

ESSEX BUS NEWS

The Monthly Magazine Of The Essex Bus Enthusiasts Group

July 2001

Issue 447

Your Ticket For All
The Latest Bus News In Essex



MANAGING EDITOR:

Arriva East Herts & Essex:

Arriva Southend :

First Eastern National, Airport

Bus & Essex small operators:

First Thamesway:

North Essex operators &

TOURS ORGANISER

Fleet Research, Eastern

National Enthusiasts Guild &

PHOTO SALES

MEMBERSHIP OFFICER

Sean Menzies, 32 Clarence Road, Brentwood, CM15 9PB

E-mail report line: essexbusnews@hotmail.com

Mark Garrett, 36 High Street, Chirshall, Royston, SG8 8RP

Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH

Ian Ransom, 34 Donald Way, Chelmsford, CM2 9JE

E-mail: ianandsally@bigfoot.com

Chris Stewart, 9 Fen Close, Shenfield, Brentwood, CM15 8SB

E-mail: chris@stewartcsi.freemove.co.uk

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 4NR

E-mail: david@arnold1.fsnet.co.uk

Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

Essex Bus News

We welcome your comments, suggestions and contributions. Please enclose an s.a.e. If you would like a reply. Our contact addresses are listed on the front cover.

Membership and Subscription Information

A one-year membership includes 12 consecutive issues of Essex Bus News Magazine and runs from either January or July. Current rates are £13.50 First class £12.50 Second class postage. Membership applications and any enquiries about your membership should be addressed to Derek Stebbing.

Timetable Subscription Service

Members of the scheme receive the Essex county council timetable books and monthly updates plus copies of Thurrock councils timetable book. Please contact Derek Stebbing for information on joining the service.

Photo Sales

A very large selection of photos is available for you to purchase and we have photos of most operators and vehicles in Essex both past and present. Please write to Peter Snell if you have a particular interest.

Members Adverts and Appeals

As a free service we will publish members for sales, wants and appeals for information. Publication is subject to space and restricted to bus and transport related items. Please send your advert to the Managing Editor.

Members responding to adverts should deal direct with the advertiser, as the group is not involved with any of them.

Your Reports and Observations

We aim to provide comprehensive coverage of bus services in Essex and members news reports and observations are very welcome. You can send them direct to the relevant Sub-Editor or e-mail them to essexbusnews@hotmail.com

We are also interested in publishing original articles and photos concerning Essex operators, routes and vehicles past and present.

Any views expressed in articles are those of the articles author alone and they do not necessarily reflect the opinions of the magazine editor or Essex Bus Enthusiasts Group.

Contributions and Closing Dates

Thank you to the following for their help this issue – Essex Buses, Arriva Shires & Essex, Heddingham Omnibus, Colin Sigston, John Rugg, Kevin Smith, Jon Cush, Steven Hughes, Gareth Morgan, Dave Arnold, Derek Stebbing, Richard Delahoy, Steven R, Tony Randall, Members of the Essex Bus 'y' Group, Essex County Council, LOTS, PSV Circle.

**Contributions for the next issue of Essex Bus News to Sub-editors by 4TH August and to the Managing editor by 7TH August
The August magazine is due for posting on Friday 17th August.**

Essex Bus News is designed by Sean Menzies & printed by Kithead Ltd, De Salis Drive, Hampton Lovett, Droitwich, Worcs WR9 0QE

Welcome Aboard ! What's Inside This Month

News Pages		Features	
Essex Buses In The News	Page 4	Fleet Focus –Linkfast	Page 16
First Eastern National	Page 5	EN Into London Part 6	Page 17
First Thamesway	Page 8	Leicester Trip	Page 18
Arriva Southend	Page 10	Any More Fares Please? The Memories of an ST Conductor	Page 20
Arriva East Herts & Essex	Page 12		
Arriva Colchester	Page 11	Essex Buses On Line	Page 23
Other Operators .	Page 15	Great Summer Reading	Page 24

Dates for your Diary

Saturday/Sunday 11th /12th August Lowestoft Classic vehicle weekend at the East Anglia Transport Museum ,Carlton Coalville . A display of pre 1976 buses and rides on preserved buses. Contact the Museum for further info 01502 518459

Sunday 26th August Cambridge Bedford Gathering 2001. Celebrating 70 years of Bedford vehicles at the Forte Post house Hotel . Inc. Free vintage coach tours around Cambridge. Richard Haughley 01223 574654 Website www.bg-event.co.uk

Tuesday 11th September Essex Bus Enthusiasts Group Meeting ,Freight House Rochford -The start of an exciting Autumn season of meetings. More info next issue.

Sunday 23rd September Duxford Showbus 2001 at the Imperial War Musuem , Duxford, ,Cambridgeshire. The rally event of the year . Hundreds of Buses ,Coaches and Sales stands and hopefully , no rain ! Website www.showbus.com

Sunday 7th October Ipswich Transport Museum Come and Ride our Buses Event . Celebrating the 70th Anniversary of Eastern Counties with free rides on former ECOC vehicles and a display at the Museum in Cobham Rd. For info, write to Ipswich Transport Museum, Old Trolleybus Depot Cobham Rd Ipswich IP3 9JD. (Enclose 2 Stamps)

This Months Front Cover First Thamesway Leyland Lynx 1419 F419 MWC
New to Eastern National in September 1988, these buses are now being refurbished by Hants & Dorset Engineering. 1419 based at Hadleigh was the first to be treated and is seen in 'Barbie 2' livery at Victoria Circus in Southend on 1st July on Service 3 to Canvey.

Buses in the News

Preservation Special

Bill Saves a National

One of counties last Leyland Nationals has been saved from the scrapheap by an Essex preservationist.

1850 YEV 308S entered service with Eastern National in April 1978 and was finally withdrawn earlier this year after more than 22 years faithful service.

The buses new owner Bill Armquest, is working to restore the bus and a Wayfarer ticket machine has already been fitted. The bus will also be repainted but we're not sure of the livery that will be applied .

There is now just one Leyland National on the books of Essex Buses **1924 JHJ 150V** . However ,it won't be appearing in passenger service as some internal modifications have been made to allow to it undertake its new role as a driver trainer. The good news is that 7 Eastern National Leyland Nationals are now Preserved and 1924 must certainly be a preservation prospect for the future.

