

ESSEX BUS NEWS

JANUARY 1993

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

345



Former CBT Atlantean NNO 64P is now 30 in the Eastbourne Buses fleet. It was on loan to Harris Bus in late November and is seen on a Lakeside shuttle.

(F Lawrance)

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MAGAZINE MANAGING EDITOR VACANCY

Despite several advertisements for this prestigious position, no applications from the membership were received. Consequently, the infrastructure of the Group committee has been revised and we are pleased to announce that Peter Snell has volunteered to take on the role of Managing Editor. Peter's role will only be to co-ordinate the final Magazine, each of the sub-editors will be responsible for the preparation and typing of their own individual drafts. This will inevitably mean that the format and type fonts of the contributions will vary, however, the Magazine will still be able to survive in its present format. Other revisions of committee members have taken place, such that Paul Harvey will now assume responsibility for meetings. The change in editorship will occur over the period January - March 1993, and the forbearance of the membership is requested during this period whilst the new production system gets under way.

We hope that members will be satisfied with the new format. If you are not, and think you could do better, then please let us know. (AGO)

SOUTHEND SUB EDITOR VACANCY

We are pleased to announce that Andy Meadows has accepted the post of Southend Transport Co-ordinating Editor, consequently your notes should be submitted to him in future at:-
10 Havard Court, Boston Avenue, Rayleigh, SS6 9ST.

ESSEX BUS NEWS - WHO IS RESPONSIBLE FOR WHAT?

Sub Editors- Major Operators

Eastern National-	Ian Ransom
Southend Transport-	Andy Meadows
Thamesway-	Paul Harvey

Sub Editors- Other Operators

Central & North Essex-	Dave Arnold
South Essex-	Ian Ransom

The above areas are as defined by the ECC timetable books.

Non PSVs in Essex- Ian Ransom

If you have a problem with your magazine please write to Derek Stebbing.

ROCHFORD MEETINGS

The next meeting at The Freight House will be held on 9.2.93. This will be the Group AGM and will be followed by slides of Buses in Berlin.

The Freight House is adjacent to Rochford station, with ample

parking and is also served by local buses. The meeting commences at 8pm.

In addition, there will be a BOOK SALE! This special sale will feature a number of current titles offered at a never to be repeated discount, which in some cases will be as high as 50%!! So bring plenty of cash - you have been warned!

The March meeting will be held on 9.3.93. and are guest speaker will be Trevor Smallwood, Chairman & Managing Director of Badgerline Holdings. This should be a most interesting evening and members are asked to make a special effort to attend.

TOUR OF MOORES OF KELVEDON ROUTES

A tour of Moores routes to mark the 30th anniversary of the takeover by Eastern National is being arranged, the provisional date is April 3rd 1993. The preserved Moores Guy Arab will be used (subject to availability). More(no pun intended) details will appear next month.

PROPOSED VISIT TO NORTHERN BUS

Owing to a lack of interest, the proposed visit will now not take place.

COLCHESTER BOROUGH TRANSPORT



Services

Further to EBN 344, a Saturday service operated on 28.12. from 0800 until about 1800. However service 3C did not operate on this day. Special flat fares of 30p adult and 15p concessions were available on this day only.

Services 1/1C/9 were disrupted on 19.12. because of a serious fire at a factory opposite The Leather Bottle PH. Services were diverted via King Harold Road. Service 1C terminated at Ambrose Avenue and together with service 1 buses which were now facing the wrong way, turned by reversing into a side road, later operation via The Commons and Heath Road overcame the need for this. Service 1C, once the smoke had dispersed was allowed to operate via Straight Road which remained closed to all other traffic. Services did not return to normal until mid morning on the Saturday.

Vehicles

Olympians have appeared on the 4A on Mondays to Fridays in recent weeks. 48 on 1.12. and 45 on 10.12. both on timeboard duties (peak hours) while 46 was a normal allocation on 4.1.

EASTERN NATIONAL

Vehicles on Order

Trevor Smallwood writing in the Badgerline Enthusiasts Newsletter states that 16 Mercedes 709 minibuses with Plaxton are on order for delivery in 1993.

Vehicles on Loan

During December Leyland Tiger 1130 has been on loan to Thamesway at Basildon for CitySaver services. In return Leyland Lynx 1410 (still in EN livery) has been on loan to EN at Chelmsford.

Services

- 43 From 22.1.93. the 2250 ex Chelmsford was revised to operate via the normal route every evening.
- 44D From 11.1.93. withdrawn between Melbourne School and Bus Station.
- 78 The 77/78 group of services were revised from 4.1.93. Six 178 (X78) journeys are extended to Nayland on Tuesday and Friday. This is in response to the Hedingham service introduced in Clacton (see EBN 344).
- 83 Re-routed to serve Tollgate Centre from 18.1.93.
- 351 From 4.1.93. some journeys were extended to and from Chelmsford High School.

Christmas and New Year Services

Commercial Services

- 24.12. Saturday service on most routes until about 2000. A normal service operated on joint Thamesway routes until about 2000.
- 25.12. NO SERVICE
- 26.12. NO SERVICE
- 27.12. NO SERVICE
- 28.12. Saturday service on most routes until about 2000. a special service based on the Saturday service operated on joint Thamesway routes.
- 29.12. Saturday service on all routes. Normal service on joint Thamesway routes.
- 30.12. As 29.12.
- 31.12. As 24.12.
- 1.1. NO SERVICE

General

Chelmsford based driver Alan Tebbit was awarded the BEM in the New Years Honours List. He does a lot of work for disabled people and it was his idea to convert 3 vehicles for the use of disabled people during the 1980s.

Revised fares were introduced on London Commuter services from 26.10.92.

Essex Ranger Tickets issued by Eastern National were revised from 1.1.93. In place of the rub off type ticket, a circle is now drawn round the date of travel in ball point pen. This is to reduce to cost of producing the old style. Thamesway continue to issue the original style for the time being.

An enquiry was held in early November into the future of Chelmsford Bus station. Sida Properties who are developing the site were appealing against Chelmsford Borough Council who have refused plans for an office complex and bus station on the site. The Inspector hopes to report to the Secretary of State for the Enviroment about now and a decision is expected in the early part of 1993. When redevelopment starts the depot will be moved to a another site in Chelmsford.

