

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

407



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ESSEX BUS NEWS

407

EDITORIAL

The end of March will see the demise of another operator, Thames Weald ceases operations. A full history of their services will appear next month.

First we had THE VENTURER between Stansted Airport and Southend. then we had PREMIER 100 from Chelmsford and Lakeide. Now we have THE CANVEY CLIPPER and the DIAMOND SERVICE, full details in this issue.

Yet more new styles of fleetname appear on the Essex Buses fleets with the introduction of the FIRST f on the buses.

With the introduction of the Diamond Service, villagers at Battles bridge and Rawreth are 'up in arms' at the loss of most of their daily service.



Rochford Freight House 8pm

April 14th Open slide evening, members contributions will welcome.

May 12th Visit to Stephensons Coaches South St Rochford 7 15pm

June 16th Visit to Harrisbus West Thurrock nad trip to new depot at Belvedere 7pm at Thurrock.

Group stand will be at Barking Bus Rally. Easter Sunday April 12th at Barking Town Hall.

The Colchester Branch of the East Anglian Railway Museum have a very full programme of events, further details can be obtained from David Reeve 224 Old Heath Rd Colchester CO2 8AX.

Vehicle Rally

A rally is being organized at Magnapps Farm Railway Museum at Burnham on Crouch on August 23rd, more details later.

Reference to EBN406

The photograph on the front cover should be credited to Richard Delahoy. sorry it was missed.

Correction .The new Darts are of course R DJN.

Contributions received with thanks from Essex Buses (Thamesway & Eastern National) Southend Transport. Harrisbus, County B & C. First Bus Enthusiasts Group. PSV Circle. LOTS. C Sigston I Taylor R Dennis. R Palmer (EBN406)

Contributions for April EBN should be with Sub Editors by April 6th and Man Editor by 13th.

407 FOCUS OF THE MONTH

Thirty years ago February 1968, Eastern National took delivery of 407 YHK 724F a Bristol RELH6G ECW C47F. 407 was Eastern National's first mark 2 RE to be operated---55 bus and 47 coach bodied examples were operated.

407 is seen below in Norwich having worked an X46 journey from Southend,

photo by Andy Meadows.

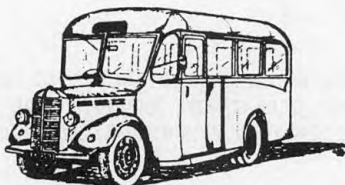


SERVICE 1001

This short lived service between service Stanford le Hope and Basildon, operated as stated in the Essex County Council timetable was evidently also called Abbots Bus & Coach Ltd. starting on the 22 November 1997 (ECC T/T states 17th Novmber).

Initially operated by Dodge minibus, other vehicles were seen on hire including deckers from Capital Citybus ,East London Coaches and Stephensons Coaches.

Details are required of all vehicles seen on the 1001 photos will be most welcome ,and does anybody have the date the service stopped. Details to P Snell please, any information will be welcome.



FIRST GROUP NEWS

Plans have been announced to operate three electric minibuses in Glasgow. Based on the Omni, these experimental vehicles are funded by a grant from the Energy saving trust.

The new standard for fleetnames has been announced. It consists of a large First, with the flying f logo on the front and sides of vehicles (above the doors and cab window), with a smaller local identity adjacent to the first window.

The takeover of a majority holding in Great Western Trains caused a storm of protest in early March. Issues such as 'Fat Cat' profits, timekeeping and safety issues were all covered by the national press. A similar move at Bristol Airport achieved less press, but with a new terminal and hanger being built, it is clear that traffic here is on the increase. In addition a new radar is being installed by a well known Chelmsford based electronics company. The bid for Luton Airport has not been successful.

It was announced recently that Brewers and SWT are to merge from 1.4.98, trading as SWT.

Eastern Counties are now provide real time information on route 66 in Ipswich on the Internet. For those interested the site is at <http://travel.labs.bt.com>.

EASTERN NATIONAL

NEW VEHICLES

712-16	R712-16 DJN Dennis Dart 9.8SLF	Plaxton	DP37F	1998
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Chassis numbers are D322BRVGW11876/902-05.

Body numbers are 10.7HLB8196-200.

Further to EBN405, the Scania/Wrights are being diverted to another First Group company. It is expected that a batch of Super Dennis Darts are to be obtained as replacements.

ACQUIRED VEHICLE

4304	L304 PWR	Volvo Olympian	N Counties	H45/31F	1994
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Chassis number is VYNF212RCO25366. Body number is 4752

ALLOCATIONS

Period End	None
7.3.97	308/28-35 Tway-Pool; 712-16 NEW-CF; 2242 CN-D/L(D); 2244 BE-D/L(D); 2601 CF-CN; 2602 BE-CF; 2808 BE-Tway; 2817/19/21/22 CN-Tway; 2826 CF-BE; 2827-30 CF-CN;

308/28-35 are for service at Clacton when ready. This will enable the remaining Mercedes 608 minibuses to be withdrawn.

