ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP SEPTEMBER 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP) ISSUE No. 317



Harris have acquired a number of ex Northampton Bristol VRs including 37 (VRP 37S).

(D Arnold)

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REPORT ON THE MIDLAND AREA COACH TOUR 28th JULY 1990

In fine weather Grey Green Volvo coach E892 KYW with 34 passengers on board made its way across the Hertfordshire countryside to the first stop as Walkern, to observe the immaculate school bus fleet of Sworders. Then it was into the former Midland Area territory to the old EN garage at Luton now under the control of Luton & District. Appropriatley, former EN vehicles were very much in evidence, the surprise offering was PWC 345K the Bristol RELH6G owned by the Moreton End School of Harpenden. In the maintenance area was Leyland TD5 3709 (FEV 178) which is undergoing extensive refurbishment, we all look forward to seeing this splendid vehicle fully restored. Returning to the current L & D scene, the school bus fleet, in their special livery proved to be the main object of interest and numerous examples were presented for the cameras. Indeed, with three drivers available to manouvre the vehicles many participants soon ran out of film! After a brief call at the new Dunstable & District base, the next stop was at Buffalo Travel of Flitwick. Our arrival was somewhat delayed by the extra traffic on the M1 going to the Tina Turner concert at Woburn, much of the Buffalo fleet was also involved in providing a shuttle service to the site, however, there was still sufficient of interest at the garage. In Bedford a halt was made at Cedar Travel, although their Bedford OB was accessible, unfortunately the Dennis Lancet half cab coach was secreted away at the rear of the yard. Just as we were about to leave, their latest acquisition arrived in the shape of G103 YNK, an Elme bodied Leyland Swift. After a centre stop in Bedford to observe United Counties in thier corporate Stagecoach livery, the last visit was to the London Road garage where a reregistered Routemaster proved to be the focus of attention. Then it was home again down the M1, M25 and M11. A very interesting day, thanks to all who assisted, especially, Derek Stebbing for driving.

EVENTS DIARY

29.9.90. Aylesbury. Open day cancelled.
30.9.90. Woburn. Showbus.
7.10.90. Canvey Museum. Buses On Parade.
14.10.90. Southampton. Enthusiasts Running Day.
Harrow Weald. London Buses Open Day.

SALES NEWS

The following are now available from Andy Meadows:-

Buses Yearbook 1991 (Ian Allan) £8.95 post free

A must for all enthusiasts

Bus Profile- Routemaster (Ian Allan) £10.95 post free

Although a little expensive, this book contains 38 colour photos, most of which are full page and includes Southend 108.

60 Years of Service to Essex (Eastern National) £3.95 plus 60p

This is a 44 page commerative volume splendidly produced by Geoff Dodson, Marketing Manager of Eastern National. There is a potted history and then yearly summaries of important landmarks in the Companys history containing appropriate illustrations. The 1990 entry is very current since it even includes the formation of Thamesway. Fleet summaries for June 1930 / June 1990 and a short history of depots and offices follows, concluding with some remarks on day to day operations and a photographic miscellany. This volume should be a must for all Eastern National enthusiasts and provides a fitting tribute to sixty years of service in Essex.

ESSEX COUNTY COUNCIL SOUTH ESSEX TIMETABLE 50p plus 50p post

Available at last! Postage is free if this item is ordered with any other.

LETTERS TO THE EDITOR

The Eastern National Bristol FLFs Part 2 article in Augusts magazine proved very interesting and brought back memories of those halcyon days when a highlight of life was to travel on an FLF between Ingatestone and Chelmsford.
There are, however, one or two small inaccuracies in the article and I can also add one or two small pieces of information.
The first FLF to have cream window rubbers was 2726 (173 XNO) not 2729. 2742 (EOO 584) was indeed the first vehicle to appear with chrome radiator grille etc. and while there may have been many short term grille changes, the only vehicle above this number which ran for some time with a flat radiator grille (at least from 1967 to the end of 1969) was 2747 (EOO 589) from Brentwood depot which also featured a raised, off centre oblong number plate making it unique in the fleet at this time. In the latter days of the FLF one or two later vehicles ran with flat grilles, 2749 (EOO 591) certainly being one example.
Regarding the illuminated advetisment panels, my recollection is that most of Brentwood's FLFs in the late 1960s had these in addition to the vehicles listed. 2743/5 (EOO 585/7) certainly had them.
Cave Brown Cave heating systems were fitted to 2786/7/8/93/94/99 (937/8 LWC, AVX956B, BVX 667/70/75B) and 2808 upwards. 2798 (BVX 674B) was not so fitted.
2831 (KNO 954C) did possess a cream band below the upper deck windows, this band did not get removed until vehicles from 2852 upwards.
Incidentally, I believe that 2831/2 (KNO 954/5C) were used by the company for some sort of vehicle recording purposes between different depots as for a number of years they were reallocated annually being swapped with two FLFs from whichever depot received them.
The first FLF at Chelmsford to have a full repaint without rear destination panel was 2848 (MVX 885C) which appeared in the Bus Station on 2.12.70.

