

ESSEX BUS NEWS

June 1999

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

422



HEDINGHAM's ex Brighton Bristol VRT UWV615S is now operating Clacton service 130, now numbered L302 it is seen here in Clacton on 4th June
Phil Ford.

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ESSEX BUS NEWS

422

EDITORIAL

422 FOCUS OF THE MONTH

UFC422K a Daimler CRL6 with Northern Counties H60D bodywork was one of a batch purchased and operated for nearly a decade by Linkfast (Castle Point Bus Co) of Benfleet, these were acquired in 1988 from City of Oxford Motor Services.

I trust Members appreciated the Photo insert in the May EBN, I intend as an experiment to put two further pages----August and December, if any member has an interesting or topical photo for the August issue, please send it to the Managing Editor, and any comments on the May edition would be welcomed.

FORTHCOMING EVENTS

June 27th North Weald a really good day out, the Group stand will be there.
July 20th Joint evening visit with Omnibus Society, details in May EBN
August 29/30th Magnapps Farm Railway and Transport Show
October 10th Castle Point Transport Museum Society Open Day

ROCHFORD MEETING

The winter programme will be announced in the July EBN, there will be no August meeting

If you are on holiday in Malta this year, look out for the Westclif on Sea bus (EBN 421) I am sure Carlo the driver will make you welcome.

Details required of all ex London DMS type vehicles still in Essex either "dead or alive" details to Managing Editor please.

ADVERT

Fully comprehensive route survey of Mole Valley Transport Services -- The Surrey minibus operator 1968-1986 available, including photostats of a selection of timetables. £3-00 inc P and P from Ian Taylor 39 Hollingdean Rd Brighton BN2 4AA.

Magnapps Farm Railway and Transport Show will be held On 29/30th August. This year is the 10th anniversary of the opening of the museum. Magnapps Fm is on the Southminster road Burnham on Crouch. Further details can be obtained from Toby Prescoll 11 Station Crescent Rayleigh SS6 8AT

Contributions for this edition of Essex Bus News received with thanks from--Essex Buses, D.r MacGregor Heddingham Omnibuses, Arriva Southend, Arriva East & Essex, Essex C.C., First Bus Enthusiasts, LOTS, PSV Circle, N Turner, C Sigston, P Ford, C Stewart, M Torrance, I Taylor, R Dennis.

Contributions for July EBN should be with Sub Editors by 6th July and Managing Editor by 10th July.

FIRST GROUP NEWS

The most recent major news, is that First Group bought GAG Limited, the holding company of Southern National and North Devon for £10.6m in early April. GAG operate about 400 vehicles with an annual turnover of £15m.

The preliminary results for year ended 31.3.99, show turnover is up 85% to £1470.4m, with profit up 36% to 111.1m before restructuring and exceptional items. Investment for the year was £108.2m. The average age of the bus fleet is now 8.1 years.

Great Eastern, in association with Railtrack and Essex County Council, have improved facilities for disabled passengers at a number of Essex stations. A new lift has been installed at Billericay, while ramps are being installed at Hockley, Chappel and Great Bentley. A new disabled passengers toilet has been installed at Shenfield. Facilities for the hard of hearing have been introduced at Gidea Park, Shenfield and Liverpool Street.

The go-ahead for a First Group "Twin Track" initiative in East Leeds has been given. This is one of the first Quality Bus partnerships. It includes Arriva and Metro and will incorporate better stops, information, bus priority and guided buses.

Plans for expansion in New Zealand were dropped, after an about turn by the Government.

A number of companies within the Group, have changed their names recently. This follows the move by an individual to register names such as First Bristol etc. in the hopes that First Group would then pay him for the names. The Group have named their operations by adding Buses to the name, to get round this e.g. First Bristol Buses Ltd.

The first of the Volvo Articulated buses, has entered service on route 135 Bury - Manchester.



FIRST EASTERN NATIONAL

NEW VEHICLE

Chassis and body numbers for 650 are 1834527 and FLO A686, respectively.

ACQUIRED VEHICLES

4028	FUM 496Y	Leyland Olympian ONLXB/1R	ECW	H72F
4029	FUM 497Y	Leyland Olympian ONLXB/1R	ECW	H72F
4030	FUM 500Y	Leyland Olympian ONLXB/1R	ECW	H72F
4031	A92 KWW	Leyland Olympian ONLXB/1R	ECW	H77F

All were ex Keighley & District in May 1999.

The seating split on the above, requires observations please.

Chassis numbers in order are ON701/2/5/9.

Body numbers are 25557/58/61/62

In addition, two Bristol VR's have been acquired from First Northampton. Details to follow.

ALLOCATIONS

Period end 25.4.99. 650-54 New-CR; 722-26 CR-D/L(D)

Period end 23.5.99. 1899 D/D(D)-Reserve; 4029 Acqd-CF: 4510 CF-D/L(D)

REPAINTS

By 4/99 2664 2817 - Both in old livery, the last to be done.
By 5/99 2663/65/66/69/81/82 2808/11/18/19 4029 - all in new style

GENERAL

A driver was injured, following a road rage attack in Lawn Lane, Springfield on 19th April. Two men who approached the car driver, were driven at, before the attacker drove off.

Plans to introduce a bus lane, in London Road, Chelmsford have been opposed by parents of two local schools. They have voiced the usual complaints, about having nowhere to park and buses speeding up and down the road.

Local press reports suggest that a number of bus priority schemes for Chelmsford, could be on the way. With the numbers of houses set to grow by 11,000 and 150 acres of business land within the next 12 years, the local council say that action is needed. Schemes identified are for Baddow, Broomfield, Galleywood, Springfield, Writtle and the town Centre. In addition a park and ride facility at Great Baddow, near the A12 and a second site at Broomfield are being investigated. Plans to reduce long stay parking are part of the plan.

Leyland Olympian 4025, was involved in an accident in Danbury on 19th May, while operating on service 36. A car towing a trailer, finished up with the car on the trailer on it's roof, trapping the three occupants. Two passengers on the bus, were also taken to hospital. This made local press, TV and radio news, with the usual reaction that associates itself with public transport accidents. The Olympian was not badly damaged.

SERVICES

The company will once again operate the majority of Summer Sunday services for Essex County Council, details are given below.