As a result of the fire in Colchester (see CBT notes) service 119 was diverted via King Harold Road, Ambrose Avenue, Straight Road, Dugard Avenue, Peartree Road, Dyers Road and Warren Lane.

All services to West Mersea from early December until just before Christmas operated via the main road, as Anglian Water were also working on the back road between Abberton and Peldon. Schools journeys made a double run from Peldon Rose, while a minibus shuttle covered other journeys.

Unusual Workings

12.12.92. BS 1872 on service 53 (following repairs at CF replaced a failed CR vehicle!)

Publicity

Timetable leaflets for services 192/3;194 dated 25.10.92. service 301 dated 1.11.92.

Timetable booklets for Buses in Bishops Stortford, Harlow and District; Braintree, Witham, Halstead and District; Chelmsford and District all dated 1.11.92. There is a charge of 30p for the Chelmsford booklet.

Leaflets for fares on services 53/B undated; Real Ale Runabout dated 5.1.93. to 22.6.93; Thats The Ticket undated; Buses serving Stansted Airport dated 1.11.92; Eastern National Buses to Nayland dated 5.1.93.

Eastern National Buses at Christmas 1992 for Mid Essex and Herts and it is assumed for North Essex and Braintree area.

Timetable leaflets for 31/X and 43/A have been issued, they appear to be copies of pages from the Chelmsford booklet mentioned above and hence do not have the usual bus picture on them.

Repaints

November 1843

December 1916

January 1909 (overall advert for Sears Windows)

Initial Disposals

1792 (PEV 704R) A Hardwick for scrap 12/92

3038 (PWC 513M) Peterborough PVS for scrap 12/92

Subsequent disposals

454	(RPU869M)	Went to Northern Bus Co., Anston, 6/92, numbered 1229, 9/92, seating capacity re-defined as DP49F.
1000	(MAR775P)	Acquired by B. Kavanagh, 2/82 (see also EBN297), subsequently
	(410 LIP)	to Drummond, Sneem, by 3/89, ex. O'Callaghan, Dripsey.
1003	(MAR778P)	Acquired by B. Kavanagh, 2/82 (see also EBN297).
	(623 LIP)	
1057	(TJN980W)	Now reported as passing to Scougall, Dundee, by 6/92. (Previously given (EBN322) as Scougall, Dunbar, by 9/90, and also Fallon, Dunbar, by 10/90 (EBN323). Clarification appreciated.
1113	(HHJ374J)	Allocated to Port Talbot, 10/92, by Brewer, Port Talbot. (T) Fleet letter prefix discontinued.
1118	(HHJ379J)	as 1113
1122	(AG910HJ)	as 1113
1213	(BNO699T)	Numbered 28 by Yeoman, Hereford and not as previously advised. (see also EBN327)
1308	(ANA 92Y)	Allocated to Port Talbot, 10/92, by Brewer, Port Talbot. Fleet letter prefix discontinued.
1309	(ANA 93Y)	as 1308
1310	(ANA 94Y)	as 1308
1404	(VHK177L)	Numbered 195, by Northern Bus Co., Anston. Re-numbered 1229, 9/92, seating capacity re-defined as DP49F.
1414	(GJD197N)	Sherburn Highlanders (N-PSV), by 5/90, ex. Hutchinson, Leigh.
	(841 FAT)	Thence to Northern Bus Co., Anston, by 8/92.
	(LRN363N)	
1500	(PJT255R)	Allocated to Maesteg, 10/92, by Brewer, Port Talbot. Fleet letter prefix discontinued.
1501	(PJT256R)	as 1500
1517	(FWC440H)	Scrapped by Edmunds, Rassau, 8/92-9/92 (was withdrawn in 1988).
1705	(WNO554L)	Lawrenson, Haydock, 7/92, ex. Hatton, St. Helens. (see also EBN326)
1723	(NEV680M)	Yorkshire Rider, 8/92, ex. Pride of the Road, Royston, 11.
1726	(NEV683M)	Withdrawn by Solent Blue Line, 428, 7/92.
1730	(NEV687M)	Scrapped by Coleman, Yeovil, by 10/92.
1732	(HWC 83N)	Withdrawn by Cowdrey, Gosport, 10/92.
1744	(JNO193L)	Wigley (dealer), Carlton, by 8/92. (T)
1759	(MAR781P)	To M&D fleet livery, 8/92, into service 9/92, allocated to Maidstone.
1778	(PEV690R)	as 1500
1794	(PEV706R)	Is numbered 6 by Quickstep, Hunslet. (correction to EBN343)
1818	(VNO741S)	Sovereign Bus & Coach Co., LN641, 8/92, ex. Welwyn & Hatfield Line Bus Co., LN641. (T)
1827	(VNO729S)	as 1500
2751	(JWC 711)	Ireland (dealer), Hull, by 8/92, ex. Rainworth Royals Jazz Band, did it pass to the Preservationist ? (see EBN339)
2769	(VWC 49)	Gone from Hucknall Titchfield Nomads Band, by 12/91.
2780	(993 KOO)	North (dealer), Sherburn, 10/90, ex. Double Two Shirts (N-PSV), Wakefield. (but see also EBN343 for the continuing saga)
2940	(KN0949C)	Chicago Motor Coach Co., Chicago, U.S.A., 550, ex. another U.S. owner (see also NS263). Still at CMCC premises 8/92 with lettering for a double deck tour of Branson. In red livery, carries local registration 6191 H, still fully enclosed.

3053 (LJN648P) Correction of previous information : Acquired by United Welsh Coaches, Gorseinon, 3/92, as U648 (see EBN336) ; Brewer, Port Talbot, U648, 8/92 (see EBN341/3) ; allocated to Gorseinon, 10/92, fleet letter prefix now discontinued.

