

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

JANUARY 1990

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 309



Osbornes operate five former Tayside Daimler Fleetlines with Alexander bodies. GSL 897N is the only one converted to single door. (D Arnold)

ROCHFORD MEETINGS

The February meeting at the Freight House, Rochford takes place on the 13th at 8pm., when Richard Delahoy will present a slide show. The March meeting will feature a video evening.

The following dates have been arranged for meetings at Rochford :-
March 13th, April 10th, May 8th.

The Freight House is located adjacent to Rochford Station and has ample parking space. For those using public transport Rochford is served by a train every twenty minutes or ST buses 7 & 8.

EDITOR: Ian Ransom, 102 Bradford Street, Chelmsford, Essex, CM2 0XU

SUB EDITORS: *Southend Transport and Southend Area Small Operators*

Richard Delahoy, 272 Shoebury Road, Southend, SS1 3TT

Small Operators - Rest Of Essex

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, Essex, CM9 7NR

PUBLICATIONS: Andy Meadows, 52 Ferndale Road, Rayleigh, Essex, SS6 9NW

PHOTO ORDERS: Peter Snell, 6 Mandeville Way, Thundersley, Essex, SS7 4LH

MEMBERSHIP: Bob Palmer, 67 Perkins Road, Barkingside, Essex, IG2 7NQ

TWENTY FIFTH ANNUAL REPORT - A review of the Group's activities during 1989

CHAIRMAN'S REPORT

The past year may be described as one of continued consolidation for the Group. The new committee structure and streamlined activities now appear to be functioning very well. I have now taken over the operation of day coach tours and my report on this activity appears elsewhere. Perhaps the biggest disappointment of the year was the failure of our proposed weekend coach tour so ably organised by Duncan Grant. The Group is now operating on a sound financial basis and is well poised to continue its activities in the future.

ALAN OSBORNE (Chairman & Founder)

TREASURER & MEMBERSHIP SECRETARY'S REPORT

Membership (1988 figures in brackets)

The Group started 1989 with 237 members (250) and ended the year with 244 (260), a small increase over the year in question but continuing a downward trend compared with a few years ago. This is worrying because it means fewer members paying for the printing of the monthly magazine which is the 'heart and soul' of our club. A different advertising approach has been tried and although reasonably successful in reaching potential new recruits, we are still failing to enrol enquirers as new members. Is there something wrong with our magazine and/or its contents? Surely not. Are people just losing interest in buses and bus services because there are so many changes, including the onward march of minibuses, that it is too difficult to keep track of? Quite possibly, although the fleet composition of the companies in Essex has never been quite so varied as it has been for some years.

Subscriptions

These were held at £7.50/£6.90 for most of the year and were raised to £7.65/£7.00 to cover the increased postal charges applying from September. A small increase will be implemented in the New Year.

Treasurer's Report

1989 was a splendid year for the Group financially. Subscriptions are now pitched at a level that covers all our costs involved in producing the monthly magazine. Group coach tours made good profits and the photographic department had a good year, whilst the Group's sales department was sold in a management 'buy-out' to the Sales Manager. Profits from these activities are needed, a) to pay for the regular Rochford meetings plus the Annual General Meeting, and b) to enable the Group to maintain a contingency fund of sufficient size to enable the Group to carry on in a crisis. If one of our committee members' home computers goes 'on the blink' we are able to help purchase replacements quite easily.

The Group's contingency fund (NSB savings account) now stands at £1,928, whilst as at 30.11.89 the Group held £321 in its ordinary accounts.

Finally, I would like to take this opportunity to thank Richard Delahoy for his work each year in preparing the final draft accounts and for auditing the accounts.

BOB PALMER (Treasurer & Membership Secretary)

NEWS SHEET EDITOR'S REPORT

1989 was perhaps the most stable year with regard to vehicles for some time, with perhaps the biggest change being the departure of East Midlands from the Brentwood area. From an enthusiast's point of view the biggest disappointment must be the lack of new vehicles during the year although a number of second-hand vehicles have brought some interest. Service changes have been made at frequent intervals during the year with very few services remaining unchanged. The battle for customers in the Southend area seems to have reached new heights but unlike in some areas there is potentially a large market.

A total of 144 pages was published in 1989 compared to 148 in 1988 and 144 in 1987. This once again is thanks to those who submit notes for inclusion in the magazine. However, more contributions, new ideas and good quality black and white photographs are always welcome. May I extend thanks to Dave Arnold, Richard Delahoy, Roger Dennis and Derek Stebbing for all their help during the year in providing news and other contributions, and to Wayne Aston and Mary Arnold for typing the magazine.

Finally, on behalf of the Group, I would like to extend our thanks to all the officials of the various operating companies for their help and to Essex County Council for providing details of service revisions.

IAN RANSOM (News Sheet Editor)

TOURS OFFICER'S REPORT (Compiled by the Chairman)

My responsibility is to organise our day tours. Two tours were operated in 1989, the first using a Southend RM, with Richard Delahoy at the helm, broke all booking records and carried a capacity load. We also managed a visit to Frontrunner South East at Rainham, and were probably the only enthusiasts society to do so. Our other trip to Lincolnshire was also very well supported. Details of these tours are :-

South Essex Tour - Sunday, 21st May, 1989

58 passengers

Southend Transport 102

Lincolnshire Excursion - Saturday, 15th July, 1989

42 passengers

Grey Green B867XYR

In addition, two study tours were also arranged by Ian Ransom using preserved Bristol FLF double deckers, by kind courtesy of Paul Harrison and Bob Miles. Details are :-

Sunday, 13th August, 1989 - former Eastern National

2946 (AVX975G)

Sunday, 15th October, 1989 - former Eastern National

2604 (RWC 607)

Our thanks to all the operators for their facilities and to our hard working drivers for their efforts. The proceeds from tours assist in the maintenance of other Group activities and their success is dependent upon your continued support.

