

ESSEX BUS NEWS

The Monthly Magazine Of The

ESSEX BUS ENTHUSIASTS GROUP

MAY 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 313



The latest addition to the driver training fleet is this ex MOD Bedford. Registered Q328 MNO it is seen at New Writtle Street, Chelmsford on 26.4.90.

(D Arnold)

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GROUP NOTICES

THE IPSTHORNE CONNECTION

There are still a number of seats available for this tour, which takes place on June 17th. Further to the booking form circulated last month, the vehicle to be used is an Eastern National Leyland Lynx.

Midland Area Tour Saturday 28th July 1990

This tour will cover the former Eastern National Midland Area, although now under different management! Three major operators will be visited together with two independent operators* booking form will be circulated with the June magazine, and seats may be reserved on the Ipsthorne tour.

The Years Between Volume 3 Western and Southern National

For those who have seen or read the two previous volumes in this series, this book will be a compelling sequel. Produced to the same shape and size for unified appearance, many will wish to buy a copy to complete their set or to have singly. The authors have strived to produce a concise account of the achievements of a company which covered much of the West Country. Within its covers readers will be assured of eleven amusing and thoroughly researched chapters describing the company's history in chronological sequence, PLUS five authoritative appendices including full details of all the vehicles owned, services operated and companies acquired along the way. This is a LIMITED EDITION and to order your copy, please write to Calton Promotions, PO Box 9, Exeter, EX1 2AQ enclosing your remittance of 16.50 (payable to R J CRAWLEY). All books will be forwarded in strong protective wrapping.

EASTERN NATIONAL

Vehicle Reallocations

5/90 0121 CR-D/L (POOL), 3082 CF-BD, 3092 BD-CF
1804 had returned to service at Chelmsford during April.
For the benefit of new members or existing members who may not be aware the following codes excluding depot codes are used in this section:-
D/L (D) Vehicle withdrawn by the company
POOL Spare vehicle not allocated to a specific depot but available for use to cover accident damage vehicles etc.
DrT Vehicle attached to the driver training school

Vehicle on loan

Dennis Dart G541 JBV appeared over the Easter period and was used in service from Chelmsford depot, being seen on the 41A/44C on Easter Sunday.

Repaints

W.E. 14.4.90. 1773 at SD
W.E. 21.4.90. 3216 at Gatwick Eng., 4013 at CN
W.E. 28.4.90 1124 at BN

In addition to these the company's Bristol K AJN 825 has received further restoration during the winter months. This included bodywork attention at Maldon, replacement of window rubbers and a repaint in Westcliff livery at Clacton during March.

Service Vehicles

Acquired from the Ministry of Defence during April for driver training is a Bedford with standard MOD style body registered Q328 MNO numbered 9012. Chassis number is HW452650 and it was new as long ago as Sept. 1978. The need for this vehicle is a recent change in legislation so that drivers of full size vehicles must be able to drive a full size vehicle capable of at least 50mph. If someone can explain the need for drivers of semi and fully automatic vehicles to be trained on a manual vehicle please let me know.

Unusual workings

5.4.90 BD 0228 on service 251 (normally an Olympian)
5.4.90. BN 4500 on service 242 (normally LN operated)
10.5.90. CR 4501 on service 33 (CF work this service with single deck vehicles).

General

A bomb hoax at Chelmsford County Hall caused chaos on 10.5.90. with roads in the area plus the bus stops under the multi storey car park being closed to all traffic. With Springfield Rd. also being closed for long term road works services were to be seen heading in just about every direction except the right one! Services operated by other depots into the town were seen in some cases waiting for a CF bus to get in front so as the bus station could be found. However credit must be given to all staff for maintaining some sort of service. The company published the following statistics recently and they may be of interest to members

Miles Operated 1989	Operated (thousands)	+/- on 1988
Local Bus	13,500	-400
Local Bus (tendered)	4,500	+200
Company Express	200	-
Other	700	-100
Total miles operated	18,900	-300

Passengers Carried 1989	Carried	+/- on 1988
Local Bus (incl tend.)	32,100	-2700
Company Express	100	-100
Other	400	-200
Total passengers carried	32,600	-3000

SERVICE REVISIONS IN ESSEX

Braintree

330,337,356 Minor revisions introduced by EN from 16.5.90.