REPAINT

2.98 2383 (in traditional livery)

This vehicle is to undertake a tour of the UK, visiting most First Group companies in aid of Diana Princess of Wales Fund. Fuller details are available from Mr C Powell, 69 Valley Road, Dovercourt, Essex CO12 4RP.

The FirstBus Enthusiasts Group report that this vehicle will be used in the summer on a rail replacement service between Colchester and Sudbury. Given the age of the DMU's in use on this line, it is becoming the heritage centre of Essex!

DIAMOND SERVICE

Five new Dennis Dart SLF/Plaxton have entered service on the Diamond service. This replaces services 33/X from 9.3.98. Most services now operate via the old 33 route, with the exception that Baatlesbridge is now down to one bus a day in each direction and that the service now operates via Southend Airport. The vehicles are in the new First livery. A number of 'Diamond Promises' are made regarding waiting times, condition of vehicles etc.

It remains to be seen what will be used as cover for vehicles off road, as there are duties for five vehicles.

SERVICES

- 16** From 2.3.98. re-routed away from Safeways, Little Clacton.
- 21/A** Minor timetable revisions from 9.3.98.
- 23** Service withdrawn after 6.3.98.
- 30** Minor timetable revisions from 9.3.98.
- 32** Minor timetable revisions from 9.3.98.
- 33/X** Service replaced by Diamond (see seperate section).
- 34/A** Minor timetable revisions from 9.3.98.
- 35** Service replaced by 352 from 9.3.98.
- 36** Revised timetable introduced from 9.3.98.
- 42** Revised timetable introduced from 9.3.98.
- 47** Minor timetable revisions from 9.3.98.
- 48** Revised timetable introduced from 9.3.98. Service to University withdrawn.
- 58/A** 0712 ex Bishops Stortford advanced by 5 minutes from 9.3.98
- 59** Revised timetable introduced from 9.3.98.
- 74/B** Only Monday-Friday peak journeys operate beyond Colchester from 2.3.98.
- 79** Revised timetable introduced from 16.3.98.
- 132/3** Revised timetable introduced from 9.3.98.
- 192** Chelmsford to London service withdrawn from 2.3.98.
- 193** Revised route and timetable from 2.3.98.

- 350/1** Revised to operate Chelmsford-Romford on Monday to Saturday from 9.3.98.
352 Revised to operate Chelmsford-Halstead on Monday to Saturday from 9.3.98.
354 Monday to Friday journey advanced to 1850 from 9.3.98.

UNUSUAL WORKINGS

- 29.1** CF1130 on service 33 (normally Tiger/Duple or Lynx)
25.2 CF1131 on service 33
27.2 CF3230 on service 33

REPAINTS

1896 has been part re-painted with green lower panels, with the rear in green up to waistrail level, the remainder of the vehicle is in yellow.

PUBLICITY

Leaflet for Diamond service dated 8.3.98.

HARRIS

NEW VEHICLES

R361-72 DJN Volvo Olympian YV3YNA/East Lancs H51/28D (incl 4 tip up seats)

These are lettered Lewisham Link for use on service 180 and are based at the new depot at Burts Wharf, Crabtree Manor Way (North), Belvedere, this replaces the Crayford premises which have now closed.

Mercedes/Optare demonstrator P441 SWX was returned in mid-December. Optare Excel P446 SWX arrived on loan in late February.

Scania/Alexander deckers F312 PEV and F314 RHK have been sold to Fowlers, Holbeach Drove.

SERVICES

- A** The service from Chadwell St Mary to Gala Bingo withdrawn after 21.2.98.

HEDINGHAM

ALLOCATIONS

12/97 122 TY; 251 CN; 275 TY; 277 CNU; 283/4 TY; 285 CN
1/98 210 KN

VEHICLES

Leyland Tiger/Plaxton L268 (XGS 767X) and L270 (CPU 125X) are now in Hedingham livery. These were the last vehicles in Osbornes colours.
L283 (L202 HYE) was involved in an accident in January. It has been at Plaxtons for repair. This and L203 HYE actually came from Hallmark, Luton who had taken them from Terminus Securities, Gatwick.

SERVICES

- 19** Colchester Sunday service withdrawn after 22.3.98.
- 49** The 0800 ex Colchester, withdrawn after 2.3.98.
- 95/A** Extended to Maldon Leisure Centre from 2.3.98.
- 176** Revised route and timetable, plus a Tuesday service introduced from 23.2.98.
- 331** Revised route and timetable in Braintree introduced from 2.3.98.
- 377** Service withdrawn after 26.3.98.

INITIAL DISPOSALS

116 (HAR 116Y) Yeates, Loughborough, 11/97.

OTHER OPERATORS - REST OF ESSEX

ABA DOVERCOURT Freight Rover B919 ODX has been acquired.

ACS TENDRING VW Minibus P473 OPU was bought new last year. DAF minibus G92 WJF has been sold.

A&D BENFLEET New here is Ford Transit R240 DTW.

ACE OF CLUBS BENFLEET A recent addition is Sherpa/Carlyle G361 FOP.

ADTAX SAFFRON WALDEN LDV M904 YEW is now lettered for Select Cars, which is thought to be an associated company.