ALAN OSBORNE (Chairman & Founder)

PHOTOGRAPH OFFICER'S REPORT

1989 has once again been a very good year in respect of photograph sales, both black and white and coloured, old and new. Thanks to all those members who donated prints and negatives to the Group.

The Group collection has also been enlarged by the kind permission of Mr. Frank Simpson, an old Group friend and former member, who allowed us to copy most of his collection of old Eastern National prints, a list of which will be shortly printed.

The Group's photograph sales stand will be at various functions during 1990 so give us a visit and see what we have to offer.

Events

The Rochford meetings have been well patronised throughout the year and hopefully will continue this day during 1990. The outdoor meetings that were held in the Summer months by kind invitation of the Omnibus Society were enjoyed by the participating members, and thanks are due to the Omnibus Society for their invitations.

PETER SNELL (Photographs Officer)

TIMETABLE SUBSCRIPTION SERVICE

Derek Stebbing took over responsibility for the Group's timetable subscription service from December 1st. This coincides with major changes to Essex County Council's area timetables, with just two booklets to be published at regular intervals, covering North Essex and South Essex. If you wish to subscribe to receive these timetables, and keep up to date with what is happening with all local bus services in Essex, then write to Derek Stebbing at 18. Lynmouth Avenue, Chelmsford, Essex. CM2 0TP, enclosing a SAE.

DEREK STEBBING (Committee Member)

* * * * *

ANNUAL GENERAL MEETING - Saturday, February 17th, 1990

The Group's twenty-fifth Annual General Meeting will be held on Saturday, February 17th, 1990 at the Tower Hotel, Alexandra Road, Southend-on-Sea. The doors will open at 1300 hrs., and the AGM will commence at 1400 hrs. Our photograph sales stand will be at the meeting, together with The Cliff Agency's sales stand.

The Tower Hotel is a new venue for our AGM, and members not familiar with the Southend area will find Alexandra Road situated on the west side of the High Street, and just a short distance from Central Bus Station. Tea and biscuits will be served during the meeting.

Members are urged to attend this meeting, which is the principal event in the Group's calendar. Please remember that only Group members can attend the AGM and proof of membership should be carried.

* * * * *

APPLICATIONS FOR COMMITTEE MEMBERSHIP

Whilst the current committee is willing to stand for another year anyone in the group is able to stand for election to any of the posts.
Anyone wishing to stand should write to Mr. A. Osborne, 7 Farley Drive, Seven Kings, Ilford. IG3 8LT.

EASTERN NATIONAL LIMITEDVehicles on order

In reply to a members query, no vehicles are currently on order.

Vehicle Allocations

12/89 None. 1721 (Pool) noted in use from BE during the month without destinations blinds.

1/90 1831 CR-CN; 1873 CR-MN; 1875 MN-CR; 3066 CN-CR.

Further to Mag 308/2 it is understood that 1804 will be repaired.

Repaints

w.e. 11.11.89 3127 at CN (former Debenhams all over advert)

w.e. 25.11.89 3084 at CN (former Essex Radio advert livery)

w.e. 2.12.89 1789 at BN (advert for Liberty Shopping Hall)

Repaint dates for 1779, 1797, and 3205 are still awaited.

Disposal - Initial

1733 (HWC 84N) Tile Hill College, Coventry (N-PSV) 12/89.

Disposals - Subsequent

- 348 (YBD 201) Passed to Coleman, Leverington (for preservation) in 9/84 (additional information to NS250)
- 454 (RPV 869M) Vale, Cheetham -/88, ex Smith-Shearing, Wigan 89.
- 1055 (TJN 978W) Manchester Airport (N-PSV) 6/89, ex Martin (dealer) Middlewich.
- 1057 (TJN 980W) Powis, Norton Canes, by 10/89, ex Martin (dealer) Middlewich
- 1211 (BNO 697T) Went from Gray, Church Village to Key, Worcester via Wacton (dealer). (clarification to Mag. 307)
- 1304 (LLT 345V) Passed to Glenn Miller Orchestra (N-PSV), in 12/88 (Addnl. information to Mag. 304)
- 1406 (XVW 631L) Seating capacity is C49F.
(CSV 253)
(VBY 546L)
(ARU 99A)
- 1407 (XVW 632L) Reported as passing to Northern, North Anston, 219, 4/89.
(CSV 219) ex. Lewis, Iver.
We have this vehicle listed as passing to Frampton, Hillingdon, 8/87 (see Mag. 287) and thence (see Mag. 304) as being re-registered -?-, in 7/89, and passing to Miller, Horsham. The latter operator now also has 1406 (XVW 631L) - re-registered CSV 253, then VBY 546L then ARU 99A. Has Miller acquired 1407 ?, if not, how long was it with Lewis, Iver ?. Clarification would be appreciated.
- 1411 (XOO 880L) Harty, Cosham, 6/89, ex Clevestone, Hartlepool.
(CSV 231) However, it is also recorded (see Mag 307) as passing to
(WEU 73L) West in 6/89, followed by a change of address, 7/89, which conflicts with the latest report, help please!
- 1417 (GJD 196N) Re-registered MIB 4194 by Light, East Stour, 8/89.
(CSV 992)
(JEU 508N)
- 1651 (KCG 608L) Sykes (breaker), Carlton, 8/89, ex. Amberley Travel, Pudsey.
- 1653 (KCG 610L) Re-registered NAT 222A by Ludlow, Halesowen -/89.
- 1656 (KCG 613L) Fuggle, Benenden, by 12/89 ex Hastings & District 313.

