

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

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(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 307



A fairly rare type of vehicle is the ECW bodied Leopard. Eastern National have three now used on commuter work from Braintree. 1309 was caught by the camera at Chelmsford soon after arriving from Ribble.

ROCHFORD MEETING

The December meeting takes place on the 12th of the month, at the freight House which is adjacent to the rail station. This month we are pleased to welcome Mark Howarth of Southend Transport whos subject will be ST since deregulation. An interesting evening is in store and members are most welcome.

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Small Operators - Rest Of Essex

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REPORT ON THE BRISTOL FLF COACH TOUR - SUNDAY OCTOBER 15th

On a bright October morning the superb 1640 (RWC 607) was driven out of Canvey to relive its old days on the X10 between Southend and London Victoria. Departure was made from Canvey toward Southend enabling those who had crossed to the island to enjoy the sound of the LW engine at work climbing off the island. Joe Long a former X10 driver was in the cab and as the day went on it became obvious that vehicle owner and former X10 conductor Ted Miles would find it hard to remove him. Southend was reached and a few shots were taken in the company of an ex Nottingham Olympian before we set off with Ted able to share some of the stories of days gone by. The journey was then enjoyable to Basildon where a stop was made for fuel which meant having to reverse out of the petrol station, a first for most passengers. A long tailback on the Eastern Avenue because of road works did nothing to aid timekeeping and with the bus lane in Pentonville Road a long term closure Victoria was reached somewhat later than hoped. Advance planning by Ted meant that access to the Coach Station was gained where a lunch break was also taken. A large number of Coach drivers then came to look at the FLF while we went to look at their various vehicles, a couple of new Volvo Expressliners for East Kent creating the most interest. It was then off down the A13 to Ensigns where one of their new Olympians was noted together with the DMS, Metrobus and ex Southend vehicles with which this company is normally associated. It was then time to return to Southend via Basildon before returning to Canvey. Many thanks to all who made this trip possible including Victoria Coach Station, Ensignbus, Joe Long and of course Ted Miles. A most enjoyable day was had by all and Ted has agreed to make his vehicle available again next year. One final thought though, London seems very strange on a Sunday with no Routemasters in normal passenger service.

NEW BOOKS

The following are now available from Andy Meadows, please make cheques payable to 'The Cliff Agency'.

Eastern National in Focus Volume One - Derek Stebbing £3 post free
 Eastern National in Focus Volume Two - Derek Stebbing £4.50 post free

Or both for £7 if ordered together.

Bus Handbook 4 East Midlands - Capital Transport £6.95 post free

London Transport Cap Badges - Capital Transport £6.95 post free

Stephensons in the Eighties - £9.95 post free

Essex County Timetables for Loughton and Clacton Areas both priced at 40p plus 30p post

A new sales list is also available free of charge from Andy.

EASTERN NATIONAL LIMITEDVehicle Allocations

11/89 1116 SD-BN; 1741 POOL-BS; 1915 BN-SD; 3041 CN-D/L(D); 3049 MN-POOL;
 3051 MN-D/L(D); 3058 SD-MN; 3060 SD-MN; 3202 DT-CN.

Vehicle Repaints

Were not available at time of going to press. BN 1797 has been noted in an overall advert for Basildon & Thurrock Health Authority "Health 2000".

Former Eastern National buses in the news

A rather sad television news item on 7/8 October 1989 depicted former Eastern National Bristol RELL's 1542 (RPU 882K) and 1554 (WNO 543L) now Citybus Ltd., Belfast 711 and 718. The vehicles were seen on fire in the streets of Belfast. Unfortunately many of these vehicles which went to Northern Ireland have suffered this fate.

Disposals - Subsequent

- 302 (EJN 638) E.N.P.G. (for preservation) by 3/89 ex Hughes Hartley (see also NS 250)
- 337 (284 NHK) On loan from, and used on behalf of, Sue Ryder Foundation by Cott, Banham (for preservation)(addnl.information to NS 252)
- 331 (7017 HK) Is N-PSV with Dean, Leatherhead (for preservation)(addnl. information Mag.302)
- 348 (YBD 201) Is N-PSV with Coleman, Leverington (for preservation) (additional information NS 272)
- 1050 (TJN 973W) Remains passed to AJS, Carlton (dealer) 3/89, prior to passing to Sykes (breaker) 3/89 (addnl. information Mag.302)
- 1054 (TJN 977W) Allen, Sittingbourne 5/89, ex Martin (dealer),Middwich
- 1056 (TJN 979W) as 1054, acquired 6/89.
- 1207 (BNO 693T) Wigley, Carlton (dealer) 5/89, ex Wilde, Clowne.
- 1302 (LLT 343V) Sunbury Coaches Ltd, Sunbury, 8/89, ex Jones, Sunbury (revision of name)
- *1305 (LLT 346V) As 1302, also included in transfer. However, vehicle previously recored as passing to Hill, Hounslow 1/88. Clarification appreciated.
- 1340 (2730 VX) Now stored at Midland Bus Museum (from 1/1/89 re-named Birmingham & Midland Museum of Transport) by 5/89. Owner given as Trump, Knaphill. (this vehicle was used on a E.N.E.G. tour in 1985, but last reported as undergoing restoration at Sible Hedingham 10/82 (see NS 223)
- 1411 (XOO 880L) West, Aiskew, by 6/89, ex Clevestone, Hartlepool. (CSV 231) subsequently to West, Escombe, 7/89 (change of address of operator) (WEU 73L)
- 1504 (CVW 858G) PVS, Carlton, (breaker) 5/89, ex Rallybeam, Debach.
- 1536 (OHK 226K) Withdrawn, 7/89, by Citybus Ltd, Belfast, 704, maliciously destroyed.
- 1547 (SVW 275K) Now quoted as withdrawn, 7/89, by Citybus Ltd, Belfast, 712 being uneconomical to repair following malicious destruction (previously given as withdrawn, 1/88, following malicious destruction, Mag 290)
- *1712 (WNO 561L) Stagecoach, Perth, 6/89, ex East Midland Motor Services Ltd. Chesterfield, 533. Repainted in Stagecoach colours with "Perth Panther" fleetname, numbered 221. Used on services A/B in competition with Strathay Scottish Routemasters in "Perth City Transport" livery.
- 1727 (NEV 684M) Derelict on premises of Pride of the Road, Royston, 5/89 (correction to Mag 299)
- 1934 (MHJ 730V) Remains initially to AJS, Carlton (dealer) 3/89 (addnl. information Mag 304)
- *2386 (WNO 484) Now in green and white livery with South Wales, 500, labelled "Vintage Sea Fron Service" and named William Gammon. Used on Swansea - Limeslade service.
- 2400 (XVX 19) Richardson moved to Swinderby, -/79 (addnl information NS 250)
- 2807 (HEV 995B) "The Clown Jewel" (group of travelling clowns) by 5/89, noted in Bristol Pertains that engine is fitted with FOOL INJECTION. (previously recorded as Playbus, Inverness.
- 2898 (WVX 525F) Went to Sykes, Carlton (dealer) 1/89.
- 2929 (AVW 398F) Sykes, Carlton (dealer) 1/89, ex. Fowler, Holbeach Drove.
- 3031 (NPU 978M) Irvine, Law, 7/89, ex. Alexander, Sheffield.
- 3032 (NPU 979M) Numbered L156 by Hedingham & District.
- 3709 (FEV 178) Is N-PSV with Louton & District (for preservation)(Addnl. information Mag 288)
- 4081 (ONO 995) Arrived with its owner, in care of Castle Point Transport Museum, by 10/83 (see also NS 235/7). Marsden Builders were at Willerby (correction Mag 278)