One or two oddities in the fleet may be of interest 2819 (HEV 997B) ran for several years from Chelmsford depot wait a small protruberance, rather like that on a Roof Box RT, above the upper deck front windows and, for a while, it carried a similar object at the rear. These were both removed by the early 1970s, whether it had been intended to utilize them for a route number display I do not know. 2868 (RVW 394D) was also a unique vehicle, this incorporated a revise cowling layout on the upper deck above the stairway and only one bar behind the front seat instead of two. I thought this vehicle was totally unique until I travelled on one in the Bristol fleet which had a similar layout.
I hope some of the above is of interest and look foward to part 3.

Richard Huggins

Todays Essex Bus Enthusiast Group can trace its history back to the early post war years of the M&D and East Kent Bus Club, the Eastern National Enthusiasts Group through to the Group as we know it today. Over the years, the Group has built up a reputation for proffesionalism and respect among fellow Enthusiasts and operators in the pursuit of our hobby.
It was therefore with some disgust that I learnt of the allegations of petty vandalism made against us after thr trip in Ted Miles preserved FLF coach in July. To suggest that any Enthusiast, let alone a member of the EBEG should be guilty of such an act on such an excellently restored vehicle is an insult of the highest degree. These allegations being made by the 'Eastern National' Preservation Group whos newly elected president is in fact one of Eastern Nationals biggest rivals.
I was a passenger on this trip and indeed have been on most trips organised by the Group over the last fifteen years or so. Over this period I have never seen a fellow enthusiast acting in an untoward manner and am sure that if any Group member witnessed an act of vandilism or similar, it would have been dealt with in some way immediately.

Andy Meadows

EASTERN NATIONAL

Acquired Vehicles

0707 (C427 AHT)	0708 (C429 AHT)	0709 (C432 BHY)
0710 (C433 BHY)	0711 (C436 BHY)	0712 (C437 BHY)
0713 (C438 BHY)	0714 (C441 BHY)	0715 (C433 BHY)
0716 (C444 BHY)	0717 (C447 BHY)	0718 (C448 BHY)
0719 (C457 BHY)		

All are Ford Transits with Carlyle conversions B16F bodies.
These were ex 7427 etc in the Bristol fleet.
Dates of delivery are in order :- 17/7, 8/8, 6/7, 25/7, 21/8, 21/8, 17/7, 25/6, 21/8, 25/7, 21/8, 21/8, 6/7.
0700-06 are expected to be B461/63/68/69/71/72/73 WTC
All are operating as Little Green Buses.
All of these vehicles are repainted in the West Country before coming to Essex. These vehicles do not carry fleetnumber plates

but have transfers to the left of the destination display and above the offside light cluster at the rear.

Reallocations

8/90 0707-09/11/12/15 CF; 0710/13/14/16-18 BE; 0719 CN; 0754 Pool- CF; 1745 BE-TWAY; 1747 CF-TWAY; 1766 CN-Pool; 3033 Pool- D/L(D); 3038 MN- D/L(D); 3041 CN-D/L(D); 3054 CF-MN

9/90 1750 MN- Pool; 1764 MN- CF; 3049 Pool- D/L(D); 3050 DT-D/L(D); 3057 CF- DT; 3200 MN- D/L(D)

0202/14/17/24 have all been used for driver training from New Writtle Street during August.
The initial allocation of the Transits was very fluid with loans to Braintree and Clacton being observed.
1790 has been on loan from DT- CR, 1923 from CR-CN and 3501 from CN- DT.
1930 had reurned to Braintree by 5.8.90.

Unusual Workings

13.7.90. SD 3122 on service 11. (Nationals are normal)
17.8.90. CR 1933 on daytime service 53. (ONs being normal)
3501 has spent most of the summer at Harwich operating town services.

