	781	708	XPB 231N
702	nc	TPD 195M	710	nc	JBO 352N	782	704	GPD 295N
703	nc	UPE 204M	711	new	JBO 349N	783	705	HPF 309N
704	713	UPE 199M	712	new	HMA 560T	784	709	HPF 327N
705	new	XEH 254M	713	nc	LPB 218P	785	711	HPF 316N
706	nc	TPL 292S	714	nc	NPK 241R	786	712	LPB 185P
707	nc	TPL 293S	715	new	JTU 593T			
708	new	GHU 645N	751	new	JTU 586T			

WITHDRAWN: 261 (F261 RHJ) was withdrawn 4/2 & sold to East Yorkshire.

FLEET SUMMARY

With these changes, the ST fleet is in 3 figures again, as follows:

RM:	21	101-21
ON:	8	257-60/2-5
LN:	22	701-15, 751, 781-6
Fleetline:	31	208/11/2/6, 221-42, 250-4
Minibus:	2	411/2
Open top:	2	904/5
Tiger/Pn:	10	553-8, 561-4
Tiger/Du:	6	546-51
DAF/Du:	2	581/2
Leopard/Du:	1	521
TOTAL	<u>105</u>	

Services

A number of new services was introduced from Friday February 1 (except where noted below) and one was enhanced, viz:

2 NEW SERVICE: Southend CBS to Basildon Hospital, via Thamesway 2 as far as Pitsea Broadway, then High Rd, Sandon Rd, Luncies Rd, Timberlog Lane, Basildon Bus Station and Nethermayne. Every 30 mins, M-F (0600-2000 approx); every hour Sats (0700-1600); scheduled for operation by DP Leyland Nationals.

3 NEW SERVICE: Southend CBS to Canvey Lakeside, via ST 2 to Tarpots, then Thamesway 3. Every 30 mins M-F (0600-2000 approx) with additional peak journeys; Sats hourly CBS to Benfleet Station only, approx 0900-1700. In M-F peaks gives combined service (with 3A) every 10 minutes Canvey - Benfleet Station and Benfleet Stn - Hadleigh Victoria House Corner. Operated partly by RM's, part OPO deckers. On SUNDAYS, the 3 operates evenings only from Shoebury East Beach via Thamesway 3 to Victoria Circus then as above (not serving CBS) to Lakeside and on to Leigh Beck, hourly (approx 1800 till 0030). The Sunday journeys commenced on Jan 20 and are operated commercially - originally the County Council had put a similar evening service out to tender, following Thamesway's withdrawal of the evening service.

3A Additional M-F peak hours journeys introduced.

3C WITHDRAWN (Benfleet Station - Canvey circular, M-F peaks: now replaced by new service 3 and additional 3A's)

4 NEW SERVICE: Landwick to Highlands, Thames Drive, via Thamesway 25 to Leigh Broadway, then ST 5 to Thames Drive. Every 30 mins M-S (approx 0830-1630 M-F, 0830-1500 Sats); RM operated.

5 Some M-F morning journeys extended to/from Thames Drive; one Sat am journey introduced to Thames Drive (positioning for 4 - hence, RM worked).

21 NEW SERVICE: Leigh Station to Bournes Green via former Thamesway 21 route. M-F only, 0801 ex Leigh, 1532 ex Bournes Green plus 0742 Cuckoo Corner to Leigh. Fleetline operated. Introduced from Monday January 21 replacing withdrawn Thamesway journeys. This is a commercial operation although offered for tender by Essex CC.

22 NEW SERVICE: Southend CBS to Rayleigh Station via former Thamesway 22 route. M-F peaks only; operation mainly by RM and ON (pm service interworks with 9A, which is mainly ON operated).

29 Increased frequency M-S daytimes, with additional buses CBS to Eastwood Woodcutters (in fact continuing beyond the Woodcutters to the Blenheim Chase roundabout to turn) to give a 15 min headway. The additional journeys are LN operated.