AJN 825 Progress and How You Can Help

The restoration of **Bristol K5G AJN 825** by members of the Westcliff on Sea Omnibus Preservation Society (WOSOPS) is nearing completion .

New to Westcliff on Sea Bus company in 1939 and transferred to Eastern National in 1951 , this historic vehicle is now ready to be repainted and it will hopefully appear at bus rallies very soon .

To raise funds for the buses upkeep, the society will be attending Showbus in September . On sale will be some original Eastern National Setright ticket machines, Eastern National Green Drivers Uniforms and full size Badgerline & FirstBus transfers . There'll also be a very rare Thamesway Citysaver Destination board from Victoria Coach Station which will go to the highest bidder.

It's a great cause for a very special bus that's now over 62 years old and the team would welcome your support.

There'll be more about AJN 825 in Essex Bus News in the next few months.

Urban Bus Challenge

The Government has launched its first Urban Bus Challenge competition and invited towns and cities to bid for the first tranche of £46 million in extra funding over the next three years.

Local authorities across the country will compete for the cash for innovative projects to improve public transport for deprived urban areas. £8 million is available this financial year and decisions on successful bids will be announced in the autumn.

First Eastern National

Aberdeen Darts Latest

The acquired First Aberdeen Dennis Dart/Alexander are numbered **2921-26**. On 6 July 2921 was seen on Service 64 in Colchester in Barbie 2 livery .

B6 Blinds

The ex First capital Volvo's have single track number blinds. Have any previous EN vehicles been so fitted?

Colchester Re-routed

Colchester High Street was closed because of roadworks on Sunday 24th June, Geoff Toon observed the following revised routes:-

Ser 1A Maldon Road, Southway, Magdalen St, Brook Street, East Street. Passengers advised to board in Maldon Road or at Colchester Town station.

Ser 2C North Station Road, Middleborough, Balkerne Hill, Southway, Brook Street, East Street. Passengers to board at Colchester Town Station.

Ser 4 Butt Road, Southway, Magdalen St. Pasengers advised to board in Butt Road or at Colchester Town station.

Ser 8C No signage, but observed on Southway.

Country services, no info at all. Assume 76C as 8C. Other services from the North have in the past run Cowdray Avenue, Ipswich Road, East Street, East Hill, Bus Station. Services from South/West have in past run Southway, Magdalen Street, Brook Street, East Hill, Bus Station

ALLOCATIONS

Period End 1.7.01. 360 Tway (HH)- Shuttle; **625** Reserve – Tway (DrT); **2611/12** Reserve – CN; **2665** BE-CN; **2680** CR-BE; **3071** CF-D/L(D); **4013/14** CF-CR

Reserve fleet Mercedes minibuses 2611/2 were in use from Colchester in early June, covering for unreliable Volvo B6's.

Volvo Olympian 4315 has returned to service at Colchester, following it's challenge to the station canopy at Ipswich, while on rail replacement work.

Lance 1505 is currently away for accident damage to be repaired.

Reports suggest that the services to Colchester's Thomas Lord Audley school will be withdrawn at the end of this school term at the expense of three Bristol VR's.

REPAINTS

June 01 1512 1513 Both in 'Barbe 2' livery. **5009** now in Phoenix Livery

New Timetable Leaflets

Items of publicity not previously recorded here are:-

Timetable leaflet for services **66/A** dated 21.5.01. (no timetable change, but details use of new style buses).

Timetable leaflets for services **31/B/X** dated 4.5.01; **42** dated 2.4.01; **45** dated 3.6.01; **71/B/C** dated 3.6.01; **308/309** dated 2.4.01; **352** dated 5.3.01; **Diamond** dated 4.6.01

SERVICE CHANGES

7A Introduced for summer period between Clacton and Walton (M-Sa) every 30 minutes.

17A Introduced for summer period hourly between Clacton and Point Clear (M-Sa)

76 Revised route in Wivenhoe for 1610 and 1810 (M-F) ex Colchester from 9.7.01.

352 Minor revision to early morning (Mon-Fri) journeys from 30.7.01

Colchesters 71

Colchester are normally using Dennis Lance and Volvo Olympians on service 71, following the transfer of this service back to the depot on Monday to Saturday. Other types do obviously appear covering for breakdowns, late running etc.

FLEET INFORMATION

This month we take the opportunity to print the latest fleet allocation and traffic requirements. You can update these by reading Essex Bus News each month and we aim to feature fully revised allocation and traffic requirements about every 5 or 6 months or following a major service change.

Outstation Requirements

MALDON 1 minibus, 9 single deck, 1 double decker

The Maldon allocation is taken from Chelmsford. The single deckers are normally a mix of Lance and Lynx.

Email your Bus News

essexbus news@hotmail.com

First Eastern National Fleet Allocation 1st July 2001

BRAINTREE (BE) 944/45 2628-30/56/63/64/80 2808/11/12/16-21/26/27
5000/10

CHELMSFORD (CF) 430/31/33 716/29-33/39-44 1401-03/07/08/13-
16/25-29 1516-20 2610/17-19/21/27/31-46/67/68/70-74/77
2805/06/09/10/23/24 2901-11 3077/83/84 3103/12 3219
4007/08/10/12/24/25 5002-04/06/09/11/12

CLACTON (CN) 346 1510-13 2608/11/12/22-26/47-54/65/83 4015-19

COLCHESTER (CR) 621-24/26 650-54 907-12/16 1501-09 2676/78/79
2801/03/04/29 2830 3072/76/79/92-94 3101 3230
4013/14 4301-05/07/09/15

HARWICH (DT) 2655/66/69/81/82 3078 4009/28 4308/10/11/14

AIRPORT BUSES 100/01/17 432/34/35 601 917/43 2605/07/09 2802/13-
15/22/25 2828

AIRPORT COACHES 102/03/07/11/12 397/398 2675

RESERVE 104 2383

DISPOSAL 110 384 901 2253 2604/20 3071 3110 3222/28 4029

SHUTTLE (AB) 360 2602/03

DRIVER TRAINER 1924 9020 9021 9023 9026

Reserve and disposal vehicles are normally kept at Clacton or Stansted.