- 1702 (WNO 551L) Was re-registered in 6/89 by Ludlow, Halesowen.
(NAT 555A)
- 1712 (WNO 561L) Transferred from Stagecoach, Perth, 221 to Magicbus, Perth, 221, 8/89.
- 1718 (NEV 675M) Yorkshire Terrier (Baldwin, Beighton) by 12/89, ex.Hastings & District, 376.
- 1720 (NEV 677M) as 1718, previous fleetnumber 377.
- 1724 (NEV 681M) Midland Fox, Leicester, 10/89, ex.Kinch, Barrow-on-Soar.
- 1727 (NEV 684M) Re-instated by Pride of the Road, Royston, by 11/89.
- 1736 (HWC 87N) as 1724.
- 1746 (JNO 195N) Yorkshire Terrier (Baldwin, Beighton) by 10/89, ex. East Midland, 537
- 2301 (RHK 348D) Numbered 529 with Chicago Coach Co., Chicago, Illinois, U.S.A. (Still in Kinch, Barrow-on-Soar livery)
- 2385 (WNO 481) Appeared at Radlett rally, 7/89, apparently still owned by White, St. Albans (but see Mag.298) In red and white livery advertising "The Great British Film Rally - London to Cannes May 1989" - also carried various sponsors names - Godfrey Davies, Michelin, Shell etc.,
- 2807 (BYX 683B) Delete disposal for 2807 in Mag. 307 - this was an error for 2817
- 2817 (HEV 995B) Disposal in Mag. 307 for 2807 relates to 2817. "The Clown Jewel" are possibly based in Scotland, the vehicle being observed in Glasgow, 5/89. Vehicle was acquired by 5/89, but possibly by 10/86 (see NS269) direct from Lager Kitchens, Edinburgh (N-PSV) (see NS266). When with Lager Kitchens the vehicle was a mobile demonstrator. At present it looks much like a playbus and it is therefore quite possible that when reported as such in Inverness (see Mag.286) and also by the unknown theatre group, Dingwall (see NS269) that the vehicle may have been owned throughout by the group of clowns. The vehicle was last taxed in Bristol. Further comments and reports welcomed.
- 3012 (SMS 38H) Urb Canyonel, Capdera, Mallorca, 5/89, ex Martin (dealer), Middlewich.
- 3016 (SMS 42H) This is presumed still owned by Lambeth Inner City Consultative Group, it being noted in its usual parking place in Surrey Quays, 12/89. Hence the 'unknown owner' given in Mag. 307 may be in error - unless someone knows different !!
- 3019 (SMS 45H) Delete disposal to Ensign (dealer), Purfleet. However, vehicle was not included in a 10/89 Ribble allocation list. (correction to Mag.307)
- 3021 (OWC 294K) Nosebag Mobile Cafe (N-PSV) Birkenhead, 9/88, ex. Bonkers Disco Public House (N-PSV), Seacombe, Wirral. Converted to H24/8F.
- 3036 (NPU 983M) Jones, Llanidloes, 4/89. Last reported owner was Alexander, Sheffield (see Mag.301). (Could this possibly be an error for 3035 which is with Jones, Bontnewydd ?)

SUMMARY OF EASTERN NATIONAL BRISTOL RELL's IN NORTHERN IRELAND

The present situation is that just three vehicles remain active from the twenty sold to Ulsterbus Ltd/Citybus Ltd., in 1985/86.

The remaining three vehicles are:-

Citybus Ltd.	711 (RPU 882K)	(ex E.N. 1542)
Citybus Ltd.	717 (WNO 542L)	(ex E.N. 1553)
Citybus Ltd.	789 (MHK 914J)	(ex E.N. 1532)

For members information, 789 was transferred from Ulsterbus Ltd. to Citybus Ltd., on 21/11/88, and the vehicle is presently in the Citybus Reserve Fleet. 717 was also placed in the Reserve Fleet on 30/9/89 leaving 711 as the only vehicle currently in service.

Withdrawal dates for the other seventeen vehicles are as follows:-

Citybus Ltd.	704	(OHK 226K)	- 2/7/89
Citybus Ltd.	707	(PEV 501K)	- 30/8/88
Citybus Ltd.	709	(PEV 502K)	- 7/10/89
Citybus Ltd.	710	(PEV 503K)	- 27/8/88
Citybus Ltd.	712	(SVW 273K)	- 19/1/88
Citybus Ltd.	713	(SVW 275K)	- 2/7/89
Citybus Ltd.	714	(WNO 538L)	- 13/5/87
Citybus Ltd.	715	(WNO 541L)	- 11/3/88
Citybus Ltd.	718	(WNO 543L)	- 7/10/89
Ulsterbus Ltd.	788	(LVX 116J)	- 22/12/86
Ulsterbus Ltd.	795	(WNO 539L)	- 9/3/88
Ulsterbus Ltd.	796	(WNO 540L)	- 14/8/86
Citybus Ltd.	790	(KVX 570J)	- 24/2/88
Citybus Ltd.	791	(MHK 912J)	- 25/2/88
Citybus Ltd.	792	(MHK 915J)	- 27/8/88
Citybus Ltd.	793	(MHK 916J)	- 12/8/89
Citybus Ltd.	794	(RPU 884K)	- 5/5/87

These vehicles were all maliciously destroyed. This new information updates and revises that published in last month's magazine.

General

Further to the item in magazine 306 regarding the loan of East Kent Scania 7782 two reports have been received one stating the period lasted from 28.8.89 to 3.9.89. whilst the other suggests 30.8.89 to 1.9.89. Can someone please confirm.

The majority of fares on EN services were increased from 1.1.90 although the actual amount of the increase was not standard as in previous years. It appears that the policy has been to look at level of use, competition from other operators and other factors before deciding on the revised fare. Essex Ranger Tickets are now priced at £4.75 adult, £9.50 family, £3.60 child or OAP or £32.40 for a OAP book of 10.