- 1** Introduced Monday to Sunday between Clacton and St Osyth from 30.5.99.
- 34/A** Revised route and timetable introduced from 13.5.99.
- 41** Revised timetable introduced from 13.5.99.
- 51** Revised timetable introduced from 13.5.99.
- 79** Revised timetable introduced from 28.6.99.

- 132/3** Revised route and timetable introduced from 17.5.99.
- 193** Further to EBN 419, this service was in fact registered from 8.3.99. but was then de-registered, without being operated.
- 348** Service withdrawn (see Ensignbus notes) after 11.6.99.
- 350/1** Revised timetable introduced from 12.6.99.
- 605** Colchester to Walton. Sundays only from 30.5.99.
- 606** Walton to Harwich. Sundays only from 30.5.99.
- 631** Burnham to Maldon. Sundays only from 30.5.99.
- 632** Maldon to Braintree. Sundays only from 30.5.99.
- 633** Braintree to Saffron Walden. Sundays only from 30.5.99.
- Diamond** Timetable revision from 12.4.99.

Not previously recorded is that operation of services, 646 (Noak Hill to Cranham on schooldays, a LTB contract) and service 648 (Romford to Thurrock College) were taken over from First Capital.

PUBLICITY

Timetable leaflets for 1 dated 30.5.99-4.9.99; 66A dated 22.3.99; 66/B dated 22.3.99; 77/78/A dated 22.3.99.

INITIAL DISPOSALS

722 (R722 HHK)	First Huddersfield, 4/99.
723 (R723 HHK)	First Huddersfield, 4/99.
724 (R724 HHK)	First Huddersfield, 4/99.
725 (R725 HHK)	First Huddersfield, 4/99.
726 (R726 HHK)	First Huddersfield, 4/99.
4510 (D510 PPU)	Stephensons (dealer), Rochford, 5/99

SERVICE VEHICLES

Driver trainer 9014 (CTN 635V) a Bedford YMQ/Duple has been withdrawn.
The former mobile workshop Ford Transit 9005 (B471 WTC) has been sold.

HARRIS BUS

VEHICLES

Optare Excel P446 SWX, remains here on loan.
Driver trainer NLG 926T has been delicensed.
Optare Excels P320-3 KAR have been transferred to service 108, which now runs every 10 minutes. They were branded as Thurrock Link, for services 383/4.
In London, Ilford, Thurrock and Lewisham Link buses, continue to be so mixed the whole exercise is a waste of time and money.

SERVICES

- 23C Passed to Thamesway from 6.4.99.
- 40A New route from Armada Gate Centre to Grays. Monday to Friday from 1.6.99.
- 71C Operation of Sunday service passed to EN from 2.4.99.
- 108 Stratford to Lewisham. Revised timetable from 1.5.99.
- 352/3 Operation passed to Arriva East Essex & Herts, as service 100/1 from 5.4.99.
- 380 Operation passed to Town & Country, Corringham from 6.4.99
- 383 Revised timetable introduced from 26.4.99. and again from 31.5.99.
- 384 Revised timetable introduced from 26.4.99. and again from 31.5.99.
- L1/X Revised route and timetable introduced from 27.2.99. From Bexleyheath to Lakeside.
- L3 Withdrawn after operation on 2.6.99.

HARRIS COACHES

DAF/Van Hool coaches reregistered are M501/2 XWC to 6306 FH and 1245 FH. Similar M503 XWC has lost Eurolines livery in favour of Leger.
Neoplan double decker M504 XWC is now 8947 FH.

SECONDHAND NATIONALS

Between the years from January 1973 and October 1980, Eastern National purchased a total of 240 Leyland Nationals comprising Mark 1 and Mark 2 models

But a series of secondhand additions over the years proved to be an interesting collection. The first secondhand National 2200 UCO46L came from Plymouth 46 in April 82 for specific conversion into a mobility bus for the disabled, DP20D+8.

In the period July and October 1984, Eastern National were suffering a shortage of single deckers subsequently Alder Valley supplied eleven standard Nationals.

1650 LMO225L	1653 KCG610L	1656 KCG613L	1659 KCG617L
1651 KCG608L	1654 KCG611L	1657 KCG614L	1660 KCG618L
1652 KCG609L	1655 KCG612L	1658 KCG615L	

Theses were Alder Valley 103/8-15/17/18. 1660 never entered service as normal bus, but was converted to a mobility bus numbered 2201 similar to 2200..

In 1986, South Wales Transport had a surplus stock of Nationals and in February, five Nationals were acquired.

LWN701L	LWN702L	LWN706L	NWN716M	NWN727M
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These were used for spares only, none entered service.

Later in October 1986, four standard Eastern National 49 seaters were exchanged with four 41 seaters from Wilts and Dorset, 3678-3671

1759 MAR781P	1794 PEV706R	1500 PJT255R	1502 PJT257R
1783 PEV695R	1815 VNO738S	1501 PJT256R	1503 PJT258R
		1501 (qv)	

When the Coastel Red at Clacton business was taken over by Eastern National in February 1988 three Leyland Nationals were purchased with rest of the fleet, none were operated.

ORP462M	KNH503N	GVV888N
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The Eastern National Company was split in August 1990, and Thamesway and Eastern National were made separate companies. The first acquisition of a National was by Eastern National when a Mark 2 came from South Wales Transport via Brewers of 1940 KEP829X fitted with special disability fittings, it was named Sir Harry Secombe.

In 1994 Thamesway purchased from Brewers four Nationals one of which was formerly an Eastern National vehicle.

1709 PJT256R(qv) 1712 XEU860T 1782 JTH782P 1783 JTH783P
1709 was of course previously EN 1501 and 1712 XEU860T was a B type, the only of this mark ever operated by either company, these remained in an all over white livery while with Thamesway.

At the same time the 'bus war in Colchester' was taking place. Eastern National had acquired a fleet of Mercedes and also hired from Badgerline, three Nationals.

3017 JHW105P	3019 KHT117P	3027 KHT125P
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In November 1997, Thamesway acquired from Eastern Counties. 1775 CCL775T. this was for spares only and later in the year 1890 BNO680T a vehicle previously acquired by Eastern Counties was purchased back, again for spares only.