Additional Disposals - Subsequent.

- 428 (LWC 979J) Re-registered, -?-, 12/88, ex SCT 330, by Wing, Sleaford, 65.
(SCT 330) Subsequently to Miller, Horsham, by 8/89 and re-registered ARU 199A. Registration SCT 330 transferred to another vehicle in the Wing fleet.
- 432 (PWC 339K) Peterborough Commercial (breaker), 7/89, ex. Cleverly, Cwmbran.
- 433 (PWC 340K) as 432.
- 1200 (BNO 686T) Weedon, Gosport, by 8/89, ex Rogers, Southampton.
- 1211 (BNO 697T) Key, Worcester, 6/89, ex Gray, Church Village. Also reported as passing to Wacton, (dealer) Bromyard, 6/89 (further information awaited).
- *1305 (LLT 346V) Jones, Sunbury by 8/89, ex Hill, Hounslow; subsequently to Sunbury Coaches, Sunbury (change of name)
(THIS CORRECTS INFORMATION ON PREVIOUS PAGE)
- 1306 (LLT 347V) Returned to service by Cowdrey, Gosport, 4/89 (addnl. information to Mag 304)
- 1406 (XVW 631L) Re-registered ARU 99A by Miller, Horsham by 8/89.
(CSV 253)
(VBY 546L)
- 1534 (MHK 916J) Withdrawn by Citybus Ltd., Belfast, 793 8/89, maliciously destroyed.
- 1542 (RPU 882K) Maliciously destroyed, 10/89 with Citybus Ltd., Belfast, 711.
- 1554 (WNO 543L) as 1542, fleetnumber 718
- 1627 (A651 CMY) Currently advertised for sale at Stuart Johnson, (dealer) Workshop.
- 1651 (KCG 608L) Withdrawn by Amberley Travel, Pudsey, 8/89. Being broken for spares 9/89.
- 1702 (WNO 551L) Re-registered NAT 555A by Ludlow, Halesowen, -/89.
- *1712 (WNO 561L) Went to Stagecoach, Perth, 7/89, entered service in Perth 8/89. Worked on loan to Magicbus, Glasgow in interim period.
(ADDITIONAL INFORMATION TO PREVIOUS PAGE)
- 1807 (TJN 506R) Reported in 'Buses' as used for spares by Somerbus, Bristol, passing to Wacton, (dealer) Bromyard, for scrap -/89.
- *2386 (WNO 484) Re-seated to 032/28R from 033/28R, 7/89, by South Wales.
(ADDITIONAL INFORMATION TO PREVIOUS PAGE)
- 2837 (LWC 663C) Is with Savoir Fare, Nuneaton (N)PSV (as mobile hospitality unit) (addnl. information Mag 282)
- 3006 (SMS 32H) PVS, Carlton (breaker), 6/89, ex North, Sherburn (dealer)
- 3011 (SMS 37H) Parton & Allen, Carlton (breaker) 6/89, ex. North, Sherburn. (dealer)
- 3016 (SMS 42H) Ensign (dealer) Purfleet, by 11/86, ex Lambeth Inner City Consultative Group. Sold to unknown owner, London SE 8 by 6/87 and vehicle used as a static snack bar or similar. Still in this use, 6/89.
- 3019 (SMS 45H) Ensign, Purfleet (dealer), 9/89, ex. Ribble Motor Services Ltd., 2042.
- 3020 (OWC 293K) Scrapped by P.V.S., Carlton (breaker) 6/89.
- 3042 (LFS 292F) Northern, North Anston, 528, 2/89, ex Heddingham & District, L104; subsequently to P.V.S., Carlton (breaker), 7/89, following accident damage.

General

A number of vehicles have been accident damaged in recent weeks including MN 1114, CR 1928, SD 3204, CF 1119. All are to be repaired with 3204 returning to its older haunts for repair by UCE Northampton.

The companies Bristol K AJN 825 has attended a few events during the Summer and returned from the annual Manchester-Harrogate Trans-Pennine rally with awards from Manchester as the best overall PSV whilst Harrogate produced the best Pre 1946 PSV. Further success followed at the Cambus rally and the Norwich Bus rally.

The Company have published their results for 1988 which resulted in a profit of £2.01 million down from £2.25 million for the 14 months ending 31.12.1987.