Subsequent Disposals

357	(12 DLY) (CFD 777B)	Dunsmore (dealer), Larkhill, by 5/90, ex. Scottish Railway Preservation Society (N-PSV) Bo'ness.
427	(604 JPU)	Jones, Bontnewydd (for preservation), by 11/89, ex. Eastern National Preservation Group. Noted at garage, 7/90, in green livery.
1131	(C131 HJN)	Tees & District Transport Co. Ltd., Middlesborough, 1401, 4/2/90, ex United Automobile Services, Darlington, 1401.
1205	(BNO 691T)	Meale & Brewer, Sparham, by 6/90, ex. Woodcock, Buxton.
1412	(X00 881L) (CSV 703) (WEU 72L)	Edmunds, Rassau, 4/90, ex. Relph, Newgate Street. (See also mag. 314).
1416	(GJD 199N)	Sykes (dealer), Carlton, 11/89, ex. Bland, Carlton.
2385	(WNO 481)	Reinstated by White, Brickett Wood, 5/90.
2812	(GNO 788B)	Still with Michelmersh Brick Co. Ltd., Romsey (NPSV), 6/90, as demonstration vehicle.
2857	(OPU 822D)	Lontag (London Bus Rental), Wadenswil, Lake Zurich, Switzerland, exported 6/88.
2861	(RHK 346D)	Noted parked in Granary Street (off St Pancras Way) in July. Tax disc expired 31.5.90. and a wheel clamp is fitted (although this may be to prevent theft).
3016	(SMS 42H)	Still on premises of Robson Road Haulage,2/90,

presumed to be still owned by Lambeth Inner City Consultative Group.

General

Tests were carried out on a Sunday in August to see if a bus could be turned in Braintree Market Place. This location is being considered as a terminus if the Bus Park closes.
The Colchester Park and Ride scheme carried 165 passengers on 28.7.90. its first day of operation with 90 passengers the following Saturday. 3052, 3054, 3103 and 3114 carry Park and Ride logos on the front for use on this service.
A double deck duplicate has been introduced on service 2 on Clacton market days between the Three Jays and the Town centre.

THAMESWAY

The company have set up Head Office at Office 24, Fourth Floor, Eastgate Business Centre, Basildon. All vehicles are now registered to Thamesway. Services were registered by Thamesway from Sunday 19th August.

Reallocations

8/90 1745 EN- BD; 1747 EN- BD

Unusual Workings

26.8.90. BD 0237 on service 251.

Leyland Nationals on Brentwood minibus services are becoming a common sight with 1903 in use on 26.7. and 1791 on 17.8.
4504 has gone to Badgerline on loan further details next month.
3113 is currently being painted into a new fleet livery ex Royals overall advert. Further details of this will be given next month.

COLCHESTER BOROUGH TRANSPORT

Ipswich Buses borrowed Metroriders 14 and 15 alternately during August. In return CBT used Ipswich Atlantean 37 (RGV 37W) from 2.8.90 calling it 137. From 30.8.90. both Metroriders were in Ipswich and CBT had Falcon 124 (G124 VDX), as well as 37. On 30.8.90. and 1.9.90. Atlantean 40 (RGV 40W) was in use.
A Lynx is due for delivery in October. It will be fitted with Bright-tech dot matrix destination equipment, making it the first for CBT without blinds. Three more Olympians are on order for delivery at the end of the year.
Atlanteans 67 and 69 have been repainted into the new livery during August. This leaves only 64 in the old livery, ie with a red roof and it is understood this vehicle will not be repainted. Atlantean 90 was repainted in September, this was this first vehicle in new livery in May 1985.
102 took part in the Castle Breakout in an attempt to travel through as many counties as possible in 24 hours from 0900 on 1.9.90. in aid of charity. Details next month- would they have managed more in a Tiger?

Southend Transport

These notes are correct to September 5.

Vehicles

ACQUIRED:

121	CUV 256C	AEC	Routemaster	Park Royal	DPH36/29R

Yes, the rumours are true - ST have acquired an RCL! Delivered on August 30, the bus was formerly owned by E Brakell (dealer) but was originally LT RCL 2256. It arrived in full LT livery but with fleetnumber RML 2256; it is the RCL which had its rear platform rebuilt to conventional cutaway style after a rear end accident whilst based at SF for the 253 route. It has RM/RML style destination boxes. We understand that it may be receive bus seats to H40/32R layout.