Finally to date in 1999, Eastern National took over from First Capital the route from Romford to Lakeside which has now been joined to Chelmsford to Romford service and as only single deck buses are used on this route, Capital transferred two Volvo Duple saloons and three Mark 2 Nationals.

1941 NLP391V	1942 KRS534V	1943 KRS538V
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Theses are unlikely to be used by Eastern National.

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

The Open Top Bristol VR, Registration No. UVW 615S, entered service on the Clacton Common service over the Bank Holiday weekend. It has been painted in a very attractive special livery for this service

Bristol VR, Fleet No. L204, Registration No. AUD 461R is being repainted at Sible Hedingham.

Fleet No. L301, Volvo B10BLE Alexander B43F ex Volvo Demo, Registration No. S376 MVP is now in fleet livery.

Service Changes

Route No.

- | | |
|----------|---|
| 130 | Revised route and timetable from 29th May 1999. |
| 345 | Revised route from 17th March 1999. |
| 84/84A/B | Revised timetable from 9th April 1999. |

L297 has lettering for 608 Colchester link.

New Services

- | | |
|---------|---|
| 510/520 | From Walton to Romford or Southend via Clacton, Colchester, Witham & Chelmsford as from 1st June 1999. Route 510 operates every 2nd Saturday in the month and route 520 operates every 4th Saturday in the month. |
| 607 | From Ramsey to Ipswich via Harwich every 4th Saturday in the month. |
| ? | Ramsey to Clacton via Harwich & Great Oakley Tuesdays only from 1st June 1999. |

First Eastern National

An interesting observation at Clacton depot on Saturday 5th June saw three ex Keighley & District Leyland Olympians being prepared for service operation still wearing their previous owners liveries. Eastern National fleetnames were being added to the sides of the vehicles and presumably the "First" logo will also appear somewhere.

Crusader Holidays

One of the new Setras has finally arrived, Registration No. T107 ???, (letters to be advised next month). It is hoped that six more will follow very shortly giving the Company a complete Setra fleet and allowing a 100% introduction of their new livery!

OTHER OPERATORS - REST OF ESSEX

ALL POINTS EXPRESS LITTLE THURLOCK Are a further former taxi firm, now operating with disc's.

AMOS BELCHAMP ST PAUL An article on this small operator, appeared in the East Anglian Daily Times on 23rd March. Billy Amos who runs the company is 77 years old, and is still driving and hopes to be in 2002, when the company celebrates 100 years of operations. It's very much an old style of operation, as his sister-in-law, collects the fares on the three times a week service to Sudbury, using tickets and a clipper.

APT RAYLEIGH Additions are DAF/Plaxton 4000 H2/3 APT. These are thought to be ex H984 LEF and J69 GCX.

BISS STANSTED Revised timetables were introduced on service 38 from 24.5.99 and 317 from 31.3.99.

BOON BOREHAM A further Leyland Atlantean/Park Royal VPA 149S has been acquired. Leyland Olympian/ECW B690 BPU has been on loan from Windmill, Copford.

BRAINTREE YELLOWLINE A recent addition is Omni F294 WPY.

BRIANS MAYLANDSEA Freight Rover TIW 1742, has been withdrawn and sold.

CAMBRIDGE COACH SERVICES Revised timetables were introduced on services 75 and 79 from 28.3.99.

CARTERS IPSWICH The operating centre has moved to the rear of Esso Garage, A12, Capei St Mary.

CHELMSFORD TAXIBUS Recent addition, Ford Transit S891 CAV operates on LPG as part of a pilot test for Ford UK. A further Omni here is J418 NKK.

The company have hit back at complaints from local taxi operators, about the method of operation. This is a result of the Transport Act, that allows vehicles to operate, in effect as private hire vehicles. This means that two sets of legislation apply, one set for taxi operators and one for company's like Chelmsford Taxibus. To your sub-editor, both seem to have advantages and pitfalls, so I suggest it really is a case of 'you pay your money and take your choice'!

The company are now registered as Group Taxibus, with operations in Chelmsford, Harlow and at Stansted and Bristol Airports. Plans to start operations in Cambridge in the autumn have also been announced.

The fleet at Bristol consists of Ford Galaxy's S779/93/94/96-98 WPU and T701-120 TAE.

COUNTY COACHES BRENTWOOD New is Scania/Irizar T745 JHE.

CRUSADER CLACTON Iveco/Belhus LSU 113 and 114 RVX have been re-registered P625/6 SNO, but its not known which way round.

ENSIGNBUS Not previously recorded is that service 324 (Thurrock College/Lakeside to Hornchurch) were taken over from First Capital on 7.2.99. From 16.3.99, it was extended to operate Romford Market to Bluewater Shopping Centre, every 30 minutes Monday to Saturday. For the first week a night service N324 was operated. Metrobuses branded for this service include KJW 306W, GOG 272W, ANA 180Y, A146 AMO and F292 NHJ. This service also had a revised timetable from 16.6.99.

Service 348 commenced on 12.6.99, operating between Romford and Gravesend via Hornchurch, Ockendon, Lakeside and Bluewater.

Rail replacement work also keeps this operator busy at weekends.

RT 3775 (NLE 882) has been acquired.

ESSEXPRESS Revised routes and timetables were introduced on these jointly operated commuter services from 21.4.99.

FARGO RAYNE Omni K46 TKJ, is in the yard here and is assumed to have been acquired.

FORDS ALTHORNE The service between South Woodham and Chelmsford Riverside operated on 29.3.99/31.3.99/07.04.99/09.04.99/11.5.99/18.5.99/25.5.99/8.6.99/15.6.99 and 22.6.99.

JACKSON BICKNACRE Mercedes/Optare F321 SMD has been sold to Hailstone, Basildon. An addition is Mercedes/Plaxton Cheetah T639 JWB. Service 237 had a revised route and timetable introduced from 7.6.99.

LODGE HIGH EASTER The mobile advert Metrobus MRJ 44W, is in fact owned by Ford. It is driven and maintained by Lodges staff.

METROLINE Service 333, the Lee Valley Park Circular, commences on Sundays only from 20.6.99, to 18.7.99, then daily from 19.7.99, to 30.8.99.

NATIONAL EXPRESS Summer schedules were introduced from 24.5.99.