Turnover for the year exceeded £26 million with an average of 1500 employees. Once again a payout in the form of profit sharing was made to employees. However the recent cuts in rural bus grant together with the increase in vehicle excise duty plus the threat to fuel tax rebate if applied to the 1988 profit would have seen the figure reduced to £1.67 million. Clearly with the increase in inflation and interest rates in recent months a more difficult second half to the financial year will result.

PUBLICITY

EN timetable leaflets for services 22A/B, 120 dated 2.10.89; 53: 109/118/119/129: 250/251/551: and 400 all dated 29.10.89: 31/31X, 31A, 40/40A, 41A/41B, 43/43A, 44/55, 44A/44B, 48/48A/56B/56C, 55A/56A/B/C, 232/233/234/250/15, 350/351/451 all dated 30.10.89: 3/3C, 11, 27/27A all dated 12.11.89: 2/2A, 4, 9/19/29B, 15/15A/26, 24/24A, 25/21/61A, 28/28A all dated 13.11.89.
 EN timetable booklets for Bishops Stortford, Harlow and Maldon all dated 29.10.89 plus Hatfield Heath and Hatfield Broad Oak dated 30.10.89.
 ECC timetable leaflets for 46, 91/92 both dated 30.10.89
 EN leaflet for buses between Colchester and Harwich dated 1.10.89
 Highwayman Countdown to Christmas excursions from the Chelmsford area 3.11.89 to 12.1.90.
 Harris bus timetable for service 303 dated 30.10.89
 Harris bus Winter bus excursion leaflet.

SERVICE REVISIONS IN ESSEX

UNLESS STATED OTHERWISE SERVICE REVISIONS TOOK PLACE ON 30.10.89

Saffron Walden, Braintree, Halstead, Witham

- 38 The 1745 (NF) Haverhill to Saffron Walden is withdrawn with effect from 20.11.89
- 49 Additional journey at 2006 from Harlow to Bishops Stortford introduced.
- 58 On Saturdays the 0753 & 1229 ex Hatfield Broad Oak were withdrawn, also the 0928 ex Bishops Stortford was revised to run seven minutes later and the 0955 & 1820 five minutes later.
- 59 Additional journeys introduced from Hatfield Broad Oak to Harlow at 1227 returning at 1335 on Saturdays only.
- 70 The 0658 and 0738 ex Coggeshall revised to start from Gurton Road two minutes earlier. The 0658 also operates via Braintree Station at 0713 arriving Bus Park at 0716.
- 301 The 0815 ex Bishops Stortford operates five minutes earlier from a date unknown.
- 313 This service is now being operated commercially by Viceroy Coaches.
- 317 Revised to start at Elsenham High Street with revised depatures at 0806, 0921 & 1321 returning from Bishops Stortford at 1205, 1405 and 1735 (NS).
- 318 The 1300 ex Bishop Stortford now departs at 1400.
- 331, 332. The 0715 & 1735 ex Bardfield are withdrawn, the 1655 is revised to depart at 1705 and the 0645 ex Wethersfield starts from Bardfield at 0630.
- 337 The 1804 ex Forest Road was withdrawn.
- 370 The 0850 ex Bishops Stortford runs Saturdays only from 23.11.89.

Colchester

- 53 The 2039 Silver End to Colchester is withdrawn, whilst the 2105 ex Colchester now runs to Chelmsford and the 2305 terminates at Witham. The 2135 ex Colchester is also withdrawn. On Saturdays the 0555 ex Colchester and 0640 ex Witham are withdrawn.
- 109, 118, 119 Revised timetable introduced on Saturdays including the withdrawal of some early morning journeys.
- 601 Chambers have registered a commercial service on Sundays and Bank Holidays between Colchester and Stoke-by-Clare between 22.10.89 and 22.5.90.

Local Sunday services were also revised from 29.10.89 with EN retaining contracts for the town services but with a vehicle requirement reduced from 9 to 6 as follows

- 1,1A Service 1 withdrawn and service 1A revised to run hourly between Greenstead Centurion and Ambrose Avenue.
- 2,2C Service 2 withdrawn whilst the 2C operates via Defoe Crescent, Mill Road and Turner Road to terminate at General Hospital.
- 4,4A Service 4A withdrawn with the 4 revised to operate between Greenstead Centurion and Ambrose Avenue via Hamlet Drive and Shrub End.
- 5A Withdrawn with Fiveways now served by service 188.
- 6A,7C Both withdrawn and replaced by service 76C.
- 8 Renumbered 8C and revised to operate via Mile End Road, Defoe Crescent, Mill Road and Turner Road to terminate at the General Hospital.
- 74 Now operated commercially by EN between Colchester and Wivenhoe and under contract to ECC by Hedingham between Wivenhoe and Clacton. A revised timetable was also introduced. This change taking place on 12.11.89.
- 76C NEW SERVICE EN operated under contract to ECC following the 7C route from West Bergholt to Bus Station then as weekday 76 to Abberton via Fingringhoe (not serving High Park Corner) then as 7C to West Mersea.
- 79 NEW SERVICE EN operated under contract to ECC running afternoons and early evening between Greenstead Elm Crescent, Hawthorn Avenue, Centurion, then via 4A to Greenstead roundabout. St Andrews Avenue, Harwich Road, East Gates then via 74/78 to General Hospital.
- 129 Rerouted to serve St Andrews Ave. instead of Greenstead Road.
- 188 Rerouted to serve New Farm Road, Winstree Road, Blackberry Road and Tollgate Road.

Clacton, Harwich.

- 115 Passed from EN to Hedingham under contract to ECC.
- 123 Service withdrawn and partly replaced by service 124.
- 124 Journey on Fridays operated by Hedingham under contract to ECC introduced. Departs Mistley 0925 to Clacton, Old Road Shopping Centre arrives 1023.
- 125 Service withdrawn without replacement.
- 127 The 1400 ex Clacton and 1455 return operate additionally on Saturdays on which day the 1245 and 1340 journeys are withdrawn.