---	LDS 248A	AEC	Routemaster	Park Royal	H36/28R

Also acquired, ex Clydeside Scottish (via Lister [dealer], Bolton) is the reregistered former RM 830 (orig. WLT 830). It is thought that this is for spares or resale only. ST have recently advertised for sale up to 5 RM's at £3,000 each; we assume that they are further ex Clydeside examples.

MODIFIED/RENUMBERED:

Tiger 549 did not get repainted as quickly as we had anticipated last month and remains in the old livery at present.

Fleetline 236 has been fitted with electronic numbers on the side (at the bottom of the first n/s window) and rear (in place of the conventional roller blinds). All of the W Fleetlines, plus one of the V's, will be so fitted, funded by the Essex County Council scheme to encourage operators to adopt/retofit DiPTAC features.

Leyland National 714 (HPF 316N) has been renumbered to 711, thus indicating that it has moved from the temporary to the permanent fleet; it has also been repainted into normal livery. The as yet unused B41F National NPK 241R has been allocated number 714 and is being repainted, fitted with moquette seats and prepared for service. The temporary fleet is thus now reduced to two LN's, 715/6.

WITHDRAWN/INITIAL DISPOSALS:

211	JTD 391P	Withdrawn 31/7/90; in store, pending sale.
216	JTD 396P	
398	A698 EAU	Most unexpectedly, the 2 ex Nottingham Olympians were withdrawn late in August and sold to Group-travs Ltd (Buffalo Travel), Flitwick, Beds (the operator having an urgent need for high capacity double deckers). In order to release the ON's, two P registered Fleetlines are being retained after all: 208 had remained in service after 31/7 anyway, whilst 212 was withdrawn on 31/7 but then reinstated on September 1.
399	A699 EAU	
533	A215 PEV	Withdrawn late Aug; to Midland Red North.

Withdrawn vehicles 505 (BTE 205V), 523 (EBM 439T - now in 'dealer' white) and 605 (C256 FHJ) remain in store pending sale.

SUBSEQUENT DISPOSALS:

263 GLX 913 No sooner had we featured this semi preserved CWA6 on the cover of the July issue than we hear that it has been sold to an unidentified person for continued preservation (and restoration, we hope). Thus it is no longer associated with the ENPG and it has been removed from Canvey museum.

301 NLJ 828G Williams, Deiniolen to Wigley (dlr) for scrap 3/90
335 CJN 435C Has returned to the area after a 6 week stint with Midland Red North; see also under S&M Coaches.
362 WJN 362J Eagre, Gainsborough to South Notts for spares 8/90

Yet more changes have affected the Leopard coaches sold to Busways, in that LBN 202P has changed identities again, now being in a blue/white scheme as 'Armstrong Galley Buses'. ex Favourite livery.

Services

67 The period of operation of the seafront route is slightly different to that originally reported (and quoted on the tender document), in that it runs daily 30/6 to 2/9, then 8 & 9/9.

General

A new edition of the fleet list has been published, correct to September 1st, price 50p post free from 87 London Road, Southend.

We are pleased to congratulate ST's Commercial Director, Mark Howarth, on being elected as President of the Eastern National Preservation Group, in succession to Geoffrey Clarkson.

A United Counties RM was to be seen in the ST garage the night these notes were finalised, on an enthusiasts tour.

Unusual workings: a highly unusual working saw RM 107 on the 1520 4B to Little Wakering on Saturday 25/8 (thought to be the first RM on the 4B); almost as unusual was the sight of an RM on a duplicate service 1 to Rayleigh at about 2200 on Saturday 18/8, the night of Southend's torchlight carnival. More mundane was the sight of ON 261 and an unidentified LN, both on X1 on Monday 30/7. New ON's 264/5 (DP seated) have been regular performers on X1 during August, weekdays and weekends, to cope with heavier than expected loadings.

Also under this heading for convenience, we can report that on the occasion of the main carnival procession (Sat 11/8) seafront route 67 was withdrawn for a couple of hours, rather than attempting to divert away from the seafront as has happened in most prior years. With the carnival reverting to a Leigh town centre start, ST buses were subject to diversions (routes 23, 23A) along with Thamesway 24, 24A & 25 and Clintona 21A.