3090 (STW 34W) To Badgerline fleet livery, 8/92, with rear advertisement for Harlequin Exhaust Centre. (T)

3096 (UAR586W) Allocated to St. Austell, 9/92, by Western National. (T)

3097 (UAR587W) Allocated to Gorseinon, 10/92, by Brewer, Port Talbot. (T)

3098 (UAR588W) as 3097

3100 (UAR590W) Repainted into Western National livery, 9/92. (T)

3104 (UAR594W) Allocated to Penzance, 9/92, by Western National. (T)

3105 (UAR595W) Repainted into Western National livery, 9/92, allocated to Penzance. (T)

3108 (UAR598W) Allocated to Port Talbot, 10/92, by Brewer, Port Talbot. (T)

3116 (XHK221X) To Badgerline fleet livery, 9/92. (T)

3117 (XHK222X) as 3090

3118 (XHK223X) as 3105

3120 (XHK225X) Re-allocated to Cambourne, 4/92, by Western National. (T)

3123 (XHK228X) as 3104

3125 (XHK230X) Western National Ltd., Truro, 1251, 9/92. Repainted into fleet livery, 10/92, and allocated to Penzance. (T)

3129 (XHK234X) as 1113

4504 (B692BPU) Re-registered A13 ALS by Cullinan, Birkenhead, by 1/92. (T)

4507 (B695BPU) as 4504, registration A14 ALS.

9019 (LFS298F) Subby's Double Decker Bus Co., 318 Palomar, Chula Vista, California, U.S.A., 9/82, registered 4K97493. (additional information to NS226)

9020 (LFS299F) Mobile caravan with unknown operator, Oxford, by 11/90. (see also EBN339). Is it still current or has it been scrapped ?

BREWER DISPOSALS

Mark Howarth has kindly supplied the following information on ex EN/Thamesway vehicles now with Brewer:-

Depot	Fleet No	Registration	Livery	Normal Duties
PT	161	ANA 92Y	RED	X2 (Portcawl-Cardiff)
PT	162	ANA 93Y	RED	" " " "
PT	163	ANA 94Y	RED	" " " "
PT	361	A691 OHJ	X3	X3 (Maesteg-Swansea)
PT	374	HHJ 374Y	X3	" " " "
PT	379	HHJ 379Y	X3	" " " "
PT	534	XHK 234X	UW)	
PT	587	UAR 587W	UW)	Services 2,4,223,233
PT	588	UAR 588W	UW)	X1(Swansea-Bridgend)
PT	598	UAR 598W	RED)	Schools plus X3 (Sat)
GN	648	LJN 648P	EN	Schools
MG	717	VNO 729S	WHITE)	Bridgend local routes
MG	718	PEV 690R	RED)	212/4/5, 244

Depots:- PT Port Talbot GN Gorseinon MG Maesteg

The above is based on the official Brewers fleetlist dated 1.10.92.

THAMESWAY

Aquired Vehicles

514/15 E675/77 UNE Leyland Tiger TRCTL11/3RZ Plaxton 3200 C53F
Ex Shearings 675/77 entered service in Citysaver Orange
517/19 J45/48 SNY Leyland Tiger TRCL10/3ARZM Plaxton 321 C53F
520 J54 SNY Leyland Tiger TRCL10/3ARZM Plaxton 321 C53F
Ex Bebbs of Llanwit Fadre entered service in White livery
All vehicles were aquired late December and entered service January.
Fuller details next month.

Vehicles on Loan

The Leyland Lynxes on loan from Bristol Cityline were all returned to Bristol by 24-12-92. They were used on services 2, 3, 3A, 11, 15 and 250
Leyland Lynx 1410 is on loan to Eastern National at Chelmsford while
Leyland Tiger 1130 with Plaxton bodywork is on loan at Basildon operating Citysaver services. The loans apply from middle of December and ceased by early January.

Repaints

Noted repainted in fleet livery are 253, 254, 1409, 1411 and 1423.

Allocations

December 722 HH-PD

General

Olympian 4004 has had its rear registration plate moved from between the decks to close to the offside bottom corner presume to allow space for a rear between decks advert.
Basildon Park and Ride ceased operation after Saturday 19th December.
Leopard Trainer 9013 has been on loan to Midland Red West recently for Driver Training duties.

Service Revisions

Basildon Revisions effective from 4-1-93

37B 08-03 from Felmores to Basildon Mon-Fri withdrawn.

37C New Schooldays service between Stanford-le-Hope and St Teresa's school.

40 07-50 from Basildon to Billericay to start at Noak Bridge at 07-58 Mon-Fri.

242 Revised timetable and renumbered 42

507 Withdrawn

S1-3 Revised Citysaver Fares.

Thamesway will be launching service revisions in Mid February in Brentwood and at the same time introducing a new commuter service and a new Rover ticket.

Further to August and September Mag. regarding LT service 362, is to

commence in the grounds of Goodmayes Hospital, the route will operate by way of Barley Lane to Little Heath where it will run via the present routing to Barkingside High Street. Then via Fremantle Road, Longwood Gardens, Woodford Avenue, Gants Hill, Perth Road and Ley Street to Ilford Town Centre.

Christmas/New Year 92/93 operations

Commercial Services (also ECC tendered services)

Xmas Eve Normal services finishing by 8pm, no ECC operation on 351/451, 549 or 552/3

Xmas Day and Boxing Day No Service

27-12-92 No service

28-12-92 Saturday services between 9am and 6pm only, no service on 2 between Basildon and Walthamstow, 11, 26 or S1. ECC contract 11A operated by Thamesway on Sunday Timetable. S2 operated between Southend and Lakeside. No ECC contracts as for Xmas Eve.

29-12-92 Normal Service except 152-5 Sat service

30-12-92 Normal Service except 152-5 Sat service

31-12-92 Normal services finishing by 8pm, no ECC operation on 351/451, 549 or 552/3 except 152-5 Sat service

1-1-93 No Service

LT contract services

Xmas Eve Normal Service

Xmas Day no services

Boxing Day No service by Thamesway, D8 operated by London & Country

27-12-92 Sunday Services

28-12-92 Sunday Services

29-12-92 to 31-12-92 Normal Services

1-1-93 Sunday Services

Sunday operation on 214, 307, 379, W9, W11/13 only from PD depot

Publicity

Citysaver Premium Annual season Ticket (1-1-93)

Xmas/New Year Bus and Coach Services (Commercial services)

Service changes in Basildon dated 4-1-93

Citysaver Services dated 4-1-93

Badgerline Holdings

Transport firm Badgerline is pulling out of its bid to run the Misery Line (London Tilbury and Southend line) if it is privatised.