67 ST have again won the County Council contract for the Southend seafront service, to the same route/timetable as last year. The period of operation will be daily from June 29 to September 15.

404 Since Jan 13 this ECC contract has observed all bus stops from Canvey as far as the General Hospital, then non stop to Rochford Hospital (previously it was limited stop); passengers may only be carried to/from the hospitals.

General

As can be seen, the fleet has been increased by 15 vehicles - 1 Fleetline, 8 LN and 6 RM (not counting 257/8, effectively a "swap" for 261) - in order to counter the massive increase in competition from Thamesway as a result of the latter's January 20 revisions. Most of the acquired buses entered service on February 1 to co-incide with the service changes noted above, which are designed to enhance frequency on the London Road and on the 29, now facing more intense competition. The new 4 provides a daytime service over the Leigh end of ST's 5 (which only runs evenings and Sundays) and attacks TY's 25, which in turn had attacked ST's 4A!

Before the February 1 revisions, the unadvertised duplicates on service 1 which show 1A were generally extended from Thames Drive to Hadleigh Church, often employing 6 buses. We assume that 1A will now only run spasmodically with the introduction of the 2 and 3 on London Road.

ST have also used press adverts to counter the threat from Thamesway, using a photo of a clippy helping a passenger off an RM and stressing the greater room on big buses and the fact that ST aim to operate 100% of their registered mileage. The RCL, 121, was also used to distribute publicity material in Pitsea and Basildon on January 31.

The RM fleet has been equipped with new destination, intermediate and side/rear blinds, and new terminal blinds are being fitted progressively to the rest of the fleet. Listings will appear in a future issue.

On a less controversial note, Routemaster coach 121 now sports gold "RCL 2256" transfers on the cab and bonnet sides, in a similar fashion to 102 ("RM 172"). We cannot give further details of the Cobham trip yet, as the LBPg have yet to advise us when they need RCL 2256!; readers interested in travelling on the RCL to Cobham from Southend to London (X1 duplicate) and/or from London to Cobham (excursion) should contact ST on Southend 355711 after March 1st for details and to book.

Publicity news: new leaflets for the following service groups: 2, 3/3A/5/13, 4/4A/4B/18, 4/5, 14/22, 29, to the standard corporate style, plus small slip timetables for 21 and 66.

Route workings: it seems that the ON's are now used on Sundays on the 1 and 5, with the 7 and 8 reverting to Fleetline.

OTHER OPERATORS - South East Essex

The sub editor apologises, but due to lack of time, there is only one report this month.

Stephensons Coaches, Rochford: service changes are that ECC contracts for the Sunday service on 11 (Southend - Chelmsford) and 251 (Southend - Brentwood Station), each every 2 hours, have been won, starting on Jan 20. Operation is normally by VRT's, with occasional use of RE's. Certain services were re-numbered from Feb 1 - both 60 & 60A have become 22, and the 60C is now 22C (the latter was already used for the Hullbridge - Rayleigh schools). Vehicle news is that VR EWR 164T is now a painted overall advert (yellow & red) for Circle Services Printers, Southend (joining RELH RBW 84M, in an all over white scheme for Circle). VR TBW 452P continues to run in South Midland colours.

Stephensons have also been heavily involved in rail replacements - 3 emergency jobs were called on Jan 8, 9 and 18 (in all cases, overhead wires down near Leigh), and regular engineering work has been covered over the Pitsea - Leigh and Pitsea - Tilbury Town sections. Stephensons provided up to 28 vehicles for the emergency work, in addition to those of ST and London Pride (in one case with the all day use of RT3062!). On the 18th (a Friday), it was reported that there were over 40 buses at Pitsea at one point, causing considerable traffic congestion!!

COLCHESTER BOROUGH TRANSPORT

Vehicles

The fleet of five Metroriders, 11 to 15 (F111 NPU etc) have been sold to Strathclyde Buses. They were expected to leave CBT on 9.2.91.