AIRPORT COACHES STANSTED A further Iveco/Atlas minibus here is P751 HTW. A bigger addition is Bova Futura G441 PWW (IIL 5133, G425 WFP).

AIRPORT EXPRESS SOUTHEND Recent additions are Toyota Hiace G459 VYH, Ford Transit G707 YMG ex Roadrunner, Canvey and Renault Traffic G382 RVU ex Advance, Hockley.

APT RAYLEIGH Ford Transit M618 YEH is a recent (but non PCV) addition.

AVRO CORRINGHAM This operators withdrawn stock has moved to Godwards yard in Ramsden heath.

BISS STANSTED Bova Futra J7 BBC previously reported as sold, is still with this operator. Sister R252 KWY is a new addition.

BLACKWELL ABBESS RODING Bedford YLQ/Duple PNM 682W has been sold to Adtax, Saffron Walden.

BRANDON BLACKMORE END Former London Fleetline GHV 13N is now being used for spares. Former Southend JTD393P has arrived from Stephenson's, Rochford with accident damage. Bristol LHS/Plaxton UIB 4589 (SFP 828X) has been acquired.

C&M LAINDON LDV Convoy P654 NWC is a recent addition.

CAMBRIDGE COACH SERVICES Service 76 will have a revised route and timetable from 29.3.98. It will no longer serve Witham, operating via the A120 instead.

CARTERS IPSWICH Services 750/8 were re-introduced from 5.1.98. Service 755 was re-routed via Higham and Stratford St Mary from an unknown date. The Sunday service 78/A will have a revised timetable from 29.3.98.

CEDRIC WIVENHOE Bristol VR WWY 120S and Ford/Duple FAX 151V have been sold. Additions are Olympian/ECW B109 LPH and B162 AKH (546 EYB, B110 LPH).

CHELMSFORD CAB More new Ford Transits are R272/73/89-93 EVW.

COACHSTOP SOUTHEND Bova Futura M951 XWB has been sold.

COLCHESTER COACHES GT THORRINGTON The second Metropolitan KJD 241P has followed its sister to Black Prince.

COOK ROCHFORD Ford/Duple RAY 742R has been withdrawn.

CROWN COACHES THUNDERSLEY New services 102 Langdon Hills to Laindon Station (M-F peaks) and 103 Basildon to Langdon Hills (M-S) commence on 31.3.98. Services 104/5 will operate to revised timetables from the same date. Bedford YMQS/Duple NJT 120W is a recent addition.

CUNNINGHAM CORRINGHAM Scania/Irizar P112 GHE has been acquired.

EASTERN COUNTIES Revised timetables were introduced on the Ipswich to Colchester services from 2.2.98.

FARGO RAYNE VW Sharan R783 XOO is lettered Village Cabs and kept in Boreham. There is a link between this operator and Chelmsford Cabs, with a number of Stansted airport Cars vehicles operating on Fargo (Smiths) discs.

FLAGFINDERS BRAINTREE Bedford/Duple GAZ 4363 (D334 SHS) is an addition to stock.

FLORIDA HALSTEAD Neoplan/Plaxton 4000 RIB 4310 (B170 REF) has been acquired.

FORDS COACHES ALTHORNE The South Woodham to Chelmsford riverside centre service was withdrawn on wednesdays from 1.3.98. One time Southend Astromega JEV 245Y has been re-registered 820 KPO. The previous holder of this number, Bedford YRT/Plaxton (new as LAY 474P) is out of use.

FOURWAYS HIGHWOOD A recent addition is Ford/Plaxton XJX 795V.

GARDNER WIDFORD A new operator with Mercedes mini DPO 567W and Bedford/Van Hool NIL 7951 (MGV 645V). These are currently operating on Flagfinders discs, until a licence is granted here.

GOODWIN BRAINTREE Bedford/Duple TJI 2807 (D101 PBM) has gone to Wicks, Braintree.

HALLS ELSENHAM Bedford YMT/Plaxton has been sold to Darren Thorn, Rayleigh (son of the owner of APT). In exchange has come UJI 2347 (KUR 225V) a DAF/Plaxton. Bedford/Plaxton MEW 149P has also been acquired.

HALSTEAD TRAVEL A third Bristol VR here is LHG 440T, which was previously with Southend Transport. Mercedes minibus F809 LBM is also here, but confirmation of ownership is awaited.

LODGE HIGH EASTER This operator has now moved to larger premises in the village, combining a spray booth. This means that work for many local operators, plus Evobus (dealer), Lincoln is being undertaken. Care should be taken in reporting vehicles here, to ensure ownership. Ex Grahams, Kelvedon Tiger/JONckhree A331 VHB and Ford/Plaxton ACP 832V have been noted here, but are for dealer stock only. Mercedes/Reeve Burgess F977 APW has been sold.

NEWPORT CAR SERVICES NEWPORT Former Essex CC Ford Transit H949 K VX is owned and is a PCV. Also here but non PCV are Renault Traffic K841 J VX and Peugeot 806 P577 HJN.

OCTOPUS CHELMSFORD Mercedes/Elme F501 SCW has been sold.

