

# ESSEX BUS NEWS

*The Monthly Magazine Of The* ESSEX BUS ENTHUSIASTS GROUP

JANUARY 1989

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

ISSUE No. 297



One of the number of ex Eastern National, Leyland Nationals that are now in use in Yorkshire and Lancashire is 1728 (NEV 685M) now with Black Prince of Morley.  
(David Longbottom)

## ROCHFORD MEETING

The February meeting will take place on the 14th of February at the Rochford Freight House, which is located next to Rochford Station. This meeting will take the form of a 'Surprise evening' as the subject of the meeting is yet to be decided.

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TWENTY FOURTH ANNUAL REPORT - A review of the the Group's activities during 1988CHAIRMAN'S REPORT

The past year has witnessed many changes in the bus industry as a result of deregulation. Within the group, the effects of the revisions to the committee introduced at the 1987 A.G.M. have begun to unfold. Our magazine production now seems to have settled down and the format has become more standardised. However, on the coach tours front there have been some problems. Following some adverse comments at the 1988 A.G.M. our Tours Officer, Martin Weyell, resigned from the committee. I would like to take this opportunity to offer, on behalf of all the membership, our appreciation of Martins's valuable work over the past seventeen years. Despite an advertisement for a new Tours Officer to assume overall responsibility for tours, and a second advertisement for a Tours Assistant to help with tours, NO applications were received at all. As a result I have had to step into the breach for the time being to organise tours in the short-term, but what we really need is a new Tours Officer. The continued Tours Officer vacancy has caused some problems at committee level and as a result a new committee structure will be required for 1989. Our sales organisation is also undergoing major revision, these changes will become evident during the coming year. It appears that the great majority of the membership is quite happy to leave the running of the group to a small number of individuals. However, over the years this small number has become even more diminished and what we need NOW are offers of assistance from members, how about YOU - can YOU help?

ALAN OSBORNE (Chairman & Founder)

TREASURER & MEMBERSHIP SECRETARY'S REPORTMembership (1987 figures in brackets)

The group started 1988 with 250 members (257) and ended the year with 260 (282), which means that for the first time for some years we are now losing members. The reasons are not clear why, although the magazine has been a little erratic in its appearance recently. The main difficulty is reaching potential members and showing them the magazine and its contents and what we have to offer. Plenty of advertising has been attempted but to little effect.

Subscriptions

These were held at £7.00/£6.40 for most of the year, but had to be raised to £7.50/£6.90 towards the end of the year to cover tincreases in postage rates and a price rise in the New Year from our printers.

Treasurer's Report

1988 was much better for the group than 1987 I have much pleasure in recording. Although final figures are not available at the time of writing (early December) one or two points can be brought to your attention. Firstly, the group has made a resonable profit from the coach tours run in 1988, an old duplicator was sold at a satisfactory price, whilst no money was actally taken from the account this year to prop up the general accounts solvency. In fact, £300 was transferred to the NSB account which restores most of the £350 taken from that account when the EBEG was formed in 1987 in order to finance the printing of the monthly magazine. Of course, only 11 magazines were actually published in 1988 (due to the postal dispute), although only one months's postage amount has actually been saved (approximately £50). The sales account is to be closed so next years's accounts will be much simpler (we hope!). Copies of the group's audited accounts will be available at the forthcoming Annual General Meeting. Can I also take this opportunity to personally thank Richard Delahoy for his work in preparing the final draft accounts and for

auditing the accounts. I am sure that the committee and the membership also wish to extend their thanks to him.

BOB PALMER (Treasurer & Membership Secretary)

#### PHOTOGRAPH OFFICER'S REPORT

1988 has proved to be a rather eventful year for the group's photographs, and our black and white collection has been the subject of enquiries for publication in future books. With the tendency to change to colour photography, which is fast becoming much cheaper, black and white prints and negatives are being put aside and forgotten, so my request is again to let the group look after them - any operator, any age! 1989 will see more colour photographs added to our collection, so if you happen to photograph something interesting or unusual relating to buses in Essex, and you would like group members to share those photographs, then just send me the negatives.

PETER SNELL (Photograph Officer)

#### NEWS SHEET EDITOR'S REPORT

1988 proved to be the most interesting year for some while in Essex, as operators began to find that deregulation was not to be the burden to the industry that many had feared. Indeed, the majority of operators are now providing a better level of service than was the case before 1986. From an enthusiast's viewpoint a lot has happened with Routemasters entering service in Southend, Eastern National commenced operation of Leyland Lynx vehicles, whilst Colchester received Olympians. Lynxes and Metrorider's, plus a number of vehicles on loan. 1988 could be said to be the year of something old, something new, something borrowed and something blue (and cream)!

A total of 148 pages was published in 1988 (11 magazines), which compares with 144 in 1987 (12 magazines). This would not be possible without the help of those members who have taken the time and trouble to send me their notes, and I pass on my thanks to them. However, blank spaces do still occur and I would ask anybody who has an article or news that could be used to fill those spaces to send it to me. May I extend my special thanks to Dave Arnold, Richard Delahoy, Roger Dennis and Derek Stebbing for all their help during the year, and of course also to Wayne Aston for his typing efforts during the year.

On behalf of the group I would also like to thank all the officials of the operating companies for the time and help that they have given the group during 1988. In closing, may I add that with my wedding, plus my father's death during the year, I have not been able to give the time to the group that I would have liked. I hope to make this year's magazine more interesting and up to date than those of the last two years.