OTHER OPERATORS - South East Essex

Blue Triangle, Rainham: have gained a Mon-Sat all day ECC contract for the 265, West Horndon or Bulphan - Brentwood, now extended on to Harold Wood Hospital via Warley, ex Cunningham Carriage Co. As with all the contract changes noted below, the contract changes on or after October 27.

Channel Coachways, Southend: acquired an as yet unidentified Metroliner double deck coach at auction in Kent during August; the engine seized before the coach could even reach Essex, and it was towed to its new home by S&M's wrecker!

District Bus, Wickford: further contract gains are the 271-4 group, Basildon to Romford (formerly Harris) and 235, Sundays, Basildon to Billericay Queens Park (a new contract, every 2 hours). Layover time on the latter will permit introduction of a commercial Sunday service on 101, Basildon to Laindon, Kathleen Ferrier Crescent. Contract route 223 has been retained on renewal, but the section from Wickford town centre to The Wick estate has been separated as new route 222, won by Nelson's (qv). We assume that at least one more bus will need to be acquired - please let the sub-editor have the details!

Ensign Bus Services/London Suburban Buses etc: (what heading should we report these notes under now?) - to correct last month, DMS 109's IBM advert livery was for the WIBMledon tennis tournament only; it's now in white to advertise PFH phones. Ex Plymouth Atlanteans 466/7 (GDR 206/7N) have been withdrawn.

Harris, Grays: has lost the 1 bus contract for free buses to Asda Shoebury after Friday August 31 but has gained a major contract linking the Lakeside shopping complex at West Thurrock with the more outlying car parks. To work this 6 ex Northampton Bristol VR/Alexander H45/27D have been purchased (VRP 36/7/9S, PBD 40/1/3R, plus fire damaged VVV 64S for spares). They are in a revised blue and white bus livery. PD3 open topper BUF 426C has been sold, and coach B89 CNO has been reregistered to 6306 FH.

Nelsons, Wickford: as noted above, has won 'new' ECC M-S contract route 222, Wickford Station to The Wick, and has acquired ex Ipswich minibuses D201/2 YDX, Dodge S56/East Lancs B21F (also to be found on Sunday route 234 to Basildon). The 222 has toppled South Woodham town service 37 from the title as the most boring route in Essex! (222 consists of a 5 minute running time each way, on a 20 minute headway - a real case of going round in ever decreasing circles until you disappear up your own exhaust pipe!!). One loss, like Harris, is the free bus to Asda Shoebury, now with Stephensons (see below).

Rayleigh Roadways, Ramsden Heath: VR JWW 225N has been sold to Stephensons (qv). This operator joins the ranks of those running bus routes for ECC as it has won the 255 (Basildon - Billericay via Little Burstead) from Thamesway. The contract changes on 27/10 (as with all the ECC changes noted this month), at the same times but now running Tue/Fri/Sat instead of Mon-Fri.

S & M Coaches, Hadleigh: ex Leicester PD3 GRY 49D is being converted to open top; together with ex Southend PD3 CJN 435C (which is to be recertified as a PSV and lent by F Spence to S&M) they will form a 'heritage bus' fleet for private hires, etc, in a blue and cream livery (now where have I seen those colours before??). Acquired are: RWU 50R Fleetline FE30AGR/Roe H43/33F ex Yorkshire Rider (via Wealden, dealer); an as yet unidentified Fleetline ex Greater Manchester; PFN 790M Reliance/Duple coach orig East Kent and NRG 172M (??) an ex Grampian AN68/Alexander (part converted to a mobile hospitality unit), the latter pair both from the liquidator of Eastern National Engineering. Sold is Bristol LH OJD 17R (ex LT BL17), to an unidentified operator in Paignton.

Stephensons, Rochford: much activity to report this month! Acquired are series 2 Bristol VRT/ECW JWW 225N (ex Rayleigh Roadways, originally West Yorks RCC 1966) and series 3 VR/ECW EWR 164T (also originally WYRCC [1716], via Ensign). Sold is ex Northern Leopard bus CCN 911D, to ClassiCoaches of East Sussex; the Leopard had been out of service for over a year. In store and never operated is Bedford YMT/Duple coach RPM 21M, bought last year from the liquidators of Davie's Coaches of Rye. Also stored (since the loss of the South Woodham town service) is Ford A series XVA 923T.

