ESSEX BUS NEWS

February 1999

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group) **418**



SUNDAY 7th FEBRUARY WAS THE FIRST DAY OF THE SUPER 8 SERVICE AT BASILDON. SEEN HERE IN BASILDON BUS STATION IS DART 921 IN THE SPECIAL LIVERY FOR VEHICLES USED ON THIS ROUTE

pjs 7/2/99

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ESSEX BUS NEWS
418
EDITORIAL

418 FOCUS OF THE MONTH
JEV 418 was a Bristol K5G,ECW L55R part of a batch 3820-3844 JEV411-435 new in 1939-1941.JEV418 numbered 3827 together with the rest of the batch spent their lives in the Midland area of Eastern National, later transferred to United Counties in 1952, only two are known to have operated in the Eastern area ,when in 1955 JEV421/5 were acquired by Eastern National (1017/8)

ROCHFORD MEETINGS FREIGHT HOUSE 8pm
March 9th Group AGM followed by slide show2 "30 years AGO" by Alan Osborne.
April 13th Talk by Nigel Eggleton,Commercial Director of Arriva The Shires
His subject Arriva in Essex.

NEW PUBLICATION
The Story of Moore Brothers Kelvedon Essex by Bryan Everitt.
Copies can be purchased by post direct from Bryan at,
20 Aubrey Close
Broomfield
Chelmsford
Essex CM1 4EJ at £13-85 inc P&P

Change of bus routes in Basildon and District,where we now have Super 8,Famous 5 Wickford Warrior, The 1, and in Thurrock there is the Stifford Slicker. Special liveried Darts operated the Super 8.
Upset over bus cuts in Thurrock.
Village Link services 14/5 operated by Chariots between Wickford and Chelmsford useing two Mercedes Varios/Marshall S642/3MGA.

Contributions received with thanks from Essex Buses.Arriva Southend.Arriva EH &E. Essex C.C. LOTS. PSV Circle.R Dennis. P Ford. C Stewart.M Evans.D Nash. I Taylor. F Monck.C Sigston.F Cunningham.

Contribution for March EBN should be with Sub Editors by 5th March and Man Editor by 10th March.

Correction to Thamesway route changes page 12 Service 31 should be 1 and additional new service is number 37 Stifford Slicker between Grays and Stifford Clays M-S.



THIRTY FOURTH ANNUAL REPORT

A Review of the Group's activities during 1998

CHAIRMANS REPORT

The past year has been one of change. A change in my personal life style, for I have taken early retirement and now only work one day per week. I now have more free time for other things, time to do all those jobs that I always wanted to do but never quite got around to. When these are out of the way, and my enthusiasm wanes, some long term Group projects will then receive attention. A change in the committee has seen the departure of Andy Meadows, we shall all miss him and his Cliff Agency, we also welcome John Weeks as our new Thamesway sub editor. Finally a change in magazine production. Peter Snell has also taken early retirement through ill health, so he also now has more time to devote to the magazine. We have invested in a new Word Processing system, which has considerably improved the layout over the year. The committee wish all members a successful year in 1999 and we look towards the millenium with confidence.

ALAN OSBORNE (Chairman & Founder)

MANAGING EDITOR, PHOTOGRAPH OFFICER & EVENT ORGANISER REPORT

I would firstly like to thank all those members who have kindly wished me well after my health problems during the year. I am hoping that my new life style and limitations will keep me going.
As Events Organiser our attendance at various rallies has been very successful with the sales of publications and photographs being at a record level, hopefully this trend will be continued through 1999.
The Rochford meetings are well attended, They afford an opportunity for members to get together have a chat and a pint, and to look at slides and photographs. I would also like to mention that two of our members George Bentley and Norman Eccleston, who are bus modellers of the highest standard, have won top awards at the recent Model Bus Federation National event. George specialises in the City Coach Company, whilst Norman concentrates on Eastern National. Their models are really something to see, WELL DONE.
The photograph stock has been enlarged with a large number of coloured views of Eastern National in the 80's being added. As there are so many of these it is impossible to produce a list, however, if you are missing shots of Bristol RE's or early Leyland Nationals then send me your requirements and I will endeavour to help.
Finally as Managing Editor of Essex Bus News, I would firstly like to thank all the Sub Editors, Roger Dennis, Colin Sigston, Phil Ford, Ian Taylor and Mark Evans for their continued support. I hope that my blend of old and new items is of interest to all.

PETER SNELL (Managing Editor etc.)

TREASURERS REPORT

Since this Annual Report has been produced at a slightly later date, the draft detailed Group accounts for 1998 are now complete. The full audited Statement of Accounts will be available at our Annual General Meeting. Last year showed an overall deficit, however, this has to be set against a considerable spend on new capital equipment such as a Word Processor and a Slide Projector. Our reserve funds still remain at a generally healthy level, well able to met all of our liabilities.

ALAN OSBORNE (Treasurer)

MEMBERSHIP SECRETARY REPORT

1998 was a more encouraging year in terms of attracting new members to the Group, and also for retaining our existing members. Nine members did not renew their subscriptions during the course of the year, whilst ten new members joined the Group.
The above changes are due to two factors, firstly we are now advertising in the magazine "Bus Fayre", and this has certainly resulted in an increase in the number of enquiries about membership, and secondly we are carrying out a more intensive recruitment campaign at the sales events and rallies that we attend. Amongst those involved in these events, I must mention for special thanks, David Arnold and Peter Snell who have been of particular assistance in publicising membership details.
Subscription rates have been set at £12.50 (1st Class post) and £11.50 (2nd Class post) for 1999. With the proposed reduction in the second class postal rate to 19p during 1999, it should be possible to hold subscriptions at these rates for rather longer than normal, providing paper costs do not rise significantly. No increases in subscriptions are anticipated before the millenium.
Finally, can I remind all members that it remains vitally important that we continue to attract new members and so if you know of anyone who may be interested in joining us, please ask them to write to me.