Colchester

- 10 Slight route revision on 1500 ex Colchester (SDO) from 23.4.90.
- 74 From 27.5.90. operation of the Sunday service passes to EN commercially ex Heddingham (ECC tender). Depature from Clacton is at 0950 and two hourly to 1950. Depature from Colchester is 1052 and two hourly to 2052.
- 92,93,X93 From 27.5.90. the Sunday service operated by Carters is renumbered 135 and extended to Easton Farm Park in Ipswich. On Saturdays and during school holidays certain EC journeys are extended to Colchester Zoo.
- 101,102 On Sundays from 20.5.90. a revised timetable was introduced. Remains EN operated under tender to ECC.
- Rules From 22.5.90. the Boxford - Colchester service was revised to operate on Tuesdays only.
- 601 Chambers winter service withdrawn on 20.5.90.
- The taxibus mentioned last month has not yet commenced.

Clacton

- 1,1A,3,4 Revised timetables introduced by EN from 27.5.90.
- 100 Open Top service restarted in Clacton by EN on 27.5.90.

Harlow

Bus station reopened on 24.4.90.

Loughton Epping

- 250 Westbound services diverted at Wake Arms on Sundays for approx. four months from 29.4.90.
- 317 Revised to operate every 30 mins on Sundays from 3.6.90.

Chelmsford Maldon

- 41A/44C Revised Sunday services introduced from 20.5.90. 41A departs Bus Station 0812 and hourly to 2212 returns from Galleywood 0835 and hourly to 2235. 44C departs Moulsham Lodge 0805 to 2305 returns from Melbourne Farm 0835 to 2235

- Remains EN operated under contract to ECC.
- 95A Revised from 24.4.90. to depart Southminster at 0850 to St. Peters School, returning at 1545. Remains EN operated.
- 95C NEW SERVICE. Althorne (0824) to Maylandsea School returns at 1515. Introduced on 24.4.90. Operated by EN.

Grays

300/1 Services withdrawn by Harris Bus from 19.5.90.

Southend

251 Revised Sunday timetable introduced from 27.5.90.

Highwayman

This years summer express services will run on Saturdays between 26.5.90. and 22.9.90. with the following services being operated

- 804 Southend-Basildon-Chelmsford-Colchester-Ipswich-Norwich
- 805 Chelmsford-Braintree-Colchester-Ipswich-Lowestoft-Yarmouth-Hemsby
- 806 Canvey-Basildon-Maldon-Colchester-Yarmouth-Hemsby
- 814 Maldon-Basildon-Brighton-Seaford-Eastbourne-Hastings
- 815 Clacton-Colchester-Basildon-Worthing-Bognor-Southsea
- 817 Braintree-Brentwood-Romford-Basildon-Bournemouth-Weymouth

At Basildon services 814/5/7 become 824/5/7.

Publicity

The following have appeared over the past few months :-

EN timetable leaflets for services 1/1A; 2; 13,14; all dated 18.3.90. 5/5A dated 19.3.90. 12 dated 1.1.90. 31/31X;36;40/40A;95,96;152/3/4/5 all dated 2.4.90. 53;74;353 dated 1.1.90 and 109/18/19/29 dated 18.3.90.

Highwayman leaflets for Excursions from Mid Essex 27.3.90 until 10.10.90. and Summer Express services between 26.5.90. and 22.9.90.

Revised Essex Ranger and ChelmerCard leaflets, details of Springfield Road diversion in Chelmsford leaflet and various leaflets for revised Easter services.

ECC leaflet for revised 41A/44C dated 20.5.90. and Essex Sunday Saver timetable book dated 20.5.90.

COLCHESTER BOROUGH
TRANSPORT LIMITED



Vehicles

Ipswich Buses Atlantean 36 was on loan to CBT between 16.3.90. and 5.4.90. whilst Metrorider 15 was loaned to IBT between the same dates. Immediately afterwards it went to ENE returning by 21.4.90.

Grimsby Cleethorpes 81 (G81 VFW) a Dennis Dominator/Alexander was tested between 17.4.90. and 24.4.90. CBT numbered it D30.

Metorider 11 was repainted into Coachways livery during April. Atlantean 73 was repainted into "cream roof" livery in the same month.

Further to last month D29 was in all white with green lettering pointing out that it was enviromentally friendly. It was also noted operating the 2 & 5 group and on the 29.3.90 was on the 6. Fleet numbers are now being applied in the upper saloon of all deckers a practise that had ceased some while ago.

Services

The Sunday rail replacement services ceased on 13.5.90.

General

Travelcard and Studentcard prices were revised on 25.3.90. Turner Road was closed between 0730 27.4.90. and 1800 the following day, which resulted in local diversions as did the closure of North Station Road during early May.