Badgerline buses say it will not be applying for the franchise of the Fenchurch Street line, expected to be denationalised during 1993.

Badgerlines group policy is that all new deliveries to group companies will feature a Badger motif in the vicinity of rear wheel-arch on the individual company colours and company name in large lettering. It appears not all the companies are keen on this and have compromised with smaller Badgers. The Thamesway Darts currently in service show the adaptation as the group specifies. Older vehicles should stay in original livery.

TWENTY EIGHTH ANNUAL REPORT

A Review of the Group's activities during 1992

CHAIRMAN'S REPORT

The past year has witnessed yet another series of major changes in the Essex bus scene and also in Group operations. After some 31 years I have decided to stand down as Tours Organiser and my Farewell Tour was run on September 19th, 1992. To continue the chain a new Tours Committee has been formed and they organised their first tour to Avon in June. This afforded an opportunity to meet with Trevor Smallwood, the Managing Director of the Badgerline group. The resignation of Ian Ransom as Magazine Editor came as a body blow, and I am sure that members would like me to record their thanks to Ian for all his efforts. Since no new applicants came forward the Committee have re-assigned their duties and Peter Snell is to become the new Managing Editor with effect from March 1993. We all look forward to 1993 with a sense of anticipation.

ALAN OSBORNE (Chairman & Founder)

TREASURER'S REPORT

Subscriptions

Subscriptions were held during the year 1992 at £8.70 (1st class post) and £7.95 (2nd class post). For renewals and new members for 1993 these rates were modestly increased to £9.00 and £8.30. As long as the Post Office holds off an increase in postage rates then the Group will not suffer. Our printer/despatcher has once again called for a small increase in his rates for 1993 and yet again the Committee wishes to place on record its thanks to Peter Jaques at Kithead Ltd. for all his work in printing and distributing our magazine.

Treasurer

At the time of preparing this report the Group's accounts for 1992 had not been officially prepared. Indeed, the Group still needs to find someone to audit the books and prepare a set of final accounts. If nobody comes forward then a very much simplified document will be produced.

With only two tours operating in 1992 our income from this source, though very welcome, was down on previous years although the profits still managed to pay for one issue of our magazine. For the first time ever our NSB reserves were used to support the Current Account, to the tune of £400, although interest earned on the NSB account in 1991 had amounted to £278. It must be remembered that inflation is now low and thus earnings from interest are much less, but at least can be used as was done in 1992.

Southend Transport

GENERAL

The Borough Council have just advertised Southend Transport for sale, through advisers Price Waterhouse. This was not unexpected, given the recent change to the rules on sell offs, which would allow the council to retain and utilise the entire sale proceeds for local projects if a sale is concluded by the end of 1993, whereas in any sale after that date, half of the proceeds must be used to repay council debts.

VEHICLES:

Rebuilt/re-engined Leyland National 745 entered service in November, and we believe that all 4 ex National Welsh Olympians are now in use. These 4 have retained the standard NBC style destination display, whereas the previously acquired ON's were fitted with standard ST front blind displays.

ON DP 256 has been out of service for some while now with major front end damage following an accident. Fleetline 232 has been repainted into the latest livery with blue around the upper deck windows but has NOT been converted to 1 door layout.

VR's withdrawn are 308 (SNN 159R) and 353 (GTX 740W) - the latter had been repainted but never entered service.

Subsequent disposals:

352 (WJN 352J) has passed from South Notts to Pennine Blue, Ashton;

393/4 (JTD 393/4P) have been reinstated by Capital Citybus and are in service still in Clarkes Ice Cream overall advert liveries; 393 was also on hire to R&I Buses during the autumn for service in Milton Keynes;

387/9 (JTD 387/9P) have been sold by Capital Citybus to Wigley (dealer), Barnsley;

507 (BTE 207V) has passed from Brighton Transport to O K Motor Services, Bishop Auckland, and has been re registered ESK 982.

SERVICES:

Christmas/New Year: services ran to the customary pattern, viz:

Dec 24 - normal weekday service with an earlier evening peak on the X1 group services; some evening peak cuts on 23A, otherwise a full service finishing at normal times.

Dec 25 - X1 only, 0830 Southend - Victoria, returning at 1045.

Dec 26 - special services, approx 0900 to 1900, hourly on 1, 3A, 3B, 4A, 7 (Shoebury to Hockley), 9, 29 & 63 and 2 hourly on X1 (Southend to Victoria).

Dec 27, 28 - Sunday service, with extra buses on the 28th.

Dec 29-31 - Saturday services with some variations.

Jan 1 - special services, as per Boxing Day.

As usual, this was in sharp contrast to Thamesway's local operations (or rather, lack of operations!) over the holidays.

Service revisions - effective from January 3rd:

- 1A (Southend-Dawes Heath) - withdrawn, replaced by 6A.
2 (Southend - Basildon Hospital) - minor timetable changes.
3 (Southend - Canvey) - most journeys withdrawn on Canvey between Lakeside Corner/Haystack and Leigh Beck; journeys towards Southend retimed.
3B (Shoebury - Canvey, evenings & Sundays) - renumbered back to 5, the number used until June 1992!
5 (Shoebury - Canvey) - Mon to Sat daytime service withdrawn from Newington Avenue and between Thames Drive & Hadleigh but increased in frequency; now runs Bournes Green to Thames Drive every 15 minutes, with peak hours extensions to Hadleigh. Evenings & Sundays runs hourly, Shoebury to Canvey.
6 (Newington Ave - Kent Elms) - revised timetable, to give 15 minute headway between Newington Ave and CBS (combined with 6A/6B on Mon to Fri).
6A (Newington Ave - Thames Drive) - extended to Dawes Heath via London Road & Hadleigh, replacing 1A.
9 (Southend - Hullbridge) - on Mon to Sat daytimes, withdrawn between Rayleigh and Hullbridge (replaced by 20); evenings and Sundays continues to run to Hullbridge.
12 (Shoebury - Canewdon) - withdrawn between Shoebury and Southend - this section already covered by 7/8/20. One evening journey withdrawn.
20 (Shoebury - Hullbridge) - on Mon to Sat daytimes, extended from Rayleigh to Hullbridge; frequency reduced from every 20 minutes to half hourly. Remains hourly evenings and Sundays, giving half hourly service to Hullbridge on 20 & 9 combined.
22 (Southend - Hullbridge) - withdrawn, already covered by 9, 20 and 50.
23/23A (Leigh - Eastwood) - minor timetable changes.
50 (Southend - Basildon) - withdrawn between Basildon B/S and Hospital, extended instead to Billericay, Queens Park, via Gt Knightleys, Noak Bridge, Gt Burstead, Billericay High St and Station; remains every 30 minutes, Mon-Sat daytimes.