	CF	BE	MN	CR	CN	DT	TOTAL
TRAFFIC REQUIREMENT							
MINIBUS	28	6	1	2	17	4	58
MIDIBUS	26	12	0	15	0	0	53
SD	10	1	9	11	4	0	35
DD	14	0	1	18	4	6	43
ENG SPARES							
MINIBUS	4	1	0	1	2	1	9
MIDIBUS	3	2	0	2	0	0	7
SD	3	0	0	3	0	0	6
DD	1	0	0	0	1	1	3
TOTAL ALLOCATION							
MINIBUS	32	7	1	3	19	5	67
MIDIBUS	29	14	0	17	0	0	60
SD	13	1	9	14	4	0	41
DD	15	0	1	18	5	7	46
TOTALS	89	22	11	52	28	12	214

Airport Buses PVR **Minibus 7**, **Midibus 8**, **Coach 2** Airport Coach **Minibus 8** Inc 3 on Airside shuttle duties. Refuelling and light maintenance carried out on site with Coaches receiving repairs at Basildon and Darts at Braintree.

First Thamesway

FLEET CHANGES

Vehicles on loan

The **DAF/Caetano** mentioned last month was **D521WNV** but has been returned to Stephenson's, whilst **Lynx D101NDW** has been sent back to Ensign in exchange for former Brighton Buses example **G995VWV** (chassis number LX1280, in Brighton colours of white, blue and yellow). This has been operating from Hadleigh (referred to as fleet number **995**) along with **F282AWW** ('282') mentioned last month. 282 is ex Arriva Yorkshire (West Riding) and carries Essex Buses legal lettering, although it has not been acquired.

On 4.7.01 **Leyland Olympian/ECW H77F GFM110X** was seen on service 21, but is on hire at HH primarily for schools work. It carries North Western livery but Essex Buses legal lettering, and is fitted with a Wayfarer ticket machine.

Allocations

313 HH (paint spare)—EN; **355** BN-BN (reserve); **625** EN-Driver Training (DVT); **9031** Acq-DVT; **9032** Acq-DVT (presumably 9031/2 are E821/2MOU).

It is expected that one less coach will be required at BN following changes to the 720/1/3 from 23 July.

The Lynx Returns

Lynx **1419** has returned from refurbishment at Hampshire Trim in Eastleigh carrying full 'Barbie 2' livery including shaded magenta vinyls. It made an appearance at the North Weald Bus Rally on Sunday 24 June and has subsequently been seen in service.

100 Oddities

Once again an odd vehicle on the 100 (Lakeside – Chelmsford), namely MB 811D BN805 on 19.6.01 whilst on 27.6.01 Marshall-bodied Dart BN855 was noted on the Green Line 721. Standard Darts noted on the Canvey Clipper have been 956 on 14.6.01 and 937 on 25.6.01. Hired Lynx F282 AWW was noted on the 27 on 7.7.01

The 75 did it too!

In Aprils magazine it was suggested (wrongly as it turns out) that Kingston's Loughton – Bluewater service 511 operates via Warley Ford's and The Avenue to the A128 past Thorndon Park, possibly making it the first stage route to do so. The 511 in fact turns at Brentwood Station anyway, but member Michael Allen kindly reminds us that Thamesway service 75 followed this route from 28.6.97 until 20.6.98 on its way from Bishop's Hall Estate to Basildon (basically an hourly commercial service which also enabled crew/vehicle changes during the period that Brentwood local vehicles were housed at BN).

Service Changes

- 301** from 30.7.01 this Ongar - South Woodford service (peak hours only) will be operated under contract to Essex County Council by Imperial Bus Co to a revised timetable and renumbered 549.
- 720** reduced to one journey in each direction (Canvey – Victoria) from 23.7.01.
- 721/723** Minor timetable revisions from 23.7.01

New Leaflet

One new leaflet to report is for the **25A/B** Dated 3rd June .

Traffic Requirements

The latest traffic requirement and vehicle allocations are correct at 1 July 2001 and subsequent changes will be published in Essex Bus News each month.

	Allocation	PVR		Allocation	PVR
Basildon			Hadleigh		
Minibus	15	13	Minibus	14	12
Midibus	47	41	Midibus	37	35
SD	3	3	SD	17	15
DD	4	4	DD	7	6
Coach	9	8			
Total	78	69	Total	75	68
	Allocation	PVR			
Romford					
Minibus	16	14			

(10 Buses are required for TFL Service 193 with remained used on Brentwood Service 77 and a school contract)

Fleet Allocation

Basildon (BN)	35, 357/64/72/4-6/9-81, 602/3/5/7-11, 711-5/34-8, 805/9/11, 852-5, 913-5/8-22/4-34/59-72, 1430/2/3, 2657/60/1, 3109, 4026/30, 5005
Hadleigh (HH)	314-21/3-7, 701-10/8-21, 808, 935-42/6-58, 987, 1400/4-6/9-12, 1417-24/31, 3069, 3113, 4003-5/27, 5001
Romford (RD)	401-10, 806/7/10, 2658/9/62
Reserve	355 (BN), 368 (RD/BN)
D/L (D)	310, 804, 3226, 4031 (all at Clacton), 9016 (at BN)
Driver Training	625, 9017, 9029-32, 9411 (all usually at BN)

Arriva Southend

Service Changes

17A Minor M-F Timetable change from July 15 The 0809 Belgrave Road to Leigh Station will operate from West Leigh Schools via London Road and Thames Drive, not Elms and Leigh Church. This is a Southend Council requested change to cater for a school movement and reintroduces an odd routeing that applied a few years back.

2 Southend – Basildon Hospital Evening changes are from July 30 and involve: M-F: 1805 ex CBS terminates at Hadleigh Vic Hse Cnr; additional 1830 CBS to Basildon BS; M-S - 1925 Basildon Hosp to CBS withdrawn. The new 18.30 is a minibus working, going on to the 232.

232 Basildon – Shotgate, ECC Monday to Saturday Evening Contract taken over from NIBS from 30/7. Minibus operation The Sunday service is a separate contract and remains with First Thamesway.

31 Chelmsford –Maylandsea Sunday ECC contract taken over from First Eastern National from 6/8 Not sure about vehicle type - short Dart perhaps?

August Revisions There are likely to be major revisions to the 4/5 and 7/8 groups from from August 26th, with minor changes to the 1 and 9. We'll print full details next issue.

Vehicles In

2378-80, R948-50 VPU, transferred to Southend 2/7. Merc Vario 0810, Plaxton B27F ex Ware **3419** Loaned from Colchester from Late June for 3 weeks.