The withdrawal of the fleet of 30 identical Atlanteans with ECW bodies similar to those on Bristol VRTs has commenced. 64 (NNO 64P) was last used on 11.1.91. and went to Eastbourne Borough Transport on 21.1.91. This was the only vehicle not to have been repainted in the current livery and so was the last CBT bus with a red roof. 62 (NNO 62P) joined it in Eastbourne on 1.2.91.

Two new Mark 1 Lynxes have been bought off the peg from the manufacturers. They are 28 and 29 (H28/29 HJN) and were due to arrive on 9.2.91. They will enter service in their all white livery until they can be painted. Chassis numbers are LX1694/5 and they have stepped floors and Gardner engines and are part of a cancelled order from London Buses.

Three new Olympians are expected soon, one with coach seats and all three will feature Bright-tech destination displays.

Services

Turner Road was closed between North Station and General Hospital from 12.1.91. to 1.2.91. Services 5, 5A, 8 (northbound), 8A and 8B were diverted via Mile End Road and Mill Road. Southbound buses on service 8 left Severalls Hospital 5 minutes earlier and made a double run to General Hospital via Turner Road north and then ran via Mill Road and Mile End Road. In addition a special service, numbered 8C, ran between Osborne Street and General Hospital, via the route of ENs Sunday 8C. It ran hourly from Osborne Street between 0747 and 1747 returning hourly from 0806 to 1806 using a Metrorider or Atlantean.

The rail replacement service (Mag 321/14) required 22 CBT vehicles, plus 16 subcontracted from EN. The CBT allocation was normally the 8 coaches, 6 Olympians, 5 Lynxes and 3 Atlanteans. As a result 4 Metroriders were normally in use on Saturdays on the 3/9/39 cycle, instead of the usual Lynxes.

The Sunday only service in February requires 22 buses running between Shenfield and Ipswich non stop, Shenfield and Chelmsford, and between Colchester and Ipswich. This commenced on 3.2.91 and runs for 7 weeks.

From 4.3.91. service 15 is being extended to serve Oaklands Avenue with one minutes extra running time.

The 0859 from Prettygate on service 39 was introduced on 7.1.91. as part replacement for the curtailment at Head Street of the 0836 from Longridge Park. It is formed of the vehicle used on the 0835 arrival from Halstead Road Corner on service 5A. (Corrects Mag. 321/12).

Vehicle output

A few amendments are required to the list that appeared in EBN 321. The Saturday 4/4A requires 6 An not 5, the 75 is scheduled

for Mr only. Evening services on 8/8A should read 8A only. From 7.1.91. there has been a Ld on 9 but no Mr and a An on 39 instead of a Ld. Service 14 is now Lx only. All Mr duties will be covered by Lx in the main but with some Ld duties.

Preserved Vehicle

Members may be interested to know that group member G Stanbury acquired Bristol RE 24 (SWC 24K) for preservation in August 1990 from G & G Leamington Spa with whom it had operated since being sold by CBT in 1987. This vehicle is of historic interest in that it was the first of its type to be purchased by a municipal operator.

With effect from this issue Hedingham will appear under its own column as a major operator to reflect its size and importance as an operator across Central and North Essex.

HEDINGHAM OMNIBUSES

Vehicles

A further Bristol VR with ECW bodywork is L167 (JWT 757V) ex Keighley and District but new to West Yorkshire. PWY 43W (see Mag 320/9) is numbered L168.

The business of Kemp, Clacton was acquired on 1.1.91. with the following vehicles:-

L169	JKV 414V	Bedford YMT	Plaxton	C53F
L170	WOO 903W	Bedford YM	Plaxton	C53F
L171	CGC 387X	Bova Europa EL26/581		C53F
L172	HSV 673	Bova Europa EL26/581		C53F (ex SMY 623X)
L173	HHJ 772Y	Bova Europa EL26/581		C53F
L174	BRY 701Y	Bova Europa EL26/581		C53F
L175	A331 VHB	Leyland TRCTL11/3R	Jonckheere	C49F
L176	C586 HLN	Bedford YMP	Plaxton	C33F
L177	F258 NUT	Bova Futura FHD 12-290		C53F

The seating capacities are those given by H&D and are at variance with some previous records of these vehicles. The depot has not been taken over, instead a new depot has been opened at Tanners frozen food depot in Tendring village.

