

FAREWELL TO THE ROUTEMASTER. THE OLD FAITHFUL.



AN OLDE FAITHFUL AT WORK. SOUTHEND TRANSPORT ROUTEMASTER 105
WLT 937, WORKING A SHORT JOURNEY ON ROUTE 7a TO BOURNES GREEN

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Peter Snell

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A VERY HAPPY NEW YEAR TO YOU ALL.

THIRTY YEARS AGO, JANUARY 1964, THE GROUP'S FIRST NEWSHEET APPEARED, AND THANKS TO GEOFF TOON A 'LOOK BACK' FOR JANUARY AND A REPRINT OF THE FIRST ISSUE IS A FEATURE OF THIS MONTH'S MAGAZINE. GEOFF HAS PROMISED MORE ADDITIONS, AND THE GROUP IS EXTREMELY GRATEFUL FOR THIS AND HIS EFFORTS IN RECENT MONTHS KEEPING US UP TO DATE ON THE COLCHESTER AND DISTRICT "bus war".

ROCHFORD MEETINGS.

TUESDAY 8th February . PETER BLANCHARD OF COUNTY BUS AND COACH.

TUESDAY 8th March. AGM and slide show by Alan Osborne.

Details of the April meeting to follow.

If anybody is interested in giving a presentation at one of our meetings please write to Paul Harvey at 3 Orangewood Close, Gonerby Hill Foot, Grantham Lincs NG31 8QW with a contact telephone number and brief details.

INFORMATION REQUIRED.

I am at present researching Eastern National and Tilling coaching operations into Europe Any information (particularly leaflets) would be gratefully received, contact Andy Meadows.(address on front page).

Date for your diary - Saturday 12 March.

Open day at 52 Ferndale Rd, Rayleigh - full details next month.

Acknowledgements for this issue.

P Harvey. I Burton. M Weyell. R Dennis. A Spindler. A Osborne. G Toon. C Sigston. Essex C C . Thamesway, Eastern National. County Bus and Coach. Southend Transport Colchester B T.

Deadline dates 4th Feb & 4th Mar.

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TWENTY NINTH ANNUAL REPORT

A Review of the Group's activities during 1993

CHAIRMAN'S REPORT

"The day the war broke out" was old time comedian Rob Wilton's stock phrase and in 1993 it certainly came true as far as local bus services in Southend and Colchester were concerned. With both former municipal operators now in the hands of British Bus, and with the Badgerline group now a public company, we await developments with both interest and trepidation.

On the Group front, we lost Ian Ransom as Magazine Editor, and on behalf of the membership I would like to take this opportunity to thank Ian for all his efforts over the past years. Ian continues as one of our Sub-Editors. Due to a complete lack of "new blood" applicants, Peter Snell stepped into the breach to become our Managing Editor to coordinate overall production of "Essex Bus News". The new style format has attracted several favourable comments. Subsequently we lost Paul Harvey as our Thamesway Sub-Editor, thanks Paul for all your most valued contributions. Fortunately, Andy Meadows has agreed to take over the Thamesway column, and he will be pleased to receive any contributions that you can make.

Next year we are also to lose the services of Bob Palmer as Treasurer, so if creative accountancy is your forte, why not apply for the post to look after the Group's finances. It then only remains for me to wish all members a Happy and Prosperous New Year.

ALAN OSBORNE (Chairman & Founder)

TREASURER'S REPORT

1993 was a much better year financially for the Group than the last few have been. The Group ended its financial year (30/11/93) with a credit balance of £338.21. We also have £2,641 in our N.S.B. account, this money being available for any untoward circumstances. We have not been able to add anything to the N.S.B. account for three years, although interest is of course added each year and we had to draw on the fund two years ago.

The surplus in the Group's current account has been achieved entirely through the profit of over £500 from the 1993 tours programme. The difference of £160 was used to purchase two typewriters for the use of magazine sub-editors. Of course the word surplus is not quite correct as it includes payments by members whose subscription expires in June 1994, and who will receive a further seven magazines (December-June), and payments by members of the Timetable Subscription Service. In fact the so called surplus turns into a loss quite easily; however the N.S.B. fund more than covers our liabilities.

Subscriptions have had to be raised from January 1st, partly because of the threat of VAT on printing costs. Fortunately, this has not happened yet, although could do so within the next year. However, we have had to meet other increases in costs, notably postage and our public liability insurance. Hopefully, our subscriptions can be held for a couple of years without further significant increases.