PANT VALLEY TRAVEL The operating centre has been found at Fairy Farm, Blackmore End.

PHILLIPS SHOTGATE Operations have moved to Ferrers premises in South Woodham.

PINK ELEPHANT STANSTED Iveco Jubilee N209 AOM is owned and in Hilton International livery. Ford Transit/Robin Hood L101 SKB is used as a car park recovery vehicle.

PPH HARWICH There is a connection between this operator Majestic. Former Lewis, Clacton E865 LCX has been acquired. Ex Osbornes Fleetline GSL 897N is vandalised, adjacent to Dovercourt Station, with Police Aware stickers on it. Ford Transit/Dormobile ABH 193X has been acquired, but has not yet seen use.

RAYNHAM SAFFRON WALDEN The premises in the High street are now closed. Has this operator ceased or moved?

RAYS SHOTGATE OUH 282V a Volvo/Plaxton has been acquired.

ROYLES HAWKWELL DAF/Plaxton OXI 2381 (B567 AHD) has been sold to Mikes, Basildon.

S&M HADLEIGH Are now operating all vehicles from Sadlers Farm, Thundersley. Ford/Plaxton SEL 118R has gone for scrap, while Fleetline UFC 422K is now delicensed.

STALLION BROOMFIELD Mercedes/Reeve Burgess F71 SMC has been acquired from Fargo, Rayne. It was new to Buzz, Harlow.

STEPHENSON ROCHFORD Atlantean/E Lancs (rebody) HIL 4349 has been withdrawn.

STORT VALLEY STANSTED R179 TKU is one of a batch of Dennis Javelin/Plaxton here. N50 TCC a Javelin/Plaxton and N100 TCC a Setra S250 have been acquired from the now owned Travellers, Hounslow.

SUPREME SOUTHEND Atlantean VGD 779R has been withdrawn.

THAMES WEALD The established services to Essex from Kent are to be withdrawn after 28.3.98.

WARD ARLESFORD DAF/Plaxton JIL 7651 (CVA 109V) has been acquired.

Thamesway

NEW

717-721 R717-721 DJN Dennis Dart 10.7SLF, Plaxton Pointer B37F new 2.98
These vehicles are in the new First Group livery of white and blue and carry Canvey Clipper signwriting. Canvey Clipper is the new name for route 3C Bournes Green to Canvey which started on 9th March. 712-716 are Eastern National vehicles.

717	R717 DJN	D122GRIVGW1908	9810.7HLV8201
718	R718 DJN	D122BRIVGW1909	9810.7HLV8202
719	R719 DJN	D122BRIVGW1926	9810.7HLV8203
720	R720 DJN	D122BRIVGW1927	9810.7HLV8204
721	R721 DJN	D122BRIVGW1928	9810.7HLV8205

LTB Route 214

Operation of this route was transferred to MTL London on 14th February 1998. From that date Dennis Darts 901-917 (K901-917 CVW) have been on loan to MTL. On Sundays 1st and 8th February Capital Citybus operated some journeys.

Mercedes 308, 328-335 (H308/36/37/38/39/41/42/43/44 L3N) have been transferred to Eastern National.

Dennis Darts 2808/19/21/22 (L808/19/21/22) have been transferred to Thamesway.

ALLOCATIONS TO 8th MARCH

308 HH-EN, 328 BN-EN, 329 BN-EN, 330 BN-EN, 331 BN-EN, 332 BN-EN
333 BN-EN, 334 BN-EN, 335 BN-EN, 356 BD-BN, 357 BN-BD, 717 NEW-HH
718 NEW-HH, 719 NEW-HH, 720 NEW-HH, 721 NEW-HH, 938 HH-BN, 939 HH-BN,
941 HH-BN, 1114 HH-D/L(D), 1115 HH-D/L8D), 1830 HH-D/L(D),
1845 BN-HH, 1863 BN-HH, 1870 BN-HH, 1882 HH-D/L(D), 1889 HH D/L(D),
1907 HH-D/L(D), 2808 EN-BN, 2819 EN-BN, 2821 EN-BN, 2822 EN-BN.
In addition 401-410 have moved from BN to PD. This is an on paper transfer as they have always been at PD.

Member Phil Ford has recently seen three Yorkshire Rider vehicles working from Basildon.

3002/4/5 L102/4/5 PWR Volco B6.8M, Alexander Dash B40F

They are in Yorkshire Rider livery with Essex Buses Thamesway legal lettering. This information needs confirmation.

SERVICES

2 Minor timetable revisions M-F from 9th March

3/A/B/C Revised M-S timetable with 3C to be known as Canvey Clipper from 9th March.

15/16 Revised M-F timetable from 9th March.

20/B/C Minor M-F timetable changes from 9th March.

21/A-D Minor M-F timetable changes from 9th March.

22 Revisions to M-F timetable from 9th March.

24/A-C Revised timetable from 7th March.

25/B/C Minor revision to M-F timetable from 9th March.

27 Minor timetable revisions from 9th March.

28 Minor timetable revisions from 9th March.

Minor timetable changes from 9th March.

32/A/B Timetable changes from 2nd March with the 0749 journey from Ramsden Heath extended to Laindon Station.