NCS NEWPORT A further Renault Traffic is L678 XDD.

NELSONS Not previously recorded, is that school service 40 was withdrawn after 7.2.99. Further to EBN 419, the change to service 224 was dated 1.3.99. Services 271-273 were revised from 7.4.99. Service 271 was withdrawn, 272 extended to Fobbing on Saturday and 273 introduced on Saturday. Both 272/3 now operate Wed/Fri/Sat with one round trip each 272 Basildon to Romford via Fobbing, Corringham and Horndon, 273 operates via Horndon, Bulphan, Laindon.

PDQ COLCHESTER L78 VBX a Renault Master has been acquired.

SM HARLOW Have acquired Neoplan Skyliner B205 YBX (MIB 657, B662 GWF, 1 KOV).

STEPHENSONS ROCHFORD Service 12 (Rochford to Gt Stambridge) will be withdrawn after 23.7.99.

STORT VALLEY STANSTED Dennis Javelin/Plaxton P666 TCC has Grand UK Holidays lettering.

SUPREME SOUTHEND Olympian A320 GLV is out of service, as a result of fire damage.

TOWN & COUNTRY TRAVEL CORRINGHAM Services registered are 101 Stanford Le Hope to Basildon via Orsett and Corringham, on Mondays to Saturdays evenings from 6.4.99. Service 364 Purfleet to Grays via Purfleet and West Thurrock, on Mondays to Saturdays from 6.4.99. ex Arriva East Essex and Herts.

Service 374 Aveley to Bulphan via Lakeside, West Tilbury and Linford and 389 from Basildon to Stanford Le Hope via Corringham and Fobbing. These two are Saturdays only from 10.4.99. Service 380 Orsett Hospital and Tilbury Ferry was taken over from Harris with effect from 6.4.99.

Service 20 from Tilbury Byron Gardens to Lakeside via Little Thurrock, Grays and West Thurrock was introduced from 21.6.99.

TURNERS WICKHAM ST PAUL Toyota/Caetano G109 APC has been re-registered VJI 9416, LAG Panoramic ILL 1953 is now VJI 9417, Leyland Royal Tiger B132 AKH is now VJI 9418. C901 FMP a Leyland Tiger/Duple has been acquired and re-registered VJI 9415. K334 VRU a MAN/Jonckhree was acquired last year, but has now been sold. A non-PSV acquired is Renault Traffic K378 FAR.

WINDMILL COPFORD Further DAF/Ikarus coaches are S426/7 JUA.

ARRIVA EAST HERTS & ESSEX

FLEET

Vehicles In

3340	E257 TUB	Leyland Lynx B49f from Arriva Yorkshire (04/99)
	GYE 508W	MCW Metrobus H43/28F from Arriva London North (05/99)

Allocation Changes to April 1999

2167	SLU 261	Training at Harlow
2278/80	G78/80 SKR	Arriva Kent & Sussex to Harlow
2298	G918 UPP	Ware to Harlow
2322-5	L802-4 FNO	Harlow to Stored
2325	L805 OVX	Harlow to Stored
2359/60	N739/40 AVW	Harlow (59) & Arriva Southend (60) to Grays
3340	E257 TUB	Arriva Yorkshire to Harlow
3374/5	K761/2 JVX	Harlow to Grays
5348	KYV 786X	Arriva London North to Ware
5377/82/3	TPD 107/115/123X	Harlow (77) and Ware (82/3) to Stored

Allocation Changes to May 1999

5352	DTG 372V	to Sold (Ripley, Carlton)
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Liveries

By Apr 99: 2359/60 (N739/40 AVW) to Arriva corporate livery

Apr 99: 3337 entered service in Londonlinks livery

3340 entered service in West Riding livery

2063 (H35 DGD), 2311 (G926 WGS), 2345/8 (M725/8 UTW),

3359 (K409 FHJ) to Arriva corporate livery

ARRIVA SOUTHEND

VEHICLES

ACQUIRED

5273-5275 G663/4/5 FKA Dennis Dominator DDA1031
East Lincs H43/25F
ex Arriva West Sussex

Repaints: 3381 & 3384 (M761/764 JPA) into Arriva livery.

Services: Revised Services from 20/6/99

Route 1. Revised Timetable.

Route 2. Withdrawn between Blackgate Road & Campfield Road.
Now operates Southend -Basildon. (Lakeside)
Every 30 mins Mon-Sat and 2 hourly to Lakeside on Sundays.
and hourly to Hadleigh.(Suns.)

Route 4/5. No change to route, ept no longer serve Leigh Station.
Most journeys terminate at Thames Drive.

Route 6. Revised Route: Operates Landwick - Leigh Church.
No longer serves Conway Ave. Then current route to
Kent Elms library, up to Rochford Cnr, right into Whitehouse Rd.
right into Snakes Lane, to Kent Elms and then as 23A to Leigh Ch.

On return as 23A to Kent Elms & Rochford Cnr.via Snakes Lane,
turning left at Rochford Cnr and back to Kent Elms and then
6 route to Landwick.

Route 6A. Replaces 23A. Eastwood Rise & Leigh Station.

Route 6B. Replaces 23. Route Unchanged.

Route 7. Shoeburyness -Rayleigh Stn. via Cuckoo Cnr & the Bell,
and normal route to Rayleigh.

Route 7A. As service 7 to Fairfax Dr. then via Prittlewell Chase & Hobblythick Lane ,to the Bell then as route 7 to Rayleigh.

Route 7C. Service withdrawn. Replaced by 8B & 12.

Route 8. As service 7 to Golden Cross, then via Hawkwell to Rayleigh.

Route 8A. As old service 8 via Bournes Green, to Central Bus station, then as 7A to Golden Cross and 8 route to Rayleigh.

Route 8B. As old Service 7C to Central Bus Stn. then as service 8 to
Hawkwell, terminating at Nursery Corner.