Harlow

- 4,5 Saturday service introduced from 28.10.89 by County Bus and Coach.
- 347,348 All journeys passed from Golden Boy to EN timetables unchanged.
- 349 Passed from Golden Boy to EN with the following timetable changes. The 1605 ex Harlow is withdrawn as is the 1824 ex Hatfield Broad Oak. The 1750 ex Harlow was also revised to operate five minutes later.
- 354 Was extended to Puckeridge and retimed on 1.8.89.
- 500 Further to 306/3, County commenced operation of ECC journeys from 30.10.89
- 505 County also commenced operation from 30.10.89 with the 0605 ex Harlow and 0705 withdrawn whilst the 0705 ex Harlow and 0805 return no longer operate on Saturdays.
- 711 Revised timetable introduced from 28.10.89.
- 724 Further to 306/3 a Sunday service remains operated by a Harlow minibus under contract to Herts County Council at 0830,1035,1435 and 1835 ex Harlow returning from Watford at 1225,1625 and 2025 also 0921 ex Welwyn Garden City.
- 801-4 Revised timetables introduced from 28.10.89 with evening journeys numbered T1,T3,T4 and now being operated by BUZZ under contract to ECC.
- 805,806,808 Revised timetables introduced by County from 28.10.89 evening journeys withdrawn.
- 809,812 Withdrawn without replacement with effect from 28.10.89.
- T15 Operation taken up commercially by SM Travel from 30.10.89 ex ECC contract

Leisurebus Commenced on 25.9.89 connecting the Harlow housing estates with the evening educational and recreation centres in the town. Operation is by Buzz and travel is free on behalf of Harlow Council.

Loughton, Epping, Ongar.

- 46 Passed from Webbs to EN under contract to ECC. The 1734 ex Chelmsford is revised to depart at 1739 with day return tickets on service 32 now being available for travel between Ongar and Chelmsford on either service
- 78 NEW SERVICE Operated by Bordabus as a schools service from Epping, Crown Hill at 0745 to West Hatch School via Upshire, Waltham Abbey and Loughton returning at 1520.
- 201 Additional journeys introduced in the afternoon by Wests from 5.9.89.
- 239 Commercially operated by County until 1730 evening service remains with County under contract to ECC at 1926, 2026 & 2226 ex Brentwood. 1955 & 2055 ex Ongar. One journey each way diverted via Coxtie Green during the day.

Chelmsford, South Woodham, Maldon.

- 4 The Maldon terminal of this service is now Maldon High Street (Osbornes)
- 31 The 0720 ex Chelmsford is advanced to 0705.
- 31A On Saturdays the 1600 ex Chelmsford and 1638 return are revised to 1615 and 1653
- 40 On Saturdays the 1720 ex Chelmsford and 1736 ex Westlands are withdrawn.
- 41A, 41B Revised timetable with journeys ex Galleywood revised to operate two minutes later.
- 43 On Saturdays the 0735 ex Broomfield is revised to start from the Bus Station at 0750
- 44 Revised route on Oaklands Estate and the following journeys withdrawn on Mondays to Fridays 1745 Chelmsford to Oaklands, 1757 ex Oaklands and 1830 ex North Melbourne.
- 44A Additional journey at 1950 ex Moulsham Lodge on Mondays to Fridays whilst the 1940 is advanced to 1935 and the 2305 is advanced to 2302. On Saturdays the 2315 is advanced to 2312.
- 44B On Mondays to Fridays the 1955 ex Moulsham Lodge is withdrawn with the 2305 ex North Melbourne advanced to 2302. On Saturdays the 2315 ex North Melbourne advanced to 2312 with the 1755 ex Moulsham Lodge revised to terminate at the Bus Station at 1813.
- 45. Withdrawn 30.10.89 by EN further to Bus News service has not been put out to tender.
- 48 On Saturdays the 1835 ex Chelmsford and 1905 ex Chelmer Village are withdrawn.
- 55 On Monday to Fridays the 1605 ex Chelmsford is revised to terminate at New Bowers Way at 1624 returning at 1629. On Saturdays the 0705 ex Chelmsford and 0733 return are withdrawn.
- 56 On Saturdays the 0650 and 1850 ex Chelmsford and 0717 and 1917 return are withdrawn.
- 56B Additional journeys introduced on Saturdays at 0650 Chelmsford to New Bowes Way returning at 0713 and 1845 Chelmsford to Chelmer Village returning at 1913.
- 91, 92 The 1820 ex Heybridge and 1925 ex Chelmsford are withdrawn. An additional journey at 0817 from Boreham to Maldon was introduced.
- 93 The Friday service has been withdrawn.
- 95, 96 Services are being operated commercially by EN to a revised timetable and a slight route revision in Maylandsea.
- 97 The 0830 ex Bradwell was withdrawn on Thursdays.
- 98 Minor timetable revisions introduced.
- 99 Revised route and timetable introduced to include St. Johns Hospital, Chelmsford.
- 154 The 1550 ex Chelmsford was revised to start from King Edward School at 1545 and no longer serves the Bus Station on schooldays.
- 224 Passed from NIBS to Stephenson's under contract to ECC.
- 351, 451 The 1935 and 2130 ex Chelmsford and the 2034 and 2234 ex Romford were withdrawn. In addition on Saturdays the 1708 ex Chelmsford

terminates at Brentwood with the 1826 ex Romford and 1838 ex Chelmsford being withdrawn.

494 Service withdrawn without replacement after operation on 25.10.89.

Brentwood

261 Commercially operated by County until 1800. Evening service remains with County under contract to ECC at 1825 and 2125 ex Brentwood returns from Blackmore at 1855 and 2155.

265 Passed from Harris to Cunningham Carriage Company under contract to ECC with a revised timetable.

269 The 1450 ex Grays was revised to depart at 1500.

Basildon, Billericay, Wickford.

233 Passed from Harris to NIBS under contract to ECC extended to Shotgate Post Office but no longer serves Wickford Station.

247 Registered commercially by Woods from 30.10.89 ex ECC contract.

250 Revised timetable introduced.

255 Passed from NIBS to EN under contract to ECC with journeys now departing Basildon 0910 and 1210 returning at 0940 and 1240 from Billericay.