IAN RANSOM (News Sheet Editor)

#### TOURS OFFICER'S REPORT (Compiled by the Chairman)

Organisation of coach tours for 1988 has been undertaken by Alan Osborne (Chairman & Founder) and Bob Palmer (Membership Secretary & Treasurer). Two day tours were operated. The first, which incidentally was the suggestion of our former Tours Officer, Martin Weyall, was to Maidstone and the Medway area, and it carried an exceptionally good load. The second tour, which was the Eastern National area tour, was less profitable but still very enjoyable for those who participated.

Details of the tours are :-

Medway Tour - Saturday, 14th May, 1988

51 passengers

London Buses T1128 and Maidstone Boroline 241

Essex Heritage Tour - Sunday, 25th September, 1988

34 passengers

Eastern National 1118 and Blue Triangle RT 2150

Revenue from coach tours is necessary to sustain a number of group activities and hence it is essential that they are well supported. The programme for 1989 will include two day tours and an excursion.

ALAN OSBORNE (Acting Tours Officer)

#### SALES MANAGER'S REPORT

Sales during 1988 continued at much the same level as in 1987 with some good results coming from certain events, but with a very poor response from the membership by the way of postal sales. A new service was introduced during 1988, that of an Essex County Council timetable subscription service. This has proved popular and is set to continue into the foreseeable future. A fleetbook was published in 1988 and a further edition is scheduled to be published in 1989 reflecting the major changes that have recently affected the Eastern National and Southend Transport fleets.

Following a change in personal circumstances and some careful consideration by the committee, it has been decided to sell all remaining group sales stock to The Cliff Agency (of Rayleigh). This move will in fact benefit the membership as the list of items to be sold will be far greater than that held by the group. Any new publications available from The Cliff Agency will be advertised to EBEG members through the magazine as before. The Cliff Agency has also secured the future of the monthly Rochford meetings by agreeing to a sponsorship deal.

The closure of the group's own sales department will not affect the photographic department, which will continue to function under Peter Snell. He will continue to manage the sale of photographs by post, and also at certain events where a sales stand will be shared with The Cliff Agency. Although I have now worked myself out of my position on the the group's committee, I hope, with the support of the membership, to be able to continue as a committee member, perhaps in a consultancy role.

ANDY MEADOWS (Sales Manager)

#### ANNUAL GENERAL MEETING - Saturday February 18th, 1989

Members are reminded of this event, which this year is to be held at the Cramporn Theatre, Chelmsford, commencing at 1400. The venue is adjacent to the bus station and is next door to the Civic Theatre, full details appeared in last months magazine. Please also note that NO SMOKING is permitted in the auditorium of the Cramporn Theatre.

The special bus service from Southend mentioned last month is fully booked as only six seats were available.

THE CLIFF AGENCY

As the sale of publications has been taken over by The Cliff Agency, would members please take note of the following points :-

- \* All new books etc. will continue to be advertised in the magazine as before, but cheques/postal orders should now be made payable to 'The Cliff Agency' and sent to Andy Meadows.
- \* A list of items available has been produced and is available free of charge. To receive a copy please write to Andy Meadows (address on cover) or phone (0268) 785496.
- \* Items will still be available at group meetings and at various rallies during the year.

ESSEX COUNTY COUNCIL TIMETABLES

The subscription service is still available and will continue to be run by EBEG through Mark Bullock, 219 Maplin Way North, Thorpe Bay, Southend SS1 3NY, please write to him for full details. Now available are Loughton Nov 88 (Area 6) and Grays Dec 88 (Area 10) priced at 30p each plus 25p post & packing for one or 40p for both.

EASTERN NATIONAL LIMITEDVehicle Re-Allocations

10/88 1712 MN - D/L(D); 1715 BN - D/L(D).  
 1/89 0245/6 Pool - PD; 0247 - 0252 NEW - PD; 1051/2/3/5/6/7/8 PD - D/L;  
 1054 Pool - Pool(CR); 1502 BE - BS; 1053 BS - D/L; 1726 Pool - BE;  
 1764 BE - MN; 1863 BE - CF; 1899 MN - BE; 1924 MN - BE; 1927 CF - MN

Further to the re-allocation of 1927 this was a paper only transfer as 1829 was sent from MN - CF in 9/88 returning 1/89.

Repaints

w/e 3.12.88 3058 at ENE.  
 w/e 10.12.88 1841 at CN, 1927 at ENE, 4506 at ENE.  
 w/e 17.12.88 1764 at ENE, 4508 at ENE.  
 w/e 24.12.88 1768 at CN, 1817 at HH, 3099 at HH.  
 w/e 31.12.88 3053 at ENE.  
 w/e 14. 1.89 3038 at ENE, 3082 at ENE.

3082 is the former Eastern National Engineering all over advert vehicle.  
 1861, 9000/3 have been repainted, date unknown, whilst 3086 is in the paintshop at the time of writing. With the exception of advert vehicles, this leaves the following in non yellow and green livery :- 1658, 1718, 1726, 1745, 1747, 2200, 2201, 2202, 2203, 2383, 2384, 3033, 3039, 3040, 3060, 3202, 3500, 3501, 4006, 4500, 4507, 4508, 4510, 4511, 4512.

1843 has become a unibus advert for John Whalley.