- Route 8C. Operates Shoeburyness to Rayleigh Station. As service 8 to Fairfax Drive then via Hobleythick Lane to the Bell & then as 8 to Rayleigh.
- Route 9/9A. Revised to operate every 15 mins between Shoeburyness & Rayleigh. All journeys will operate via Thorpe Esplanade. Burges Road will no longer be served.
- Route 10. No Change.
- Route 11. Service Withdrawn.
- Route 12. NEW Service, Southend - Canewdon. Operates as Route 7A to Rochford then as old 7C to Ballards Gore then resumes old route turning left towards Scotts Hall Lane, right into S.H.L and follow road to end, turning right and up to Anchor Pub and on to Loftmans Corner. Return as inward route.
- Route 13. No Change.
- Route 14. Service Withdrawn.
- Route 17/17A. No Change.
- Route 17B. NEW Service. (4 Evening Return Journeys) between Southend & Leigh Church via 17 route. (Southend Council Route.)
- Route 18. No Change.
- Route 23. Renumbered 6B.
- Route 23A. Renumbered 6A.
- Route 29. No Change to main service. Evening extension to Rayleigh withdrawn. Timetable slightly revised.
- Route 61. Southend - Canewdon. Normal route to Sutton Cemetery then via Sutton Road to Anne Boleyn then as service 12 to Canewdon.
- Route 64/65. Services Withdrawn. (Replaced by First Thamesway.)
- Route 66. Service Withdrawn.
- Route 69. No change to route, but extended from Rochford to Canewdon as service 12. Inward journeys to Southend (A.M peak.) do not operate via Stock Road estate.
- 'X' Group. Unchanged for the present. Could be revised in the near future to improve reliability.

VINTAGE OPEN TOPPERS ON SOUTHEND SEA FRONT SATURDAY MAY 15th 1999

To mark the start of the 1999 season of operating the open top route 67 by Stephenson's Coaches in conjunction with Southend Borough Council, two former Eastern National buses Bristol KSW 2380 WNO478 and Bristol FLF 2300 RWC608 gave free rides on the first journeys. It was a welcome sight to see the veterans on the sea front again. After these journeys, the resident Stephenson's Bristol VRs VHB677/8S took over.

ACQUIRED VEHICLES May 1999

1431	D754 DLO	Leyland Lynx LX1127L112R1RS	Leyland	B49F
1433	D756 DLO	Leyland Lynx LX1127L112R1RS	Leyland	B49F

Acquired from First Bee-Line, Bracknell. Both are to be repainted before being used at HH where they will replace Leyland Nationals 1870 and 1886

4026	FUM 485Y	Leyland Olympian ONLXB/1R	ON641	E.C.W.	25546	DPH42/30F
4027	FUM 493Y	Leyland Olympian ONLXB/1R	ON698	E.C.W.	25554	DPH42/30F

Acquired from Keighley & District.

4026 is being used at BN in Keighley livery. 4027 was delivered direct to HH and has been repainted in new Thamesway livery.

These are replacements for non-standard Olympians 4022/23.

The current allocation list shows fleet numbers 4028/30/31 as reserve vehicles. Details to follow when available.

DISPOSAL May 1999

1431	D875ELL	First PMT	5/99	4022	TPD111X	Stephenson (dlr)	5/99
4023	TPD105X	Stephenson (dlr)	5/99	9717	C511BFB	Stephenson (dlr)	5/99

ALLOCATION CHANGES May 1999

1431, 1433 Acquired – HH. 1870 HH – Reserve. 4022 BN – Disposal. 4023 HH – Disposal. 4026 Acquired – BN. 4027 Acquired – HH 4028/30/31 Acquired – Reserve.

REPAINTS May 1999

701, 916, 944, 946, 951, 1409, 1433, 4027.

ODD WORKINGS

School half term has again seen the increased use of double deckers with 3109 and 3226 in service on 151. On 251, 3109 left Brentwood several mornings week commencing 17th May showing "251 Walthamstow" to work a Gidea Park to Walthamstow journey whereas Mercedes 805 worked a mid-day journey on May 12th. These variations make a welcome change from the usual daytime Dennis Darts.

SERVICE CHANGES

1A New route Willowfields – Basildon from June 1st.
 21C 21D Southend – Canvey (school days.) Revised timetable from June 1st.
 23C Now operated by Thamesway ex Harris bus from April 6th.
 35 Runwell – Willowfields withdrawn but amended to run Shotgate – Runwell from June 1st.
 64 65 Southend – Temple Sutton. (Sun.) Now operated by Thamesway ex Southend Transport from June 20th
 374 Withdrawn from April 1st.
 388 389 revised timetable from April 6th.



Head Office :

17/21 LONDON ROAD, SOUTHEND-ON-SEA

Telephone : SOUTHEND-ON-SEA 49411

ALONG THE PROMENADE

1999

The Southend Sea Front service (67) is once again operated by Southend Council in conjunction with Stephenson's Coaches of Rochford, who are operating two Bristol VRs VHB677S and VHB678s.

At Clacton, Heddingham Omnibuses have introduced a Bristol VR open top UWV615S (L302) on their service 130.

Arriva Colchester have still got their Leyland Atlantean JHK459N on their Town Tour. The AEC Regent of Arriva Southend KTF594 will only see service on special occasions.

SAMPSON COACHES AND TRAVEL A POSTSCRIPT

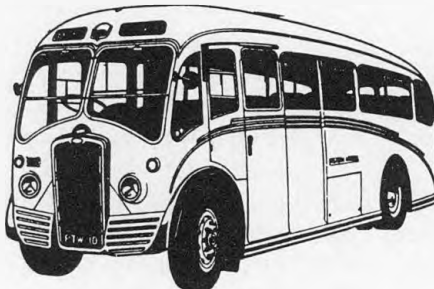
The following additional vehicles and associated notes have been kindly provided by group member, A D Lilley, to whom we extend our thanks. There are also one or two corrections to bodywork, seating capacities etc. In the early days some vehicles were licenced to Sampson Coaches and some to Sampson Engineering; both at the same address.