DEREK STEBBING (Membership Secretary)

TIMETABLE SUBSCRIPTION SERVICE

The Group Timetable Subscription Service continues to provide all (or a selection) of Essex County Council timetables for members of the service. In addition, we are now able to offer copies of the Thurrock Council timetables without any additional charge.
This service simply would not operate without the help of Mary and David Arnold, who are responsible for the mailing of all timetables, and also the valued assistance of Robin Wheatcroft and his staff at Essex County Council and David Slay and his staff at Thurrock Council, our grateful thanks to all of them. We can always accept new members into this service, just write to me for details.

DEREK STEBBING (Membership Secretary)

TOURS ORGANISER REPORT

One tour ran during 1998, this was on Saturday 13 June when Hedingham & District L270 (CPU125X), a Plaxton bodied Leyland Tiger formerly with Osbornes of Tollesbury, was used for a visit to Suffolk and Norfolk. Visits to Galloway, Mendlesham; Simonds, Botesdale; Sanders, Holt and Semmence, Wymondham and a lunch stop in Norwich were included. Unfortunately the cloudy weather finally broke just before the final stop, necessitating a mad dash with cameras and notebooks.
A local tour was arranged for later in the year, but this had to be cancelled due to a lack of response from operators and a low level of bookings.
Plans for 1999 are for a proposed tour to South Lincolnshire on 26 June, and a local tour in a preserved vehicle to take place in September.
Many thanks, as always, to our drivers and especially to Dave Arnold, for his valuable role as Bookings Co-ordinator.
I would ask all members to support tours during 1999, and why not bring along a guest who may just enjoy the day out. If you have not been on a tour before why not try one, remember "Our coach tours reach those vehicles that private visits fail to photograph !"

IAN RANSOM (Tours Organiser)

THAMESWAY SUB EDITOR REPORT

1998 has seen a number of changes to the Thamesway fleet. The sale of Capital Citybus to the First Group saw the transfer of Ponders End garage to that Company. This and the loss of route 214 has resulted in the virtual demise of Thamesway buses on LRT services, other than those run from the newly opened Romford premises. Some vehicles have been on loan to the new operators whilst others have been used at other Thamesway garages or transferred to Eastern National.

Most of the Mercedes 608 class has been withdrawn, and the Leyland National hangs on by a thread. New deliveries consisted of a small batch of Mercedes minibuses, which were quickly transferred to First Capital and the corporate liveried low floor Darts for the Canvey Clipper service.

Finally, I would like to thank everyone for the support they have given me, particularly those members who kindly provide regular reports of odd working and other local information. Your help is both invaluable and necessary to produce this column.

JOHN WEEKS (Thamesway Sub Editor)

NORTH ESSEX CORRESPONDENTS REPORT

It has been another very interesting year in the northern part of our County. There is always much to view and a lot going on with First Eastern National, Hedingham Omnibuses and Crusader Coaches all having premises here on the outskirts of Clacton.

It seems that most of the First Eastern National new vehicles "check in" at Clacton depot before dispatch to their allocated stations, which included the new corporate liveried Darts for the Diamond and Clipper services. Although no corporate liveried vehicles currently operate from Clacton, we do have a variety of other colour schemes on view.

The "open top" service this year was maintained by a Leyland National, due to the regrettable demise of the Bristol VR's in the fire at Walton. However, popular stalwart 2383 did herself proud by successfully completing a round Britain journey in aid of charity.

Hedingham Omnibuses also continues to flourish, the newly opened Clacton Common Shopping Village bringing a new service, 130, and a specially painted Bristol VR to operate it.

Crusader Coaches continues to modernise its coaching fleet, and now seems to have settled on new Setras as its standard.

Much has happened in Colchester, with the Arriva livery beginning to take hold. Indeed Colchester still proves to be an interesting place and during 1999 I hope to report on some of the other smaller operators within the north of the County.

I am sure that there will continue to be a significant interest in this part of Essex in relation to bus operations from the readers of the magazine, and it is my intention that the North Essex column will to continue to satisfy that interest.

PAUL SPARKS (North Essex Correspondent)

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First Eastern National

ACQUIRED VEHICLES

As a result of the 351 being extended from Romford to Lakeside, as replacement for First Capital service 348, five vehicles are to be acquired from First Capital.
The identity of these vehicles was unknown as we went to press, but the two Volvo B10M/Duple Dominant D497/9 MYS, plus three Leyland National 2's were expected.
These will probably be confined to schools services, with Darts and Lynxes moved from schools work to stage work.

ALLOCATIONS

Period End 24.1.99. 3219/20 D-L(D) - Reserve

WITHDRAWN VEHICLES

Currently at Clacton are 1850, 1896, 1921, 2232, 3229 and 3234, plus Thamesway 1830.
Also parked here are reserve vehicles 1132,1133,1916.

REPAINTS

1/99 None

GENERAL

Walton garage has now been demolished.

SERVICES

2 New Village Link service. Clacton to Mistley via Weeley, Tendring, Lawford and Manningtree. Monday to Saturday, six journeys each way from 22.2.99.

7 New Village Link service. Bishops Stortford - Bentfield Green via Stansted Airport, Henham and Elsenham. Monday to Saturday, hourly, from 22.2.99.

33 Additional journey at 1656 from Stansted Airport to Chelmsford on Monday to Friday from 4.1.99.

59 Additional service 1110 from Chelmsford to Hatfield Heath from 4.1.99.

59 From 22.2.99. the 0930 ex Chelmsford departs at 0910, the 1455 ex Harlow departs at 1500.

126 Service withdrawn after 29.12.98. Replaced by Village Link services 3/4.

350/1 Most journeys extended from Romford to Lakeside, as replacement for First Capital service 348, which has been withdrawn. However, some early am journeys are still worked by First Capital, as service 348. Some short workings are operated by EN as service 348.