Vehicles Out

2388/91/2 transferred to Colchester from 2/7. 4354 Loaned to Colchester

Traffic Requirements

The latest Peak Vehicle requirement (PVR) for June 2001 is as follows

	Allocation	PVR
DD	39	32
SD	21	19
Mini	24	19 (Inc the Renault T35)
Coach	10	8
Total	94	78

Moving Day

The long awaited move out of temporary Portacabins into the permanent office block at the garage is finally taking place this month. The portacabins are due to be removed by mid month, easing the chronic parking problems.

Arriva Colchester

Vehicles In

11/06/01 – **4339** back from Ipswich after maintenance
 13/06/01 – **5398** back from Ipswich after maintenance
 28/06/01 – **4354 M54 AWW** - Scania K113CRB C44FT Loan from Southend
 03/07/01 – **2388** and **2391 P478/481 DPE** – MB 711D B27F from Southend
 04/07/01 – **2392 P482 DPE** – MB711D B27F from Southend

Vehicles Out

13/06/01 – **3318** to Ipswich for repairs
 22/06/01 – **5383** to Aylesbury
 28/06/01 – **3419** to Southend for about 3 weeks in exchange for 4354 above
 28/06/01 – **5389** to supremes, Thorrington for repairs
 01/07/01 – **3081** to Watford Driving School
 02/07/01 – **4305** to Ipswich for body repair
 02/07/01 – **3422** to Enfield for repairs
 04/07/01 – **2134** and **2136** to Grays

Rail Replacement

17/06/01 – LUL Piccadilly line Cockfosters – Wood Green using 5397/8, 5408/9

Garage Run Out

The latest PVR for Arriva Colchester is as follows

	Allocation	PVR
DD	16	14
SD	19	12
Mini	11	9
Coach	4	4
Total	50	39

Arriva Drivers Success at Fun Day

01/07/01 – Held at North Weald – 5361 attended. 2 Colchester drivers Sean McCabe and Eddie Potter attained the distinction of obtaining 1st and 2nd places in the Bus driver of the Year Competition and go forward to the 'Bus driver of the Year Contest at Blackpool later in the year. Well done to both of them, quite an achievement considering they had the oldest vehicle there.

Arriva East Herts & Essex

Harlow Takes Shelter

Harlow council have reached a deal with Adshell to provide 81 new bus shelters around the town over the coming months.

It is hoped that this will improve the waiting environment considerably and a new innovation is that each will be named for ease of identification and reference.

A Metro Success

Arriva have reported that the number of passengers now using METRO 10 (Church Langley to Harlow Bus and Rail station) has tripled in the 12 months following the service and infrastructure improvements.

The web site Harlowride reports that the route has been heralded as a major success, and Bus lane has also benefited many other bus routes.

Vehicle News

Into the Fleet

From Arriva the Shires in June were **2158, 2226, 3091/96**

2158 N366 JGS	MB 709D	669003-2N-042816	Pn 967.6MHV5362	B27F 7/96
2226 M454 HPG	MB 709D	669003-2N-019495	Ar AM112/9424/6	B23F 10/94
3091 H922 LOX	Ds Dt 9.8SDL3	004/306	Ce C27.005	B40F 2/91
3096 H243 MUK	Ds Dt 9.8SDL3	004/394	Ce C27.010	B40F 2/91

Out of the Fleet

2072 (K578 YOJ): Gale, Harlow (dealer) 6/01

2310 (G925 WGS): Gale, Harlow (dealer) 5/01

3310 (NIW 6510 ex FCA 8X): Wealden PSV, Five Oak Green (dealer) 5/01

5072 (A152 FPG), 5372 (TPD 102X): Hardwick, Carlton (dealer) 6/01

Allocations - 6/01: **2158, 2226**. HA; **2334** u; **3091/96** HA.

Liveries To Arriva corporate 5/01: **2338/51/75** 6/01: **2336/40, 3328**

Service Changes

Service 324 (Hornechurch – Bluewater) Minor changes from 30TH July

Vehicle Requirements

The latest garage run out figures correct at June 2001 but subject to change.

Grays	Allocation	PVR	Harlow/ Debden	Allocation	PVR
D/D	6	5	D/D	4	3
S/D	35	29	S/D	55	46
Mini	6	5	Mini	38	32
Total	47	39	Total	97	81

Ware/ Hoddesdon	Allocation	PVR
D/D	13	10
S/D	15	12
Mini	12	10
Total	40	32

Training Services Update

All training vehicles are allocated to Training Services which is based at Arriva the Shires Watford garage serving all members of the group (the Shires, East Herts & Essex, Colchester & Southend). However vehicles are garaged as and where required. For instance during the week-end of 23/24 June 3065 was at Harlow and 2236 at Ware. We last looked at the training fleet back in April and the current fleet is:-

1147	YPB 820T	Bedford YMT	Plaxton
1148	DDX 741T	Bedford YLQ	Plaxton
1205	NJF 204W	Bedford YMQ	Plaxton
2235/6	N935/6 ETU	Iveco 59-12 Mellor	
2346	M726 UTW	Iveco 59-12 Marshall	
3065/6	E965/6 PME	Leyland LynxLeyland	
3087	G 97 VMM	Leyland SwiftWadham Stringer	
3315/6	A855/6 UYM	Volvo B10M-61	East Lancs (1992)
3335	H350 PNO	Leyland SwiftWadham Stringer	
3338	E888 KYW	Leyland LynxLeyland	(Driver awareness training)
4038	ADZ 4731	Volvo B10M-56	Plaxton
4039	WIB 1113	Volvo B10M-61	Plaxton
4094	BHJ 94S	Ford R1114	Plaxton (withdrawn and awaiting disposal)

Vehicles except the Bedfords & Ford (which are due for early withdrawal) are in training livery of white with greyskirt. However 3338 is in use for Driver Awareness (basically improving driving techniques) and is in Arriva corporate livery being the only one licenced as a PSV.

Expected shortly as replacements for the Bedfords from Arriva Colchester are 3321 (B861 XYR) & 3325 (E565 BNK).

Service Vehicles

Position at 6/01 - Staff cars are not included.