The Managing Directors message to staff in the Company magazine raises a few interesting points of which the most obvious to members is that the current economic climate has lead to an 8% fall in the number of passengers compared to the same time last year and this together with increased operating costs of £159,000 caused by the reduced rural bus grant plus the increased vehicle excise duty could only be paid for through improved efficiency. This of course sparked off the major package of service revisions during the second half of 1989.

Other points are that a shortfall of PSV driving tests lead to a shortage of drivers at Ponders End and Walthamstow as trained drivers were awaiting tests this lead to other depots helping out although the situation has now improved. The Clacton saga is not missed as the MD points out that following the introduction of minibuses in 1986 and the fall in summer traffic the bus station had become an unrequired expensive overhead.

Finally his comment on deregulation states that a number of municipal operators and former NBC operators around the Country have been sold to a number of groupings intent only on expanding their spheres of influence, offer to the detriment of the companies they acquire. A point with which the news sheet editor has to agree with one operator who started with a few coaches now intent on covering the country in a zigzag type livery. Clacton Chamber of Trade held late night shopping on the two Thursdays before Christmas with vouchers for half fare travel on Coastline services in the local press.

Unusual Workings

16.11.89 BD 1876 on LRT service 275

20.11.89 CN 3066 on service 76 normally a CR National duty.

Chelmsford vehicles continue to be loaned to Bishops Stortford with 1819 and 1899 in use in recent weeks.

One item only just reported but of interest is that the then Pool 3040 operated from Walthamstow during 10/88 the only series two VR to have been used here

PUBLICITY

EN timetable leaflets for services A1,A2,A3,A4,A5,A6,220,221 &222 dated 18.12.89; C1 & C2 dated 18.12.89; 24/24A dated 2.1.90; 44A/B and 55/A, 56/A/B/C both dated 30.10.89 revising the earlier editions.

Harris Bus timetable leaflet for service 304

EN Christmas leaflets for Bishops Stortford, Brentwood, Chelmsford and Maldon; Basildon, Castle Point, Rochford, Southend and Thurrock; and I assume one for Braintree, Colchester, Clacton and Harwich.

ECC Christmas leaflets for North West Essex; North East Essex; West Essex; Central Essex; South Essex and South East Essex.

Highwayman Merry Christmas giving details of excursions from 12.12.89 onwards. Eastern National - Moving all the peoples into the 1990's a leaflet promoting the companies disabled vehicles.

Real Ale Runabouts - Joint EN/CAMRA leaflet giving details of Pub excursions from Chelmsford between 16.1.90 and 3.7.90.

SERVICE REVISIONS IN ESSEXSaffron Walden, Bishops Stortford and Braintree

- 311 An afternoon journey from Tabor High School - Four Releet at 1523 or 1553 on Tuesdays is being operated by Freemans Travel on schooldays only.
- 313 Revised to terminate in Saffron Walden, High Street.
- 370 Further to 308/3 short workings depart Braintree for Rayne at 1100,1200 1300,1400,1500,1630,1730 and 1815. ECC services continue to serve Rayne The 1130 and 1400 journeys to Great Saling were withdrawn. These revisions were introduced from 28.10.89 not 30.10.89.
- 396 NEW SERVICE. Introduced by Blue Triangle to operate on New Years Day only each year from Loughton Station to Stansted Airport via Epping, Harlow, Sawbridgeworth and Bishops Stortford.
- NEW SERVICE. Registered by Freemans between Blackmore End, Whites Farm and Braintree via Gosfield and Bocking from 30.11.89. One journey in each direction.
 - Wiffens Commuter Service was withdrawn with effect from 15.1.90.

Colchester

- Wents services at 1647 ex Buxted and 1735 ex Colchester were withdrawn after 30.12.89.
- NEW SERVICES. Operated by AAB MiniCabs two routes on Monday to Friday have been registered to operate from 28.12.89. One is Monkwick - Shrub End - Tollgate, whilst the other serves Greenstead - Parsons Heath - Highwoods. Two journeys operate on each service.
- Highwoods Taxibus. This service was withdrawn from 28.10.89.

Clacton, Harwich.

- 9.10 Correction to ECC timetable pages 24 & 25. Journeys shown as 9 depart at XX26 and are numbered 10 whilst those shown as 10 depart at XX52 and are numbered 9.

Harlow

- 391/2/3 Revised timetable introduced from 9.12.89.
- 505 In addition to the notes in 307/6 the 1805 ex Harlow and 1905 ex Walthamstow were withdrawn from 28.10.89.
- T8 Hourly Saturday service between 0900 and 1400 introduced under contract to ECC operated by Golden Boy Coaches from 6.1.90.

Loughton, Epping, Ongar

- 201 Correction to page 33 of ECC timetable. Sunday services depart Ongar at 0636,0736,0836 then 0926.
- 239 The 1625 ex Ongar was extended to Brentwood Station arrives 1655 from 20.11.89.
- 253 The 1550 ex Waltham Abbey was revised to run 20 minutes earlier from an unknown date.

- 317 Correction to page 60 of ECC timetable book. The 0735 and 0804 ex Waltham Cross are NSch journeys whilst the 0658 and 0726 ex Upshire run every day. The schooldays only symbol on the 0830 ex Upshire should be above the 0859 ex Waltham Cross
- 381 The 0700 ex Epping Green was withdrawn after 18.12.89.
- N96 From the night of 27/28.10.89 this service started to serve Debden. Operation is by London Buses using Leyton allocated Titans. Departure from Debden is 0108 hourly to 0508 via Chingford, Leyton, Hackney, Islington & Kings Cross to Trafalgar Square returning 2335 hourly to 0335.

Chelmsford, South Woodham

- Jacksons Romford Service. From 15.11.89 was revised to start from South Woodham, Merchant Street at 0855, Rail Stn 0900, Main Road 0905 then as shown. The return is extended to South Woodham arriving at 1515.