Service news is that 60/A have slightly revised M-F timetables from 10/9, with the Sat service extended through to Rayleigh every hour from 15/9. Route 60C is expanded to include M-F positioning journeys between Rochford and Hullbridge (via Ashingdon schools) as well as the Sat Rochford - Southchurch operation (the latter being retimed in the afternoon). A further new commercial service from 10/9 is 3B, Shoebury (Asda) - Southend - Hadleigh - Tarpots or Rayleigh (basically via Thamesway route 3 [and 24A]), consisting of occasional journeys only, Mon-Fri (again, positioning movements). 3B, 60, 60A and 60C are joint operations with Lynxline Ltd and are hail and ride services. Wednesday only Romford shopping route X102 is back projected to start at Rochford from 12/9, running via Ashingdon Schools and picking up the old route at the Dome Caravan Site.

Contract changes see the introduction of 4 free routes to Asda Shoebury from Tue 4/9, replacing similar services provided by Nelson and Harris. Routes are: A - Rayleigh Station-Kent Elms-Fairfax Dr-Sutton Rd-White Horse (T,Th); B - Rayleigh Station-Hullbridge-Hockley-Ashingdon-Rochford-Bell-Bournemouth Park Rd-Central Ave-White Horse (T,W,Th,F); C - Benfleet, Tarpots Cnr-Hadleigh-Leigh Church-Chalkwell-Westcliff Station-Central Bus Stn-Woodgrange Dr-Thorpe Bay Station (W,F); and D - White Horse-Rose Inn-Gt Wakering-Shoebury Station (T,W,Th,F). A, B and C will normally be operated by VR JWW 225N, in a white Asda overall advert livery. School contract changes involve the loss of the 1 vehicle working to Our Lady of Ransom (no connection with the Editor!!) at Rayleigh but the gain of 3 routes to Cecil Jones at Southchurch (ex Channel Coachways) and two day time workings for St Bernards Convent, Westcliff.

Stephensons and Lynxline bus routes are now branded 'Town Lynx' with appropriate lettering in bus windscreens. New publicity comprises a timetable for 60/60A (including full details of 3B, 22C, 60C & X102), leaflet for the Asda routes and a leaflet for the X102; timetables for 31C & 224 are still available (all from the sub editor - SAE please).

Bristol VR NCD 556M, the Royals shopping centre advert, was entered by its sponsors in Ashingdon Carnival on 18/8 and duly won 2nd prize. New full depth destination blinds (featuring yellow on black lower case lettering, to DiPTAC specification) have been introduced, replacing the use of secondhand ex EN and ST blinds. Finally (pause for breath!), ticketing was changed from short range to long range Almex machines during August.

Supreme Coaches, Hadleigh: the complete batch of LAG Eos coaches comprises G438/9/41/2 NVV (all C53Ft); also new are MAN/Jonckheere G369/70 RNH (C51Ft) and F918 YNV (C49Ft). Out have gone Leopards WJX 478V, SFD 254W and Volvo B10M KNO 221Y.

AND FINALLY . . . I'm delighted to report that the long awaited South Essex ECC timetable book has duly appeared. At only 50p it is superb value and was selling like hot cakes as we went to press. A minor criticism is that most timetables are presented on an individual operator or route basis, with little attempt to cross reference to other similar (generally competing) routes and no composite timetables. For example, passengers going to the Newington Avenue estate in Southend may not realise that, to see the full service, they need to consult the 9/9B/19/19B, 29B, 60/60A and 64/65 tables. Many other similar examples can be found; one good point however is the inclusion of ST service 5 on the Thamesway 25 to show the complete M-S timetable via Leigh Road. More examples like that would make the book even more useful to the public, who seem totally confused by the whole business of deregulation!

OTHER OPERATORS REST OF ESSEX

CARTERS Have acquired a former Ipswich minibus details unknown at present.

COUNTY Service 383 returned to SNB operation ex Minibus on 28.7.90. Services 256,346 should commence on 29.9.90. a week later than announced. Also on this date service 370 will be rerouted to serve Upminster Station and Lakeside instead of North Stifford. Service 373 will also serve Upminster Station and increased to half hourly from the same date.
The Lynxes are registered H251-8 GEV and the Olympians for service 103 are H101-14 GEV.
It is planned to include an up to date allocation next month.

HEDINGHAM The first new double decker for this fleet is H160 HJN an Alexander bodied Leyland Olympian.
A futher VR is SNJ 591R numbered L161.