33/C Minor changes to M-F timetable from 2nd March.

63 Timetable changes from 7th March.

EASTERN NATIONAL **(SUBSEQUENT MOVEMENTS)**

FLEET No.	REG No.	DETAILS.	DATE.
(454)	MHE213M [ex 223FWW RPU869M]	Dicker, Hastings. (Preservation) ex Northern, Anston. 2221	1/97
0222	C222HJN	Jordan, Coltishall. (dlr) ex Eastern Counties 728.	8/97
0602	C602NPU	Gordon, Southwaite. ex Shuttle Buses, Kilwinning.	by 12/97
0701	B463WTC	Sadler, Gloucester. sold.	11/97
720	B454WTC	Eurotaxi, Harry Stoke. ex Valley, Bristol.	1/98
721	B464WTC	Eurotaxi, Harry Stoke. ex Valley, Bristol.	1/98
0846	GBE846	Exported to Poland. ex Eastern National Preservation Group.	by 8/97
1057	TJN980W	Crainey & Curtis, Kilsyth. being broken up.	by 9/96
1348	208YVX	Bulmer, North Stainley. (preservation) ex --- ? ---, --- ? ---. (preservation)	by 2/97
1404	1252 EV	Wallace, Edinburgh. (preservation) [kept at the Scottish Vintage Bus Museum] ex Purvis, Seaburn. (preservation)	by 9/97
1516	FWC439H	Barton, Peterborough. (preservation) ex Taylor, Peterborough. (caravan) ex Motor Coach Holiday Home Project, Margate.	5/96 ?/??
1522	KHK414J	Wigley, Carlton. (dlr scrap) ex Eastern Transport Collection. (for spares)	1/92
1815	VNO738S	Ripley, Carlton. (dlr) ex Hants & Dorset Motor Services. 5036	1/98
1929	MHJ725V	North Western. dismantled.	12/97
1937	STW18W	North Western. dismantled.	12/97
2017	373WPU	Brown, Basildon. (preservation) ex Eastern National Preservation Group.	by 8/97
2106	MPU 52	Gent, South Benfleet. (preservation) ex Eastern National Preservation Group.	by 8/97
2300	RWC608	Hughes, Hartley. ex Eastern National Preservation Group.	by 8/97
2379	WNO475	Trump, Knaphill. ex Eastern National Preservation Group.	by 8/97
2381	WNO482	Salmon, South Benfleet. ex --- ? ---, --- ? ---. (preservation)	by 1/97
2748	EOO590	Sanders, South Benfleet. (preservation) ex Salmon, South Benfleet. (preservation)	by 8/97
2858	OPU823D	Scrapped. ex Hussey, Basingstoke. (for spares)	by 9/97

9000	CPU979G	Harrison, Chelmsford. (preservation) ex Northern, Anston.	by 2/97
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THAMESWAY
(SUBSEQUENT MOVEMENTS)

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
26	F995XOV	Redbeam (t/a M Travel), Newport, ISLE OF WIGHT. ex Ramm (dlr), Sudden.	1/98
35	D506FAE	Grace, Wymondham. (npsv) [for conversion to a veterinary ambulance] ex Eastern Counties 733	11/97
0756	D756RWC	John, Skewen. ex James, Tetbury.	11/97
4502	B690BPU <u>[ex IIL 1828 B690BPU]</u>	Windmill Coaches, Copford, Colchester. ex South Wales Transport. 908	1/98
4508	B696BPU <u>[ex IIL 1829 B696BPU]</u>	Windmill Coaches, Copford, Colchester. ex South Wales Transport. 909	1/98

ESSEX BUSES
(SUBSEQUENT MOVEMENTS)

<u>FLEET No.</u>	<u>REG No.</u>	<u>DETAILS.</u>	<u>DATE.</u>
619	N619APU	Eastern Counties <u>Fleet No 40</u> at King's Lynn.	
2203	C203HJN	Jordan, Coltishall. (dlr) ex Eastern Counties 763	5/97

Victoria Coaches
(Leigh-on-Sea) Ltd.

VEHICLES

Tigers 557-559 B83-85SWX have been downseated from C57F to C53F

DISPOSALS

Fleetline 211 JTD391P Ripley Carlton for scrap.

REPAINTS

Olympian 265 H265GEV to Arriva livery.

OTHER NEWS

The six County Bus Leyland Tigers have all been removed from London Rd.

TDL53/63 C253/63 SPC to Stephenson's Rochford (Dealers)

TP61/70/72 B261/OIB3520/22 to Ripley Carlton (Dealers)

ROUTE DIVERSION

On Monday 23rd February, due to an accident at Warners Bridge, rush hour traffic was diverted Southend bound from the Anne Boleyn PH via Sutton Rd, resulting in services on the 7/8 group taking this road, regaining the correct route at Cuckoo Corner.

The depot move is reported to take place during the last week of March, first week in April.

SANOS YUGOSLAVIA

Ref EBN406

Colin Sigston writes to say

F41NDV passed to Oak Hall Expeditions of Otford, Kent, (licence holder Ian Mayo). This coach made at least two journeys back to Yugoslavia (Serbia). The first time I was one of the team of drivers who took it.