Brentwood

- 261 Revised from 20.11.89. The 1635,1725 and 1755 ex Blackmore are replaced by 1655,1735 to Brentwood Stn and 1805 to Wyatts Green. The 1600, 1655 and 1715 ex Brentwood are replaced by 1620,1700 and 1730 all starting from the railway station.
- 347 Further to 307/12 Services depart Brentwood 0918,1118,1348 and 1548 (SO) depart Romford 1028,1258,1438 (NS) and 1458 (SO) with a 0855 Tylers Common to Brentwood and 1528 (NS) Brentwood to Tylers Common.
- 551 Additional journey introduced from 18.12.89 at 0729 Hutton Village to Shenfield Station.
- Al-A5,221/2 Revised timetables introduced on all minibs routes from 18.12.89 Cl/2 including a big bus on Al at 1600 from Warley to Bishops Hall Estate.

Grays Tilbury

- 303 County Bus version introduced to run every 75 minutes Mon-Sat from 9.12.89 between Romford and Grays via Hornchurch, Ockenden, Belhus, Stifford Clays. Extended daytime to Lakeside or Brentwood Road Estate during peaks.
- 304 NEW SERVICE. Operated by Harris Bus between Tilbury, Civic Square and Lakeside via Chadwell St Mary, Orsett, North Stifford, Belhus and Aveley The service operates Monday to Saturday every 90 minutes and commences on 2.1.90.
- 374 Additional journey at 0850 from Watts Crescent to Lakeside was introduced by ECC on 30.10.89. Operation is Monday to Friday by Harris Bus.
- 383 Revised timetable introduced by Harris Bus from 23.12.89.
- 722,723,733 Revised timetables introduced from 6.1.90. Sunday service operated by Priory Coaches under contract to ECC every two hours between Tilbury and Rainham.

Southend

- 23/23A Evening EN journeys from Leigh advanced to 2146,2220 and 2246 with return journeys being 2201,2231 and 2301.
- 24 The 0737 ex Raweth is extended to Shoeburyness Osprey on Saturdays from 2.1.90.

PARK & RIDE

Further to 308/4 details are now available of this years park & ride scheme in Colchester.

Two services were operated by Eastern National instead of Heddingham using two VRs on each service both carrying 555 as a route number. It is assumed operation was under contract to Colchester Borough Council. The two routes were:

- a) North Stn Roundabout to Town Centre. Operated Saturdays only between 4th November and 30th December with a blue board in Windscreen stating "Park and Ride North Station"
- b) Paxmans Car Park to Town Centre. Operated 25th November to 30th December also on Saturdays only. A red board stating "Park and Ride Paxmans" being carried.

In both cases buses run every 15 minutes between 0900 and 1800 with a return fare of 20p being charged.

309/10

Buses served three special stops in the town near the town hall, outside the old Tescos and in Head Street.

A special leaflet advertising the service was published by the Council who must have been encouraged to see loadings up by 33% on last year.

COLCHESTER BOROUGH TRANSPORT

Services

From 4.12.89 service 9A was rerouted in New Farm Estate, via Wheatfield Road instead of parts of New Farm Road and Winstree Road. There were no timing changes.

From 2.1.90 the service 8 journey from Monkwick at 1724 Monday - Saturdays was renumbered 8B and extended from Severalls to Boxted, Homedale Corner, replacing a journey by Wents. As Boxted is not on the blinds, a destination board is used. From the same date the service 2B journey at 914 Mon-Fridays from Highwoods was advanced to 909 and converted to operation by Metrorider. Other type changes included a Lynx all day Mon-Fridays on services 4/4A, on Mon-Friday evenings Lynxes are used on services 1/1A, 7C and 8/8A (one on each and four Lynxes (instead of two Atlanteans and two Lynxes) are on the main cycle of services 9/9A on Mon-Friday daytimes.

Following the bomb incident on 18.11.89 services 4/4A were diverted from 1130 to run Butt Road, Drury Road, Shrub End Road, Bodicea Road and Layer Road. The majority if not all of service 4A ran to Shrub End.

A fatal RTA in Layer Road on the evening of 29/11 led to service 4 running via Bodicea Way and Eldred Avenue.

Road resurfacing in Butt Road on 2/12 led to journeys to Greenstead operating via Circular Road, Napier Road, Mersea Road and Southway.

New timetable leaflets dated 2.1.90 were published for services 2/2A/2B and 7/7A/7C/7D8/8A/8B and for through buses between St Johns and General Hospital via Highwoods.

A leaflet entitled C.B.T. News, Issue 1, was published in December 1989. It contains an outline of the excursion and tours programme for Spring and Summer 1990, including a week in Norway and weekly trips to Boulogne.

Santa Claus worked a middle shift each day in the week before Christmas and, with help from the regular drivers, collected £1174 for the children's ward at Colchester General Hospital.

The recent fares increase by Eastern National has not been matched by CBT and so it is now cheaper to use CBT buses rather than EN ones on services 7/7A and 74A.

Duplicates on National Express service 084 were being operated over Christmas.

Vehicles

Two new Dennis Javelin executive coaches for CBT Coachways were due to be delivered in mid-January 1990. They are to be numbered 105 and 106 and registration marks G105/6 AVX have been reserved. It is understood that the livery will be white and two tones of blue.

CBT's Metrorider 14 and Ipswich Buses' Dennis 116 both returned to their home towns 30.12.89. To correct a report in "Buses", CBT did not borrow Ipswich Buses' 118: this number was used for Ipswich 103, to avoid confusion with CBT's Tiger coach with this number.

Whilst in Colchester before Christmas the news sheet editor was informed that 51-53 will soon be withdrawn.