1100	Q480 MTW	Clarke Floor Scrubber	Harlow
1139	D413 UTO	Vauxhall Astra Van	Grays (now withdrawn)
1158	G886 TUF	Leyland Dropside Lorry	Ware/Hoddesdon
1162	M228 TEF	Vauxhall Astra Van	Ware/Hoddesdon
1164	P367 NNA	Ford Transit Van	Grays
1165	P731 KNV	Vauxhall Astra Van	Grays
1166	P596 GJF	" "	Harlow
1167	P937 BJF	" "	Harlow
1169	R341 WBC	" "	Harlow
1170	S181 FFE	Ford Transit Van	Ware/Hoddesdon
1171	R823 CNB	Ford Transit Minibus (7 seats)	Debden

Hedingham Omnibus

VEHICLE NEWS

L141 (FCY 289W) is reported by the PSV Circle to now be a mobile shop, it's location is not reported.

Unusually service 175 was reported to have been worked by Volvo/Plaxton coach S291 TVW on Monday 18.6.01. The time given was 1pm – which suggests this may have been service 176.

SERVICES

175 Aberton – Colchester Operation passes to Arriva Colchester from 30.7.01 to a revised timetable

ESSEX COUNTY COUNCIL

PUBLICITY

Recent timetables include 46 dated 2.4.01 and a Sunday Travel Guide book dated 27.5.01. to 19.5.02.

Surfing for Bus Sites ?

**Read about the latest Essex Bus
Websites-Essex Buses on Line-Page 23**

OTHER OPERATORS NEWS

ABA BUSES DOVERCOURT Northern Counties bodied Renault F340 RET is a recent addition.

AMBER RAYLEIGH LAG Panoramic E572 JHJ (new as E539 KBD) has been sold.

AMOS BELCHAMP ST PAUL Bedford YLQ/Plaxton TGV 332R has been acquired.

APT RAYLEIGH Volvo/Van Hool BAZ 7052 (G852 RNC) has been sold.

BUZZ HARLOW Revised timetables were introduced on all routes from an unknown date.

CEDRIC WIVENHOE Further to EBN 444, it can be confirmed that ACM 705/8/10X are still here. Olympian coach B109 LPH and Bristol VR FKM 864V are being cannibalised. Acquired is ?/Jonckhree L565 TUP.

CHAMBERS BURES Service 753 between Bury St Edmunds and Colchester had a revised timetable introduced from 1.7.01.

COUNTY COACHES BRENTWOOD Bristol VR UNW 928R, which had been disused with Brentwood Coaches is now in use here, the brown areas having been repainted green.

CRUSADER COACHES CLACTON MAN/Noge coaches S602-4 from the associated CoachStop fleet have been sold.

CUNNINGHAM CORRINGHAM Scania/Irizar P112 GHE has been sold.

DON DUNMOW Dennis Javelin/Duple E758 JAY has been sold.

FIRST EASTERN COUNTIES Commenced service X40 between Stansted Airport and Bury St Edmunds from 23.7.01. via Newport, Saffron Walden, Radwinter, Haverhill, Stads hall and Horringer. It runs two hourly daily from early morning to late evening.

FLAGFINDERS BRAINTREE Recent acquisitions are Dennis Dart/Duple G129 RGT from London Northern and A504 HUT a Bedford YNV/Duple from Ruffle, Castle Hedingham.

GLEW COLCHESTER Bedford VAS/Duple AEE 513W has been withdrawn.

GOODWIN BRAINTREE AFN 297V a Bedford YMT/Plaxton can now be found on Cyprus.

HOWARD HALSTEAD Acquired earlier this year was F722 FDV a Mercedes 709D/Reeve Burgess from Devon General. Bedford YMT/Plaxton FTO 562V has been withdrawn.

JACKSONS BICKNACRE A revised route and timetable were introduced on service 237 (South Woodham – Basildon) from 30.7.01.

JETLINK Woking – Heathrow branded Scania/van Hool L5 SAS was an unusual visitor to service 737 (Ipswich – Heathrow) on 1.7.01.

KINGSTONS THUNDERSLEY Leyland Titans KYV 506X and A68 THX are in stock here, as is Scania/Berkhof K442 BMO.

LONDON TRANSIT BUNTINGFORD Leyland Lynx G255 EOG new to Travel West Midlands has been noted on ECC service 331 (Braintree – Great Bardfield). Operation of this service on Monday to Friday was recently taken over from Hedingham.

MALCOLMS BLUE BUS CLACTON H711 FWD a Talbot Pullman was sold to Linkfast, Thundersley last year.

MANNINGTREE MINIBUS HIRE Fright Rover Sherpa D612 BBC has been acquired for spares.

MIKES BASILDON Have recently added J10 CHR a Mercedes/Optare to their fleet.

NELSONS SHOTGATE Service 21 was revised to operate between Basildon and North Benfleet only from 2.7.01. the Saturday service is now under contract to Essex County Council. Operation of service 232 will pass to Arriva Southend from 30.7.01.

NCS NEWPORT Yet another Renault Traffic is M728 AHJ. Ford Transit F768 KVV reported in EBN 443, is now reported as F768 EKM, can someone confirm which is correct please.

P&M COACHES SHOTGATE Volvo B10M/Plaxton JBW 68Y has been sold to 'Browns Coaches of Basildon'. This trading name is not known to us, who's disc is it on please?

PIONEER CLACTON It is reported this operator now be trading as Antelope. Additional vehicles reported are H210 GRK a Talbot Express and T411 RFL a Ford Transit.

RAYNHAM NEWPORT Iveco/AMC mini J338 VSC has been sold.

STORT VALLEY STANSTED Vehicles acquired from the former Associated Coachways fleet are HIL 8132 (NJF 671P) a Volvo B58/Plaxton, KSU 469 (BNK 856X) a Volvo B10M/Jonckhree, URH 657Y (BRY 1Y) a Leyland Tiger/Plaxton, DCA 31S a Leopard/Plaxton, D171 NON a Freight Rover/Carlyle. Also here is former London Central Leyland Titan A606 THV. Fleetline/MCW THX 285S has been sold.

VICEROY SAFFRON WALDEN Vehicles here and not previously recorded are W669 TNV a Dennis Dart SLF/Plaxton and X178 BNH a Mercedes Vario/Plaxton. Acquired vehicles are C435 WRT a Ford Transit, ex Raynham, Newport and C404 LRP a Volvo B10M/Jonckhree. Unusual Atlantean/East Lancs single deck rebuilds HIL 4346/9 have been sold as has more mundane FDU 5T a Bedford YMT/Plaxton.