Another example of the increased costs that we have to meet is the subscription to Notices & Proceedings, which is published by the Traffic Commissioners. This was increased by £11.00 on demand, and without even waiting until the annual subscription renewal.

So what of 1994. Well the Group will be fortunate if it runs as many successful tours as it did in 1993, so perhaps it is just as well that subscription rates were raised and hopefully the number of pages per magazine can remain at the present high level and so maintaining value for money for you the member.

On a personal note I shall be leaving the post of Treasurer and also the managing Committee in early-1994. I would like to thank everyone for their support through all the years that I have done the job, even if getting money from me seemed impossible at times ! I'd like to think that the £2,641 in the N.S.B. account (probably reaching £2,750 by the time this is read) is a good legacy to leave to my successor. Good luck in the future.

Finally, the above figures are subject to scrutiny and audit and do not include monies held and spent by Peter Snell and other Committee members.

BOB PALMER (Treasurer)

MEMBERSHIP SECRETARY'S REPORT

Once again there has been a slight decline in the Group's membership during the past year. Of the 150 members whose subscription expired in December 1992 a total of 138 (or 92%) renewed for 1993. A similar pattern was evident in July. Of the 72 members whose subscription expired in June 1993 a total of 64 (or 89%) renewed for 1993/94.

To compensate for the loss of those 20 existing members we must continue to attract new members. However, during 1993 we only attracted 14 new members, and so there was a net loss of six members during 1993.

I believe that 1994 will be a more promising year in terms of attracting new members. There is no doubt that the format of our magazine, particularly in respect of our wider coverage of operators, is attracting greater interest. This is encouraging, and if you know of somebody who would like to receive a specimen copy do not hesitate to let me know their name and address.

DEREK STEBBING (Membership Secretary)

MAGAZINE EDITOR'S REPORT

Managing Editor, Photographs Officer and for part of the last year Meetings Organiser. I think that is total of my present responsibilities !

However, it has been a very interesting year, and I was particularly pleased with the success of the Moores Anniversary Tour which I organised, and which I believe everyone who participated enjoyed. Hopefully we can celebrate another operator anniversary in the near future.

Photograph sales have remained steady during 1993 especially with colour prints. Black and white prints now appear to be more for specialist collectors and researchers.

What of the future ? Events in the County are changing rapidly. Hopefully the photographers amongst us are recording all this on film. As always, your old negatives are welcomed to add to the Group's stock.

My latest job, that of Managing Editor, has given me a challenge, and I trust that we can keep abreast of things. I invite all members to help by sending any item of news, either to me or to the respective Sub-Editor. Every little helps. Also any member who has memories of any Essex operator, let us all share these. Finally, remember if it is news we will print it.

PETER SNELL (Managing Editor)

TIMETABLE SUBSCRIPTION SERVICE

Essex County Council continued to publish their comprehensive timetable booklets for North Essex and South Essex on a regular basis during 1993.

The Group's Timetable Subscription Service has had a very successful year, and we now have 52 members. These subscribers not only receive new timetables every two months but also timetable update news published by Essex County Council and a copy of the Summer Sunday timetable.

Increases in postage rates will mean that our minimum subscriptions will have to be increased during early-1994, probably to £10. However, I believe that this still represents excellent value for money.

Finally, special thanks are due to Ian Ransom who handles the despatching of timetables and other material. It is doubtful whether the service could continue to operate without his efforts.

DEREK STEBBING (Membership Secretary)

TOURS REPORTS

Reports of our coach tours are now published in the monthly magazine. A total of five tours were operated during the year.

LOOKING BACK

JANUARY 1964 - News Sheet Number 1

The Eastern National Enthusiasts Group published its very first News Sheet. A reproduction is included with this magazine.

JANUARY 1974 - News Sheet Number 118

A new publication is available to members; EN fleet allocation as at September 1954 priced at 8p plus postage. New vehicles reported as being delivered during the period under review were 1725-29, 31 (NEV682M-NEV686M, NEV688M), LN B49F. During 12/73 2460/84 (322GPU, 297JHK) were sold to Eastern Counties after being on hire for a short period. Before being repainted they operated in Norwich in EN livery with Eastern Counties chalked on! VRTs 3042 - 7 acquired from SBG entered service, 3043 retaining its Eastern Scottish livery. With the transfer of the Kelvedon premises to Tillings Travel the EN allocation still garaged there are considered a sub-depot of Colchester. 3002 (CPU981G) was decapitated on 14/1/74 while running dead from a Braintree schools contract and was expected to be out of service for sometime while undergoing repair.