388,389 Revised from 9.10.89 the 1915 ex Basildon terminates at Stanford-le-Hope at 1935 with the 2000 ex Basildon Hospital revised to start from the Bus Station at 1955 serving Horndon on the Hill at 2010 and running five minutes later from Orsett.

400,870. Revised timetable introduced from 29.10.89.

523 The 0740 ex Burnt Mills was revised to terminate at Laindon Station at 0817

549 Revised timetable introduced, remains EN operated under contract to ECC Walkers. Additional services on route 152 at 0745, 0915 and 1015 on Mondays to Fridays. On Mondays to Saturdays the 1820 ex Basildon was rerouted to become a 152 and is extended from Stanford le hope to Lampit Hill. All taking place from 2.10.89.

Grays, Tilbury.

303 County have registered this in reply to the Harris 303 (see 305/5). The County version runs from West Thurrock, Tesco to Romford every 75 minutes although the start date is unknown.

303 Further to 305/5 the Harris version commenced on 30.10.89

348 Further to 302/8 this service has not and will not be introduced by Ensign.

352 Withdrawn by County after operation on 28.10.89.

375 The County variant was withdrawn after 28.10.89.

376,378. Additional journeys introduced from 28.10.89.

383 Introduced by County Bus on 30.10.89 in competition with Harris service 383 between Lakeside, Tesco and Brentwood Road Estate.

723 Journeys operated by Ensign under contract to ECC were withdrawn.

Southend

Many thanks to Richard Delahoy for providing full details for this section. (See page 14)

National Express

Winter schedules were introduced on all services from 5.11.89.

203 Additional afternoon journey introduced by EN under contract to ECC from 5.9.89.

207 Additional afternoon journey introduced by Bonners under contract to ECC from 5.9.89.

214/5 Minor timetable changes introduced on 3.9.89

254 Slight route and timetable change introduced on 4.9.89.

Herts County Council

300 This Bishops Stortford town service passed from BISS to EN from 28.10.89.

OTHER NEWS TOPICS

An all day service on the London Underground between Ongar and Epping re-commenced on 30.10.89 on a daily basis. Free travel on the line being offered between this date and the 4th of November being one attraction to win passengers. Trains run from approx. 0640 to 2200 Monday to Saturday and from 0855 to 2115 on Sundays. It will be interesting to see if travel on this line increases from the level when an all day service was withdrawn and also the effect it may have on Wests service 201. Local press reports in Chelmsford state that a £100 million rapid transport system for the town has been put forward by the towns Chamber of Trade. The route would run from North Springfield to Widford with a loop around the town serving eight stations. The Highways department are reported as being in favour although the County Council would need to give the go ahead. Alternatives including a rapid bus, tram or even trolley bus system will be the subject of investigations before a final decision is made.

COLCHESTER BOROUGH TRANSPORTServices

CBT is operating a railway replacement service between Colchester and Witham on Sunday mornings from 8.10.89 to 31.12.89. Twelve buses (4 ONs and 8 ANs) are on hire to Network SouthEast and 8 "coaches" (2 ONCs, 2 TRs, 2 LDs and 2 LXs) are on hire to InterCity. An hourly all-stations service comprises two buses westbound and four eastbound. An hourly non-stopping service uses four coaches and upto four buses on each trip. From 20.11.89 a number of services were diverted to serve Wyncolls Road and Severalls Park Industrial Estate.

Vehicles

AN 56 (JHK 496N) had been removed from Magdalen Street by 7.10.89. Noted at Ensigns, Purfleet on 15.10.89.
AN 81 was back in service by 12.10.89 having been repainted in the new livery. 77 was the next to be repainted.
ON 42 was damaged in an accident on 21.10.89 and went to ENE for repair.
AN 54 remains at the depot minus engine and lower deck windows.
The three Lynxes due for delivery this month (November) have been allocated fleet numbers 38 to 40 and registration marks G38 YHJ et seq.
It is understood that certain vehicles are to be fitted with video surveillance equipment for obvious reasons the vehicles so fitted will not be listed here.

OTHER OPERATORS - REST OF ESSEX

BUZZ	Two new vehicles which entered service in May but have not as yet been reported are F365 BUA Mercedes Benz 8/11/D Optare Star Rider DP 30F and F678 AWW similar but B27F.
CARTER	AUD 460R an ex-South Midland VR has been acquired. It is still running in its original livery complete with fleet name. AFJ 693T Bristol LH Plaxton Coach has gone to Ensign in part exchange.
CHARTERCOACH	WPH 131/3Y have passed to County Bus & Coach (via Arlingtons) during September, both have been painted Blue & Cream at ENE Chelmsford for use in the Sampson fleet at Hoddesdon.
CLINTONA	Have taken delivery of two Leyland Swifts with Portuguese built Elmeorion body work, both vehicles feature 31 coach seats and are registered G931/2 HRN.
COUNTY	The following were acquired during September, SNB 190 ex Sovereign and F154 DKU an Iveco 49-10, Reeve Burgess which is a former demonstrator. Allocations 9/89. AN 190 GY-HA; SNB 190 to GY; TP 75 GY to HA; F154 DKU to HA. Delete SNB 96, 125, 129, 290 ex HA now withdrawn, TP 69 and TPL 82 which have passed to Premier Travel, Cambridge and add TP 71 plus Iveco minibuses E701 EHJ and F115 JGS all at HA ex Sampsons.

LRC 12 at ENE for Paint.

ENSIGN Have taken delivery of ten Cummings engine Leyland Olympians with Alexander body work for use on LRT contract and services. The first one is numbered 121, G121 YEV.

FORDS Acquired RYL 730R a former Grey Green Bedford with duple bodywork for Pennent Holidays, Norfolk, and sold KMJ 680V.

HARRIS BUS G315/6 YHJ are two new DAF Optare Delta B47F buses for use on new service 303, both are painted Blue & White, currently have a Eastbourne Leyland National ex London Transport on hire No 21 AYR 339T.