The overall effect of the changes is to slightly thin out certain frequencies (eg Newington Avenue is now served every 15 minutes, previously every 10) but balanced by adding Billericay to the ST network for the first time [Xmas specials excepted]. Billericay is included in the area of validity for ST's Day Rovers and Silvercards at no extra cost.

PUBLICITY

Special leaflet for Xmas/New Year services; new timetable leaflets for 2, 3/3A/3C, 5, 6/6A/6B/64/65, 9/14, 10/12/12A/66, 20, 23/23A & 50, all to the standard design, cover dated 3/1/93.

Services

To expand on the earlier notes on December 27th no ECC services were operated. On December 28th a hourly service operated on route 2 and additional buses on the 7 operated between Southend and Shoeburyness. There was no service 23C on this day. On December 29th and 30th additional services operated in the morning and evening peak hours on services 1,2,3,3A,7,23A,50 & 63. On the X1 group a normal service operated except the 0604 and 0625 ex Southend and 1710 and 1720 ex London which did not operate. On December 31st services were the same as 29/30th except X1 departures after 2030 started from the Embankment, with the 2345 departing Embankment at 0030. Service 23C did not operate.

Fares

Some 55p and 65p fares have been increased by 5p.

General

Coach and Bus Week for 2nd January carries an advertisement offering Southend Transport for sale. The potential buyer is tempted by the following:-

Turnover of £7m. for year ended 31st March 1992.

140 vehicles and 360 staff.

Extensive local services and coach service to London.

Freehold depot in Central Southend.

The sale is being handled by Price Waterhouse Corporate Finance.

Prior to this Southend Transport had been making the headlines in both the local and trade press.

ST have lodged a complaint against Thamesway to the Office of Fair Trading, regarding their fares policy which is seen as 'Uneconomic and predatory'. These allegations refer primarily to local fares charged by Thamesway in Southend. ST have been further angered by the recent introduction of a £730 season ticket on their CitySaver services. Thamesway say that they have set their fare to compete with Network South East, although the Thamesway fare is £200 less than Southend Transports.

As a result of changes to the sell off rules and competition ST appointed Price Waterhouse to undertake a study as to the future. This resulted in the following recommendations:-

- 1) Close the company and sell off the assets.
- 2) Sell to Badgerline.
- 3) Sell the company as a going concern.
- 4) Retain ownership.

Option 1 was soon ruled out and given the result of recent cases into competition (eg Portsmouth) option 2 was also ruled out. It is reported that Price Waterhouse have been approached by five other companies (prior to the advert) who are interested in Southend Transport. Whilst it is unwise to speculate as to the future, a visit to Southend in the near future may be worth the effort.

NEW

159,160	K888 ELR, K888 TTT	Leyland Olympian	N.C.M.E	H74F
161,162	K888 TWY, K888 LAD	" "	" "	" "
163,164	K888 PFD, K888 BFG	:	" "	" "
165	K888 BWU	" "	" "	" "

Chassis nos : ON 20481/0/2/3-6 Body nos : 4338/7/9/40-43

The numbers 888 are a lucky combination in Cantonese, and the rego letters are the initials of Company Directors. 159/60 entered service on Nov 27th, the rest following on 1st December.

ON HIRE

The three Ipswich Atlanteans have been returned, the last being 23 (SDX 23R) on Nov 6th. Four Dennis Falcons have remained on hire, but 104/7/12 have returned home to be replaced by :

100/101	YDX 100/1Y	Dennis Falcon	SDA408	East Lancs	B44D -1983
110	C110 SDX	" "	SDA416	N.C.M.E	B49D -1986

At the time of writing (early January) two MCW Metrobuses remained on hire from West Midlands Travel, these being 2284(KJW-W) and 2419 (LOX-X).

GENERAL

The RM has again been active on Romford area routes recently, some examples being the 19.10 hours route 348 ex Romford on Dec 21st, and the 09.00/12.00 ex Romford and 10.45/13/45 ex Lakeside on the 348 on Dec 24th. Ipswich 104 was unusually DM 89 on LRT252 on Nov 19. MCW Metrobus 570 (UMS 751T) has been refurbished inside and repainted pending re-entry into service after a long period out of service.

REBUILT - to H46/31F (ex H46/27D) = 284(F- MHJ)

REPAINTED - yellow- 284, 570 .

SERVICES

323 - diverted in Rainham away from most of Wennington Rd due to a weak bridge, via Upminster Road North & A13 (to Belhus) and via A.13 , Lambs Lane, Wennington Rd (to Rainham) - started Nov 30, for one year. County Bus are running a replacement 545 service from Wennington Green via A13, Rainham , Wennington Rd, to Eastwood Drive, 5 jnys,mon-fri, mixed Atlantean-mini opn.

CORRECTION

To correct the notes in EBN 344, the acquired Dennis Dominators are F registered.

HEDINGHAM

Services

- 81 Re-routed to serve Tollgate Centre from 19.1.93.
95A From 14.12.92. the 1545 ex Burnham terminates at Southminster, with an additional journey to Althorne at 1600

COUNTY BUS

Services

- 370 From 4.1.93. one Monday to Friday evening journey was re-routed to serve Chafford Hundred.
378 From 2.1.93. the section of route between Derwent Parade and Ockendon Station was withdrawn and a revised timetable introduced.
504 Revised to operate between Harlow and Saffron Walden from 17.1.93. at two hourly intervals. Stansted Airport is no longer served by this service.
856 NEW SERVICE. Introduced from 4.1.93. operating from Harlow Town to Harlow Mill, via Tye Green, Church Langley and Old Harlow, during Monday to Friday peak periods.

Revised timetables were introduced on Harlow Town services 804/8 from 2.1.93. and 803/5/11 from 4.1.93.