Further to the Village Link item last month, service 1 is operated by Eastern National.
The remaining London Commuter services were withdrawn and passed to Fargo from 4.1.99.

VILLAGE LINK

Further to EBN 417, services 14/15 (Wickford to Chelmsford) are operated by Chariots.

All Village Link services are operated by easy access, rather than the low floor vehicles mentioned last month.

HARRIS BUS

VEHICLES

Mercedes minibus J583 WVX has been re-painted from Gala Bingo overall advert into fleet livery.
Optare Excel P446 SWX remains on loan. It is still in London red, but now carries a Harris Bus fleetname on the front.

HARRIS COACHES

Neoplan N602 EEV has been repainted from Harris Holidays livery, into standard coach colours.

OTHER OPERATORS - REST OF ESSEX

ACE OF CLUBS THUNDERSLEY J32 UTG a LDAF/Carlyle has been acquired.
AMOS BELCHAMP ST PAUL Former Brighton Dodge/Alexander D457 YPN has been acquired.
APT RAYLEIGH Bedford J2/Plaxton DHJ 255B (APT 416B) has been sold to a Rayleigh based, antique dealer. Vehicles back here are DAF/Jonckhree RBD 215 and Bova Futura A20 APT, this was previously APT 42S, which is now on a DAF/Van Hool.
ASSOCIATED COACHWAYS HARLOW Volvo B58/Duple TJI 8789 (OAV 256W) has been acquired from Tigerways, Harlow for spares. Ford Transit E954 ANO has been sold to a private owner in Purfleet.
AUTOHIRE STANSTED A further Ford Transit here is B489 WKJ.
BARKERBUS ROYDON Fiat/Caetano E705 GNH has been sold. Bedford YNV/Duple SIB 3276 (B224 OJU) has been re-registered and sold. SJI 9334 (FVX 825Y) a Bedford YNV/Plaxton is now SIB 3276. F70 SMC a Mercedes/Reeve Burgess has been acquired. Optare Citypacer SJI 9335 (D371 JUM) has been withdrawn.
BERNARDS HARLOW Leyland Tiger/Duple D121 HML and Volvo/Van Hool WSV 498 (DSJ 302V) have been sold.
BILLERICAY CARRIAGES Ford Transit R356 YPU has been acquired. A new addition is S731 WJN a Mercedes 310D/Frank Guy.
BISS STANSTED Mercedes/Jonckhree A335 WEV and Bova Futura J7/8 BBC have been sold. A further Mercedes/Autobus here is S936 RBE. Service 38 was reduced to one journey in each direction from 1.2.99. Following introduction of Village Link service 7, service 317 had a much reduced timetable introduced from 22.2.99.
B&S TRAVEL HARLOW Leyland Tiger/Plaxton FIL 7665 (A527 LPP) has been acquired from Bernards, Harlow. Also here is Leopard/Duple NIL 6460, which is thought to be OEH 930W formerly of Blue Diamond, Harlow re-registered. LDAF 400 L949 HBH is also owned.
BRANDON BLACKMORE END Van Hool Astromega LXR 958, was re-registered back to MSU 586Y and sold to Peniel Church, Pilgrims Hatch last year.
BUZZ HARLOW Leyland Tiger/Plaxton B293 KPF is reported here. Is this in addition to B292 KPF, or is one an error?
CAIRD CARS COLCHESTER Ford Transit F372 NAR is now in use.
CARTER EAST BERGHOLT A recent addition is E351 WYS a Renault/Alexander.

CATTON HARLOW Ford Transit N660 DAR has been re-registered N4 CDC. Fiat D821 BLT has been withdrawn.

CEDRIC WIVENHOE Not previously reported here, is that Olympian/East Lancs A278 ROW has been acquired, and that former Eastern National Olympian B694 BPU has been sold. Olympian ACM 705X is number 4, while Bristol VR FKM 881V is number 17. Volvo/Berkhof R19/20 CED are recent additions. Olympian B109 LPH has suffered a low bridge accident. This and some other Cedric vehicles are now parked at Fir Tree Cafe, Thorrington.

CHARIOTS CORRINGHAM Ford Transit E837 LRE and DAF 400 G947 AAY have been acquired. DAF/Van Hool ADC 366A (AGV 260Y), Ford Transit A221 PBM and Bristol VR/N Counties RDC 114R have been withdrawn. This operator has a contract to fit seatbelts to various vehicles from Essex Ambulance service.

CHELMSFORD TAXIBUS Leyland swift/Wadham Stringer A777 UYL has been acquired. Some vehicles are now in use in Harlow, with Harlow Taxibus lettering.

CJ TRAVEL HARLOW LDV 400 K861 SDF has been acquired.

CLINTONA BRENTWOOD A further Iveco/Marshall R418 XFL has been acquired.

C&M LAINDON A recent addition here is K815 TJU a Toyota/Caetano.

COACHSTOP SOUTHEND Bova Futura P466 JWB has been sold. It is replaced by Setra S250, S389 FTL. This vehicle is named Legends and carries picturs of Carry Grant. S603 VAY is named Nina and features Elephants, while S604 VAY is named Chief and features Indians.

COGGESHALL COMMUNITY BUS Ford Transit/Chassis Development S289 UGV is now the vehicle owned here.

COLCHESTER COACHES The operating centre has moved to Claire Road, Kirby Cross.

COUNTY COACHES BRENTWOOD Bedford YMT/Plaxton NIW 1639 has been re-registered, as this plate is now carried on a Toyota/Caetano of Lee-Roy, Brentwood.

DCH COLCHESTER Have left Haven Road, Colchester. Does anyone know where they are now based?

DMA BRENTWOOD H580 PHK a Ford Transit/Adams coversion has been acquired.

DONS DUNMOW This operators collection of Dennis Javelins continues to expand, with Caetano bodied J413 GRH.