Please note the following corrections 3069, 3122 & 4503 appeared twice the latter date being correct, while the repaint for w/e 9.7.88 should read 1769

Vehicles On Hire

Mercedes Minibus 0246 (F246 MVW) was loaned to Maidstone & District from 4/10/88 to 14/10/88 and was allocated fleet number 1097. It was used from Tunbridge Wells and inspected at Gillingham & Luton.

General

Bus Business reports that the sale of Voyage National to National Express, who were initially interested did not take place. Following this, talks with two other interested companies also collapsed. Voyage National closed down in 12/88 and was placed in the hands of a receiver, Jacques Bertrand of Lille who will now attempt to sell the company as a whole or in part.

Eastern National increased all fares from 1.1.89. as follows :- 20p-48p up by 3p-5p; 50p-105p up by 5p; 110p-145p up by 10p and all fares over 150p up by 15p. In addition travelcards were increased by about 10%.

Explorer tickets are to be withdrawn from 31.1.89. and are to be replaced by Essex Ranger tickets from 1.2.89., these are only valid on Eastern National and will not be valid on Eastern National and will not be valid on services of Cambus, Eastern Counties etc. This follows the decision that tickets such as the Explorer may constitute an "anticompetitive bus agreement" by the Office of Fair Trading.

The company once again provided services on Christmas Day, Boxing Day and New Years Day on services 97X, 98X from Maldon depot, with a Lynx being observed on one Christmas Day journey.

Publicity

Timetable leaflets for 4 dated 14.11.88; 22A/B, 120 dated 5.12.88; 232/3/4 dated 28.11.88; 250 dated 28.11.88; 311 dated 30.11.88; Bus Connections between Clacton and Harwich dated 30.10.88.

Bishops Stortford Buses dated 3.1.89.

Eastern National leaflets for Christmas and the New Year in Basildon & Thurrock, Braintree, Brentwood & East London, Clacton, Colchester, Harwich, Mid Essex & Herts, Southend, Rochford & Castle Point.

Essex County Council leaflets for Christmas and the New Year in Central Essex, North East Essex, North West Essex, South Essex, South East Essex, West Essex.

Essex County Council leaflets for 98 dated 14.11.88, 451/2 dated 30.11.88.

Chelmsford leaflet dated 3.1.89.

National Express leaflets for service 090 dated 30.10.88 and Principal Service from Chelmsford dated 30.10.88.

Highwayman Christmas Programme from Central Essex.

Unusual Workings

6/11 CF 1119 on 452 (BE duty).

18/11 CN 1132 on 118.

26/11 DT 1790 on 119 (CR duty).

5/12 DT 4014 on 119 (CR duty).

7/12 BD 4018 on 350.

9/12 Pool 3040 on 118.

17/12 CF 4014 on 309 with a Tiger/Alexander on 712.

18/12 Hull CT 50 noted in Chelmsford Bus Stn.

22/12 BN 3068 on 152 (2250 ex CF).

5/ 1 CF 1774 on 311.

10/ 1 BS 1502 on 311.

On 8.1.89. 1722 was at BS, whilst 1747 was on loan from CF to CR and 1917 from CF to SD, CR 4013 was at CF. The first journey on 74 reverted to big bus operation during December.

The blind on 4004 is out of use, being replaced by a SERVICE vinyl stuck on the destination screen. 3206 remains in full City Bus livery and is normally used on 151/551 from Brentwood.

At Bishops Stortford 4510 was off the road for most of the month, it was replaced by BE 4017 at first before CF 4013 arrived to take over.

### Disposals - Initial

1655 (KCG 612L) Martins, Middlewich, 8/88.  
 3020 (OWC 293K) PVS, Barnsley, 12/88.  
 3025 (WNO 545L) " " "  
 3028 (NPU 975M) " " "  
 3029 (NPU 976M) " " "  
 3031 (NPU 978M) " " "  
 3032 (NPU 979M) " " "  
 3034 (NPU 981M) " " "  
 3036 (NPU 983M) " " "

### Disposals - Subsequent

408 (YHK 725F) Still on premises of Thomas, Upper Llandwrog, 7/88.  
 436 (606 JPU) As 408.  
 1000 (MAR 775P) Re-registered 410 LIP by B. Kavanagh, Urlingford, Eire, 2/82.  
 1003 (MAR 778P) Re-registered 623 LIP by B. Kavanagh (dealer), Urlingford, Eire, 2/82, subsequently to Abbey, Graigenamanagh, by 4/87.  
 THIS IS THE FIRST REPORT OF A SUBSEQUENT DISPOSAL OF ANY OF THE Ford R1014 SALOONS WHICH WERE EXPORTED TO IRELAND IN 1982 - What happened to the others ?  
 1201 (BNO 678T) Sykes (dealer), Carlton, 9/88, ex Cropley, Fosdyke.  
 1208 (BNO 694T) Date of acquisition by Coombs, Weston-super-Mare now given as by 12/87. (See also Mag 292).  
 1415 (GJD 198N) Sale Moor, Partington, (further information welcomed).  
 1517 (FWC 440H) Withdrawn by Edmunds, Rassau, by 8/88.  
 1522 (KHK 414J), 2841 (KVX 878C), 2857 (OPU 822D) See Hedingham section.  
 1529 (LVX 117J) Sykes (dealer), Carlton, 10/87, ex "Women in Greenwich", London SE3.  
 1533 (MHK 915J) Withdrawn by Ulsterbus Ltd., 792, 8/88 (maliciously destroyed).  
 1539 (PEV 501K) as 1533, fleetnumber 707.  
 1541 (PEV 503K) as 1533, fleetnumber 710.  
 1655 (KCG 612L) Powney, Bootle, 10/88, ex Martin (dealer), Middlewich, 8/88.  
 1659 (KCG 617L) Powney, Bootle, 10/88, ex Martin (dealer), Middlewich, 10/88.  
 1704 (WNO 553L) as 1659.  
 1719 (NEV 676M) Baldwin, Beighton, 7/88, ex Martin (dealer), Middlewich.  
 1731 (NEV 688M) Went to Driffield & District via Sykes (dealer), Carlton, 7/88 see also Mag 295).  
 1739 (GJN 999N) as 1659.  
 2802 (BVX 678B) Ripley (dealer), Carlton, 7/88, ex National Playbus Group (N-PSV).  
 2928 (AVW 397F) Delicensed at Tsuen Wan Depot of Citybus Ltd, Hong Kong, 3/88.  
 3016 (SMS 42H) Presumed still with Lambeth Inner City Consultative Group.  
 Noted in yard in Evelyn Street, London SE6 1/89 in yellow livery with most of the seats removed, labelled 'Info-Bus', used for charity work.