OTHER OPERATORS- REST OF ESSEX

APT Have acquired DAF/Duple F213 RJX.
ASSOCIATED COACHWAYS Service 871 was revised from 4.1.93. and no longer serves Brays Grove School.
BEESTONS Further to EBN 344, the Colchester service is numbered 677 and operates to Bury St. Edmunds. The service runs during peak periods only a few minutes in front of the Chambers service. Operation is in the hands of ex United and Merseyside Leyland Nationals. A recent acquisition is HWC 83N new to Eastern National but last with Solent Blue Line. It is in Beestons livery without fleetnames and on 7.12.92. was on the Sudbury- Haverhill service. A visit to Sudbury is recommended with a large number of operators and vehicles to be seen in a short space of time.
CARTERS The 1515 ex Monkwick (service 75) was revised to start from Colchester Bus Station at 1500 from 18.1.93.
CEDRICS It appears that services 74X/78X are VR operated during peak periods, with Volvo/Jonckhree in use during off peak periods.
CHAMBERS Slight timetable revisions were made to the Colchester service from 3.11.92.
CHARTERCOACH A new vehicle is K458 PNR a Volvo B10M/ Plaxton Paramount 3500. This operator appears to have left Great Oakley, where are the vehicles now based?
COOKS Have sold Bova/Duple A856 TPU to Southern Star, Harlow.
CROWN THUNDERSLEY Have sold Bova/Duple A467 JRE to Royle, Rochford (a new operator).

CUNNINGHAM A revised service 369 was introduced from 4.1.93. with some journeys operated commercially and others under contract to ECC.

DISTRICT BUS Revised timetables were introduced on services 105,106 & 223 from 18.1.93.

FORDS A recent acquisition is H830 YGA a Mercedes minicoach with Scott conversion.

GALLANTS The Stanford to Basildon Saturday service was withdrawn from 7.1.93.(date given in N&P).

GODWARD COACHES UHJ 621V has been sold to Trans European

GREEN ROVER Services 724/5 were revised from 28.11.92. with the introduction of a Saturday service to Lakeside.

HARRIS A new service numbered 390 and operating schooldays only was introduced from 11.1.93. operating between West Thurrock and Stifford Clays via Purfleet, Aveley and North Stifford. Vehicle news is that Bedford VAS 504 FHV has been re-registered B674 EVW. Eastbourne 30 (NNO 64P) was returned on 27.11. its place being taken by 52. This was also replaced by 51 which was returned on 23.12. In the coach fleet Bova 6330 FH has been re-registered C146 NHJ, with DAF/Plaxton F403 PEV becoming 6330 FH. Both E93 EVW and F97 MHJ are to be re-registered in the near future.

LONDON BUSES Services 723X (from 26.12.92) and 701X (from 16.1.93) to Lakeside have been withdrawn.

NELSONS Further to EBN 341 both RTH 550K and ETO 182L remained in the yard in early November.

OSBORNES Have acquired former Parks, Hamilton G70 RGG and G88 RGG Volvo/Plaxton, a third unknown example has also arrived.

STANS Further to EBN 343, PIJ 2457 was ex Ford, Althorne A522 LPP.

RAYLEIGH ROADWAYS Further to EBN 344 K710 RNR has a Dennis Javelin chassis.

STEPHENSONS Have acquired the following vehicles MSL 21X a Volvo B58/Duple C55F, ex Hemmings, Trimdon. This vehicle was new to Stagecoach with Dominant III C50FT (eg with slanting windows), it was rebuilt to Dominant II (eg conventional windows) and was registered MSV 533, prior to becoming MSL 21X. Further Bristol VRs with ECW bodywork are TNJ 995/8S with COH43/27D ex Brighton & Hove, and RKO 814M ex Berks Bucks but new to M&D. This vehicle is adapted as a driver trainer. Finally, an as yet unidentified Volvo B10M/Jonckheere with severe front end accident damage has been acquired from Berks Bucks.

WESTS Further to EBN 344 a new schooldays only service 533, was introduced between Debden and The Royal Oak from 4.1.93. Two new vehicles to report are K2 BUS a Dennis Dart/Wright and K5 BUS a DAF SB220/Optare. The following Metrорiders are carrying overall adverts E667 YDT Adams & Sons Beds(white), F714 CWJ Stevensons Cars(yellow/black) and F715 CWJ Valley Golf Course(green).

WHM/BRENTWOOD COACHES Further to the fleetlist in EBN 343 HIL 2391 was new as E571 UHS, while HIL 2392 was new as E573 UHS. A further operating centre is the Lee-Roy yard at Kelvedon Hatch, where one VR is kept. Bristol VRs renumbered are GGM 104W now 23 and KKK 887V now 25.

RAIL REPLACEMENT SERVICE

Following the derailment of a freight train at Gidea Park on the evening of 17.12.92. buses were operating at certain times between Romford and Shenfield. Noted on the Sunday were:-

Capital Citybus- mainly J-YRM Olympians

Ensigns- DMSSs, MUA 865P and RT KYY 961.

Cook Westcliff, Simien Rayleigh, Reliance Benfleet- Various Coaches

Stephensons- VRs including TNJ 995S in B&H livery.

Brentwood Coaches- VRs (on loan to Stephensons)

Ingatstone Coaches- both of them!

Supreme Southend- Atlantean VGD 779R.

ESSEX COUNTY COUNCIL

Christmas and New Year Services

- 24.12. Normal services until about 1800. Saturday service in Basildon on service 21.
- 25.12. NO SERVICE
- 26.12. NO SERVICE
- 27.12. NO SERVICE
- 28.12. Saturday service until about 1800. Thamesway service 11 did not operate, so ECC provided a Sunday service on 11A. with the 1754 ex Chelmsford the last journey. Sunday service on route 23C until 1808 ex Eastwood.
- 29.12. Normal service, except service 88 0706 ex Wakes Colne did not operate. In Basildon a Saturday service operated on service 21.
- 30.12. As 29.12.
- 31.12. As 24.12.
- 1.1. NO SERVICE
- 2.1. Normal service resumed

Services that operate Fridays only were advanced to operate on Thursdays.

General

The interavailability of tickets between services 347,348,349 and service 59 was withdrawn with effect from 2.11.92. This is a result of services 347,348,349 now being operated by County.