ESSEX THAMESIDE CANVEY Former Thamesway Tiger/Duple IAZ 6393 (B337 AGL) has been acquired from Amber, Basildon. Vehicles are now parked at Armstrong Road, Thundersley.

FARGO RAYNE New to this fleet are LDV Convoy S267/268/435/438 RBC. Bova Europa GGD 847X and Scania/Van Hool M310 VET have been sold. HSK 892 (ex H20 KFC) a Mercedes/Plaxton paramount has been acquired. This was ex Kings Ferry, and has been re-registered with a plate from a former Supreme, Southend vehicle.

FLAGFINDERS BRAINTREE Bedford YNV/Plaxton D21 CPF has been acquired.

GOLDEN BOY ROYDON A new vehicle is S8 BOY, a Mercedes 0814D/Plaxton Cheetah, named Master Terrance and is numbered 495. Ford transit Toureno N687 AAR has been acquired and is number 493. Due to enter service is Merdedes 410D/Crest M379 CGN. Fiat/Caetano YOI 7145 (C358 LVV) has been sold.

GOODWIN BRAINTREE A147 RMJ a Leyland Tiger/Van Hool is a recent addition.

INTACAR BASILDON Ford Transit Tourneo S581 UGV is here and PSV registered.

KELLYS TRAVEL HARLOW Leyland Tiger/Duple NIL 2461 (C975 GCV) has been acquired.

LEOS MINICOACHES HARLOW The LDV minibus recently acquired is correctly registered K795 CAN.

MAJESTIC BUSES COLCHESTER Mercedes/Robin Hood APX 610V has been sold for scrap.

NCS NEWPORT Further Renault Traffics in this fleet are K686 JWC, J281 BJN, M709 AVW.

NEED A BUS BOWERS GIFFORD Totota/Caetano G344 KOF is a recent addition.

NEW HORIZONS WIVENHOE Ford Transit S399 XSU is a new addition to this fleet.
OXFORD HOUSE SCHOOL COLCHESTER Have obtained an operators license! The vehicle here is LDV 400 L482 XPV.
PEGASUS POINT CLEAR VW Transporter S308 SEV has been added here.
RAYNHAM NEWPORT Fiat/Caetano YBM 879 (JSR 88X) has been sold.
ROAD TRAIN STURMER The first vehicle recorded here is LDV Convoy S510 OEW.
RUFFLE CASTLE HEDINGHAM Leyland Swift/Elme F578 WCK and Toyota/caetano F421 RRY have been sold.
RULES BOXFORD Service 751 was revised to operate on Wednesdays only from 17.2.99.
RYDER HARLOW Recent additions are PSV licensed Peugeot 806, P395 KOO and taxi plated Vauxhall midi, K795 SLO.
S&M THUNDERSLEY Fleetline/MCW OJD 191R has been acquired. Flletline KUC 154P has re-entered service, but Reliance MRR 808K, Fleetlines KUC 969P, OUC 38R and KUC 941P are all withdrawn. Ford/Duple JMJ 109V has been sold.
SJH TRAVEL CRAYS HILL Mercedes LP813/Imperial EAZ 3526 (MLG 785Y) has been acquired.
SM TRAVEL HARLOW Leyland Atlantean/ECW SUP 269V has been acquired.
STAGECOACH CAMBUS Service 22 (Saffron Walden-Cambridge) was withdrawn after 2.1.99. and replaced by revised services 102/3. Service 31(Cambridge-Barley) had a revised timetable introduced from 4.1.99.
STANWAY TRAVEL SERVICES LAYER DE LA HAYE VW Transporter L482 SCD has been added to this fleet.
STEPHENSON ROCHFORD Leyland Olympian/ECW GKE 441Y has left the operational fleet.
STORT VALLEY STANSTED LDV Convoy R41-43 BYG are recent additions.
SUPREME SOUTHEND MCW Metrobuses ORJ 91W and ANA 163Y have been acquired. As has Dennis Javelin/Caetano P175 ANR.Volvo/Caetano K707 RNR and Dennis Javelin/Caetano N586/7 GBW have been sold. The Volvo was the last vehicle in the fleet acquired from Chartercoach.
TEE JAYS WIVENHOE Vehicles withdrawn are Bedford VAS/Duple RJI 1633, Ford/Duple SUE 262W and Citroen F483 JBU.
TIGERWAYS HARLOW DAF 400 F581 KVL has been acquired. Leopard/Duple MGS 247P has been sold.
TRAVELUX STANFORD LE HOPE AEC Reliance/Plaxton RJI 5710 (OEB 693R) has been acquired.
VICEROY SAFFRON WALDEN From 2.2.99. the 1445 ex Saffron Walden on service 29, was revised to operate 10 minutes earlier. From 1.2.99 the Saffron Walden town service, had a revised route and timetable introduced. Service 59 was renumbered 590 and had a revised route and timetable introduced from 1.2.99. Service 62 was withdrawn after 28.1.99.
WALLIS MARKS TEY LDV Convoy S690 RAO is a new addition.
WATSON ENTERPRISES WEST THURROCK Setra H61 PDW has been seen here and is assumed to have been acquired. Vehicles sold are Scania/Plaxton JAZ 4405 (C103 CYE) and Setra JIL 4127 (E292 FPK).
WINDMILL STANWAY DAF/Ikarus S428 JUA has been added to the fleet. Vehicles sold are Van Hool T815 integrals C769 WKS and C426 VAY, plus rare Ace/Van Hool VIB 9303. DAF/Van Hool K932 VCP was on loan and has now gone.

ESSEX ODDS & ENDS

Belamacanda Care Home, Little Clacton operate G206 RMY a Ford transit/Dormobile.
Former Essex CC Ford Transit/Dormobile H953 KVX is operating on a Castle Point taxi plate and is thought to belong to Bestax.