OTHER OPERATORS-REST OF ESSEX

CHARTERCOACH	Have three(?) new Ensign Charismas with G968 CNO on display at the British Coach Rally and a photo of G970 CNO in an Ensign advert.
CRUSADER	New is G101 CJN a MAN/Van Hool Alicron Royal with 48 seats.
FREEMANS	SOM 596S a Faro III bodied minibus with a High Bickerton (Devon) phone number is in use on the Countrycar replacement services.
HARRIS	Both the DAF/Optares G315/6 YHJ have been to Hughes as they are no longer required. 6306 FH and 2942 FH have both been sold. A CVH Omni demonstrator G370 CAJ was being used in service during late April and early May.
LODGE	Have acquired a Volvo B10M/Van Hool A568 GBA.
NELSONS	WHW 380H and POD 826H are withdrawn and being used for spares.
OSBORNES	EVY 696L has been sold.
STANS	Volvo WHJ 41W has been reregisterd OIA419.
THAMES WEALD	A new Transit/Dormobile G299 PKN is now in use.
WEBBS	Acquired C580 LUS a Duple Laser 3 with what is thought to be a Bedford YNV chassis. The former Strathclyde Atlantean has been sold to Chelmsford Travel who have put it up for sale at 2,500 pounds.

A former Brighton Buses Atlantean/East Lancs (JFG 355N) has been noted in Chelmsford and is thought to be with Webbs. Further to 312/9 the ex SWT VR WTH 947T is now owned by Macs of Roydon.

WHAT THE PAPERS SAY

Plans to move Southend Central Bus Station to Tylers Avenue car

park were mentioned in the Evening Echo on 18.4.90. Residents in the area are not too pleased with the idea and plan to object. A photo of 3087 appeared in the same paper on 28.2.90 after it had been speared by steel girders protruding from a lorry. No one was hurt in the incident. The Evening Gazette in Colchester famed for its out of date photos of buses in Colchester managed to produce a picture of Ipswich Road illustrating traffic jams in the town with Grimsbys 81 in shot!

ENOC 2954

The latest addition to the Eastern National Preservation Group is no doubt a very interesting vehicle, and is now inside the Museum at Canvey awaiting restoration.

The vehicle concerned is 2226 PU 8156 an AEC YC new in 1925 with a 28 seat charabanc body, which was later replaced with a 54 seat double deck body. It later received a 31 seat rear entry body and is in this condition that it still exists.

Having spent some years as part of a bungalow at a holiday site near Maldon since being withdrawn, the body is in a remarkable condition, although void of any mechanical parts.

If any members know of anywhere parts etc. could be obtained for this vehicle please contact the ENPG at Canvey.

CAN YOU HELP ?

In 1968 former EN Bristol K5G 1326, by then renumbered 2254 was converted by EN staff at Hadleigh depot into a mobile caravan. It then went on a tour of Europe and became the first double deck bus to visit Turkey, where it appeared on the front of the national newspaper. During its six week tour it covered over 8000 miles. If anyone knows where it is now or where it was scrapped could they please let me know.

SOUTHEND TRANSPORT LIMITED

These notes are correct to May 11.

Vehicles

ACQUIRED: all 6 ex Kentish Bus Tigers have been repainted into fleet colours and fitted with 2 way radios; none had entered service as we went to press, but were expected to start at the end of May. One will be entered in the Southend Bus Rally on June 3rd.

MODIFIED: 904/5 (JTD 390/5P) will be OH49/29F in their open top guise; the seat over the front nearside wheelarch has been replaced by a luggage pen, and 2 single seats have been fitted where the centre doors used to be, giving an overall reduction of 2 seats. They have also been converted back to semi automatic gearbox control.

DEMONSTRATOR: yet another demonstrator to be tried is F938 TBC, a tri axle Peugeot Talbot, B22F. It was received on May 10 and was expected to stay till the 22nd, being used on 1A, 9A (evenings), 24 (Suns), etc.

FOR SALE: although advertised for sale, it is expected that the remaining two Astromegas, 605/6 (C256/7 FHJ) will not be disposed of until after the summer season - photograph them now!

INITIAL DISPOSALS: we still require confirmation of the new owner of 603 (JEV 244Y) (last month's magazine refers) - reports, please!

SUBSEQUENT DISPOSALS: 380 (GHJ 380L) has been numbered 132 by South Notts; the destination display has been modified to their standard large single aperture (similar to Southend trolleybuses!) and the bus has been rebuilt to H49/31F - a luggage pen has replaced the former centre doors.

367 (WJN 367J) passed 12/89 from Crosville Wales to Martin (dealer).