ESSEX ODDS AND ENDS

Leyland National SGR 550R belonging to the Essex C.C. and used as an exhibition unit, is now kept at Lodges, High Easter.

Recent visitors to Nationwide Seatbelts, Maldon are:

Heddingham RWC41W Leyland Leopard/Plaxton.

Shaw Maxey A66UEW, XEW322T and PFL965R all Bedford/Plaxton

Whent Mayland RBJ460R Bedford/Plaxton

Mikes Basildon OJI2381 DAF Plaxton.

EASTERN NATIONAL ENTHUSIASTS GUILD 1998 back to 1938

In March 1938, Eastern National acquired two small operators in the Huntingdon area, namely Huntingdon Coaches of Houghton and Slade (Offordian Coaches) Offord D'Arcy, Huntingdon

HUNTINGDON COACHES.

The company formed in March 1931 by Harold Donne to trade as the Don Motor Hire Service, licences were held for stage services between St Ives and Huntingdon via Houghton, daily and St Ives and RAF Ryton, excursions and tours from Houghton were also licenced.

Transfer to Eastern National was effected from 28th March 1938 and the services became route 43 and part of route 44.

FLEET

EW 6616	Citreon	C14
EW 6764	Gilford AS6	C26
VX 7848	Chevrolet U	B14
VT 297	TSM B10A	B32

Only the TSM was acquired by Eastern National 3787

OFFORDIAN COACHES

Offordian Coaches the trade name of F Lewis Slade who held excursion and tours licences in the Huntingdon area, later in 1935 he expanded by acquiring the business of Rowlatt and Miles of St Neots. Eastern National were interested in these E & T licences, the two stage services, a market day service on Thursday to St Neots and a similar service on Saturdays to Huntingdon, on acquisition these became routes 4b and 4d respectively.

FLEET

EW 644	Belsize car	
YK 5268	Sunbeam car	
EW 4573	Chevrolet	B14
EW 4506	GMC T20C	B20
EW 6977	Chevrolet	B14
UR 4047	Chevrolet LQ	B20
EW 6506	Dennis GL	B20
GH 9947	Gilford 168SD	C26F
	Duple	

UR4047/EW6506/GH9947 became Eastern National 3788-3790

SOME INDEPENDENT BUS ROUTES IN WEST ESSEX (BY IAN TAYLOR)

In the late 1970s/early 1980s there used to be a number of independent bus routes included on the LT route map; all of which have gradually faded away over the years. Some of these routes lasted for a good many years whilst others were really quite obscure. How many of these services can you still remember?

My first route may no longer be shown on the London Bus Map but it is nevertheless still operational. This is particularly ironic as initially back in 1979 operation was only planned for a six week period over Christmas/New Year but traffic was so good that it continued, under contract to Epping Forest District Council and Essex County Council. I am referring to the Thursdays only service operated by Anita's Coaches between Blake Hall Station and Ongar. (Anita being the proprietor's wife's middle name for those of you who enjoy such trivia!) The timetable has been virtually unchanged ever since it's introduction on 6.12.79 apart from the re-designation of the terminal at Blake Hall to Old Station Approach following closure of the Central Line Station on 24.10.81. As a result of tendering, operation passed to CJ Blackwell on 4.4.85 and to J Bird (Ongar Coaches) on 6.5.86. Upon de-regulation the route was numbered 217 in the Essex County Council number series and the results of yet more tendering saw operation pass to Vantage Coach Hire of Romford on 1.4.93 and finally to County Bus & Coach on 31.10.93 with whom it remains today.

Moving from one Blake to another, we head over to Blakes Corner in Barking. Who remembers Lacey's route between Barking Town Centre and Ripple Road (Harrow) introduced to replace LT route 87 which was diverted via Movers Lane and Barking By Pass from 5.1.81 during the building of Ripple Road bridge. Initially the service operated every 30 minutes Mon-Sat between 0700 and 1900 but an evening service until 2200 and a Sunday service between 0900 and 1700 was added on 17.4.81. From 26.5.81 the route was altered to run both ways via Upney Lane. Withdrawal came on 29.11.82 when the Ripple Road flyover was opened at 11am. Incidentally Lacey's route was replaced by a restored service on LT route 287 which had replaced this section of the 87 on 4.9.82.

Another rather intriguing route which was tucked away in the North East corner of the LT map was that of Godfrey Davis between Breach Barns and Waltham Abbey (Green Man). The service had been started in May 1959 by site residents Mr & Mrs Turner but following their inability to continue, Greens, the site owners, took over it's daily operation from 23.4.65. Things remained static until 1970 when the five journeys on Sundays were withdrawn and in 1972 Godfrey Davis took over the Breach Barns (residential mobile homes) site from Greens and thus inherited the bus route. From 10.10.75 a new timetable introduced minor adjustments to the weekday mornings service and on 14.7.80 the Saturday service was reduced to two morning trips. In February 1981 the service was extended to Waltham Abbey (Town Centre, Sun Street) which is how the situation remained until 26.4.85, the last

day of operation by Godfrey Davis. The following day Sampsons Coaches took the service over under the title "Waltham Abbey Minibus". The main service was numbered 1, and although reduced to work Tue,Thu,Sat only, it was extended to Waltham Cross (High Street). Variant 1A did however provide a Mon-Fri peak hour link to Waltham Cross Railway Station, running via Abbey View and omitting Waltham Abbey Town Centre. A schoolday facility was provided from Breach Barns to King Harold School as the 1B and there were also routes 2 and 3 which linked Roundhills Estate and Upshire with Waltham Cross but for the purpose of this article we will only study the 1 group.