SERVICE REVISIONS IN ESSEX

Braintree, Bishops Stortford

18 Service operated by Biss withdrawn without replacement.
89/A Revised timetable introduced by Hedingham on 15.9.90.
320 Passes from Hedingham to EN under contract to ECC on 29.10.90.
330 Revised timetable introduced by EN on 3.9.90.
712 Revised route in Bishops Stortford introduced by EN on 3.9.90.

Clacton

1,1A,2,8,10,14 On Sundays from 2.9.90. these services will be operated under contract to ECC by EN.
74 The 1750 and 1950 ex Clacton and 1852 and 1952 ex Colchester are operated under contract to ECC by EN on Sundays from 9.9.90.
220 NEW SERVICE. Ipswich to Clacton via A12, East Bergholt. Operated on Tuesdays and Thursdays during school holidays with two journeys each way.

Colchester

14A Afternoon journey revised to operate 15 minutes later from 3.9.90.

Harlow

504 Sunday service passes from SM Travel to County from 28.10.90. under contract to ECC.
555 NEW SERVICE. Bishops Stortford to West Thurrock, Lakeside via Harlow. Once a day operated by Townlink from 29.9.90.
T1,3,4 Evening services on Monday to Saturday pass from Buzz to Townlink under contract to ECC from 29.10.90.

T9 Passes from EN to Townlink under contract to ECC from 29.10.90.

These services will be renumbered at the same time to 851,853,854 and 859.

Chelmsford, Maldon

31 The 1715 ex Chelmsford (31X) on Monday to Friday and the 1820 ex Maldon Monday to Saturday were withdrawn from 3.9.90.

31A The 1638 ex Little Baddow revised to operate via the normal route from 3.9.90.

36 Revised timetable introduced on 3.9.90.

40 Revised route and timetable using minibuses introduced on 3.9.90.

44 Revised to operate between Chelmsford and Oaklands Park via the original route and converted to minibus on 3.9.90. Section between Chelmsford and North Melbourne now covered by service 55.

46 Revised route for services into Chelmsford from 2.9.90.

50 Passes from EN to Clintona on 29.10.90.

55 Extended from Chelmsford to North Melbourne from 3.9.90.

56 Revised timetable introduced on 3.9.90.

93A NEW SERVICE. Althorne to Maldon via Cold Norton. Operated by Hedingham under contract to ECC from 2.9.90.

94 On Tuesdays the 1140 ex Maldon was retimed to 1315 on 4.9.90.

94A From 2.9.90. the Thursday journey has been operated by Hedingham under contract to ECC.

95,96 Revised timetable introduced from 2.9.90.

95B The 1530 ex Maldon was withdrawn from 2.9.90.

97/8X Services withdrawn from 16.9.90. no longer required by CEGB.

98,99 Services introduced and revised by ECC to cover for former services 97/8X. Journeys are operated by EN, Clintona and Hedingham.

102 Service withdrawn by District Bus after 30.8.90.

157,357 Passed from District Bus to Vantage on 7.9.90.

Nelsons registered a service on Monday to Friday between 23.7.90. and 25.8.90. from South Woodham to Chelmsford Riverside Leisure Centre via Rettendon and Howe Green.

Loughton

208 NEW SERVICE. Buckhurst Hill to West Hatch School operated by Wests under contract to ECC on schooldays only from 4.9.90.

551 NEW SERVICE. Leytonstone to Lakeside via South Woodford, Chigwell and Hainault. Once a day operated by Townlink from 29.9.90.

552 NEW SERVICE. Cheshunt to Lakeside via LOughton and Epping. Details as for 551.

554 NEW SERVICE. Hertford to West Thurrock via Cheshunt and Waltham Abbey. Details as for 551.

N96 Revised timetable and route in Chingford introduced by

London Buses from 15.9.90.

Basildon

223 The majority of services between Wickford and Billericay will be registered commercially by District Bus from 29.10.90.
231 Withdrawn without replacement after 27.10.90.

Grays

15A/B Withdrawn by Harris on 17.9.90.
304 Revised timetable introduced by Harris from 1.10.90.
374 The Linford to Grays journeys pass from Harris to Thamesway from 29.10.90. under contract to ECC.
379 Sunday service withdrawn after 21.10.90.
381/2 On Sundays from 28.10.90 pass from Harris to Thameside under contract to ECC.
733 Sunday service passes from Priory to Thameside under contract to ECC from 28.10.90.