Services

Various revisions were to take place from **Sunday May 13** - minor timetable changes on 1, 3A, 5, 7, 8, 9A, 12, 16, 29, 61, 62, 69, X1 & X11; and the following other changes:-

- 11 From May 20, this ECC contract (1 jny each way, Sun/BH) will run one hour earlier.
- 13 The 0839 Benfleet - Highlands (M-F) and 1525 Bournes Green - Hadleigh (sch only) are withdrawn; the latter becomes instead a 1525 Bournes Green to CBS service 4A journey.
- 17A This variant of the 17 (via Westcliff High Schools) is withdrawn.
- 23/A/B Revised timetable (still Mon-Sat, not evenings) - now basically hourly service Woodlands Park - Belgrave Road on 23, and half hourly Leigh Station - Eastwood Rise on 23A; 23B becomes a peak hours only operation.
- 63 To correct last month, only 2 evening journeys are being added - 2135 CBS - Temple Sutton & return (M-F) and 2335 CBS - Temple Sutton (return via White Horse) M-S.
- 64/5 ST have in fact won the ECC contract and will therefore continue to run these routes, to slightly revised times noted last month.

X2 To amplify last month's notes, X41 is revised and renumbered X2, now running from Southend via X1 to Tarpots, then either the old or new A13's to Pitsea Broadway, High Road, Pitsea Road, Ashlyns, to rejoin old route. Some additional stops are added in Pitsea, Homesteads and Stanford Le Hope.

Bank holiday services: on Easter Friday/Monday and again on May holiday Monday, Sunday times applied, with additional services on 1 (CBS - Hadleigh), 7 (CBS - Shoebury) and 29 to increase frequencies to half hourly. In addition, unadvertised route 1A (Victoria Circus - Thames Drive) was noted on the May holiday Monday. Similar services will apply on Whit Monday, May 28; additional duplicates are likely to cater for traffic to/from the Network SouthEast Airshow.

General

Just a reminder that a Routemaster will operate on X11 (0810 CBS - Aldgate) and X1 (1015 Aldgate - CBS - Southchurch Park) on Sunday June 3 for the Southend Bus Rally (fare £3-50 day return - not £3-15 as stated last month).

Coach stop flags for the X1 group are being relettered in blue/yellow/red with the London Coachlink branding. Other changes to the coach services are that cheap day return fares are now available at any time of day (Mon - Fri) on X1 towards Southend, and in Basildon all ST coach services now use stand B in the bus station, rather than the coach island (from May 13).

ST have commenced offering PSV driver training commercially, using the PD3, CJN 434C, and leading to the class 1 driving test. This may be of particular interest to enthusiasts and preservationists in view of the new EEC regulations which will shortly make PSV licences compulsory for all buses (whether PSV licenced or not) with 17 or more seats. An initial one hour assessment drive costs £15, and training is then charged at £90 per day (usually 3 - 5 days duration); a 'warm up' session and bus hire for the test costs a further £50 (all plus VAT, inevitably!). For more information, contact ST on Southend 355711.

Finally, as consequence of a joint arrangement between Essex and Suffolk County Councils, Suffolk Sunday Saver tickets are now valid on ST services (and on virtually all buses in Essex) on Sundays, with the same conditions as the Essex Sunday Saver. Equally, ST issued Sunday Savers can be used for travel into Suffolk. If space permits, we would be glad to feature examples of days out using the Sunday Saver - let the sub editor know how far you have got in a day!

Publicity News: new leaflets have been produced for service groups: 1, 3/3A/5/13, 4A/4B/18, 7/7A/7C/8/8A, 9A, 12, 16/16A, 17, 23/23A/23B, 29, 61/69, 62/62A, 63 and X1/X2/X10/X11. Together with the already issued 795 edition, all services except for the 14 (which only comprises 2 journeys) are now covered by leaflets.

A one and a third page feature on ST appeared in the April issue of Southend Council's 'Civic News' paper, delivered free to all households in the town. It included RM 109 (blinded up for the 9A) with the slogan 'Putting the service back into bus service, in classic style'.

Route workings: the morning 5 (M-F), 0800 ex Leigh Church, is now a minibus working rather than a coach.

OTHER OPERATORS - South East Essex

Ensign Bus Services: new routes started from April 21 are:
348 Purfleet (Uplands Estate)-West Thurrock (Lakeside)-Aveley-Belhus-Ockendon Station-Upminster-Hornchurch-Roneo Corner-Romford (Parkside Hotel); basically hourly M-S not evenings; operated by low height vehicles, due to the low Cranham railway bridge!; and
449 County Park Estate-Wingletye Lane-Hornchurch-Gidea Park-Romford (Parkside Hotel); basically half hourly M-S not evenings, replacing present 349 (which becomes a M-F peaks only operation, not serving Hornchurch town centre). All 3 routes are commercial services run under agreement with LRT (whose passes/Travelcards are valid in the relevant zones).