CBT has acquired a new recovery vehicle. PPU 329R is an 8-litre Scania, which has been numbered 96 by CBT. Its arrival presumably means that 94, the Scammell recovery vehicle (Q486 MHK) will be withdrawn, but it was still at Magdalen Street on 3.1.90.

Lynx 35 received attention at ENE in December 1989. Ex-Tyne and Wear Atlantean 51 has had its engine removed at Magdalen Street by 3.1.90. This is no doubt a result of its failure on 18.12.89 on service 4A in Osborne Street being replaced by 52 which got to St Michaels but failed in the Town Centre on the return working!

Unusual Workings

14.11.89 74 replaced a failed Metrorider on a daytime 3 (not an evening timeboard)

28.11.89 101 on evening 83 in place of the usual Metrorider.

18.12.89 101 on services 1/1A

Note: Timeboard is a term used for vehicle working in am/pm peaks only.

Rail Replacement

- 3.12.89 Services still being bus operated at 1800
 10.12.89 In addition to the normal, the Sudbury branch was bus operated during the afternoon and following a fire on the Braintree branch EMU this service was being Metrorider operated during mid afternoon.
 14.12.89 A signal failure at Ipswich resulted in bus operation between Colchester - Manningtree - Ipswich; Colchester - Norwich (non stop); Colchester - Ipswich - Stowmarket - Diss - Norwich.
 18.12.89 Leyland Lynx in use on the Harwich Branch during the evening.
 The replacement of trains by buses on the GE main line on Saturdays during January was cancelled.



BRAINTREE (Telephone 104)
FAIRFIELD ROAD

CLACTON (Telephone 994)
(The Eastern National Omnibus Co. Ltd.
PIER AVENUE.)

ENOC 2954

January 1st 1950 - Forty years ago, the British Transport Commission gained control of Hicks Bros at Braintree and duly passed it to control of Eastern National. The business can be traced back to the 1870's when Charles and Thomas Hicks residing in Felstead started a carrier service to Chelmsford, Braintree & Dunmow. Another member of the Hicks family, Ernest, owned a cycle shop in Felstead. The first omnibus a Ford 14 seat of 1918 was followed by various cars, charabancs which passed through the company. The first big bus was a Dennis E appeared in 1926 followed by more Fords, Chevrolets & Dennis all helped in the developing business. The early bus services followed the old carrier routes and to Halstead, Witham, Bishops Stortford & Chelmsford, the latter in competition with 'National'. In 1929 Arthur Hulley of Coggeshall was brought out bringing services to Colchester. In 1930 a service to London was started and the following years saw further local operators absorbed, consolidating their position in this part of the county. As the years went by, Hicks placed increased faith upon Leyland and latterly on Guy Arab, but many other types appeared including Dennis Ace & Lancet, Albion and various types of Bedford. After Eastern National assumed control, the fleet was gradually sorted out, resulting in various EN vehicles being transferred and these carried 'on hire' stickers. The fleet was repainted into the green livery but still carrying Hicks fleetname. Some movement of vehicles within various depot: meant that three Leylands of Hicks appeared with City Coach fleetnames on the Southend - Wood Green route - 80,81,82 - MEV 184, MNO 193/4. Three vehicles ordered by Hicks PTW 623 Maudslay coach and PTW 624/5 Guy Arab 'deckers' were not delivered until after EN control, subsequently went direct to the main fleet as 4108 - 4110. Slowly the older types of vehicles were withdrawn, being replaced by Bristol KSW & LS types, although some especially the Guy Arab's ended their days at Clacton garage, and the two Leyland PDL MNO 193/4 were converted to open topers for sea front services. Alas, Hicks is only a memory now the only remnant is the garage at Braintree and the preserved Leyland TDL WH 1553 residing with the Leyland collection.

HICKS PHOTO LIST

Any member requiring a complete list of photographs of Hicks Bros, should send a SAE to the Photograph Officer P.J. SNELL, address on front of magazine.

SOUTHEND TRANSPORT LIMITED

These notes are correct to January 10.

Vehicles

ON ORDER: 4 Leyland Olympians have been ordered, for delivery around June. They will have low height, single door bodies built by Leyland at the Workington plant, to ST specification. It is assumed that they will be numbered 262-5.

ACQUIRED:

713	UPE 199M	Leyland	National	1051/1R	B41F	Livery note	(1)
714	HPF 316N	"	"	10351/1R/SC	DP39F	"	(1)
715	LPB 185P	"	"	"	"	"	(2)
716	LPB 218P	"	"	103510A/1R	B41F	"	(3)

These 4 Nationals, together with the 5 others noted below, were acquired in December from London & Country. All 9 had originated with LCBS and latterly LC(SW), numbered SNB99, SNC166/85, SNB 218 (713-6 resp) and SNC140/7/81, SNB217/41 (the others). Most were delivered on December 13 & 14 (one having been in service at Staines earlier on the day that it was collected, although at least 3 were towed to Southend) and 713-6 entered service within a few days.

713-6 are intended as short term additions to augment the fleet so that duplicates may be operated on routes 1 and 29, where competition from TV Taxis has intensified. All 4 entered service in their former liveries but with the fronts repainted into standard ST blue/red/white; in addition one roof panel each side and the inset panel above the rear window have been painted blue and carry ST fleetnames. The base liveries are:

- (1) NBC green with a light green waistband (713/4);
- (2) Shamrock and Rambler livery - light green skirt and roof, mustard band above the skirt and white elsewhere (715); and
- (3) 716 is painted as an overall advert (mainly green offside and white nearside) for a sports and ski shop chain, but with the advertisers name painted out in a black rectangle.

The effect is different, to say the least! Unconfirmed rumours suggest that these buses may carry airline style brown paper bags for the use of passengers overcome by the clash of colours!!