From 24.5.86 the 1/A/B were renumbered 211/A/B with the main 211 service re-instated to work Mon-Sat once again; with some journeys running via Sewardstone Clinic during the week. Essex County Council tendering saw the 211 taken over by London Forest from 1.4.89 with the use of route numbers 211A and 211B discontinued. Following the cessation of London Forest, the route passed to Leaside Buses on 23.11.91 and then to Thamesway from 30.3.92. A minor timetable change occurred to an afternoon school journey from King Harold School from 1.6.92. Following the withdrawal of route 242 between Waltham Cross and Waltham Abbey, three journeys on the 211 were extended Mon-Sat to Cheshunt (Old Pond and Church Lane) from 26.7.93 to retain the direct link from Holdbrook Estate in Waltham Cross. 28.3.94 saw yet another change of operator - this time to County Bus & Coach who are still providing the service at the time of writing.

For those of you who are interested, the following is a full list of minibuses used by Godfrey Davis on their service between 1965 and 1985.

YHO 302	Bedford 12 seater minibus	1965-1968
233 LCG	Bedford 12 seater minibus	1965-1969
LVR 276G	Ford Transit 12 seater minibus	1969-1977
NXJ 792H	Ford Transit 12 seater minibus	1969-1977
PNB 57R	Ford Transit 12 seater minibus	1977-1982
PNB 58R	Ford Transit 12 seater minibus	1977-1982
ALK 555Y	Ford Transit 12 seater minibus	1982-1985
ALK 666Y	Ford Transit 12 seater minibus	1982-1985

Following the conversion of LT route 150 to OMO on 14.10.77, it was found to be impossible to turn buses at Lambourne End and so Essex County Council asked LT to provide a new BL operated route 247C from Romford Station to Chigwell Station as a part replacement. The proposed routing met with opposition from drivers at North Street Garage and after several attempts to remedy the situation failed the whole idea was abandoned despite the fact that LT had already produced publicity and even blinds for the new route. In the event Wests Coaches started a similar service on 15.11.77 except for a minor diversion via Limes Avenue to avoid a near impossible turn at the Bald Hind Public House. Although the 247C would have operated Mondays to Fridays Wests service A1 initially ran Tuesdays to Fridays only, although poor patronage led to the withdrawal of the Tuesdays and Thursdays service on 10.2.78; the remainder of the service lasting only until 26.5.78.

Many things in life turn full circle and this is definitely the case with route 381 in the Epping area over a period of 24 years. On the 7.8.71 London Country withdrew the service which at that time operated between Eastwick and Toothill via Harlow and Epping. Since then no fewer than six independent operators have tried their hands at running it before it passed back to County Bus & Coach (the modern day successor to LCBS) on 21.8.95.

Following withdrawal by London Country in 1971 operation passed to GF Ward of Epping from 9.8.71 who ran the service principally between Epping Green and Coopersale Common with certain journeys continuing to Toothill and some Coopersale Common journeys returning to Epping via Ongar Road. In April 1974 a couple of journeys were extended from Epping Green to Broadley Common on Schooldays and in March 1979 some journeys were extended on Mondays and Fridays from Toothill to Moreton with buses going to Bobbingworth to turn around. The original application had been to terminate at Shelley (Red Cow). The entire Saturday service was withdrawn from 13.10.80 but on 4.5.82 operation passed rather suddenly to Lee Roy Coaches.

Lee Roy reduced the Mondays and Fridays Moreton service to one single journey each way in November 1982 with these journeys ceasing altogether from 20.6.83; cover being provided by Eastern National service 47A. From the same date however Lee Roy extended the 381 to Dobbs Weir on Mondays and to Roydon Village on Fridays. The Friday Roydon service proved to be extremely short-lived and lasted only until 27.1.84.

From 30.1.84 the Monday service was revised at Broadley Common to run as a circular operation via Roydon Hamlet, Clay Hill, Bumbles Green and Nazeing Common rather than to Dobbs Weir. From the same date the service was extended at the opposite end from Toothill to Greenstead Green.

The section between Broadley Common and Nazeing was withdrawn from 31.8.85 whereupon an air of stability descended upon the service with no more changes taking place until 1989. Operation passed to RS Express Travel of Brentwood on 20.3.89 who lost very little time in re-routing Toothill journeys via Coopersale, North Weald and Greenstead Green in lieu of Colliers Hatch from 14.4.89. From the same date the routing in Epping was altered to Church Hill instead of Beaconsfield Road. In addition to the Broadley Common school journeys, some workings were extended from Epping Green to Harlow Bus Station, thus restoring the link severed in 1971. This extension appeared to be successful because all journeys on the 381 were revised to work to Harlow from 25.6.90.