SAMPSON, CHESHUNT Additional Vehicles (Pre 1972)				new	in	out
WUU553	Bedford SB8	Duple C41F	/59	6/68	6/71	
1320 NE	Austin J2VA	Kenex M12	1/62	7/68	3/70	
3653VW	Morris J2BM	BMC M12	/60	7/68	2/69	
8238AR	Bedford SB8	Plaxton C41F	2/60	1/69	6/71	
8440 NC	Bedford CALV	Martin Walter M11	/61	2/66	/69	
NXL800	Bedford SBG	Thurgood C37F	5/53	2/67	8/69	
28TME	Bedford SB3	Duple C41F	/59	4/67	7/70	
KJH542G	BMC 250JU	BMC M12	6/69	6/69	1/72	
SBF804	Bedford SB8	Duple C41F	4/62	8/69	2/72	
SBF805	Bedford SB8	Duple C41F	4/62	8/69	2/72	
11 LVM607G	Ford Transit	Deansgate M12	3/69	9/69		
4ECV	Bedford SB8	Duple C41F	/59	11/69	9/70	
12 OR0960H	Ford Transit	LCM M12	4/70	4/70		
13 9805UK	Bedford VAL14	Duple C52F	6/63	6/70		
14 142EJW	Bedford VAL14	Plaxton C52F	2/64	9/70		
15 OYK129F	Ford R226	Plaxton C52F	9/67	1/71		
16 LWP161D	Ford R192	Plaxton C45F	6/66	7/71		
17 UR0851J	Bedford VAS5	Duple C29F	7/71	7/71		
18 PAB231E	Ford R192	Plaxton C45F	6/67	10/71		
19 BNK949K	Ford Transit	Moseley M12	1/72	1/72		
20 BNK950K	Ford R226	Plaxton C53F	2/72	2/72		
21 VFM601	Bristol Lodekka LD6B	ECW H32/26RD	5/55	6/72		
22 VFM626	Bristol Lodekka LD6B	ECW H32/28RD	7/55	6/72		
23 MUR207H	Bedford J2S210	Plaxton C15F	11/69	10/72		

SAMPSON COACHES AND TRAVEL

Additional Vehicles

25 LNK787L	Leyland Leopard PSU5/4R	Plaxton C57F	New	3/73	Queen of Herts
26 MNK252L	Ford Transit	Moseley M12	New	3/73	
28 ONK492L	Ford Transit	Deansgate M12	New	5/73	
30 4ERP	Bedford VAL14	Duple C52F		3/74	
31 EMH819B	Bedford SB13	Plaxton C41F		3/74	
	RUW990E Bedford VAL14	Plaxton C52F		3/74	
106 FBM504E	Ford R192	Duple C45F		4/74	
103 DGX636E	Ford R192	Plaxton C41F		7/74	
105 FNM837E	Ford R192	Plaxton C41F		9/74	
47 LGS447P	Ford Transit	Dormobile B16F	New	9/75	
48 LGS448P	Ford Transit	Dormobile B16F	New	9/75	
51 JRO383L	Bedford YRT	Plaxton C53F		9/75	Princess
52 JRO386L	Bedford YRT	Plaxton C53F		9/75	Prince
	WL0681 Bedford SB3	Duple C41F		4/76	
	WAR510E Bedford VAM14	Duple C45F		4/76	
	EAG978D Bedford VAM14	Plaxton C45F		4/76	
	PRO375H Bedford VAS5	Duple C29F		4/76	
65 KNK363G	Bedford VAL70	Duple N C52F		4/76	
56 NVW556P	Volvo B58-61	Plaxton C57F	New	4/76	
	SCX195 AEC Regent V	East Lancs H70F		5/76	
40 ORC659	Leyland Atlantean PDR1/1	Metro-Cammell H78F		8/76	
	GAY404L Ford Transit	Strachans B16F		8/76	
	LJM940 Bedford SB5	Plaxton C41F		9/79	
	ACH305B Leyland Leopard PSU3/1R	Marshall B53F		1/80	
	ONK656H Bedford SB5	Plaxton C41F		1/81	
	PGF276L Ford R192	Duple C45F		3/81	
	TCK481 Leyland Leopard PSU3/1R	Marshall B53F		1/82	
	UCK544 Leyland Leopard PSU3/1R	Marshall B53F		1/82	
	GHM721N Ford Transit	Strachans B16F		3/82	
	RGS86R Bedford VAS5	Plaxton C19F		4/82	Prince
	TAR180J Bedford VAS5	Duple C29F		9/82	
	TAR181J Bedford SB5	Plaxton C41F		9/82	
	DHA163T Ford Transit	Tricentral M12		10/82	
	B259XYF Ford Transit	Mellor M12	New	10/84	
	DNU15T/AJH37A Bedford YLQ	Duple C35F		12/84	Bluebird
	CAX12V Bedford YMT	Duple C53F		6/85	Princess
	UYO853S Ford Transit	Robin Hood M12		6/85	
	UMD871S Ford Transit	Robin Hood M12		6/85	
	COY664Y Ford Transit	Mellor C16F		3/86	
	DBD20X Ford Transit	Dormobile C16F		11/87	
	RAK656R Bedford YMT	Plaxton C53F		7/88	
	MNK428V Leyland Leopard PSU3E/4R	Duple C53F		7/88	
	F439ENB Mazda E2200	Made to Measure M13	New	8/88	
	RNK323W Ford Transit	Dormobile B16F		8/88	
	B299AMG Bedford YNT	Plaxton C53F		9/88	



Previous Operators

823BAR	Ex Luton Commercial Motors
8440NC	Ex Pulham, Bourton
1320 NE/NXL800	Ex Don, Bishop's Stortford
9805UK/142EJW	Ex Ronsway, Hemel Hempstead
4ERP/EMH819B/RUW990E	Ex Alexandra, Enfield
28TME	Ex Maybury, Westbury
LJM940	Ex Drongoose, Stockcross
ORC659	Ex Heaps & Planner, Hertford
SCX195	Ex Smith, Buntingford
SBF804/5/ 4ECV	Ex Noakes, Brierley Hill
TCK481/UCK544	Ex Ribble
WLO681/WAR510E/EAG978D/PRO375H/KNK363G	Ex Brunt, Potters Bar
WUU553	Ex Universal Cream, N9
ACH305B	Ex Fleetville, Cheshunt
LWP161D/PAB231E	Ex Harding & Dyson, Redditch
FBM504E/FNMB37E/UGX636E	Ex Eastern Enfield, Cheshunt
OYK129F	Ex Rowson, South Harrow
LVM607G	Ex Mawer, Twein
ONK656H	Ex Lacey, E6
TAR180/1J	Ex Reg, Hertford
GAY404L	Ex Wood, Wigston
JRQ383/6L	Ex Guards, W1
PGF276L	Ex Vanstone, E9
GHM721N	Ex London Transport
RAK656R/RNK323W	Ex Fleetville, Hoddesdon
RGS86R	Ex Warburton, Sutton Valence
UY0853S/UMD871S	Ex Angel, N15
DHA163T	Ex Mellows, N7
DNU15T(AJH37A)/ CAX12V	Ex Bailey, Kirkby
MNK428V	Ex Armchair, Brentford
DBD2UX	Ex Lee, Hertford
COY664Y	Ex Airport Car, W5
B299AMG	Ex Robilliard, Harlow