NON PSVS IN ESSEX

Noted in a field in Mundon near Maldon is KCF 27P a Bedford/Duple coach, which is used as a caravan complete with leaded light windows!

The former Basildon Playbus TGX 841M was on the premises of Ensign, Rainham in late December.

Leyland PD3 HCD 347E which had been disused in the yard of Bender School of Motoring, Laindon had gone by mid November. It is thought that Ford/Willowbrook UOD 433J is the only LPV owned now. Ford/Plaxton PPP 143R which had been in use as a driver trainer

from Boreham was in the yard of Chelmsford Auctions during mid November, and had passed to Kennedy Commercial (dealer), Barking by late December.

Ford/Duple DWP 4S has appeared at the Boreham service area as a driver trainer and appears to have replaced RTW 148R.

WHAT THE PAPERS SAY

The Essex County Standard has reported that the threat earlier in the year that rush hour services would have to be reduced owing to traffic congestion has passed. The recession and job losses have reduced the amount of traffic in the town. General Manager, Clive Sampson is quoted as saying that Christmas traffic would cause problems and add to operating costs.

The County Standard carried a report in late November detailing the views of the two Colchester MPs and their attempts to get the Council to sell its assets. Council Leader, Steve Cawley is reported as saying that CBT is in the pit of a recession and made a substantial loss this year and now is not the time to sell. If we did there would be no buses left to serve Colchester people.

The East Anglian also reported that Stagecoach had made an approach to Ipswich Council asking if they would sell IBT. Ipswich Buses Chairman stated that the sale would be over my dead body.

A number of reports as to the future of Southend Transport have also appeared in the local press. It would appear that the Council would sell to another operator (although Badgerline may be ruled out by the MMC).

SPECIAL BUS SERVICES IN ESSEX

Many thanks for the response to this idea, which first appeared in the November Magazine. The following information has been supplied, and if you know it to be out of date, or if you know of any services not yet covered, please contact Ian Ransom.

North Weald Market

Five free services have been provided by County Bus since the market began in April 1990. The routes have undergone some minor changes since then. The times given below are based on details given in the local press in April 1992 (when the last revisions occurred).

Below each journey the running number is given, these are explained as follows:-

HD (Hoddesdon) operates routes 001 and 002 with Sampson liveried coaches (although County vehicles with Lea Valley fleetnames are sometimes used). Running numbers are not carried, but it appears that four vehicles are used. One journey on service 006 and two on service 005 are also operated.

GY (Grays) operates service 003 and most of service 006. Atlanteans are used, the running numbers shown were correct in April 1992. Vehicles run dead via the M25.

HA (Harlow) operate three vehicles (normally Nationals) on services 004 and 005. Running numbers are carried (HA91-93).

Grays vehicles have proper blinds for the service saying "To and From North Weald Market". Slip boards with the destination are carried in the front windows. Harlow and Hoddesdon vehicles do not seem to have blinds and therefore carry large slipboards saying "Free Service To and From North Weald Market" are carried in the front window. Additional slip-boards give the destination. These services are very popular and often carry standing passengers.

Route details are as follows:-

001 Hoddesdon-Cheshunt-Waltham Cross-Waltham Abbey-Upshire-Epping-North Weald
 002 CIRCULAR via Epping, Loughton, Debden and Epping
 003 Brentwood-Ongar-North Weald
 004 Bishops Stortford-Sawbridgeworth-Old Harlow-Potter Street-North Weald
 005 As 004 but via The Stow-Town Centre-Staple Tye-Bush Fair
 006 NON STOP Harlow Bus Station and North Weald

Services operate every Saturday and Bank Holiday when the market is open.

001	HN	830	930	1030	1130	1230	1330	
	NW	945	1045	1145	1245	1345	1445	
002	NW	950	1050	1150	1250	1350	1450	1550
	VL							
	NW	1105	1205	1305	1405	1505	1605	1638DC
001	NW	1110	1210	1310	1410	1510	1610	
	HN	1225	1325	1425	1525	1625	1725	
		HD1	HD2	HD3	HD4	HD1	HD2	HD3
003	NW			1030	1130	1330	1430	1530 1630
	BH			1100	1200	1400	1500	1600 1700
	BH	905	1005	1105	1205	1405	1505	
	NW	935	1035	1135	1235	1435	1535	
		GY12	GY13	GY12	GY13	GY12	GY13	GY12 GY13

There is no 1230 from North Weald.

004	NW		956	1056	1156	1256	1356	
	BW		1029	1129	1229	1329	1429	
	BW	935	1035	1135	1235	1335	1435	
	NW	1008	1108	1208	1308	1408	1508	
		HA92	HA91	HA93	HA92	HA91	HA93	
005	NW			1013	1113	1213	1313	1413 1456 1513 1556 1613
	BW			1059	1159	1259	1359	1459 1542 1559 1642 1659
	BW	905	1005	1105	1205	1305	1405	1505
	NW	951	1051	1151	1251	1351	1451	1551
		HA91	HA93	HA92	HA91	HA93	HA92	HA91 HA92 HA93 HA91 HA92
005	HA	901	957					
	NW	925	1021					
		HD4	HD4					

				*	*	*	*		
006	NW	930	940	1040	1140	1240			1440 1540
	HL	950	1000	1100	1200	1300			1500 1600
	HL		1005	1105			1305	1405	1505 1605
	NW		1025	1125			1325	1425	1525 1625
	HD4	GY12	GY13	GY12	GY13	GY12	GY13	GY12	GY13

* Lay-over at Harlow garage for meal break

BH	Brentwood High St.	BW	Bps. Stortford Bridge St.
DC	Debden Castell Rd.	HL	Harlow Bus Station
HN	Hoddesdon Clock Tower	NW	North Weald Market
VL	Via Loughton		

Tesco Store Brookfield Farm Cheshunt

Hoddesdon operate a service from Upshire to Tesco Cheshunt via Waltham Abbey and Waltham Cross, using Sampson liveried coaches. No further details are known, but it is thought to have been numbered TS2.

Tesco Store Epping

Hoddesdon were known to be operating a service from the Ongar and North Weald area up until about a year ago. It also used Sampsons coaches, does it still operate?