Services

A couple of errors in the ECC North Essex timetable are that service 2 operates via Ashen, Stoke and Birdbrook on Saturdays while the 1225 service 5 on Thursdays does not operate via Smeetham Hall Lane and also returns to Sudbury via the main road and not via Bulmer village.

Service 103 operated under contract to Cambridge CC since 6.1.91. has a couple of changes, the 0905 ex Cambridge no longer operates and the 1105 ex Saffron Walden is retarded to 1110. The service no longer serves Cambridge Rail Station. In addition the special

flight day services may no longer operate although conformation of this is awaited. Operation is from Hedingham depot and Haverhill outstation if the driver wants to work! Service 17 (Gt. Bardfield to Saffron Walden) is of interest in that it operates under contract to ECC on the principal shopping days in Saffron but is commercial on other days. This is because the vehicle has to run there to provide a crew change for the town service. There is no return journey on Mondays as a swimming contract is worked instead. Another new service commenced on 8.1.91. between Tattinstone (0935) and Manningtree via Bentley and Brantham. Operation is on Tuesdays only under contract to Suffolk CC and returns from Manningtree Skinners Arms at 1215. The service is numbered 759.

ESSEX COUNTY COUNCIL

Timetable leaflets have been issued for the following services 11 and 251 dated 20.1.91. and including Thamesway commercial journeys. Service 21/21A dated 21.1.91.

LETTER TO THE EDITOR

I cannot let the comments of your Southend Transport and South Essex Sub Editor on Page 13 of the December edition pass without correcting what appears to be a misunderstanding on his part over the commitment of the County Council to the provision of funding for publicity and comprehensive timetable information. The letter to which the sub editor refers was addressed to bus operators. It has been, in the words of the sub editor, "blindingly obvious" to the County Council for many years that passengers are being lost through lack of information etc. I think it is worth reminding your sub editor that our first comprehensive timetable book was published in June 1977 and that our commitment to the provision of such comprehensive information has never wavered despite the best endeavours of the bus industry to thwart our efforts. Unfortunately it does appear that this has not been, and is still not, "blindingly obvious" to all in the bus industry and it was in his capacity as a consultant to bus operators that he received the letter. Despite this apparent misunderstanding which I am pleased to be able to clear up I know that we are one in wishing to see a high priority given to publicity and the provision of up to date comprehensive timetable information. No doubt this will be reflected in the operations of those companies to which he acts as a consultant! You might also be interested to know that a report was presented to the December Public Transport Sub Committee "floating" the idea of a comprehensive Essex telephone bus timetable enquiry service- and that Committee approved a feasibility study and costing with a report to be made to a future Committee.

R Wheatcroft
Planning Dept.
Essex CC

EASTERN NATIONAL BRISTOL FLFS PART 4

COACHES

A total of 15 FLF coaches were delivered to Eastern National between 1962 and 1968, this out of just 30 FLF coaches to be built. The others being delivered to Crosville (142-6 YFM, AFM 112-6B) in 1963/4 and to Thames Valley (ABL 116-9B, BRX 141B) in 1964. Eastern National received five batches of FLF coaches thus:- 1608-10 (184-6 XNO) in 1962, 1637/40/41 (RWC 604/7/8) in 1963, 1670/1 (BVX 668/9B) in 1964, 2608/9 (KNO 949/50C) in 1965 and 2610-4 (AVW 401-3F, AVX 974/5G) in 1968. Vehicles up to and including 2609 were 30ft long with Bristol BVW engines and manual gearbox whilst the remainder (2610-4) were 31ft 7/8 inch long with Gardner 6LX engines and semi-automatic gearbox. Mechanically the FLF coaches were identical to the bus bodied versions delivered at the same time. Bodywork was the standard ECW bus shell as described in part 2 (Mag 316) with several modifications to bring the vehicles up to coach standards.