Service Vehicles

A correction to 294/22, the new Transit is F309 LVX.

ServicesBishops Stortford, Saffron Walden

- 22 With effect from 3.1.89 this service was withdrawn between Chrishall and Saffron Walden and an additional pm service was introduced between Saffron Walden and Cambridge. An alternative facility from Chrishall and Elmdon is provided by a new service 41, operated by Premier Travel.
- 34 This is an ECC tender service as previously published in magazine 294.
- 42 This service is withdrawn on Fridays and replaced by service 41 which operates to Cambridge to 6/1/89.
- 301 Extended to Saffron Walden, District Hospital and retimed with some journeys operating via Widdington to replace certain service 302 journeys from 3.1.89.
- 370 The 0635 ex Stanstead, departs at 0625 and runs 10 mins earlier from 3.1.89.
- 738 With effect from 14.11.88 the 1830 ex Haverhill and 2130 from Victoria operates on Fridays only, and from 19.12.88, all Cambus journeys passed to Premier Travel. In addition LCNE journeys are to be withdrawn after 28.1.89.

Witham, Braintree, Halstead

- 17 NEW SERVICE From Gt Bardfield to Saffron Walden operated by Hedingham on Tuesday, Friday and Saturdays registered to commence on 17.12.88.
- 89/A Revised timetable introduced from 9.1.89.

Colchester

- 76 Operation of the Saturday service to EN from CBT from 7.1.89.
- Country Car The Friday service to and from Feering was extended to Coggeshall via Pattiswick from 6.1.89

Harwich, Clacton

- 2 Will terminate at Jaywick, Meadow Way due to poor road condition with effect from 5.2.89.
- 103 The journeys shown as withdrawn last month continue to operate but are now under tender to ECC.

Harlow

- 49, 58, 59 Revised timetables introduced from 3.1.89.
- 503 One journey an hour extended from Waltham Abbey to Hammond Street, replacing part of service 383 between the same points, from 17.12.88. In addition the entire Harlow Town Service network was revised by LCNE from 17.12.88.

Loughton, Epping, Ongar

- 46 The 1318 ex Fyfield continues to operate from 1.1.89 (omitted from the new timetable).
- 201 The 0612 ex Ongar now runs 3 mins earlier.
- 214/5 Continue to operate in Loughton, the timetable being omitted from some copies of the new timetable book

Chelmsford, Maldon, Burnham

- 33 With effect from 3.1.89 an additional journey was introduced at 0625 from Stansted to Bishops Stortford. The 0705 ex Bishops Stortford was withdrawn and replaced by a revised service 301.
- 46, 46A The 0735 and ex 0905 Ongar operates 6 mins later, the 1734 ex Chelmsford terminates at Fyfield and the 46A was withdrawn from 3.1.89.
- 90 The 1815 ex Maldon was extended to Witham, Station from 9.1.89.
- 349 The journey provided by Associated Coachways was withdrawn from 3.1.89 and replaced by a revised service 59.
- MALBUS 4 NEW SERVICE From St Lawrence to Marylandsea, Mondays to Fridays, introduced from 14.11.88 operation is by Fords, Althorne.

Brentwood

- 260 Service withdrawn after 31.12.88.

Basildon

- 2, 3, 4, 6, 12, 14, 15, 16 Revised route and timetables introduced by NIBS from Start of spring term, -.1.89.
- 20, 22, 24 Revised timetables introduced from 3.1.89.
- 233, 235, 236, 238 Revised timetables introduced from 28.11.88.
- 237 Revised route introduced in Runwell from 9.1.89.
- 250 Revised timetable with certain short journeys between Basildon and Shotgate renumbered 232 from 28.11.88.
- 251 The revised Sunday service was introduced from 13.11.88.

Grays, Tilbury

- 17 Revised timetable introduced from 13.12.88, the last journey now being the 1218 ex Aveley Mut.
- 376, 377, 378 Minor revisions to timetable introduced from 17.12.88.
- 383 Revised timetable introduced from 9.1.89.
- 384/5 Withdrawn after operation on 6.1.89.

COLCHESTER BOROUGH TRANSPORT

Open-top Atlantean PD, number 48 (YWC 648F) has been sold to a local businessman and had been removed from Magdalen Street by 31.12.88. Metrorider number 11 entered service on 25.11.88. This coach-seated vehicle is used on services 3, 3A, 15, 31 etc alongside buses 12 to 15, but is also used on private hires, including a duplicate on National Express services 084 on 20.12.88.