The early 1990s saw some very rapid changes of operator with RS giving way to Golden Boy Coaches on 10.10.90, who in turn passed the route to Bonners Coaches on 2.4.91. Bonners altered the status of the service to a commercial operation on 1.9.92, only to pass it onto Bernards Coaches of Ongar less than one week later on 7.9.92!

The dust was then allowed to settle for a while with a new timetable being introduced along with a minor route

change on 4.4.95. Seven weeks later on 22.5.95 certain journeys were diverted via Roydon in another valiant attempt to serve this village and in Harlow the route was extended from the Bus Station to Church Langley. 18.8.95 saw the withdrawal of the 381 by Bernards Coaches with operation by County Bus & Coach commencing three days later. County Bus withdrew the short-lived Church Langley extension which was adequately served by their existing services.

Let's dwell for a moment on a couple of services which might have been (long standing members might like to drag out their copies of NS101 and NS105 at this point). In July 1972 Platform One Services of Whitehaven, Cumberland applied to operate two services in the south west corner of Essex as follows:

Epping Forest (Wake Arms) to Loughton Station via
Jacks Hill, Piercing Hill, Theydon Bois, Loughton
Lane, Debden Lane, Church Hill Road, High Road.

Abridge (Blue Boar) to Barkingside (Chequers) via
Hoe Lane, Romford Road, Chigwell Row, Grange Hill,
Tomswood Hill.

Both applications had been withdrawn by December 1972 and however unlikely this episode may have seemed at the time could it have been a prelude to the late 1980s when East Midland took over various routes around the Loughton and Romford areas on contract to LRT, many miles away from their home base?

I would like to finish off this article with a very obscure route indeed and although it ran in South, as opposed to West, Essex I have included it because very little is known about the service and hopefully someone out there reading this will be able to put some meat on these bones for me!

The route I am referring to was operated by Mrs J M Lempriere's L&A Coaches and ran between Rainham Station and the Murex Factory at Rainham Ferry. It ran every thirty minutes during Monday to Friday peak hours from the south side of the Rainham Level Crossing and ran along the desolate Ferry Road which had been served in the early 1950s by LT Country bus service 375. The L&A service ceased to be a public route around 1977 although it was still running in February 1982 as a contract for Murex employees. By this time it was being operated by the Seven Kings Motor Company using a former Devon General AEC Reliance registered TUO 75J. Does anyone know definite commencement/withdrawal dates for the L&A service and I suppose an official timetable or any photographs of buses working it are out of question? Any further information would be gratefully received!



G F WARDS LEYLAND NATIONAL SC0417L ex PLYMOUTH
AT EPPING GREEN ON ROUTE 381
P SNELL

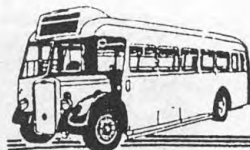


The second ex-LT MCW Metrobus arrived on 20.2.98. As expected, it is M301 (BYX301V). It arrived in red and was being painted in Arriva livery at Magdalen Street before entering service.

Tiger coach 100 was repainted in Arriva livery between 13 and 23.2.98.

On 16.2.98 Tigers 103 and 104 were used on stand-by for a railway replacement service between Mark's Tey and Sudbury.

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SOUTHCHURCH PARK EAST
SUNDAY 7th JUNE 1998



ARRIVA

FLEET

COUNTY BUS & COACH

County Bus are still refusing to accept delivery of the Mercedes-Benz Varios / Plaxton B27F R940-54VPU, MB940-54.

Repaints

1/98	DW 64	J64 BJN	to Cowie fleet livery
	MR 713	F713 CWJ	to Cowie fleet livery
	WS 350	H350 PNO	to Cowie fleet livery

Allocation Changes to January 1998

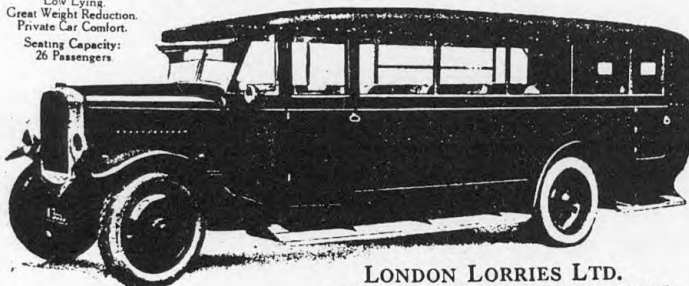
RMC 1453	453 CLT	Returned to Edmonton after being with Southend Transport over the Christmas period
TDL 65	C265 SPC	Harlow

General

The remaining Leyland Tiger coaches, TDL 55 (Ware), TDL 60/5 (HA) (C255/60/5 SPC respectively) can be seen regularly on a variety of services, whilst Leyland Olympians LR 1, 2, 9, 17 (TPD 01/2/9/17X) allocated to Harlow, can regularly be seen on Harlow Town services.

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