The basic specification for the 30ft vehicles included 55 seats, 37 on the upper deck with 18 inside. The actual seats were based on the bus seat frame with deeper cushions and individual headrests, the grabrail on the back of the seat remaining in place. Seating arrangement upstairs consisted of four seats in front of the staircase, seven pairs along each side with a row of five across the back. Because of the height of the seat headrests, the emergency door across the back of the upper deck was only half glazed so that the seat backs would be hidden (on bus bodies this was fully glazed). A parcel rack was fitted to each side of the ceiling just above the window line with fluorescent strip lighting being fitted between the window line and the parcel rack. An individual fluorescent tube was situated on the roof above the staircase.

Seating on the lower saloon consisted of four forward facing pairs ahead of the rear axle with a single seat alongside and slightly above the rear wheelarch on each side. The space behind the rear axle being taken up by luggage shelves on each side of the gangway. Consequently the small end window on each offside and the offside and nearside rear windows were paneled over. The lower deck rear emergency door remained in place. Parcel racks and lighting as described above were fitted above the lower deck seats whilst the luggage compartment was illuminated by fluorescent tubes inset in the ceiling and covered by perspex squares. An additional tip-up seat was provided for the conductor at the bottom of the staircase.

Interior trim on the first three FLF coaches (1608-10) was the green and white as used in the buses with the seats being covered in a green moquette. From 1637 to 2609 a revised interior trim was used. Red and grey were the predominant colours with red seats, white roof, cream painted bulkhead and doors (inside) with red rexine and grey paintwork covering the walls.

Livery applied to the FLF coaches was the dual purpose livery used at the time of Tilling green and cream. Tilling green was applied to the area below the lower saloon windows, doors, bonnet and wheelarches and the two waistbands between upper and lower

deck windows. The remaining areas being cream. 'Dustbin lid' wheeltrims were fitted but not always used. The first three FLF coaches had the bus style underlined fleetname however, these were replaced in 1963 with illuminated fleetname panels fitted below the first lower deck nearside window and the staircase panel on the offside. A chrome strip was fitted above each green area (three) extending right around the vehicle. These three coaches incorporated the flat radiator grille however, photographic evidence suggests that all three vehicles carried the later chrome grille for part of their lives as coaches.

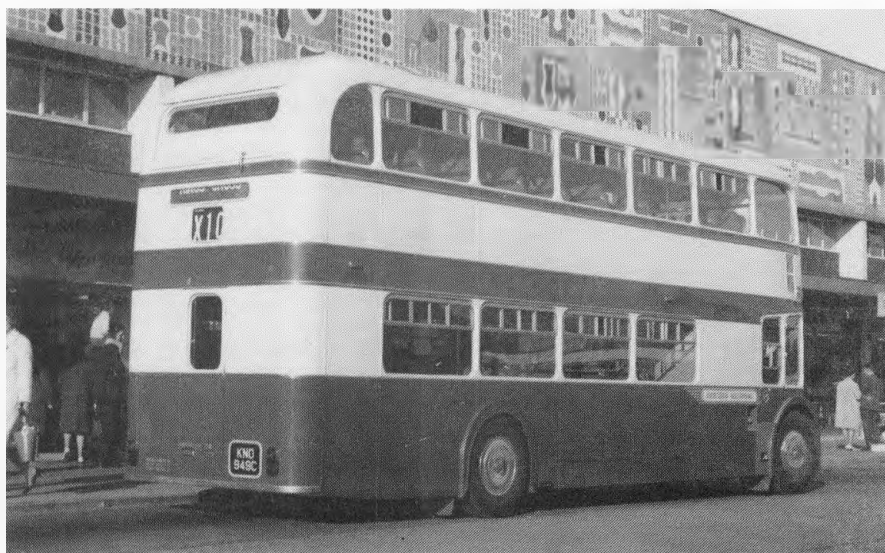
Vehicles from 1637 featured the illuminated fleetname and chrome radiator grille from new. They also had two additional chrome strips one below each of the two green waistbands. A new style of window centilator was also introduced, instead of the mixed hopper/slider arrangement used on 1608-10, a new window opening was fitted to each passenger window. The new piece consisted of four parts, the two centre sections sliding away from each other (similar to BR Mk1 coaching stock). The fourth window on each side of the lower deck was left with no ventilators as there were no seats alongside this window.