The company started operating certain regular journeys on National Express service 084 on 16.12.88. The 855 journey from Clacton and the 1400 from Victoria are operated by an Olympian coach, 45 or 46, on Mondays to Saturdays. On certain days of the week a Tiger, 103 or 104, operates the 1155 from Clacton and 1700 from Victoria.

The high tide on Christmas Eve was the highest for some considerable time, motorists caught on the Strood between Mersea Island and the mainland being forced to seek safety on the roofs of their cars. This event caused havoc to the 7/7A services. CBT 70 working the 1045 ex West Bergholt was at the front of the queue waiting for the tide to ebb, finally reaching the Mersea terminus some 140 minutes late! CBT 41 and the two EN vehicles allocated to the service in due course joined the queue. CBT 63 and CBT 82 duplicated the 1150 and 1220 ex Mersea journeys between Colchester and West Bergholt and the return journeys to Mersea, but they too came to a stand still in the line up of traffic which by 2pm stretched back as far as Abberton.

The build up of traffic in the evening peak period together with road works in various parts of the town is causing lengthy delays to services. Duplicate vehicles are being operated whenever possible, and a number of interesting journeys are understood to have operated, ie Myland Hospital via Horkesley Heath to Five Ways.

The most common however is a combined 4/4A running Osborne Street - Shrub End - St Michaels, returning direct to Osborne Street via Southway thus avoiding a journey through the Town Centre which in normal times would take 5 minutes but recently was taking 50!

Services via the Downside Approach Road at North Station are to be withdrawn because of the constant obstruction of the road by parked cars. BR stated "there is a parking problem"! They also stated there were no plans for any major changes to the road layout. Strange this since the ECC PTP states that the Infrastructure Scheme on the stocks for at least two years to improve rail/bus interchange is progressing.

A planning application has been made for the demolition of a house and workshops next to No 1 garage previously occupied by a carpenter and joiner to provide additional parking for buses.

A new edition of the fleet list has been published.

Olympian 46 made an appearance on service 9A on 16/12, whilst 63 was on service 3/31 on 28/12.

#### WHAT THE PAPERS SAY

Witham and Braintree Rail User Association have asked Eastern National for a re-think on the shelving of mini-bus services in the area. EN stated that they were not convinced that mini buses would be profitable in Witham, and in Braintree traffic congestion ruled them out. The company is to launch a campaign to allow buses to continue to run along Braintree High Street once the area is pedestrianised on the opening of the new by-pass in the summer. A survey has shown that on average 14287 passengers a week board the five buses per hour that serve the High Street stop. If the ban is introduced an additional 6000 miles per year will be added to route mileage. Passengers would be faced with a long walk to the Bus Station in Victoria Street or possibly to a new one in St Michaels Road.

No action has been taken to repair Brooklands at Jaywick (See 291/4) and the withdrawal of service 2 beyond Meadow Way is now likely. Micheal Holden the NE Essex Manager is reported as saying that £100 per week is being spent on replacing springs, and that with no one coming up with the £20,000 needed to repair the unadopted road he had no other choice. He had only kept the service going as the owner of the Tower Camp, although it was not his responsibility, had made some temporary repairs at his own expense. When proper repairs were carried out the service would recommence. The irony is that Sunday services would continue to run as they are now an ECC contract.

One of the original Coastline drivers, Walton based Anna Reid married John Edwards on 31st December, the wedding transport being one of the KSW5Gs. The blessing at Walton Church in normal wedding attire was preceded by a wedding ceremony at Colchester Register Office with bride and groom in their respective uniforms, Johns being a BR drive. It has not been reported if he arrived on time!

Nick Collins, CBT Operations Manager has stated that midi-buses will never replace full sized buses totally, as they could never cope with the peak demand on most routes. The situation is being monitored and more could follow. He stated that in many instances they were better environmentally as there were no top deck passengers to look into people's gardens and bedrooms. They were cheaper to run and it was belived they would be popular for private hire.

**SOUTHEND TRANSPORT LIMITED**

These notes are correct to January 8.

**Vehicles****ON LOAN:**

301 E381 ERB Scania N112DR Alexander H47/31F  
On loan from Scania Bus from December 20 to January 5.  
This demonstrator, in a cream/green Nottingham style livery,  
was used on a wide variety of routes for evaluation.

Two other vehicles have been examined recently, viz:

*370 BUA*  
F--- --- DAF SB220 Optare Delta B43F For 1 day in Dec.  
F633 LMJ Leyland ONCL10/1R Alexander H--/--F December 5 - 7.

The former was demonstrated by Optare whilst the latter is Luton & District 633; neither was used in service but they were used for operational trials. ST officials have also viewed the new NCME bodied Renault single decker.

The hire of Fleetlines to Ensign Bus for its seasonal weekend coastal routes (see 292/5) ended in mid October; Ensign are now using Reading Transport vehicles instead.

**MODIFIED:**

Repaints into the new livery comprise (with dates to service):

212 3/12; 213 10/12; 214 14/12; 225 7/1; 230 2/12; 250 17/12.

In addition, the livery of the City Pacers has been modified - the Sprite branding has been removed (it had led to passenger confusion), and the white area below the windows is now mainly blue with one red band and the latest style of fleetname. Dates to service were:

401 15/12; 403 8/12; 404 15/12; 405 28/12; 406 22/12. City Pacer 402 and Fleetline 252 are repainted but are not yet in service. Service vehicles 003/4/7/8 are also now in the new livery.