LRT ROUTE 511

According to LOTS a service from Hainault to Romford on Wednesdays, Fridays and Saturdays using a Lynx from the Debden outstation. It is shown on the ECC route map, but a timetable has not been published for about 18 months. This service serves Chigwell Row which is in Essex (just!)

Tesco Store Lakeside

Grays garage of County Bus operated the following as at February 1990, which are thought to still be operating:-

- T2 Chadwell St Mary (Cross Keys) 1140- Stifford Clays- Tesco (1210). Returns 1425. Monday, Wednesday and Friday Only.
- T3 South Ockendon, Ford Place 1035 & 1350- Belhus- Aveley- Tesco (1104/1419). Returns 1315 & 1600. Daily.

Details of service to Tesco Pitsea, Asda Shoeburyness and Asda Tilbury have been held over until space permits.

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Commercial vehicles, coaches, buses,
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Complete and/or part body resprays – accident repairs and
refurbishments.



All enquiries welcome



Contact Tom Sangster

Unit 14 Mayfair Industrial Estate, Maldon Road, Latchingdon

Tel: (0621) 741464

CONTRIBUTIONS TO THE DECEMBER MAGAZINE WERE RECEIVED FROM:-

R Dennis, M Weyell, Eastern National, Essex County Council and
Thamesway.

CONTRIBUTIONS TO THIS MONTHS MAGAZINE WERE RECEIVED FROM:-

R Bennett, R Delahoy, M Lloyd, A Osborne, C Sigston, D Stebbing,
G Toon, M Weyell, Badgerline Enthusiasts, Eastern National, Essex
County Council, LOTS, PSV Circle, Southend Transport and
Thamesway.

DEADLINE FOR THE FEBRUARY MAGAZINE IS 5.2.93.

The recession being suffered by the nation and, I know, by many of our readers, is also hurting the Group to a small, but noticeable, extent. Over the past few years there has been a slight decline in membership. This of course means that there are less members to pay for the magazine each month. A smaller print order does not reduce the costs by very much; conversely, an increase in membership would not push up the costs of printing the more magazines either. If only we had another 100 members!! However, as long as we can continue to contain costs, run a couple of successful coach tours and use the interest earned from the NSB account then the Group will survive. I hope that we can produce more 16 page magazines during 1993, using the resources of the expanded editorial team, to give better value to you the subscribing members.

BOB PALMER (Treasurer)

MEMBERSHIP SECRETARY'S REPORT

I took over the duties of Membership Secretary from Bob Palmer during 1992 and firstly can I record our thanks to him for all his efforts in that particular department over the course of the past 13½ years.

As Bob has mentioned in his Treasurer's Report there has been a decline in Group membership over the past few years. The majority of members subscribe to the Group in order to receive our monthly magazine, and it is therefore vital that our magazine continues to provide an efficient and up to date news service. Hopefully, it will also be possible to introduce some new features to the magazine during 1993. In this respect, I will also be taking up the new responsibilities of Features Editor as part of our reorganisation of the editorial functions connected with the magazine. I intend to prepare a series of articles on a number of historical and topical matters during the year which should help to broaden the interest in our magazine.

Subscription renewals for 1993 have been at a very encouraging high level. At the time of writing they amounted to 79%, and this can be expected to further increase during the next few weeks. It is of course important that we retain as many of our existing members as possible, and also that we attract new members whenever possible.

If your subscription falls due for renewal in June 1993 can I take this opportunity of urging you to continue to support the Group. Your continued membership and support of the Group is greatly valued.

DEREK STEBBING (Membership Secretary)

TOURS ORGANISER'S REPORT

After organising coach tours since November 1961 I gave notice that I wished to be relieved of the overall responsibility

for this activity in the future. Since no other member volunteered to take on the task, a new Tours Committee has been established and will take over operation of all future coach tours.

Two tours ran in 1992, viz:-

Saturday, 27th June

- Avon Tour
43 passengers
Harris, Grays F98 RAR
and Crown Coaches PPH465R

Saturday, 19th September-

Alan's Farewell Tour
25 passengers
Luton & District Bus
Preservation Group FEV 178

A proposed tour to Eastbourne and Hastings had to be cancelled due to lack of support.

In 1993 a new Central Tours Booking System will be introduced for a range of individually organised tours. It is anticipated that the established pattern of trips will be run. We hope to start by commemorating a special anniversary.

ALAN OSBORNE (Tours Organiser)

MAGAZINE EDITOR'S REPORT

1992 was a difficult year for the bus industry, with the recession and increasing unemployment reducing the numbers of passengers. In Southend, Thamesway and Southend Transport have been involved in a fares war, which appears to have increased the number of people using bus services but at a much reduced profit level. These factors have reduced the numbers of vehicles being purchased and sold, which in turn has reduced the amount of news reported in the magazine. Therefore only 152 pages were published in 1992 compared to 176 in 1991.

It has also been a difficult year for your Editor, with a much increased work commitment and the resignations of two sub-editors which has reduced the amount of time available to cover other operators. As this is my final report can I thank the many members who have contributed to the magazine during my time as editor, and also pass my thanks to those who have helped produce what I hope has been a quality magazine.

Your Committee has plans for a number of extra features during 1993 and hope that these will be of interest. Please let one of us know if there is anything you would like to see featured that is not already covered.

In closing, may I thank the many operators and staff who have taken the time to help the Group during 1992 and look forward to their continued help during 1993.

May I finally extend my best wishes to Peter Snell as he takes

on his new role as Managing Editor and ask you the membership to bear with us over the next few months as the new editorial team settles in.

IAN RANSOM (Magazine Editor)

TIMETABLE SUBSCRIPTION SERVICE

Essex County Council continued to publish their comprehensive timetable booklets for North Essex and South Essex on a regular basis during 1992.

The Group's timetable subscription service presently has about 40 members, and subscribers not only receive new timetables but also receive timetable update news published by Essex County Council on a monthly basis.

Major changes to Essex County Council tendered services will occur during 1993. You can keep up to date on these and all other changes by joining the timetable subscription service. For details write to Derek Stebbing at the address on the front cover.

Finally, can I extend my thanks to Paul Harvey for his help during 1992 in despatching the timetables and other publications.

DEREK STEBBING (Membership Secretary)