It is understood that all Sunday bus services are now operated from the Dagenham depot; presumably PT itself only provides sightseeing vehicles on that day.

Noted in use at the British Coach Rally at Southampton was an ex Cambus VRT, JAH 404L, converted to a mobile hospitality unit.

Harris, Grays: became yet another operator to try the CVE Omni, this time with red liveried demonstrator G370 CAJ, used in the week commencing April 30, mainly on the Aveley - Basildon service 389.

Lynxline, South Woodham: extra services on 60 & 60A were expected to be operated between Rayleigh, Southend and Southchurch for the Network SouthEast Southend Airshow on BH Monday May 28.

Simien Coaches, Canvey: the Leigh Beck to Benfleet Station daytime route noted last month appears to be Sats only, not M-F as stated; it runs via EN 3 to Long Road, then via 3A/27/151 to Benfleet Station. No timetable is registered, just 'Start 0830 hrs, finish 1730 hrs, circular service with additional vehicles as required, every Saturday except company annual holidays'!!, according to the copy registration obtained from the Traffic Commissioner. Would EN or ST be allowed to get away with registering such scant details which argueably do not even meet the minimum standards laid down by law?

S & M Coaches (Linkfast), Hadleigh: have acquired RM 44 (VLT 44) from Spence (dealer) and LDS 184A (ex Clydeside Scottish, originally RM 550), replacing the last ex Leicester PD3, GRY 49D.

Supreme Coaches, Hadleigh: appearing at the British Coach Rally at Southampton were two of the 4 new LAG EOS coaches for Supreme - G441 NVV (static display for LAG) and G442 NVV (entered in the rally); the other two of the batch are G438/9 NVV.

CHANGES IN SOUTHAMPTON

Patience is not a virtue I possess in any great abundance but I have learnt in my time as an enthusiast that if I cannot get to the buses, they in time will come to me. So it has proved with the seven ex EN Leyland Nationals now in service with Solent Blue Line, successor in the Southampton area to the much respected Hants & Dorset company.

Deregulation had a dramatic effect in this area with the sale of Hampshire Bus to Stagecoach and its partial dismemberment involving the sale to Southern Vectis of the Southampton based operations. Decades of tradition were in part swept aside although in other respects the clock was turned back. Crew operations were revived using relicensed SVOC series one and two VRs, for example, in direct competition with Southampton CT who responded in spirit with 25 year old Routemasters, perhaps seeking to emulate SBLs occasional use of Lodekkas 565 and 611 from SVOCs preserved fleet.

Fine this for the enthusiast but confusing for the passenger as numerous service revisions followed in the wake of deregulation. In time some semblance of order was achieved and I was able to keep pace with vehicle repaints of former Hampshire Bus vehicles into SBL livery. All was sweetness and light (after a fashion !).

Then one April day just prior to the 1989 British Coach Rally weekend the absence of most of the older ex SVOC VRs was explained. I noticed a Leyland National with that familiar recessed rear number plate. Former EN 1716, already repainted in SBLs blue and yellow livery had come South to remind me of my roots along with six other vehicles some still in NBC green. SBLs hasty vehicle replacement programme had briefly revived memories of Hants & Dorsets green livery, banished in the mid 1970s, and proving once again that patience has its rewards.

All vehicles now carry SBL livery although 1658 & 1726 entered service in NBC green and 1722 in EN green / yellow.

Copies of prints are available from I Harden, 31 Melville Close, Lordswood, Southampton, SO1 8DE. Thanks to him for writing this article.

The vehicles with SBL are former EN 1658/1716/17/22/26/32/49 and are numbered 424-430 in order by SBL.

EASTERN NATIONAL ENGINEERING

The fortunes of the company took a turn for the worse during early May, when the receiver was called in with ENE unable to pay some of its debts. However the company is continuing to carry out work under this arrangement and a number of vehicles were here during early May.

For some months now the link with Eastern Nationals operating side has become smaller and has now reached the stage where it is unusual for an EN vehicle to be here. Work now seems to be mainly on HGV vehicles with PSVs coming from far and wide for attention.

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To celebrate Essex making 761-6 dec in the County game at Chelmsford, here is 4005 at its home depot!

(I Ransom)

Contributions to this months magazine were received from:-
R Dennis, I Harden, P Harvey, J Lidstone, B Lynch, I Mayoh,
C Rogers, C Sigston, D Stebbing, G Toon, T Wiffen, Eastern
National, Grey Green Enthusiasts Club, PSV Circle and
Southend Transport.

CONTRIBUTIONS FOR THE JUNE MAGAZINE SHOULD ARRIVE BY 1.6.90.