The Routemasters are now being named (see 296/5): noted so far is 109 - Pride of Rayleigh. The names are being applied on the cab side and bonnet side in the traditional RM fleetnumber position.

**WITHDRAWN:**

310 KUC 949P 30/12 - this was the last DMS.  
525 FDF 265T 22/12

**INITIAL DISPOSALS:**

307 GHV 29N To Ensign Bus Sales, 11/88 (see below)  
310 KUC 949P To Ensign Bus Sales, 12/88  
525 FDF 265T Returned to Arlington (dealer) ex lease, 12/88

A further update on the Ensign operational fleet is that Ensign 208 (ex ST 305, GHV 8N) is now in Ensign colours but TGX 820M has been sold.

News of the 6 coaches sold to Brighton is that all 6 are allocated to Lewes depot. Former 219 (SPN 669X) is in a special livery of white with a blue skirt and carries promotional lettering for its regular duty, the X99 Brighton-Eastbourne express. The other 5 are in standard Brighton

colours but to date only one (ex 330, BHO 440V) has fleetnames ('Lewes Coaches'). They operate a variety of County Council contract routes as far north as East Grinstead (30 miles from Brighton) and are not seen in Brighton in service. To correct last month's report, AEC Reliance bus DVA 355K was withdrawn and sold by Brighton some months ago; however Fleetline ROK 453M is still in use, in the old Lewes Coaches colours.

#### SUBSEQUENT DISPOSALS:

|     |      |      |                                                                                                                                                                                                                                  |
|-----|------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 206 | 2717 | HJ   | It is believed that, after its body was burnt out, the chassis passed from S&M, Benfleet to Horlock, Northfleet and was rebodied and reregistered OKE 791W. That vehicle passed 9/88 from Horlock to Raff, Gravesend for spares. |
| 301 | NLJ  | 828G | Date of acquisition by Williams, Deiniolen, Gwynedd was 4/88; formerly owned by Jervis, Port Talbot (not previously reported).                                                                                                   |
| 304 | UNH  | 7L   | Body shell passed to North (breaker) 1/88 after cannibalisation by ST.                                                                                                                                                           |
| 304 | TGX  | 820M | Passed from Ensign Bus (operational fleet) to Black Horse Buses, Gravesend c.12/88                                                                                                                                               |
| 307 | GHV  | 29N  | Ensign Bus Sales to Black Horse Buses, Gravesend, c.12/88. It was noted 7/1 running in full ST livery complete with Southend fleetnames and crests.                                                                              |
| 334 | WRO  | 433S | Henshaw, Underwood, by 7/88.                                                                                                                                                                                                     |
| 342 | YWW  | 359S | Re to 290/10, Summerbee Coaches are in <u>Southampton</u> .                                                                                                                                                                      |
| 346 | XWX  | 186S | Laidler, Wooler, Northumbria ex S Hughes (dealer).                                                                                                                                                                               |
| 352 | DAX  | 452V | Thornewell, Derby 7/88 ex Kirkby (dealer).                                                                                                                                                                                       |
| 353 | CPT  | 822S | Connor & Graham, Easington, N. Humberside, 6/88 ex Kirkby (dealer).                                                                                                                                                              |
| 357 | YDW  | 317T | Bestwick, Tibshelf, Derbyshire ex Kirkby (dealer).                                                                                                                                                                               |
| 378 | GHJ  | 378L | Kime, Folkingham, Lincs 9/88 ex CoMS.                                                                                                                                                                                            |

#### SERVICE VEHICLES:

Fleetnumber 002 is now allocated to the Traffic & Commercial Director's car (previously used for a trailer) and a new service vehicle is a Bedford van, 009, EVX 945Y.

#### Services

- 1 Additional journey M-S from 27/12 at 2325, Elms - Garage (depot run off ECC 23/23A contract - City Pacer).
- B17 NEW SERVICE: Southend CBS - Westcliff Station - Chalkwell Shelter - Chalkwell Park - Southbourne Grove - Kennilworth Gardens and as the 29 to Eastwood, Woodcutters. This resurrects the old 17, withdrawn in January 1985. Hourly M-F 0800-1600, City Pacer operation under contract to Southend Borough Council.
- 18 Additional (commercial) journey at 0655 Victoria Circus - Foulness, M-S from 24/12.
- B62 NEW SERVICE: Southend CBS - Sutton Road - East Street - West St - Hainault Ave/Glenwood Ave - Prittlewell Chase - Southbourne Grove/ Westbourne Grove - A127 - Progress Road - Rayleigh Rd, to terminate at Eastwood (Silver Jubilee) via 9A loop working. Half hourly M-S 0700-2000, City Pacer operation on contract to Southend B.C.
- X1 Schooldays 0835 Grays-Basildon withdrawn after operation on 16/12.

The B prefix to the 17 & 62 is to distinguish them as contract services and to avoid confusion with the (partially similar) commercial EN 62; internally ST use a B or C prefix to denote services under contract to Southend Borough or Essex County - the prefixes are often (incorrectly, except in the case of the 17 & 62) shown on blinds. The full list of ST's contract operations now comprises:

17 (M-F days), 18 (M-S, irregular), 23/A (M-S evenings), 24 (Suns), 61 (M-F, 4 jnys), 62 (M-S day & early evening) and 404 (Wed & Sun, 1 jny). It should be noted that the 24 contract (and the District Bus M-S evening contract) operates via the pre November 1988 route via First Ave, despite EN diverting the commercial service via Chalkwell Shelter.