WHAT THE PAPERS SAY

The Evening Gazette reports that EN have been looking, without success, for an alternative garage site in Colchester. Commenting on plans to demolish the car park above the bus station a Badgerline spokesman said that they had not been approached with regard to including the depot in any scheme.
The Evening Gazette also reported that a single decker bus had been damaged by a fire started by vandals in Braintree Bus Park.
The Thurrock Gazette carried an article on 3.8.90. stating that Thamesway were seriously considering the increased use of minibuses on its routes.
The Chelmsford area Yellow Advertiser of 7.9.90. featured a large item on the Great Baddow Bus War. This being a result of the extension of service 40 to Maltings Road in competition with the taxi bus service. Residents have formed a save our taxi bus campaign. It never ceases to amaze your editor than when a small operator trys to take business from a large operator its fair competition and yet when a large operator moves onto a small operators route all hell is let lose. Perhaps I dont understand deregulation!

NON PSYS IN ESSEX

CUF 144L ex Brigton 44 an Atlantean/Willowbrook is with Country Fayre of Clacton as a hospitality suite. It was in a yard in Stephenson Road, Clacton on 10.8.90.
VUF 326K a Fleetline/Northern Counties new to Brighton Hove and District is in use with the Chelmsford Twirlettes. It also carries the name of Chelmsford Coop who sponser them.
EOF 262L a Fleetline/Park Royal was in Chelmsford depot on 2.9.90. lettered for Parents against Tabacco.

THE BUS SCENE IN ESSEX PRESENT AND FUTURE TRENDS

The most visible change to the bus scene in Essex during recent years, apart from the increased use of minibuses, has been the change of livery by Eastern National over four years ago to the green and yellow colours. One of the most interesting aspects of being a bus enthusiast from my own viewpoint is the colour schemes chosen by bus companies as well as the buses they operate. When the decision was made by Eastern National to change the colours applied to their buses I had hoped that the two shades of green and beige livery as applied to the long wheelbase Olympians that were first used on service 400 would form the basis of a new standard image. Alas, this was not to be the case and although the dark green and yellow colours look quite effective on the normal length dp Olympians and the repainted Bristol VRTs looked rather smart in the bus version of this scheme I have never been entirely happy with the present livery. Certanly, Eastern Nationals 'Lets get noticed' approach does still remain eyecatching but personally I find it somewhat brash and on the already mentioned long Olympians the DP livery over emphasises their length. On a dark night with reduced interior lighting these buses look more like furniture vans in this particular livery. The first batch, numbered 4500-09 with the raked back upper deck seem to look worse than 4510-12 which have curved upper decks as well as the redesigned curved front and modified lower front panel. All of these vehicles had a far more attractive appearance in their original colours, at least the two in the dedicated London Express livery look better in their mainly white colour. This is some compensation for the livery change inflicted on them by EN.

Having gone to the expense of repainting their entire fleet Eastern National will not want to go to the added cost of implementing another new scheme for a few years at least. Any spare revenue in a time of financal constraint will be needed for fleet renewal programmes to replace time expired vehicles. Maintaining the existing fleet also takes up available resources but it would be welcome to see some new midibuses or full size buses especially if the latter were double deckers. There would need to be increased ridership to warrant the need to order new double deckers unless they were needed to replace any of the existing vehicles , althogh I hope that the Bristol VRTs last as long as possible. The VRs form the last tenuous link with the Tilling group days, the basic design of this marque coming from that era. In fact some of the Mark 1 VRs of the CPU-G registered batch are still in use as trainers, these buses having been ordered under the auspices of the T.H.C. and delivered to Eastern National in 1969 which was the year that the National Bus Company came into being.

The above is part of an article from group member Peter Oughton. It was written just prior to EN being taken over by Badgerline. The remainder will be published when space permits.

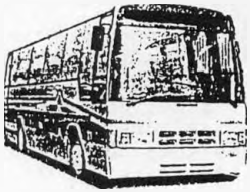
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ROCHFORD MEETING

The October meeting will be held on 9th of the month commencing at 8pm. This meeting will take the form of a video evening. Freight House is situated adjacent to Rochford Station. As an extra incentive bar facilities are also available.
Future meetings include 13th November a talk by Mark Howarth of Southend Transport, with a Christmas Bus Quiz being held on 11th December.

My apologies for the late arrival of this months magazine this being due to a mixture of holidays and pressure of work.

DEADLINE FOR NEXT MONTHS MAGAZINE IS 2.10.90.