The 1964 batch of FLF coaches (1680/1) were in fact identical to those delivered the year before however, the following years delivery 2608/9 had several modifications. Externally the most noticable difference was the fact that these two vehicles were fitted with the CBC heating system which necessitated the alteration of the top green waistband. Also being of 1965 manufacture they had the full width bulkhead window. Internally, the lower deck seating capacity was increased to 22. This was achieved with the addition of a pair of seats on each side behind the single seat fitted alongside the wheelarch. These seats were in fact raised slightly so they would match the single seats. To accomodate these seats, the luggage carrying space was reduced and ventilators were fitted to the fourth window.

The last batch of FLF vehicles consisted of five vehicles delivered in 1968 (2610-14). These vehicles incorporated the Gardner 6LX engine coupled to a five speed semi-automatic gearbox and the 31ft 7/8 body as fitted to the buses delivered at the same time. Seating capacity remained the same as earlier deliveries at 55 (37/18) despite the extra length however, the seating arrangement on the upper deck was slightly altered to accomodate the foward ascending staircase. A row of 3 seats was fitted across the front of the staircase whilst a single seat was fitted opposite the staircase on the nearside. The lower saloon seating was unchanged the extra length accomodating extre luggage space. Interior decor was the same as that used on buses 2917-31 (off white and cream) and a slightly modified seat moquette and shape was incorporated. A revised livery was applied to these vehicles when new consisting of cream with a single green band above the lower deck windows and green mudguards (ie the bus livery in reverse). All of the chrome beading strips were omitted as were the illuminated fleetname panels. Instead the standard coach fleetname in foward sloping yellow block letters was applied in the usual position beneath the second lower deck window. A full compliment of glazed windows were fitted, those

around the luggage area (two side windows plus the small side window at the rear on either side of the emergency door) being fitted with white frosted glass. The emergency window at the rear of the upper deck remained half glazed as on earlier models. Window ventilators reverted to the mixed hopper and slider arrangement as fitted to the buses although the fourth frosted glass window had no ventilator. Although the all cream livery applied to these vehicles looked superior to that used on earlier FLF coaches it was relatively short lived as in 1970/1 all five vehicles were repainted to conform to earlier deliveries. The livery applied was identical even down to the green band below the upper deck windows for which there was no moulding. The FLF coaches were introduced to operate the Southend to London express services alongside Bristol MW dual purpose saloons and the 1964 Bristol RELH saloons. Until April 1962 all of Eastern Nationals express routes had a service letter however, these were changed in 1962 to numbers with an X prefix. The routes operated by the FLF coaches were:-

- X10 Southend-Basildon-London Kings Cross/Euston/Victoria.
- X10A Basildon-London Kings Cross/Victoria
- X10B Canvey-Basildon-London Kings Cross/Victoria (introduced in 1965 and renumbered X7 in 1968).
- X11 Southend-Basildon-Enfield (Previously K)
- X1 Southend-Airport-Rayleigh-London Kings Cross (Introduced in 1958 operating without identification until numbered X1 in 1964 and renumbered X8 in May 1968).



A number of features mentioned in the above article can be seen on 2608 (KNO 949C) in Basildon Bus Station.

(W T Cansick)

7 & J. Sangster



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My apologies to those of you whose contributions have not been included this month. A combination of pressure of work and delays at the Post Office as a result of the heavy snow reduced the amount of time available to produce this months magazine.

CONTRIBUTIONS FOR THE MARCH MAGAZINE SHOULD REACH THE EDITORS BY
1.3.91.

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