WARD ARLESFORD Former Colchester Atlantean TPU 69R has been sold to Stephenson, Rochford (dealer).

Essex Fleet Focus

Castlepoint Bus Company –Linkfast Group

We continue our new series looking at the current opartions of the areas smaller Bus & Coach Company with the latest Fleet List of the long established company Linkfast based in North Benfleet.

XRF 24S	Leyland AN68A/1R	East Lancs
SUP271S	Leyland AN68A/1R	ECW
OBR775T	Bristol VR	ECW
WYW34T	Metrobus	MCW
WYW39T	Metrobus	MCW
BYX307V	Metrobus	MCW
WCA458W	Bristol VR	ECW
GYE363W	Metrobus	MCW
OHV694Y	Leyland Titan	Leyland
OJD888Y	Metrobus	MCW
JIL8213 (DEM761Y)	Metrobus	Alexander
LUA288V	Leyland PSU3F/4R	Plaxton C53F

Vehicles currently VOR

GHV59N	Daimler CRL	Park Royal
JJG1P	Leyland AN68/1R	ECW
RJA711R	Leyland AN68A/1R	Northern Counties
OJD136R	Daimler FE30AGR	Park Royal
OEM787S	Leyland AN68A/1R	MCW

TSU352 AEC Matador Breakdown Tender ex Southdown M.S.

THE EMAIL REPORT LINE

A new and easy way to send your news and observations .

Essexbusnews@hotmail.com

Eastern National and Thamesway London Bus Contracts

-A Look At the Routes and Vehicles Used -

Part 6 -1996 Reunited

The year began with the closure of the Basildon Head Office of Thamesway, as the company was reunited with Eastern National under a common title of Essex Buses Ltd. From 31st March all vehicles were transferred to that ownership, with an increase in vehicle authorisation from 250 to 461 licence discs. Thus, Thamesway and Eastern National now continued just as trading names. There were no plans to change the respective liveries and indeed the new Maroon and Yellow Thamesway colours, first introduced the previous summer, started to appear on vehicles as they were repainted.

The renewal of the one bus contract for **Route 379 (Chingford – Yardley Hall Est.)** commenced from 9th March with the existing Minibus fleet being utilised. Minibuses were also the order of the day for the **389/99** gained from 6th April. The 389 were previously operated by Sovereign Bus but the 399 was a new route and both routes operated in the Barnet area. The new contract was quite convenient as it ran off peak only using one Minibus from Ponders End Garage.

As the spring turned into summer the company took over **Route 191(Edmonton – Brimsdown)** from Cowie Leaside on a five-year contract from 4th May. It was quite a substantial and busy route with a requirement for 13 buses and Thamesway purchased 15 New Dennis Dart /Plaxton Pointer to resource it.

The 191 operated from Ponders End garage that also became the home to the **193 (Romford –County Park Est)** from 9th March and apart from the Mobility Buses at Basildon, all of the LT services were now based at Ponders End.

At around the same time, it was announced that Thamesway had successfully tendered for a new five-year contract on the **193**. The contract started on 28th September and involved a re routing in Hornechurch and an extension to Oldchurch Hospital. An experimental One-year Sunday service was also introduced. Ten New Mercedes 711D /Plaxton Minibuses were bought for the route, although late delivery delayed their introduction for a few months.

There was an unexpected treat for VR fans this year when the hot summer brought a wave of strikes on London Underground .To cope with the high loading on Thamesways **214 (Liverpool St – Parliament Hill Fields);** two Bristol VR's were used in the peaks on the affected days. Ideal for bus fans but not so welcome for the commuter!

A GREAT SUMMER READ

See the back page for the latest Books from Essex Bus Enthusiasts Group

All Aboard for Leicester

Group Member Steven Hughes reports on the group's great day out to Leicester on Saturday 16th June.

Our coach for the day was Genial Travels Volvo B10M/ Plaxton Paramount, OIL2479 and after our usual Essex and East London pickups we headed north to the Birchanger Services for a 10 minutes stop.

With the sighting of an R. Dews Bedford OB going south on the M11 we continued to move north towards the first stop of the day at Whippets Coaches Garage on the A14 at Fenstanton, where we had several photo opportunities. Many ex-London Titans were present and hedingham fans were pleased to see former L142/4/5, FCY290/2/3W , Bedford YMQ /Duple's transferred to Whippets in 1992. With Several Coaches in the Shed and a Volvo FL10 Wrecker 'J100SEA', the star attraction was a Bedford SB5, registered 746 FEW with Yeates Bodywork being restored in the Garage. This vehicle was seen in a state of restoration with just the bare shell of the bodywork and with no recognisable features on it.

Tri -Axle

After this fascinating stop at Whippets, we moved onto Peterborough for half hour at the bus station, which is very much Stagecoach territory. Attractions included an Alexander RL bodied, tri-axle Leyland Olympian, registered F110NES, Fleet no. 600 with the United Counties Fleet and Dennis Dart SLF, Alexander ALX200 in the new Stagecoach Colours, number 365, R365JVA with the 'Cambus' Fleet, or as they are now known, the Stagecoach in Cambridge /Peterborough fleet. The smartly turned out fleet of Delaine also ventures into the city and vehicles including M1OCT and M2OCT two of there Volvo Olympian East Lancashire bodied buses. Also seen in Peterborough was a Shaws Coaches Bedford, registered XEW323T

Insight

As the sky darkend, our trip continued north along the A47, and on to Leicester City centre.

With the many different liveries and vehicles there was no shortage of photo opportunities, although the weather was not to our advantage as the rain poured down for part of the visit. This didn't seem to dampen our spirits and we gained a good insight into Leicester's public transport scene with its four operators, First Leicester, Arrive Fox County, KinchBus and Hylton and Dawson.

First Leicester was an interesting company to watch with plenty of different liveries. Vehicles spotted included ex- First Capital Volvo B6, Alexander Dash's, L672RMD and L674RMD, which passed from First Capital, to First Eastern National, and now reside in Leicester, with L672RMD in the Barbie 2 livery. L674RMD on the other hand is still running around in it's Capital, red and yellow livery.