The other 5 Nationals, which comprise DP39F versions XPG240N, GPD298N, LPB181P and B41F examples LPB217P and NPK241R, are not considered as part of the operational fleet. It is understood that only 2 of the 9 will be retained in the fleet long term (numbers 711/2 have been reserved for them) and that they could be any 2 of the 9 (including 713-6). To add to the confusion, 2 of the 4 in traffic initially had the wrong fleet numbers applied, albeit for only a day or so.

Photographers are advised to snap 713-6 in their hybrid liveries as soon as possible, as they are unlikely to remain in these colours for too long.

MODIFIED: and so to more mundane matters!

235 has been altered to give drivers semi-automatic gearbox control; if considered successful, others will follow suit (as soon as possible, please!). This should give a smoother ride and better hill climbing.

The remaining 3 Gardner engines are being swapped into P registered Fleetlines (which are due for early withdrawal) in order to return to an all Leyland 0680 engined Fleetline fleet. The recipients of Leyland units are 221 (Gardner engine to 207) and 230 (6LXB to 206), while 250 is expected to get the Leyland unit from 211.

Further repaints into the new livery are 228 & 238. Apart from overall adverts, all of the 27 V, W & Q registered Fleetlines are now in the new livery.

We understand that electronic number blinds are to be fitted to the side (261), side and rear (398/9) or rear (411/2) of the Olympians and Ivecos.

TO STORE:

Effective 27/12, 206/7 (JTD 386/7P - the Fleetlines adapted for training work) and Leopard 524 (EBM 438T) were placed into store; at the end of November or earlier in December, 3 more Leopards - 510 (KWG 130W), 523 (EBM 439T) and 526 (KAD 351V) had also been stored. Thus the current list of vehicles in store comprises:
206/7, 510/23/4/6, 601-4 and 902/3.

Taking into account the stored vehicles, only 6 P registered Fleetlines remain in use (208/10-2/5/6) - of these, 2 (expected to be 210/5) are to be converted to open topers for the 1990 summer season (ST having won the ECC contract for the Southend seafront service 67) and the other 4 will be ousted by the Olympians on order. Similarly, the fleet of Leopard coaches is now also reduced to 6 (502/5/8/9/11/21). The use of coaches on local service work is now very rare.

SUBSEQUENT DISPOSALS:

345 CWW 191T S Hughes (dealer) to Brown, Congleton by 11/88
367 WJN 367J Arena Travel, Speke (Merseyside) to Amberline, Speke by 8/88; now transferred to Crosville Wales and in use at Wrexham in the school bus fleet (photos, please!).

Reports on other Fleetlines from the J and L batches would still be most welcome - your response to the appeal in the November issue was NIL.

Services

9A From 2/1/90, extended M - S daytimes from Eastwood Rise to Rayleigh High Street, via Eastwood Road. Two peak journeys continue to Rayleigh Station. The terminal loop via Eastwood Rise, Gravel Rd and Rayleigh Avenue is thus now only used by certain peak and evening journeys and has also lost the B62 (see below) but retains workings by EN 4 and Stephensons 60.

B17 Southend Borough Council contract replaced from 2 Jan by commercial ST services 17/17A (supported by a de minimis subsidy): 'new' 17 runs as the old B17 from Central Bus Station as far as Chalkwell Pk but is then diverted via the London Rd, Leigh Elms and Elmsleigh Dr to regain the old route to Belfairs; hourly M-F off peak. 17A comprises 1 journey each way via the former B17 route (Southbourne Gr, Kenilworth Gardens, Blenheim Chase) to serve Westcliff High School. Both routes are LN operated.

61 Existing ECC contract replaced by a commercial service, still CBS - Sutton Cemetery but via Sutton Road, not Bournemouth Park Road.

Outward journeys divert at Sutton via the Stock Road industrial estate; increased to 6 outward, 7 inward journeys M-F, LN op.

- B62 Like B17, Southend BC contract replaced by part subsidised 62/62A. 62 is the same as the old B62 from Southend as far as Kent Elms, where it terminates; the return working uses Westbourne Gr through-out, rather than a loop via Carlton Avenue, Southbourne Grove and Prittlewell Chase (in practice, most drivers went direct anyway!). The section beyond Kent Elms Corner to Eastwood Rise via the A127 is abandoned. The 62A follows 62 past the General Hospital, then continues via Kenilworth Gardens, Blenheim Chase, Elmsleigh Drive, Coombes Corner, Eastwood Road North to Belfairs (Woodcutters). Both 62 & 62A run hourly M-S daytime to give a combined half hourly frequency over the common section, but do not operate as late as the old B62. Both are LN operated.
- 69 NEW SERVICE: Southend CBS - Victoria Ave - Cuckoo Corner - Priory Crescent - Eastern Ave - Sutton Rd - Stock Road industrial estate - Sutton Cemetery; M-F peaks only; some journeys interworked with 61. This revives most of the old 69, which ran from 14/6/87 (replacing the old 9B) until 31/3/88. Like 61, this is LN operated.

General

Operations over the recent holiday were as reported last month, with the addition of extra short workings on New Year's Day on 1 and 7 to give a half hourly service over the core sections of those routes. As usual, the Christmas Day X1 was driven by John Cooper (using one of the DAF/Duple Lasers).

Parked at the garage in recent months has been a Leyland Atlantean/Alexander, GBF 279N (ex Procter of Hanley), current a playbus for the 'Poddington Peas Road Show' and in a garish pea green colour scheme.

Publicity News: as anticipated last month, 4 new leaflets have appeared for 9A, 17/A, 61/69 and 62/62A. They are to a new style, A4 folded twice, basically white with blue and red printing and a sketch of 261 or a Leyland National on the cover.

Route workings: the 2 Ivecos are now generally confined to 1A (an unadvertised route, running as required over 1 between Victoria Circus (London Road) and Thames Drive in competition with the taxi buses), and to a M-F morning peak working on 7, evening 9A's and Sunday workings on 13 and 404.