During 12/73 Colchester Corporation received 19 - 23 (OWC719M-23M), Bristol REL16L/ECW B53F.

Southend Corporation had various vehicles on loan from Ensign while the next batch of Fleetlines was awaited. One of these had already seen service in the county, YJG808 an AEC Bridgemaster, Park Poyal H43/29F was new in 1962 to East Kent before becoming No 6 with Osborne, Tollesbury. ASLEF action caused disruption of rail services and a number of Fleetlines were hired to banks for transport staff to London. Loaned in as replacements were three Great Yarmouth AEC Swifts; 74, 77 and 78, (74 and 78 having recently been on loan to Colchester) together with two Leyland PD2As and a PSU4 from Swindon. The PD2As would not pass under the High Street rail bridge and were confined to service 62. The loan vehicles operated mainly peak hours journeys. The department had again operated services outside the co-ordination area on Boxing Day

JANUARY 1984 - News Sheet Number 238

A new publication for members was available. EP 33 - Southend & District Joint Services: Routes and Workings.

EN VRs 3014, 3018 and 3047 were loaned to ECOC from 29/12/83. Fares were revised from 1/1/84. Numerous rail replacements were operated during 12/83 the highlight being 3027 DT running from Colchester to Norwich on 12th. In Colchester joint operation of a number of routes with CBT was under discussion.

CBT brought 51 (MVK538R) an ex Tyne & Wear PTE Leyland Atlantean into service on 5/12/83 while Bristol RE 14 (YWC14L) passed to W Norfolk & Sons of Nayland early in that month for spares.

Southend Transport announced they were to acquire a number of second-hand coaches on long term hire, understood to be three years. 321/2 326-8, all Leyland Leopards were leased from Arlington and Ensign. Three Bournemouth Transport coaches (105-7) remained on hire as did Derby City Transport 10/1/3. Vehicles on hire from Leicester City Transport and Burnley & Pendle Transport had been returned.

EDITORIAL

The management committee (A. G. Osborne, B. M. Barrett, T. L. Murphy) welcome all members to the Group. As there was only a limited quantity of information available for the first News Sheet we have taken the opportunity of publishing a complete fleet allocation of Eastern National and a list of all new and acquired vehicles received since the publication of the Fleet List E.C.1.1. As all members will eventually obtain this News Sheet it is hoped that it will function as a starting block for all subsequent allocations, transfers, and details of new and acquired vehicles. In order that next months News Sheet may be filled to the brim will all members please send in any notes that they consider will be of interest to the Secretary. In future the News Sheet will be published at about the 15th of the month, this edition was delayed owing to enrolment of new members.

ILFORD MEETING

Wednesday 22nd January, 1964 at 7, Cambridge Drive, Seven Kings. 7 - 9 p.m.

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

1657	993 KOO	Bristol FLF6B	217.048	E.C.W. LD38/32FD	13944	10/63
1658	994 KOO	Bristol FLF6B	217.049	E.C.W. LD38/32FD	13945	10/63
1659	995 KOO	Bristol FLF6B	217.050	E.C.W. LD38/32FD	13946	10/63
1660	934 LWC	Bristol FLF6G	217.068	E.C.W. LD38/32FD	13947	11/63
1661	935 LWC	Bristol FLF6G	217.069	E.C.W. LD38/32FD	13948	11/63
1662	936 LWC	Bristol FLF6B	217.076	E.C.W. LD38/32FD	13949	12/63
1663	937 LWC	Bristol FLF6B	217.077	E.C.W. LD38/32FD	13950	12/63
1664	938 LWC	Bristol FLF6B	217.078	E.C.W. LD38/32FD	13951	12/63
1665	AVX956B	Bristol FLF6B	217.081	E.C.W. LD38/32FD	13952	12/63
1666	AVX957B	Bristol FLF6G	217.097	E.C.W. LD38/32FD	13953	12/63
1667	AVX958B	Bristol FLF6G	217.099	E.C.W. LD38/32FD	13954	12/63
1668	AVX959B	Bristol FLF6G	217.100	E.C.W. LD38/32FD	13955	1/64
1669	AVX960B	Bristol FLF6	217.101	E.C.W. LD38/32FD	13956	1/64

N.B. 1663-5 have Cave-Brown-Cave heating systems.
1665-7 were delivered as 727-9 WWC but were re-registered by Essex C.C. under the new system, which had commenced in 12/63, but with 'B' suffixes as they did not enter service until 1/64.