HEDINGHAM 2 Bristol VRs have been acquired number L158 VOD 590S, Bristol VRT and L159 TBW 451P. TBW 451P is fitted with 69 coach seats. allocations:- L125 and L151 WN (Walton) L158 KN

JACKSONS Have acquired a Leyland National HTA 842N and is numbered 2 C678 KFW a Mercedes Mini-Coach is No 9.

S M TRAVEL Further to 306/3 the regular on the 504 is D988 JYG Optare City Pacer ex Silverline, Merthyr Tydfil in April but still in their livery during September.

WESTS COACHES Have acquired a Optare Delta for use on service 201 registration unknown at present. Leyland National JTH 761P has been withdrawn following accident damage. NWT 710M has also been withdrawn and sold to ENE Chelmsford.

ENOC 2954

4005 and 3850 - what have these two numbers in common?. 4005 NNO 105 Bristol K5G with ECW standard lowbridge bodywork was purchased by Eastern National in 1948, but delivered to London Transport, along with other Bristols to alleviate LTS acute vehicle shortage, and was operated from Norwood garage on route 2 Victoria and Golders Green. When it was finally delivered to Eastern National it was operated from Basildon Depot. In 1951 it was involved in a serious accident which resulted in a new chassis frame being fitted. The old chassis was finally repaired and built up from spare parts before being sent to Lowestoft for a new ECW body, resulting in 3850 appearing complete with 8 feet wide body and registration FTW 268, it was sent to Bedford in the Midland Area. 4005 remained in service until June 1967, it was renumbered twice during this time - 1317 and 2245. 3850 was transferred to United Counties in 1952 and renumbered 770 and was withdrawn and sold in October 1965. So the link between 4005 and 3850 is simply a chassis frame!!

SERVICE 46

A letter from Alan Wheeler the former regular driver on this route appeared in the Essex Chronicle after it passed from Webbs to Eastern National. Some of his comments are worth repeating here:-

1. The former Strathclyde Atlanteen is the only bus I know that actually got wetter on the inside when it rained.
2. When it first arrived in Orange livery it became known as the 'Toy-TownBus'
3. A few passengers called it the 'Boneshaker' a more fitting name.
4. A constant battle was fought to keep exhaust dirt off the rear seats.
5. EN as the new operator will doubtless use more modern vehicles and up to date ticket technology wheres the sense of adventure in that!

He also thanks the regular passengers for making a collection and signing a card for him.

As your news sheet editor was able to 'enjoy'? a trip on this vehicle in its final week it was easy to see how much the passengers thought of their bus and driver and it seems a shame that they should have lost him.

Tendering may result in reduced costs for the County Councils but in some small villages the regular bus driver may be the only friend a lot of people have - no doubt a point lost in Westminster.

SOUTHEND TRANSPORT LIMITED

These notes are correct to November 6.

Vehicles

ACQUIRED: it should be noted that, of the Leyland Nationals, 708 and 710 have yet to enter service. The former (XPD 231N) was repainted in July and appeared at the garage but was subsequently returned to the works for storage (thus the date quoted in 304/8 should be ignored); it is now expected to enter revenue service on 1/12. The latter (JBO 352N) has now been repainted, retrimmed, resealed to B41F and converted to semi automatic transmission and should enter service any day now.

MODIFIED: one further Fleetline repainted into the new livery is 240, which has a wrap around advert (between decks and on the engine bustle) for Belle Vue Motors. This leaves 11 buses still in blue/cream. Red bands have now been applied (adverts permitting) to all repainted Fleetlines.

STORED:

526 KAD 351V Delicenced 9/10; currently at the works in store. It is interesting to note that 526 is the last leased vehicle in the fleet. It is expected that two more Leopards will be withdrawn shortly.

INITIAL DISPOSAL: 512 Q856 MEV Leigh, Poole, Dorset by 6/89

SUBSEQUENT DISPOSALS:

385 GHJ 385L Filer, Ilfracombe to Moseley, Taunton (dlr) by 7/89
401 E401 BHK Martin, Middlewich (dlr) to Derby City Tpt by 10/89

Further news is to hand on the Optare City Pacers sold to Derby City: as noted above, 401 has now joined its 5 sisters and the whole batch is numbered 081-6 (E401-6 BHK). They are operating in full ST livery (minus fleetnames and adverts) with Derby City names.

Ensign news is that DMS TGX 820M has finally lost ST colours in favour of Ensign blue/silver, as have JTD 393/7P. JTD 393P (Ensign 593) has also been converted experimentally back to semi automatic gearbox control from the fully automatic mode used on all ST's Fleetlines.

Where are they now? quite a few of the WJN/J and GHJ/L registered Fleetlines are still around, but the sub editor has become very confused by a number of conflicting reports recently received. Can anyone clarify which (if any) buses are still being operated by the following: South Notts; Ham, Hawkhurst; Arena Travel, Merseyside; Eagre, Gainsborough; and finally, has anyone seen WJN 359J (last noted as a mobile hospitality unit for Colemans mustard) or GHJ 381L (with John Rannoch Poultry Packers, Haughley Park, Suffolk) recently?

General

Following on from last month's notes, it is understood that none of the tenders for the 4 possible timetables for the replacement of the B17 & B62 services has been accepted by the tendering authority (Southend Borough Council); instead, a package of commercial services has been proposed by ST in replacement of these contracts.

Perhaps the most significant event of the past month has been a major rail replacement contract for Network SouthEast, as the line between Shenfield and Wickford was blocked from Friday nights to Monday mornings for 4 weekends to permit the relaying of Mountheising junction. On Saturdays in particular the job stretched ST's resources - with up to 26 Fleetlines (out of a fleet of 35) on the rail replacement, Leyland Nationals were used on the 1 and 7A in place of deckers, 4A was crew operated with a Routemaster and there were occasional appearances of coaches on 7A as well. There was also scheduled use of Astromegas on the rail service. To further stretch ST, there was also a Sunday Shoebury to Southend Central job on certain weekends, and Wickford to Shenfield work every night!