The Harlow Youth Bus, Fleetline GHM 818N is normally to be found at Outdoor Pursuits Centre, near Harlow Town Station.
The Wivenhoe Community Bus, is Renault T35, S746 VOM.

COLCHESTER DAY ROVER

For those members, who may wish to travel on the declining Atlantean fleet in Colchester, the following is a summary of a day out, that Ian Ransom and Richard Huggins enjoyed on 8.2.99. Old fleet numbers are in brackets, for those not yet acquatied with the new fleetnumbers.
An Arriva day rover, to cover all this, was excellent value at £1.85

5389 (49)	0839 service 2 North Station to Highwoods via General Hospital.
5387 (47)	0900 service 2 Highwoods to Bus Station via Ipswich Road.
3316 (56)	0930 service 1B Bus Station to Ambrose Avenue
3321 (61)	0959 service 1 Ambrose Avenue to High Street
5318 (88)	1021 service 1A High Street to Greenstead, Elm Cresent
	Walk to Hamlet Drive
3315 (55)	1100 service 1 Greenstead Hamlet Drive to Bus Station
5366 (336)	1128 service 8 Bus Station to Monkwick
5350 (M410)	1201 service 8 Monkwick to Horkesley Heath
5350 (M410)	1238 service 8 Horkesley Heath to Bus Station
	Lunch Break
5315 (85)	---- service 2 Osborne Street to North Station, Asda Store.
5360 (220)	---- service 8 North Station to Bus Station
3311 (351)	1514 service 1 East Hill to Greenstead Hamlet Drive
3311 (351)	1530 service 1 Greenstead Hamlet Drive to Greenstead Library
5316 (86)	1543 service 1A Greenstead Library to Ambrose Avenue
3305 (355)	1624 service 1C Ambrose Avenue to Head Street
5317 (87)	1725 service 5 Head Street to Highwoods
5317 (87)	1747 service 5 Highwoods to North Station.

Highlights of the day, include an Atlantean on the 5 and the sight of 66054 heading light through Colchester, just after we had got off the bus at Asda. Why had we put our cameras away?
In general terms the following vehicle types are allocated:-

1 group	Volvo/Greenway/Atlantean
2 group	Olympian/Atlantean
5	Dart SLF
8	Metrobus

As Maldon Road was closed for roadworks, outward services were operating via Lexden Road, Beverley Road and Cambridge Road. Inward services ran via Salisbury Avenue and Butt Road.
Finally, a word of warning. Colchester becomes very congested on Saturdays, not helped on our day by a further set of roadworks on Colne Bank Avenue. This means services do not always run to the timetable, but excellent control, with the use of two way radio, prevents large gaps from appearing.

First Thamesway

NEW VEHICLES January 1999

D875 ELL Leyland Lynx Leyland DP48F
D876 ELL Leyland Lynx Leyland DP48F
These vehicles came from Eastern Counties but were not used by them although D876 ELL was given fleet number 501.They have been previously owned by Badgerline, Centrewest and were new to ~~Newport~~. Merthyr Tydfil.
D875ELL has previously carried registration numbers 810 DYE and D106 NDW and fleet number LX10 at Centrewest
D876ELL has previously carried registration numbers 811 DYE and D111 NDW and fleet number LX11 at Centrewest
Both vehicles have been allocated to HH were they will presumably be given fleet numbers 1431 and 1432

DISPOSALS November 1998

341 H351 LJN To Western National fleet number 9807

ALLOCATION CHANGES

734 returned from Eastern Counties to RESERVE

REPAINTS January 1999

919, 921, 922, 924, 925, 926, and 928 to new blue and yellow livery for Basildon service Super 8.

ROUTE CHANGES

399 new route West Horndon Station – Lakeside via Bulphan, Horndon-on-the-Hill, Linford, East Tilbury and Grays This service which started on January 25th is provided by Thurrock Council and is financed by a special government grant for rural bus services.

ODD WORKINGS

18-01-99 949 on 391 (Premier 100 livery)
20-01-99 3069 on 551
21-01-99 3109 on 551
28-01-99 919 & 924 on 551 (blue livery)
734 has been a regular performer on 269.

NEWS

The Darts , which have been repainted in blue and yellow livery for a new route Super 8, start on February 8th in Basildon Extensive service revisions in Basildon also commence on that date. Older members may recognise the new livery as similar to the old Hicks colours, whereas the younger set liken it more to the current Metrobus livery. Some of the buses have been used at HH until the commencement of the new route.

THAMESWAY route changes week commencing 7th February 1999

5 NEW SERVICE Pitsea-Basildon Daily named Famous 5
8/8a NEW SERVICE Pitsea-Laindon Circular named Super 8
22 Basildon-Canvey Minor TT changes
25/b/c Southend-Basildon Revised route and TT changes
25a Southend-Basildon renumbered 25e
26 NEW SERVICE Hole Haven-Canvey M-S every 30mins 10-00hrs-14-00hrs
31 NEW SERVICE Pitsea-Langdon Hills
32/32a/32b/32c 33/33a/33c 34/34a/34c 37 38 41 241/4 all withdrawn
40 Pitsea-Billericay replaced by 101
100 Chelmsford-Lakeside Revised route and TT
101 NEW SERVICE Billericay-Stanford le Hope
150/1 Service revised
232 Evening service replaced by NIBS Wickford

New Village Link services operated by Thamesway from 22-24 February

19 Fryerning - Romford W and S
20 Ingatestone-Epping M and Th
21 Pilgrims Hatch-Chelmsford T and F
22 Fryerning-BrentwoodT and F
I journey each day

ARRIVA SOUTHEND

FLEET

5393 F573SMG To Arriva livery ex HWS advertt

SUBEQUENT DISPOSALS

Leyland	347 XWX 184S	D&T Coaches Wakefield
Ley/Nat	712 JTU 593T	Optional Bus Horsforth Leeds
Ley/Nat	721 GGE165T	Wealden Five Oak Green (dealer)

OTHER NEWS

New dayglo destination scrolls and numbers are being fitted to all the fleet
Details will be printed next month.