All aboard for Leicester Continued

Most Arriva buses are now in corporate colours but a rare glimpse of the Midland Fox red and yellow livery came when a Leyland Olympian, number 4258, B190BLG came past the Haymarket heading for St Margaret's Bus Station.

Other Vehicles spotted included 'Fox cub' Mercedes-Benz 709D with Dormobile Routemaker bodywork which came from the Haymarket bus station with 'FOX CUB' as its destination. Also noted were some Dart SLF 'Quicksilver' route branded buses for Park and Ride work, and a couple of the Purple liveried 'Urban Fox' Double deck Volvo Olympian, Northern Counties Palatine buses.

We then headed along the A607 to Loughborough and the Swingbridge Road depot of Kinchbus, now part of the Wellglade Group owner of Trent and Barton Buses.

There was wide variety of buses present including a solitary Leyland national, Leyland Titans, ex Nottingham City Atlanteans plus a Leyland Olympian in Blue Apple Livery. Despite the wet weather, a few Kinch drivers moved the buses into position for some very interesting photos.

Superbuzz

Coach operator Paul S. Winson's depot was just around the corner from Kinch and three Roe bodied Leyland Atlanteans, NNN472/4/9W and a Leyland Olympian with ECW body, number A95KWW were spotted. Our final spot off was at Grantham Bus Station for a quick 30 minute stop where we managed to photograph several Superbuzz Dennis Dart SLF, East Lancashire Spryte Vehicles, number 515-517, V515XTL-V517XTL. Also two coaches and the SHE609Y, SHE610Y Leyland Olympians with ECW bodywork Two of the EX-Blackpool Optare Excel's N201/4LCK are now with Reliance, being used as 'buggy buses'.

Photographic

I think I can safely say that a good day was had by all, with ample photographic opportunities, just a shame about the temperamental British weather!

Our thanks are due to Whippets and Kinchbus for kindly moving the vehicles about so that we could photograph them.

Our thanks go to Sean Menzies for looking after us and to Dave Arnold and Trevor Brookes, our drivers for getting us from place to place safely during the day which was much Appreciated by the 44 Participants of the trip.

There's plenty of photos from our Leicester trip .

Check out

[HTTP://groups.yahoo.com/group/sh-bus-pic](http://groups.yahoo.com/group/sh-bus-pic)

Any more Fares Please?

Gareth Morgan with his Story of being a Southend Transport conductor in the early 80's.

It was 21 years ago this month that I gained one of the last Conductor's Licences issued, together with badge FF33123. Southend Transport employed extra conductors each summer to cover for staff holidays, open-top Service 68 (Shoeburyness - Leigh) and staff shortages at Eastern National. I therefore wrote to Derek Giles, Traffic Superintendent, enquiring about summer employment. I was interviewed and following a discussion about the conversion to open-top of the last four of the WJN-J batch of Daimler Fleetlines, I was offered a post.

On 30 June, three days after leaving school, I reported for duty and was issued with my uniform and ticket machine, Setright S145. I was allocated staff number 218 and was joined by four other new recruits, seasonal and permanent. Our training school was to be Leyland Leopard GJN 509D, parked at the London Road garage. Training involved matters such as how to operate a Setright ticket machine and the special instructions for passing under the Pier Bridge, necessary to prevent decapitation of upstairs passengers. On passing their test, all new recruits were put onto a spares rota which meant that we might be given virtually any route to do, including those which were normally OMO (no political correctness then).

The Services

ST's two main crew services were 1 (Southend to Rayleigh) and 27 (Southend to Canvey). Conducting on another of the London Road services, the 3 (Shoeburyness to Canvey), was of particular interest to me as this was the only service which ST regularly operated to my local bus stop, Tarpots Corner on the A13 in Benfleet. EN provided the other five buses (usually FLFs) required for the service, but ST just happened to operate what had often been my bus to school, reaching Tarpots at 0744 en route for Southend. It was quite amusing for the schoolchildren knowing that the conductor had been "one of them" just a few weeks earlier.

The July 1980 edition of *Buses* recorded that only 6 Leyland PD3s (334/40/2/5-7) remained in service, so conductors were regularly working on Fleetlines. Working on a bus with doors clearly had its advantages in bad weather, but involved a few extra tasks: the No Change Given sign on the front of the bus had to be turned over to conceal the wording; the passenger-operated Videmat ticket machine had to be covered and a hood placed over the coin hopper adjacent to the driver. Whenever I had to cover for an OMO duty, passengers often had the correct coins ready, but held up the bus whilst trying to pay the driver. It was particularly sad that children on certain routes, even then, had no idea what a conductor was for - after all, most had probably been told that they must pay the driver before sitting down.

Open top

I was soon regularly working on the four Eastern National open top FLFs (2300-3) on Service 67, (Temple Sutton to Eastwood via the Seafront). This was by far the less popular of the two open-top services and on one wet day I arrived back at the garage having collected just £9.74 in an eight-hour shift.

One of the more eventful days on the 67 was when a couple of boys simply didn't want to get off at Eastwood. While I had my back turned on them to point to the stairs, they jumped over the side. Work on ST's own 68 was not without incident, either. On one occasion I said to my driver at Chalkwell Shelter that I thought we were running very early, as we had no passengers on board. "No problem", he said and reversed the bus along the seafront to the previous stop, ready for a second attempt at punctual running. Another memorable moment was when, having completed our last 67 journey very early, my driver took a rather strange route back to the garage. We came within half a mile of our destination, but overshot and then only after a minute or two headed again towards the garage. The reason for this strange diversion? My driver explained that this would give the impression to garage staff that we had been working the duty scheduled to finish 10 minutes earlier than our own one and we shouldn't, therefore, be booked for early running.

As far as gricing was concerned, there were plenty of perks with the job e.g. (1) being able to meet other enthusiasts; (2) viewing the duty boards so that I could discover odd workings; (3) travelling on dead mileage to reach services not previously used and (4) the staff pass which allowed me unlimited free travel by EN and ST and half-price Wanderbus tickets.



Driver Martin Mowl and Conductor Gareth Morgan in front of Astromega JEV 244Y, due to depart from Southend on the 0830 to Heathrow Airport in August 1983.

Repeated Experience

I left ST at the end of September 1980 after a memorable summer, determined to repeat the experience the following year. I did so, just after major service revisions in mid-June 1981. The main crew services became the 1 and 25 (short workings from Southend to Leigh Church) and I had to face "spreadover" duties, with around three hours of unpaid time in the middle.