Additional Names

MUR198H	Yeoman
URD845J	Gladiator
LJH244L	Pioneer
VR0510J	Conquest
DR0510K	Adventurer
DMB6H	Rosemary
LUR510L	Avenger
TAR510M	Invader
GPA632V	Countess
B914RU	President
360DLY	Sunhunter



This Ford is seen in Lefkosa Bus Terminal, North Cyprus. It was new to Dix Coaches of Dagenham.

DAGENHAM TO DIKMEN

By Alan Osborne

Over recent years I have become accustomed to taking a short New Year break to escape from the British winter and jet off to sunnier and warmer climes. Although my itineraries have included some faraway destinations such as Bermuda and Cape Town; usually, along with a couple of friends, we head for a Southern Atlantic or Mediterranean destination. Visits to Lisbon, Gibraltar and Athens have all been enjoyed as well as countless trips to that favourite bus enthusiasts destination, the island of Malta. Here, amongst many other transport delights, former Westcliff-on-Sea A.E.C. Regal AHJ 404 dating from 1938 (or at least some parts of it), is still in active service.

In 1998, we selected another Mediterranean island to visit - Cyprus. We wanted to see some of the famous village buses with their wooden bodies, as well as the collection of adorable little Bedfords with locally built Cypriot bodywork. All the main towns in the Greek part of the island, Limassol, Nicosia, Larnaca and Paphos were covered, and we also took a trip up into the Troodos mountains, but alas our short one week vacation was just not long enough to see all that we wanted.

As the television commercial claims "no one goes to Cyprus only once", so we decided to go back again in 1999 with the intention of seeing more of the Greek part of the island. We also agreed to fit in a crossing into North Cyprus, which is now under Turkish control, the island have been divided since 1974 by the United Nations "Green Line".

We did not know very much about the North Cyprus bus scene, but fortunately we were aware of the location of the main country bus terminal in Lefkosa (which is Nicosia in Turkish). Lack of funds in the North has restricted the new vehicle intake to just a trickle of minibuses. Full sized bus needs have been met by secondhand imports from the U.K. and more recently from Germany and mainland Turkey in the form of Mercedes coaches.

One of the older imports that we saw has an particularly interesting history with a very local flavour. This was a Plaxton bodied Ford R1014 in a orange and white livery registered TAU 705. The colour scheme looked very familiar to us, and the little extended oval side feature was very characteristic, so we had a good idea as to its origin. It turned out that this vehicle was formerly registered JHA134N, and was new to Dix Coaches of Dagenham in May 1975. Shortly after the Ford entered service Dix was acquired by the Ewer Group in February 1976 and it turned out that JHA was the very last vehicle to carry the old Dix colours of biscuit and blue, being repainted orange and white in March 1981. It entered service in Cyprus in 1984 and 19 years later the British paintwork is still going strong although somewhat faded !

The coach is now used on a school service from Lefkosa to Dikmen (Dikomo in the original Greek), a far cry from its original home in Wood Lane, Dagenham.

ARRIVA COLCHESTER

What is expected to be the last Metrobus to join the fleet, M1289 (B289 WUL), arrived on 18.5.1999, and entered the paint shop. Atlantean 5311 (YNO 81S) was removed from Magdalen Street on 14.5.1999.

Tiger coach 4303 was lent to Luton from 6.5.1999 to 10.5.1999.

Olympians were used on rail replacement work between Liverpool Street and Kings Cross on 8.5.1999 (5397, 5398, 5407 and 5409) and 9.5.1999 (5389, 5390, 5407 and 5409).

Atlantean 5318 was at the Southend rally on 6.6.1999.

The company has introduced ten-journey "Clipper" tickets, which are priced at £8 (£6 for concessions) and valid for a month, and £1.25 transfer tickets, which are valid for an hour. Also, it has published separate timetable booklets for services 1/1A/1B/1C, 2/2A/2B, 3, 5 and 8/8A/8B.

PAGE 17

SERVICE 65 SOUTHEND TRANSPORT

INTRODUCES

- Southend Airport
- Southend Hospital
- Westcliff
- Southend town centre

Sprite



THE NEW MINI-BUS EXPERIENCE

- Wide entrance with low rise steps
- 25 comfortable seats
- Spacious interior with tinted windows
- Luggage space
- Hot & cold areas
- Airport connection

A BETTER WAY TO TRAVEL



The Story of Moore Brothers, Kelvedon, Essex (Bryan Everitt)

Despite the ever-increasing standard of transport books generally, every now and then one still manages to set a new standard for its class. In my view, Bryan Everitt's story of Moore Brothers, Kelvedon, subtitled "Passenger carrying through five generations" does just that. This has clearly been a labour of love which has resulted from painstaking research far and wide, aided considerably by but also devoted to former employees of Moore's (including Bryan's father Hubert). It serves not only as a tribute to the Moore family, the company and its staff but also to the late Joe Long who preserved Guy Arab 373WPU (a colour photo of which adorns the cover). An impressive array of archive material (much of it presumably the author's own collection) has been presented both as part of the main text and in a series of extremely effective colour plates in the middle of the book - uniforms, badges, tickets and promotional publications amongst them.