UNUSUAL WORKINGS

4/2 4311 A141EPA Route 1
9/2 4307 A247SVW Route 7c

Despite reports in in other enthusiasts magazines 2300 D45OKH is still in London Rd garage.This is the Iveco repainted in ST livery as shuttle bus to the "new garage".

ARRIVA EAST HERTS AND ESSEX

FLEET

Allocation Changes to January 1999

2287-91	G927-31 WGS	Arriva London North (Edmonton) to Ware
2298/9	G918/9 UPP	Arriva London North (Edmonton) to Ware
2303-7	F713-5/8/9 CWJ	Delicensed to Sold
2333/6	L723 PHK / L722 OVX	Arriva London North (Edmonton) to Ware
4318	C255 SPC	Arriva The Shires to Ware (WE) (off loan)
M 240	BYX 240V	From Arriva London South
M 372	DTG 372V	Delicensed to Sold (by November 1998)
MB 115	F115 JGS	Delicensed to Sold (by November 1998)
MB 53/4	E353/4 NEG	Delicensed to Sold (by November 1998)
MB 706	E296 VOM	Delicensed to Sold (by November 1998)
MB 739/40	N739/40 AVW	Delicensed to Sold
MB 748	E448 TYG	Delicensed to Sold (by November 1998)
MB 796	F796 JKX	Delicensed to Sold (by November 1998)
VDL 185		Stored to Sold

Liveries

Dec 98: 3345 (H255 GEV) and 5355 (GBU 5V) to Arriva corporate livery.
5354 (GBU 4V) and M233 (BYX 233V) to Arriva corporate (outer London) red/stone livery.

By Jan 99: 3351 (J401 XVX), 3364 (K414 FHJ) and 3369 (K319 CVX) to Arriva corporate livery.

Fleet Numbering

BP 504	DDX 741T	1148	Training
BP 507	SGS 497W	1149	Training
MB 722	L722 OVX	2336	WE
MB 723	L723 PHK	2333	WE
MB 918/9	G918/9 UPP	2298/9	WE
MB 927-31	G927-31 WGS	2287-91	WE

General

The 9 minibuses for route 363 which were outstationed at Arriva London North's Edmonton depot until 8/1/99 are now allocated to Ware depot. 4 vehicles are outstationed at Harlow. Several of Arriva London North's Leaside fleet of coaches are outstationed at Ware.

Vehicles used on the Lea Valley corridor (310 Hertford - Enfield service) are to be repainted into the Arriva Outer London livery of red and stone.

SERVICES

20 February	301	Ongar - South Woodford. Withdrawn Loughton Station - South Woodford Station. Extended Tylers Green to Ongar all day Mondays to Saturdays. No change to ECC contract journeys operated by Thamesway.

	549	South Woodford - Loughton. Revised timetable. Service increased to every 30 mins as replacement for 301. Re-routed in Loughton to terminate at Trapps Hill library, no longer serving Loughton Station or Borders Lane, Newmans Lane, Rectory Lane and Church Hill loop.
6 March	724	Harlow - Heathrow Airport. Revised timetable. Introduction of EC Regulation 3820/85 Drivers Hours (correction to EBN 417).
	500	Revised to operate between Old Harlow and Romford Station. The section of route between Old Harlow and Stansted Airport will be replaced by new route 510.
	501	Revised to operate between Old Harlow and Brentwood Station
	510	New service, Harlow Bus Station to Stansted Airport via Rye Street in Bishops Stortford.
	511	New service to replace the 501 to and from Lakeside. From Epping Station via existing service 501 to Brentwood, then Warley, North and South Ockendon to Lakeside.
	811	Harlow - Old Harlow. Service withdrawn (see service 510).
28 March	311	Hertford - Enfield. Revised Sunday running time.

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Fleet No. L296, Volvo B6 Plaxton B40F, Registration No. M441 CVG recently acquired from Lamberts has now been painted into full fleet livery and allocated to Tollesbury with effect from 2nd February 1999.

Fleet No. L240, ex Carters Leyland Leopard PSU3E/4R, Registration No. XPW 877X has been allocated to Little Tey depot following accident damage in Kelvedon, Tiptree Road. The vehicle went into the Hedingham workshop for repairs.

Crusader Coaches, Clacton

Due for delivery to this operator during March are no less than seven new Setra 250's. For the coming season all of the Company's vehicles will be wearing the new smart cream based livery. Repaints on the last of these, which still sport the old livery, is due to be completed by Boons of Boreham very soon.

Miscellaneous

It is reported that Flagfinders of Braintree have C924 DKR an ex Crystals of Orpington Leyland Cub which is used predominantly on school work. Ex Eastern National Bristol VR, Registration No. NPU 982M, Fleet No.3035 is reported as still being with Jones of Bontnewydd. Painted turquoise with black around the windows this vehicle is also used as a school bus. Jones did also have another VR, Registration No. PRR 116L, but this was understood to have been broken up on the premises leaving only the chassis.
Wicks are still believed to have Wiffens Supreme, Registration No. XAR 554X.

I would like to thank Mr. D.R. MacGregor MBE B.Sc.(Econ.) MCTT of Hedingham Omnibuses Limited and Group member Sue Burdon for supplying information for this column.