ST were represented at the Canvey Museum open day on October 8 by RM 102 (used on the museum to car park shuttle) and by PD3 trainer 334.

Details of ST's Christmas operations are not yet available, but it is likely that there will be special services on Christmas Day itself (one X1 only) and on Boxing Day and New Years Day (1, 4A, 7, 29, 63 and X1) in a similar pattern to last year.

OTHER OPERATORS - South East Essex

Ensign Bus Services, Purfleet: have been awarded a London Regional Transport contract for 6 months from October 30 for 347, Romford (Roneo Corner and Town Centre) to Brentwood (Robin Hood) via Gidea Park, Harold Wood and Tylers Common, replacing the withdrawn County Bus (ex East Midland) commercial operation. It is interesting to note that this is an LRT contract, since a large part of the route lies outside the LRT boundary (indeed, two short workings are entirely outside London), and since when the service was first introduced at deregulation it was an Essex CC tendered service, before being assumed commercially by East Midland.

Nelson, Wickford (NIBS): further details are to hand of the revisions introduced from Sept 4 (or Sept 11 in the case of the 7):

4/4A/4E Shotgate - Shenfield schools: minor pm revisions;

5 New service Shenfield - Mountheising - Shenfield circular, schooldays: one jny am (operated by County Coaches, Brentwood for NIBS) and one pm jny (which is extended to Brentwood);

7 Wickford town service - now only operates between Shotgate Post Office and Wickford (Swan), every 15 mins 0920 to 1435 M-S;

12 Now runs Shotgate - Crays Hill - Noak Bridge - Great Burstead (one jny extended to Billericay) with 2 M-F jnys each way and additional schools journeys;

14 Shotgate - Billericay schools, and 15 Shotgate - Hutton schools - minor timetable revisions;

20 Billericay town service - diverted via Laindon Rd and Noak Hill Rd following the closure of Chapel St in Billericay town centre, with consequent change in running times;

21 North Benfleet - Basildon B/S: first two jnys withdrawn (replaced by ECC contract - see under District Bus in last month's magazine); service extended to Noak Bridge via Gt Knightleys and Ballards Walk, basically hourly M-F; on Sats continues to terminate in Basildon B/S;

22 Basically new service Noak Bridge - Laindon Centre - Gt Knightleys - Basildon B/S - Clay Hill Rd - Timberlog Lane - Long Riding - Basildon B/S and return to Noak Bridge: hourly M-F off peak, interworked with 21. Full copies of timetables are available from the Sub Editor (SAE pl).

Lynxline, South Woodham: a commercial Boxing Day/New Years Day service is expected to be operated, as last year. This year's operations are expected to comprise an early and late Hockley - CBS jny on 7 (with Rochford - Hockley positioning jnys as 8A) and a hourly daytime 60B, Rayleigh High Street to Newington Avenue (as per Stephenson's 60 but via the White Horse, not Central/North Avenue). It is likely that most operations will be with RELH RBW 84M. Further details will be available from 0702 588590 nearer to Christmas.

Southend Radio Cars: we can finally clarify 305/9 on the subject of the Wallasea/Paglesham to Rochford/Southend Hospital services. Now numbered 10 and 12, they are an entirely tendered operation, replacing Macstrax's contract from 30/10. The M-F timetable is only slightly revised from the old contract but the Saturday operation is reduced to 3 or 4 jnys only, with no service beyond Rochford to Southend Hospital.

T V Taxis, Southend: yet more rather confusing service revisions have been notified in N&P. It appears that the 24S, hourly Thames Drive to CBS via Leigh & Chalkwell will be increased to half hourly, with half the buses on M/T/W/Th/S being provided by the limited company (ie with the 19 seaters) but on Fridays the extras are operated by the partnership (with 8 seaters)!, all from Nov 16. This report is based on what has been registered - what is actually operated remains to be seen!

Non PSV's: an interesting non-psv in the area recently has been a left hand drive Olympian used by the religious group The Kings Coach as a mobile exhibition unit (NEC 828X). It was noted in use in Leigh on 10/9 and more recently was garaged both by ST and by EN (HH) at the end of October. However, we were denied the opportunity to photograph in Southend the DMS owned by the Anti Apartheid Traders Boycott Group as the local council refused permission for the vehicle to be put on display in the town centre!

Another interesting non-psv is an ex London RT, converted to a mobile restaurant and kept in the grounds of the Hollywood restaurant in Shipwrights Drive, Benfleet. It's in a maroon livery with gold lettering and has been reregistered APA 772A and is lettered for 'The Business Bus Business', West Sussex. Can anyone identify it more fully?

AND FINALLY - - - how to deal in publicity leaflets with a contracted journey provided by your competitor is always a difficult subject for operators. EN's new leaflet for the 11 has a novel solution - on Sundays the first journey is a contracted one operated by Southend Transport and appears in EN's leaflet coded 'NE' - not 'National Express' as you might be tempted to think, but 'Not operated by Eastern National'. It is obviously too painful to admit who tendered the lowest price!, although it's good to see the journey mentioned at all.

Southend Area Service Revisions:

EN were due to make very substantial changes in the Southend area (SD and HH depots) from Sunday November 12, in one of the largest packages of changes seen for very many years. Overall the changes provide a slightly increased level of service but save 2 buses and 6 rota lines. Most of the savings are achieved by linking short routes together (to eliminate stand time in CBS - that should help to ease the chronic congestion there) and by making many crew changes outside SD garage, instead of running buses dead to and from CBS - thus achieving more productive duties at SD depot than has been the case in the past. Details of the changes are:

2 Minor timetable changes

3 In Shoebury diverted via north part of Eagle Way instead of south side, to parallel ST 7/7A/8/8A; minor timing changes. One 3C (schooldays only) starts at SD garage.