OTHER OPERATORS - South East Essex

Clintona, Brentwood: had a CVE Omni demonstrator, F262 WAJ, on loan in December. It is in a silver and maroon livery and carries lettering stating that it is on loan from the Department of Transport Disabled Persons Transport Advisory Committee. It has a very low floor (but high driving position) and is B17F plus rear doors. The latter are fitted in the centre of the rear and are used in conjunction with a kneeling device on the rear axle and a pull out ramp to give wheelchair access. A more mundane acquisition is a Transit/Carlyle Works, C477 TAY, ex Midland Fox, which joined the fleet some months ago. We should also have reported ages ago that the 2 ex West Midlands Sherpas (D531/2NDA) have been repainted into fleet livery. A Clintona fleet list would be most welcome, for a future edition.

District Bus (Tomlin), Wickford: to correct last month's notes, the 103 is a cross town route, starting in Vange (Gordon Rd, off Timberlog Lane) then Basildon B/S to Laindon (Gt Berry); it started on 20/11/89. Like earlier District Bus routes, this service goes deep into estates not accessible to EN's Leyland Nationals. A revised timetable was introduced on Wickford contracts 223/31 from 2/1/90, and the 116 (Shotgate - Lower Hockley - Rochford, Tuesdays) was rerouted via Stroud Green (instead of Golden Cross) and slightly retimed from the same date.

London Express: makes an appearance to note that on New Years Day, when EN did not operate, London Express route 870 (Southend to London Victoria via EN 400) was operated by **Kemps Coaches** of Rochford, using a nondescript blue Tiger/Duple Goldliner, JXI 9141 (previously BLH 717Y).

Lynxline, South Woodham: Christmas operations this year comprised an enhanced 60A service on Saturday December 23 (any resemblance between the driver, Santa Claus and the sub editor was entirely deliberate! - incidentally, how many other buses had mistletoe strategically placed above the ticket machine?); and on Boxing Day and New Years Day an hourly 60B, Rayleigh High Street to Southchurch Newington Avenue (via Stephensons 60 route, rerouted for the day via the White Horse), plus morning and evening Rochford - Hockley - Southend workings over ST 8A and 7.

Rayleigh Roadways, Ramsden Heath: are identified as the owners of the white VR, JWW 225N, noted last month.

T V Taxis, Southend: had CVE Omni F262 WAJ after Clintona; it was due to return on January 9. City Vehicle Engineering also demonstrated another Omni on 5/1/90, green and off white G201 CHN (like F262 WAJ, but seating DP15F and without a roof destination box) to TVT on 5/1; the vehicle was also examined by Lynxline. A further route change from 21/12/89 saw the registration for 7S, Woodgrange Drive to Belfairs transferred on M/T/Th/F/S to the limited company, presumably to permit the use of vehicles with more than 8 seats. On Wednesday the route remains registered in the name of the (taxi licenced) partnership. It is reported that at least one of the VW's has been upseated to 12 (ex 8) and now runs as a PSV rather than taxi plates.

Venturer Coachways, Rayleigh: MAN coach NFJ 377W has been reregistered 608 HX.

Non PSV's: the RT kept at the Hollywood restaurant, Benfleet has been identified as the former RT 3813, NXP 820. It is now registered APA 772A.

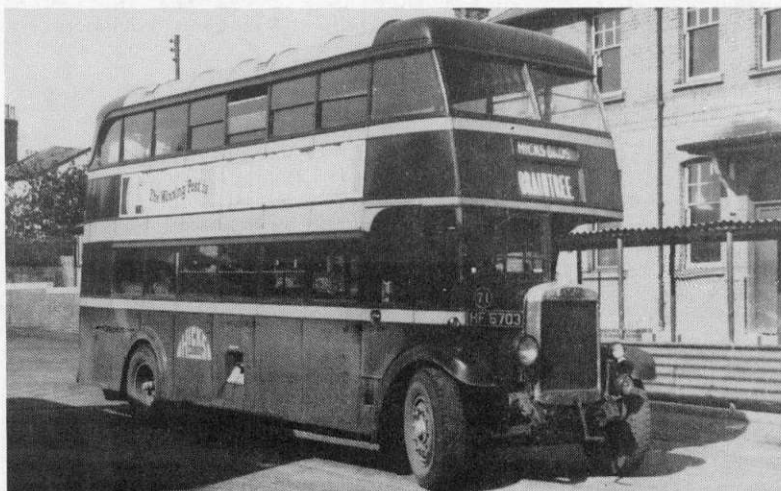
Commercial Paint Specialists



T & J SANGSTER
BALTIC WHARF
STATION ROAD
MALDON
ESSEX CM9 7LQ

Telephone: 0621 850185

For all your requirements, at very competitive rates, contact Tom Sangster on the above number or Maldon (0621) 773284.



Hicks HF 6703 was a Leyland TD1 with Park Royal bodywork. Numbered 71 in the fleet it never received an ENOC fleetnumber. In this view it was seen in Braintree in 1950.
(A Cross)

Contributions to the December and January magazines were received from :-

F Allen, P Clark, R Dennis, P Halls, P Harvey, J Lidstone, B Lynch, I Mayoh, A Osborne, J Simpkin, P Snell, D Stebbing, G Toon, T Wiffen, District Bus, Eastern National, Grey Green Enthusiasts Club, LOTS, Merseyside Bus Club, PSV Circle and Southend Transport.

CONTRIBUTIONS FOR FEBRUARY SHOULD BE WITH THE EDITORS BY 2.2.1990.

Regular contributors may like to make a note of the deadlines for the rest of 1990 :-
2/3, 6/4, 4/5, 1/6, 29/6, 27/7, 31/8, 28/9, 26/10, 23/11. Magazine distribution takes place three weeks after these dates.