ARRIVA COLCHESTER

Some of the new fleet numbers were changed just before they came into use on 1.1.1999. The following list amends the one shown last month.

original no	reg no	type	new number
41	C41 HHJ	Leyland Olympian	5389
43	D43 RWC	Leyland Olympian	5390
45	F245 MTW	Leyland Olympian	5397
46	F246 MTW	Leyland Olympian	5398
47	H47 MJN	Leyland Olympian	5407
48	H48 MJN	Leyland Olympian	5408
49	H49 MJN	Leyland Olympian	5409
102	HDZ 8354	Bova Futura	4344
220	BYX 220V	MCW Metrobus	5360
299	BYX 299V	MCW Metrobus	5369
301	BYX 301V	MCW Metrobus	5361
336	EYE 336Y	MCW Metrobus	5366
419	P419 HVX	Dart Pointer	3419
420	P420 HVX	Dart Pointer	3420
422	P422 HVX	Dart Pointer	3422
430	P430 HVX	Dart Pointer	3430

A full fleet list is available from the company's office at 38 Magdalen Street. Please send a stamped and addressed envelope.

Atlanteans 5313 (MEV 83V) and 5314 (MEV 84V) were withdrawn in the week commencing 11.1.1999 and on 2.2.1999 respectively.

Metrobus M410 (GYE 410W) has been numbered 5350. It was painted in Arriva livery between 14.1.1999 and 1.2.1999 and entered service the following day.

Olympian 5398 came out of the paintshop on 14.1.1999. All the Olympians have now been repainted in Arriva corporate livery. Ray Giles, the AC manager, has been quoted in the local press as saying that he intends to leave one bus in CBT livery until the centenary of the introduction of the Corporation trams in 2004. The youngest buses still in CBT livery are the Volvo B10Ms, which were new in 1985.

Railway replacement work was as follows.

23.1.1999 Barking/Aldgate for First Capital (5389, 5398, 5407, 5408, 5409)
24.1.1999 Barking/Aldgate for First Capital (5397, 5407, 5409)
26.1.1999 Sudbury/Marks Tey (4310)

Coaches 4302/3 are now officially allocated to school contracts.

capped by the "Bell" public house. The first mention of this place was in 1212, when it was known as "Horninduna" - "horn or pear-shaped hill."

After descending from Horndon-on-the-Hill the bus would come to a T-junction - the end of the B1007 road - where it met the London to Southend A13 arterial road at a point called "Rookery Corner," where a huge old tree stood that had been host to countless generations of rooks Then turning right on to the A13 the Tilbury Ferry bus would continue thus for a mile or two before making a detour through the Village of Orsett, with its "Cock" public house and hospital. Interestingly Orsett, first mentioned in 957, still retains its original name; adjacent to Bulphan Fens, it is recorded as being "the place where bog-ore was mined" - this presumably being a peat-like source of fuel. Soon afterwards the A13 would be rejoined at Socketts Heath by J. W. Pigg & Sons' large bakery, then proceed down Palmer's Avenur (so named after the well-known boys' school) then turn left by Grays War Memorial into the High Street. In the 1940s the High Street was bisected by the LMS Southend to Tilbury Riverside railway line, and one often had to wait at the closed level-crossing gates until a train passed through - usually hauled by an ex-London, Tilbury & Southend Railway 4-4-2 tank locomotive. After passing Eastern National's Argent Street Depot on its right the bus would finally make its way to its destination by the Thames riverside.

I often wonder how much change has taken place along that route since I left the UK in 1969; I know, from some correspondence received in 1986, that the Chelmsford "Tech" had long ceased to exist by then, as also had the Chelmsford Corn Exchange, where our graduation ceremonies were held, and that Bonds of Chelmsford had become part of the Debenham Group. Perhaps it's best that I don't know any more!

* * * * * * * * * * *

As mentioned earlier on, between Galleywood Race Course and the Stock "Ship" public house there was an enormous dump which was the graveyard of numerous worn-out or wrecked old cars and trucks as well as being host to huge piles of aircraft tyres of the four-engined bomber variety. It was also the last resting place of some Eastern National

buses whose identity I noted at the time, but some information has become lost over the years; however the following "scraps" of information may be of interest.

The dump itself must have had its origins in the 1930s, because its "office" was the outside staircase Short-bodied AEC "Regent" 2903 (VX 895), which according to Peter Snell's booklet on the Essex-registered AEC "Regents" met with a severe road accident and withdrawn in 1939. This is interesting, because its "Highbridge" body would not have been able to pass beneath the Duke Street railway bridge so therefore should never have been in the Chelmsford vicinity; conceivably it met its fate elsewhere and was towed to Galleywood,

There were two other double-deck remains, victims of the 1943 bombing raid; unfortunately I no longer have records of one of these, but the other was the absolutely blackenned shell of Thorneycroft XC 3066 (EV 1943). Of the five of this type delivered in 1931, this was the only one to have a six-cylinder engine - the others being provided with four-cylinder engines. Its body was a surprisingly ungainly affair built by Short, and was the only one of the quintet not replaced by ECW in 1941.

The oldest single-decker on the dump was 2495 (VW 2773). a Leyland PLSC3 "Lion" of 1928 vintage. Unlike later "Lions" which had variously been rebodied by ECOC/Beadle/ECW, it survived with its original Strachen body into the war years, having been given a wartime coat of grey paint. I noted that this veteran still had its "wire-mesh" roof carrier and tubular ladder on its left-side rear; it had most probably come to the end of its useful life through "natural causes."

The only other recognisable remains were of two Dennis "Lancet" saloons - also victims of the 1943 air-raid; again I have unfortunately lost the record of one of these, but the other was 3477 (AVW 455) which I noted with unknowledgeable eyes, appeared only superficially damaged.

During the early summer of 1948 the dump was completely destroyed bu an enormous fire - either by accident or, as more generally believed, by design; after all what could anyone do with all that wreckage and

hundreds of tons of rubber tyres? I remember going past the blaze (which lasted two or three days with hardly any intervention by the Fire Department) and feeling the intense heat conducted through the side of my bus

I wonder if the site has been developed and built on since, and if so perhaps someone has dug up a ball of rust that had once been, say, a wheel-nut from a Dennis and wondering what it was, shrugged his shoulders as he planted another rose bush!