The first three chapters, which broadly cover the whole horse-drawn era from the establishment by Edward Moore of a carrier's business in 1815 to the retirement of the third generation of Moores in 1905, make for a fascinating read and are exceptionally well documented. As well as the full family history, there are photographs and drawings of horse-drawn vehicles including pictures from the 1935 celebrations of the firm's 120th anniversary. By chapter 4, the earliest motor bus makes its appearance and the full impact of this is discussed (not surprisingly there were mixed views). The Clarkson steam bus of 1914 merits a chapter of its own, with some fine photos of it new and in service culminating in a rather sadder one of its body in a field in Kelvedon many years after withdrawal. The reversion to petrol-driven motor vehicles is then related, supported by a good selection of early photographs; included are the story of Ted the Collie dog (belonging to William Moore) who frequently travelled by bus to Colchester. By way of contrast is a newspaper extract of a double-decker Thornycroft in an accident in 1923. All of this is accompanied by a very readable text.

1930 heralded both regulation and the beginning of a decade of consolidation and prosperity for Moore's, with the introduction of larger 32-seat saloons and chassis from Gilford, Bedford, AEC and Albion, the latter forming the mainstay of acquisitions until World War II brought Guys. The first closed-top double-deckers appeared in 1937, being secondhand AEC Regents. Where photos of actual vehicles were not available, the author has used

sister vehicles to provide as comprehensive a record as possible. In this way we can see as well as read how the fleet was transformed into the post-War selection of Guy Arabs, both single-deck and double-deck, which with the handful of Commer Avenger and Bedford coaches formed the fleet taken over by Eastern National in 1963. One of the Bedfords never made it - OB MMT876 is shown severely damaged in 1954 after a collision with a runaway Army lorry, after which it was withdrawn. Some fine photos of post-War vehicles complement the continuing story of a well-run family business, the staff of which also figure in some pictures of the human beings rather than the vehicles! The build-up to the much-lamented 1963 sale is followed by a chapter devoted to the preservation of 373WPU, and the commemorative trips made by it (especially the EBEG tour in 1993). There is a colour plate of the bus with the ex Moore's staff present on that day.

Appendices cover the complete history of services operated, licences granted between 1931 and 1963, sample Notice & Proceedings entries and the fleet itself. A further appendix deals with the vehicles acquired by Eastern National and their subsequent disposal. Although the author's story stops in February 1963 (apart from 373WPU's second life), the Moore's influence continued for a further 13 years until withdrawal of the last Guy Arab, the last two of which were delivered to ENOC after takeover. I did at least manage to travel on some of these later Guys a number of times, including 582A00's last day, by which time their distinctive combination of 5LW engines and gearbox noise together with lowbridge bodies marked them out as rather unusual for an NBC company. Some of Kelvedon garage lives on with Hedingham, and 373WPU is now in the safe care of Brian and Arnold Brown at Joe Long's bequest. This book ensures that Moore's contribution to public transport in Essex will be recorded for posterity.

Not surprisingly I would recommend this book without hesitation, whether to hardened bus enthusiasts or to students of Essex social and transport history. Copies are available direct from the author at 20 Aubrey Close, Broomfield, Chelmsford, CM1 4EJ.

Chris Stewart 30.5.99

SOUTHEND ON SEA BOROUGH COUNCIL WELFARE BUSES **(COMPILED BY IAN TAYLOR)**

Below is a list of welfare buses and minibuses in service with Southend on Sea Borough Council as at 1st May 1999. All vehicles (with the exception of 304/305) were ex Essex County Council as per my earlier notes. The fleet numbers were allocated by Southend On Sea BC upon transfer; vehicles in the Essex CC fleet do not have them. 200/201 were withdrawn by January 1999.

Could members please report details of number 305 when it has been delivered.

200 F771 KVV	FORD TRANSIT 160/DORMOBILE WELFARE BUS
201 F772 KVV	FORD TRANSIT 160/DORMOBILE WELFARE BUS
202 H951 KVV	FORD TRANSIT 190 WELFARE BUS
203 K873 GOO	FORD TRANSIT 190 WELFARE BUS
204 L689 KNO	FORD TRANSIT 190 WELFARE BUS
205 L690 KNO	FORD TRANSIT 190 WELFARE BUS
206 M544 YVW	FORD TRANSIT 230 WELFARE BUS
207 J167 AAR	IVECO DAILY 45.10/LCB WELFARE BUS
208 J168 AAR	IVECO DAILY 45.10/LCB WELFARE BUS
209 P960 HTW	FORD TRANSIT 230 WELFARE BUS
210 P961 JHJ	IVECO DAILY 49.10 WELFARE BUS
211 P964 HTW	FORD TRANSIT 230 WELFARE BUS
212 P364 RGV	LDV CONVOY WELFARE BUS
213 N235 DPU	IVECO DAILY 49.10/BEDWAS WELFARE BUS
214 N238 DPU	IVECO DAILY 49 10/BEDWAS WELFARE BUS
215 G381 BEV	FORD TRANSIT 160 WELFARE BUS
300 G808 WEV	FORD TRANSIT 160 CREWBUS
301 J993 LDX	LEYLAND DAF 400 MINIBUS
302 N307 FWC	FORD TRANSIT 130 MINIBUS
303 N309 FWC	FORD TRANSIT 130 MINIBUS
304 S533 AEV	/?MINIBUS
305 ON ORDER	/?MINIBUS
713 E252 CPU	IVECO INFORMATION BUS

ESSEX ODDS AND ENDS

A number of vehicles have been noted, stored on a farm near Coggeshall (Map ref TL832217). These include 5 ex Manchester double deckers and a Leyland National. It is assumed they belong, to one of the Essex dealers (Ensigns or Stephensons).

Bedford YMT/Plaxton EGS 173T formerly with DCH, Colchester, is now a driver trainer with Harvey, Clacton.

East Tilbury Scouts are using CYH 770V a Leyland Leopard/Duple ex Reg's Hertford.

Belfairs Methodist Church own EFC 36Y a Ford Transit, which is unlicensed in Park Road Garage, Southend.

S.A.R.A.H. Thurrock have Ford Transit/Dormobile G361 PNN.

Billerica School have M795 WEV a Ford Transit

PRESERVATION TOPICS

The Bristol Interest Circle reports that in the South Wales Evening Post dated 2nd April that South Wales Transport 500 WNO 484 Bristol KSW5G open topper, this is of course former Eastern National (4206) 2386. The bus was withdrawn two years ago after rot was found in the upper saloon floor, it is now in the hands of the Welsh Bus Group who intend to restore the "old girl" to it's former glory.