To conclude the saga of the Culturebus London Road Service Licences, that for the 614 was formally surrendered on 19/7/88 upon the grant of a similar licence to Ensign Bus (not being operated, however).

## General

Fares are to be increased from February 5. EN fares were increased from Jan 2 (as noted above) but the increase had not been applied to that section of the A13 where ST local services operate - it is understood that EN fares there will rise at the same time as ST's do. However, there will continue to be differences in the fares of the 2 operators, since ST work in 5p units for full and half fares, whereas EN's scale includes fares such as 51p.

Bus services in Southend were extensively disrupted on Friday December 2 due to a bomb scare which closed much of the town centre. Services normally using Victoria Avenue were noted operating via both Sutton Road and Bournemouth Park Road, thence via the Ring Road direct to CBS. London Road services generally turned short at Victoria Circus (RM's turning at the old 1A terminus in the cul-de-sac section of the London Rd), but some were observed entering CBS via Alexandra Street, presumably having diverted at the Cricketers via Milton Road and the 6 route.

## Publicity News:

Leaflet (to usual X1 size) in red to detail Christmas/New Year holiday services; A5 size leaflet giving timetable for 7/8 group of routes.

## Route workings:

Re 294/12, the crew operation on the 7 at 1444 ex Garage (schooldays) only lasted a couple of weeks before being revised and becoming a standard OMO working. It was replaced by a schooldays only 7, 1452 Garage-Shoebury Osprey, returning at 1527 to Garage. This is RM worked subject to availability (in practice about 3 out of 5 are RM worked).

Christmas/New Year: on 26/12 and 1/1 the 4A was interworked with X1, thus giving the rare sight of front line coaches on the 4A - eg DAF 581 on Jan 1st. As noted in 295/12, no evening service was provided on these two days, for the first time. However, ST could claim to be one of the very few operators who ran on every single day in 1988 - in contrast to EN in south Essex, who ran in early on 24/12 and 31/12, did not operate at all on December 25, 26 or January 1st, and only provided a skeleton daytime service on December 27 and January 2.

**OTHER OPERATORS - South East Essex**

**Walkers Taxibus, Stanford le Hope:** a new vehicle noted is a Ford Transit/Mellor (similar to EN's 075x class), F419 EVU.

**Clintona, Brentwood:** further changes were made to the Leigh to Eastwood Sunday contract from 8/1. Clintona now only operate on the 23A, which is retimed and operates via Cockethurst Corner as does the M-S service (the latter change had taken place earlier - by 2/1 at least). The 23 has been transferred to a new short term contract operated by Stephenson's (qv). Both routes are up for tender again, so that there may be yet another change of operators from April 30.

**District Bus (Tomlin), Wickford:** from 24/11 M-S evening ECC contract 24 was revised to start earlier with jnys from Dawes Heath at 1900 & 2000 and from Southend at 1930, replacing withdrawn EN journeys. The other 2 Southend area contracts were terminated prematurely due to poor loadings - last running on 16/12 (23) and 30/12 (7C). The short term experimental evening contract service Basildon to Noak Bridge has also ended due to poor loads and in consequence the commercial evening service on 101 to Laindon also ceased, both last running on 23/12.

**Eagle Coaches/Greenham Coachlines, Basildon:** the former has been taken over by the latter. A half page advert in December 2nd's Evening Echo gave timetables for the contract 242 (Basildon B/S - Industrial Estates) and 387 (Stanford - Basildon Hospital) and for commercial services 30 (Basildon circular - see 289/8) and a new 31, to start 3/1/89 - Basildon B/S-Wickford-Shotgate, hourly daytime (M-S?).

**Lynxline Ltd, South Woodham:** the Boxing Day and New Year's Day operation duly went ahead as noted last month, using LHT 166L. In addition to the hourly 20X there was a live depot working Rochford - Southend (connecting with ST to/from Shoebury) as 7X. The operation attracted good press coverage and was very successful.

**Macstrax, Stambridge:** the timetable for the 10B/12 contract is broadly similar to the former Southend Radio Cars operation, but with 4 journeys extended to Southend General Hospital, and the solitary 10A working via Ashingdon converted to a 10B via Stambridge. It should be noted that on M-S this contract serves Wallasea via Paglesham (double run) whereas on Sundays the Lynxline operated contract provides separate routes to either Paglesham or to Wallasea, both via Canewdon.

**Thames Weald:** seen in Southend on the tunnel service has been a new vehicle, a 10 seat Mazda, F614 FNA, in this operator's distinctive livery and boldly lettered 'Tunnel Grande Vitesse'!

**Stephenson's, Southend:** as noted above, a further contract gained is for the 23 on Sundays from 8/1 until 23/4, but to a revised route and timetable - route as the commercial ST operation from Leigh Station to Belgrave Road (double run) thence Progress Rd to Eastwood Rise, hourly. The change to 23/A seems to have been made without any advance public notice, resulting in much confusion to intending passengers. Is it too much to ask of the County that they actually put out effective publicity before squandering ratepayers money running services which are under-utilised since no-one knows when and where they run? - or that contract routes operate to the same route as the commercial services which they supplement? (cf the comments on the 24, above, or the now resolved variation between the M-S evening contract on 23A and the Sunday contract on the same service!).