Perhaps the foregoing will be of some interest to anyone reading it who also knew that old bus route; if so putting it together will have been worth while.

My thanks to Linzi Ainsworth of Durban Metropolitan Reference Library for her assistance in helping me to "dig up" the origins and dates of the places mentioned, and also to my two cats, Silver and Smokey, for doing their very best not to distract me during the process of drafting and typing!

J. Frank Cunningham
DURBAN
September 1998

Re NATIONAL EXPRESS.

I am curreently trying to locate a copy of the National Express timetable book and also the one that will come out in May of this to keep up to date with operations of National Express I will of course pay for the cost of the book plus any other costs involved. Can any member help?.
Also I am trying to obtain a drivers uniform in particular the modern short jacket and the current tie/red jumper etc again all costs will be reimbursed. Does any member have the address or phone number of a person called Mark who lives in the Brighton area and deals in uniforms and PSV driver/conductor badges etc ?.
Finally any member who has any photos black and white or coloured of National Express coaches in any location or anything else to do with National Express,that they wish to dispose of.
Please contact Nick Robinson on 01268 781100 (direct line/answerphone) 1800-2000hrs any day of the week

PUBLICITY

A visit to Chelmsford and Colchester Bus Station Travel Offices by Ian Taylor on 12th December 1998 led to the discovery of a vast number of leaflets which have never been reported in our magazine. Some items date back to 1996/97 but to my knowledge they have never been mentioned in these pages before.

Eastern National

Timetable leaflets are available for the following routes:
7/8/8A/9 - 24.5.98; 17/18 - 16.8.98; 20/20A - 16.11.98; 31A - 1.4.97; 36/353 - 9.11.98; 37 - 9.11.98; 41/51 - 30.3.97; 42 - 9.3.98; 43/44 - 26.2.96; 47 - 8.3.98; 48/48A - 9.3.98; 56C - 25.5.97; 64/64A - 9.11.98; 66/A/B - 9.11.98; 67/A/C/D/E - 9.11.98; 79 - 3.11.97 also 79 - 16.3.98; 87/87A - 9.11.98; 102/103/104 - 9.11.98; 127 - 17.8.98; 193 (EXP) 2.3.98; 194 (EXP) - 16.8.98; 352 - 9.3.98 also 352 - 27.4.98

The following general leaflets are also available:
Bus Ranger (joint Eastern Counties/Eastern National/Thamesway names)
Sundays on Tendring Peninsula (Unlimited bus and rail travel. Joint Essex CC and Great Eastern names)
Chelmsford Borough Council free travel days for state retirement pensioners 27.4.98 to 15.3.99
Late Night Offers (Colchester Area) 2nd/9th/16th December 1998
Clacton Coastcard - undated
Students Guide to EN buses from University of Essex - undated but 1998
The 60 Plus Travel Club - 24.5.98
On Board Magazine July/August 1998

Essex CC

The following timetable leaflets have been issued by the county council. (* indicates that a leaflet was also issued by Eastern National for this service bearing an identical date)

32* - 17.8.98; 58/58A - 17.8.98; 59/347,348/349 - 7.9.98; 75/76A (Sundays) - 24.5.98; 77/78 (Sundays) - 8.11.98; 87/87A* - 9.11.98; 93/98/99 - 3.8.98.
In addition A5 size leaflets were issued advertising Chelmsford Savers (on pink paper) and Colchester Savers (on yellow paper). Both are undated and include a photograph of Town Link midibuses in Harlow Bus Station!
The Other Ways To Go - Essex CC leaflet promoting Travelwise

Thamesway

Revisions leaflet to Southend area timetable book dated 28.6.97 from 5.1.98
Brentwood & Romford Saver Card leaflet 22.3.98
S1-S5 - 27.7.98
3/A/B - 7.3.98; 20/20B/20C - August 1998; 22 - 7.3.98; 24/24A/24B - 27.7.98; 27 - 7.3.98; 32/32A/32B/32C - 29.6.98; 41 - 29.6.98; 63 - 27.7.98; 80 - 3.8.98; 81/82/83/91/92 - 3.8.98; 150/151 - May 1998; 251 - 5.9.98.
100 - undated. (Two undated versions issued due to revised Sunday Harris Bus 140 times which are also included in this leaflet).

Arriva Serving Colchester

In addition to the timetable booklet a separate slimline leaflet was issued 20.4.98 in Arriva colours advertising New Route 3.

National Express

Leaflets dated 19.10.98 - 23.5.99 are available for services 081, 084, 305/350.

MORE ON THE GAS BUSES OF EN

Guild member Frank Monck has given us some more details of the Gas buses operated by Eastern National.

See also issue 431

Additional buses operated from Maldon Depot

3006	TM 6908	Leyland	TS3
3008	TM 6316	Leyland	TS3
3217	VX1592	Leyland	TS2
3424	AEV794	Leyland	TS4
3455	GN5141	Leyland	TS4
3562	EV6296	AEC Regal	
3577	MV2722	AEC Regal	

The AEC Regent mentioned in Buses Illustrated No 39 would have been ex Borough Motor Services 3437 KR 4997.

Frank speculates that the Leyland saloons at Clacton and Dovercourt were made up from

2875	VX1017	Leyland	TS2
2980	TM6315	Leyand	LT2
2996	TM6309	Leyland	LT2
2997	TM6310	Leyland	LT2
2998	TM6312	Leyland	LT2
2999	TM6311	Leyalnd	LT2
3001	TM6313	Leyland	LT2
3003	TM6905	Leyland	LT2
3459	GN5146	Leyland	TS3

As Clacton and surrounding areas were " no go " except for residents during the war these cannot be confirmed.



CROWN BUS OF BENFLEET ARE USING THIS IVECO/UVG ON THEIR SERVICE IN BASILDON.IT WAS FORMERLY IN THE FLEET OF PHIL ONSLOW OF PONTYPOOL. JOHN RUGG