Last PD3 day

My most memorable day at ST was a day when I was off-duty. The last day of Leyland PD3 operation was to be 31 July. Noting from the rota that I would only, at best, catch a glimpse of the bus on its final round-trip, I arranged to swap rest days with another conductor so that I could travel on the last journeys. In the afternoon, I arrived at the garage, in uniform, shortly before the conductor was due to leave the garage for the last part of his duty and to offer to do the work for him. After receiving confirmation from the Traffic Office that he would be paid for the work, he willingly went home early and I then prepared my waybill. MHJ 347F left the garage and operated a return journey on a Southchurch short working of Service 6, on which I issued only 14 tickets.

The final two journeys were the 1710 Service 1 from Central Bus Station to Rayleigh Station and the return journey departing at 1758 and arriving back at Central, in theory at least, at 1843.

This was a busy journey on which I issued 99 tickets. We carried many enthusiasts, no fewer than nine of whom actually drove the bus (all staff, I must add) on various sections.

After photographs had been taken, we returned to the garage, I counted the takings (£32.42), completed the waybill and then re-wrote it as a souvenir of my having been the last conductor on a Southend Transport rear-entrance bus - or so I thought...

Conducting the X1

My 1981 season finished at the end of September. I did not return in 1982 as I had some research to do for my university course. In 1983 conductor vacancies were fewer but I was very fortunate to be offered the post of Travelcard Conductor at Central Bus Station. This involved selling the popular Southend & District bus+rail Travelcards, X1 season tickets - and taking bus photographs during quiet periods. If I had the afternoon shift I was able to fit in one unusual duty beforehand. This involved conducting the 0830 X1 (using an Almex ticket machine, because of the higher fare values available) from Southend as far as Ensign's premises at Purfleet, arriving at 0935 and taking over the Southend-bound X1 at 0955, after a much-needed refreshment break. On a sunny day takings were very high, with families heading for London for the day on the outward journey and for Southend Seafront on the return. My record was £386 for the 3-hour shift! After a break I would then drive the staff taxi (London type PVW 588R) to Central Bus Station and work my Travelcard afternoon shift. For security, the morning Travelcard takings were taken back in the staff taxi, later takings on a Fleetline running back to the garage out of service from Service 18 (Foulness).

Three memorable seasons ended in September 1983. At that time, who would have foreseen the introduction of a fleet of 23 Routemasters (with conductors, of course) five years later?

Essex Buses on Line

The Latest from the World Wide Web

Since we started this column in January there have been a number of additions and improvements to the sites featuring Essex operators and vehicles.

I'm consistently amazed by just how easy it is to find what you're looking for compared to just a few years ago when some information seemed to be buried away forever. The good news is that the variety and content of websites, with a few exceptions continues to multiply with an increasing amount of journey planner and timetable info now available.

The often requested **Essex County Council journey planner** is now on line at **www.essexcc.gov.uk/travel** It was decided to get the planner on line as soon as possible and to their credit, the council admits that it's far from perfect and any feedback or corrections are welcome. Still, it's good to finally have it on the net and I look forward to seeing real time information in the next year or so.

One excellent site that receives regular updates is the **Southend Corporation History** at **www.sct61.freemove.co.uk** There's now an improved section recalling the story of the Trolley Bus fleet which makes for an interesting read. The sites webmaster has also updated the history of the bus fleet and it's quite easy to find yourself spending a few hours looking at the vintage pictures of changing landscapes and buses.

The Southend theme is maintained in a new section with photos taken at Victoria Coach station in Summer '64 and the gems include a photo of an Eastern National FLF departing on the X10.

John Ryan's Bside90 pages **www.bside90.freemove.co.uk** traces the long and varied History of Eastern National and Thamesway. A new gallery includes views of the infamous 'Breadvans' that invaded the county following Deregulation. Although never regarded by purists as 'real buses' I have a certain fondness for these minibuses and I suppose to the younger generation they hold as many memories as a Bristol K!

Steven Hughes Arriva Serving Colchester site has a new look with the latest fleet news and a large photo gallery of Buses and Coaches in North Essex.

I'm pleased to say that Steven is now a group member and hopes to regularly contribute to improve our coverage of the important Colchester and North Essex operators. Take a look at his website at **<http://get-me.to/ascolchester>**

Members Free Advert

Wanted – Slides of Buses in Essex, Particularly Independents and Non PSV's
Arthur Day 10 Hartley House Toland Square London SW15 5PD

IF YOU LOVE BUSES THEN YOU'LL LOVE THESE BOOKS!

The Lion Roars No Longer – Eastern Nationals Leyland Lions - By Peter Snell & Alan Osborne

A new comprehensive history of the 73 Leyland Lions operated by Eastern National from the late 'Twenties to the early 'Fifties. Read all about the rebodding programme, allocations, loans to London Transport & much more. 16 pages Inc 9 rare photos and card covers **Price £2.00**

Eastern National Fleet Record- By Bob Palmer

The essential book for all EN fans! This invaluable guide lists in fleet number order all of the vehicles from renumbering in 1964 and all subsequent additions to the fleet upto the division of the company in 1990. A wealth of detail including Fleet numbers, Registration, Chassis & Body numbers, Dates vehicle was New & Withdrawn. Also information on Liveries, All over adverts & so much more. A great Reference book, Packed with information. 52 Page Inc card covers **Price £3.00**

Simpson's Of Leaden Roding – By Peter Snell – The fascinating history of this pioneering Essex operator. Charles Simpson set up his carriers business with a cob and waggonette and by 1909 was going to Chelmsford twice a week. Peter Snell tells the story with a fleet list, route map and timetables. 20 pages Inc 10 photos and card covers. **Price £1.50**

The ENOC Lancet – By Peter Snell – An illustrated history of Eastern Nationals Dennis Lancets, introduced in the 1930's. 12 pages, 8 b&w photos and card covers. **Price £1.00**

GREAT SUMMER READING IDEAS

Please make cheques /postal orders payable to Essex Bus Enthusiasts Group.

Send your order to Peter Snell, 6 Mandeville way, Benfleet, Essex SS7 4LH.

All prices include postage and packing. Although we will send your order as quickly as we can, Please allow 21 days for delivery.

Don't Miss Out -Order Today!!