OTHER OPERATORS - REST OF ESSEX

**BUZZ CO OPERATIVE** The Mercedes are of type MB609D not 309D as published.  
**CEDRICS** In service in full fleet livery is a former Brighton & Hove VR NCD 563M.  
**CHARTERCOACH** The former Eastern Scottish Tiger PSF 558Y has been re-registered KIB 6827. Also now in service is a Mercedes minicoach E171 ATW.  
**HARRIS BUS** Two new vehicles to report are :-  
 F310 OVW MCW Metroraider B25F  
 F312 PEV Scania N113DR Alexander H47/31F  
 Two more Scanias are on order for 1989 delivery.  
 MLH 318L has been withdrawn.  
**HEDINGHAM** My apologies for having never published the registrations of some of the ex South Wales Bedfords in the magazine, the batch are numbered L139-L146 and are registered FCY 287-293/285W in order.  
 Two recent additions to the fleet are :-  
 L151 F151 NPU Leyland Swift II Wadham Stringer B39F  
 L152 D576 VBV Freight Rover Sherpa Dormobile B16F  
 Vehicles withdrawn and sold in recent months are :-  
 L101 Which may pass to the Midland Red (West) Preservation Group.  
 L102 Sold for export to Switzerland.  
 L118 Sold to Partridge Coaches, Hadleigh for spares, following accident damage.

## Fleet allocation at December 1988

Hedingham - 74, 76, 77, 81, 83, 84, 85, 86, 87, 88, 89, 95, 98, 103, 104, 105, 113, 114, 125, 126, 131, 133, 135, 136, 137, 150  
 Kelvedon - 111, 117, 139, 140, 141, 142, 143, 144, 145, 146, 147, 149, 152  
 Little Tey - 94, 96, 100, 112, 115, 116, 121, 122, 124, 134, 138, 148, 151

151 works services 105/7, whilst 152 works the 320 plus the Cornard Mini Shuttle.

The Bedfords are now all based at Kelvedon to ease spares problems and to this end L121 was sent to Swansea to collect all South Wales stock of Bedford spares.

New blinds have been fitted to all Kelvedon vehicles and cover routes 21, 22, 52, 82, 90/A, 105, 107, 320, 331, 332 & 345. Former Alder Valley South Ford Transit/Carlisle B16F D345 was noted covered with Witham Bus Sticker on its AVS livery on 9.1.89, whilst 83 has been noted with Eagle Coaches and may have been sold.

VISITORS TO EASTERN NATIONAL ENGINEERINGNOVEMBER 1988

|                      |          |
|----------------------|----------|
| Beeline              | 325      |
| Bordacoach           | OBN 293H |
| Chartercoach         | WPH 132Y |
| Essex County Council | SVW 274K |
| Hedingham            | L121     |
| London Buses         | DMS 2438 |
| Luton Bus            | 788      |

DECEMBER 1988

|                    |                    |
|--------------------|--------------------|
| Black Horse Buses  | NCD 560M           |
| Chatercoach        | HBP 331X, WPH 131Y |
| Chelmsford Playbus | LFS 300F           |
| Frontrunner        | 425                |
| Hedingham          | WPH 135Y           |

|           |                    |
|-----------|--------------------|
| Luton Bus | 855                |
| West's    | LWN 701L, F712 CWJ |

In addition London Buses T876 is still present.

# CAN YOU HELP?

## Preservation of 1357 (OWC 606)

If any member can provide fleetplates, BD depot plates, fleetname transfers or photos of this vehicle in service please contact :-

Martin Weyall, 29 Glebelands Avenue, Newbury Park, Ilford, Essex, IG2 TDN.

## SIMPSONS, LEADEN RODING

This operators services were taken over by Eastern National in March 1940 and Peter Snell hopes to publish a history of the company in 1990. If you have any photos or details please let him know at the address shown on the front cover of this magazine.

## EN DESTINATION BLIND

A blind for Southend or Hadleigh depot to fit a Bristol RELL will buy, or swap for similar Basildon blind. Please phone Lyn Watson on (0245) 32227 if you can help.

## SALES CORNER

## VINTAGE STYLE ISLE OF WIGHT TOUR

Members are invited to participate in this tour, which takes place between April 21st and 23rd, using a Bedford OB, CCF 648. The tour price is £75, and full details can be obtained from, Mr J. Woodhams, 79 Great Preston, Ryde, Isle of Wight, PO33 1EF.

## EN VEHICLES IN YORKSHIRE

Photographs are available via Ian Ransom of the following ex EN vehicles in Yorkshire 1651 - Amberley Travel, 1723 - Pride of the Road, 1728 - Black Prince, 1731 - Drifffield & District (t/a Revill Bus). Prints are priced at 35p each plus 20p to cover the cost of post and packing, please make cheques payable to D.P. Longbottom, a group member who is providing the prints.

Contributions to this magazine were received from :- D Arnold, P Ashton, J Cooper, R Dennis, P Halls, P Harvey, J Lidstone, D Longbottom, I Mayoh, A Osborne, C Sigston, J Simpkin, D Stebbing, G Toon, M Weyall, District Bus, Eastern National Ensign Bus, Grey Green Enthusiasts Club, LOTS, PSV Circle, Southend Transport.

ALL CONTRIBUTIONS FOR THE FEBRUARY EDITION OF ESSEX BUS NEWS SHOULD REACH THE EDITORS BY 3.2.89.