4 Landwick to Southend service extended to Eastwood Rise, via the CBS to Kent Elms section of 6 and then Rayleigh Road. Basically hourly M-S not evenings; some journeys start or finish at SD depot (running either via Victoria Avenue or via Fairfax Drive) or at Southend Hospital. From Eastwood buses deviate at Kent Elms via the A127 and Broomfield Ave to serve the former 6 terminus. At the other end of the route there is some confusion - EN publicity says the route now goes via North Shoebury Corner (ie the same as ST's 4A, in part replacement for 28) but the registration details show the route continuing to go via the Rose Inn!

4C New Service, replacing 6A - as 4, but diverts via Kennilworth Gardens, Westcliff High Schools, Coombes Corner to Kent Elms to terminate - one am jny only.

4D Renumbered former 6B - Westcliff High Schools to CBS via Southbourne Grove, Chalkwell Ave, First Ave, Westcliff Stn and Cliffs Pavilion; one pm jny schooldays only. This route has almost nothing in common with the main 4 route (just as 6B had little in common with 6).

6 Withdrawn completely except for ECC contract jnys CBS to Kent Elms M-S evenings. Replaced between CBS and Kent Elms by 4 and between CBS or Victoria Circus and White Horse or Newington Ave by 4, 9, 9B, 19, 19B and 29B.

9 Section between Lower Hockley and Rayleigh High Street withdrawn except in the peaks. Withdrawn between Deeping and CBS and diverted to Newington Avenue via old 6 route. Basically hourly M-S. Certain jnys double run via or terminate at CBS as 9B. One 9B additionally double runs from the White Horse to Bournes Green before continuing to Newington Ave!

11 Most jnys run 5 minutes later. Positioning jnys to/from CBS - SD garage introduced.

15 New Service: Rayleigh Station - Basildon Hospital via Rayleigh Weir, Thundersley (via ST route 1), A13, New Thundersley (via EN 28 rte), Tarpots, Pitsea, Clay Hill Rd and Basildon B/S; basically hourly M-F off peak. On Saturdays continues to Lower Hockley and numbered 15A.

19 New Service: Rayleigh High Street - Newington Avenue via 9 except that 19 operates via Kent Elms and the A127 instead of Whitehouse Road and Eastwoodbury Lane. Basically hourly M-S not evenings, to give a combined 30 min headway with 9. As with 9, certain peak journeys are extended to Lower Hockley, and some 19's run via CBS as 19B.

20 Withdrawn from East Beach at Shoebury - now terminates at Blackgate Road. Increased to 15 minute frequency M-S daytime. Some peak journeys operate via Cuckoo

Corner and A127, not Prittlewell Chase, Carlton Avenue and Bridgewater Drive as 22; one jny additionally operates via Eastwood Road not the Grove Road loop, as 22A. One jny each way on 20 has been diverted via Hawreth Lane (double run) to Park School on schooldays only since September 4.

21 Certain journeys extended from the White Horse to Bournes Green. Positioning jnys made live, to/from SD garage via Victoria Avenue and Cuckoo Corner.

22 Withdrawn - incorporated into higher frequency 20. Service via Cuckoo Corner covered by new 19.

24/A Extended off peak M-S from CBS to Shoebury (Osprey) via Victoria Circus, Southchurch Road, Bournes Green, North Shoebury and Asda, in part replacement of 28. Minor timetable changes.

25 Minor timetable changes. Newington Avenue diversion withdrawn. Two evening jnys between CBS and Leigh Station introduced as 25A (positioning jnys for ECC contract 23/23A services).

26/A Withdrawn between Leigh Beck and Haystack Corner on Canvey (except for peak hour jnys) and extended beyond Rayleigh Station to Lower Hockley, replacing the M-F off peak service on 9 over this section (15A replaces the Sat daytime service to Lower Hockley previously on the 9).

27/A Minor timetable changes, principally M-F evenings ex CBS.

28/A Diverted from Bournes Green via 3 route to Ness Road then as before to Blackgate Road - thus combines with 3 to give a 15 minute headway along Delaware Road and Station Road, Thorpe Bay. Partially replaced off peak over North Shoebury Corner section of route by 24/A. Minor timetable changes.

29B Extended from CBS to double run back to Victoria Circus and then via the old 6 to Newington Avenue. On journeys towards Eastwood, buses stand in CBS for 6 minutes. Slightly revised timetable.

61A Withdrawn except for 1706 Access House - CBS.

62 Withdrawn completely (this service had only been introduced after SD garage moved to Prittlewell, mainly consisting of positioning jnys).

250/251 - from October 29 most jnys ran 5 minutes later.

400/870 - from October 29 the 0700 400 became an 870 jny and the 0800 870 became a 400, with consequent changes to running times.

Pause for breath! You may ask, which commercial Southend area Eastern National routes have NOT changed: answer, only the 2A and 151 (which was changed on August 6 anyway).

It would seem likely that confusion will reign for some time until the public get to know the new routes and numbers. For example, Newington Avenue residents no longer have a single route to and from Southend, and no longer have an even headway service; they also lose 50% of the service to CBS. Conversely, all daytime buses from Newington go down Victoria Avenue to Priory Park (before fanning out in different directions) - before, Stephensons 60 was the only route to provide that direct facility (which had never existed before May 1989!). Competition with ST is intensified in certain areas - especially from the Osprey at Shoebury, which will have 14 buses/hour to Southend for much of the day, albeit via a variety of different routes - 8 EN jnys (4x20, 2x3 & 2x 24/A) and 6 ST jnys (2x7, 3x7A, 1x8). Rayleigh High Street to Southend via part or all of the Eastwood Road/Rayleigh Road also gets a higher frequency - 9 buses per hour (1x9, 1x11, 1x19, 4x20, 1x250, 1x251).

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Colchester BT Metrorider 15 was loaned to Ipswich BT during the summer and is seen here awaiting its next duty on 2.8.89. (A Meadows)

Contributions to this month's magazine were received from R Dennis, P Halls, P Harvey, J Lidstone, I Mayoh, A Osborne, G Toon, M Weyell, Eastern National, Grey Green Enthusiasts, Essex County Council, PSV Circle and Southend Transport.