579	AVX962B	Bristol RELH6G	E.C.W. C47F	13722	1/64
580	AVX963B	Bristol RELH6G	E.C.W. C47F	13733	1/64

N.B. These vehicles were delivered as 940/1 LWC.

It seems likely that outstanding Reg. Nos. reserved for E.N. under the old system (LWC 870-6, 939-45 LWC) will not be issued and all future new vehicles will be registered under the new system.

Acquired Vehicles

043	MXB 742	Bristol LL6G	87.063	E.C.W. FC35F	6274	1952
044	SLA 760	Bristol LS6B	119.083	E.C.W. C34F	9950	1957
045	SLA 761	Bristol LS6B	119.105	E.C.W. C34F	9951	1957
046	10 DLY	Bristol MW6G	184.245	E.C.W. C34F	12846	1962
047	12 DLY	Bristol MW6G	195.001	E.C.W. C34F	12848	1962
048	13 DLY	Bristol MW6G	195.002	E.C.W. C34F	12849	1962
049	NWC 14	Bristol MW6G	204.013	E.C.W. C34F	13675	1962
	YBD 200	Bristol MW6G	184.037	E.C.W. C34F	12229	1961
	YBD 201	Bristol MW6G	184.038	E.C.W. C34F	12230	1961
	YBD 202	Bristol MW6G	184.058	E.C.W. C34F	12231	1961

043-9 are ex Tillings Transport, acquired 11/63.

YBD 200-2 are ex United Counties (Nos. 200-2), acquired 1/64.

GENERAL

The first of the companies Bristol SC's to be sold are 435-7, to Cumberland Motor Services, Whitehaven in 1/64.

Another T.H.C. company reported to have Bristol Lodekkas registered under the new system is Eastern Counties. The vehicles in question are:-

LFS 73/4 AAH 173/4 Bristol FS5G E.C.W. LD60R entered service 1/1/64

A complete list of withdrawn vehicles since the publication of E.P.1. will be given next month.

TILLINGS TRANSPORT LTD.New Vehicle

AOO 18B Bristol RELH6G 212.025 E.C.W. C47F 13679 12/63

Withdrawn Vehicles

MXB 742 SLA760/1 10/2/3 DLY NWC 14 11/63, to Eastern National 043-9.

EASTERN NATIONAL FLEET ALLOCATIONJANUARY 1964

Brentwood (BD) : 019/20, 336/40/9/50/81/9/92, 414/22/72/87, 518/25/6/47
550/3/5/74. 1305/76/80, 1408/15/6/8/35/99, 1503/4/13/6
1524/5/8/9/41/4/5/54/90, 1601/11/2/7-9/21-3/52/61/4.

Braintree (BE) : 355/93, 402/68/70/9, 502/5/21/3/42. 1135-7, 1281/4,
1302/14/67/72/3/9/85/91; 1407/75/94, 1512/38/50/2/64/88
1626/7/54/8.

Basildon (BN) : 303/9/30/3/7/45/52/8/9/75/6/8/9/85/7/8/96/7/9, 401/4/9
410/38/46/50/93, 527/46/9/52/4/67/71. 1293, 1306/7/10/1
1317/23/4/7/32/3/41/3/52/3/68/94, 1428/33/6/58/66-8/70
1480/8, 1515/8/40/2/6/57-62, 1608/9/35/6/44.

Bishops
Stortford (BS) : 335/42/57, 423/67/73/4, 503/6/24. 1322/51/6, 1409/91.

Chelmsford (CF) : 348/51/3/6/61/2/72/3/84/6/90, 413/9-21/8/34/9/84/95,
512/3/20/32/45/56/73. 1108, 1282/3/91/4-6, 1301/3/16/8
1335/48/54/8-62/4/6/9/74/5/7/8/83/4/8/9/90/6, 1410/1/4
1429/31/8/49-51/6/7/65/76/8/9/81/6/95, 1511/4/22/3/39/55
1563/70, 1632/4/42/8/51/60/2.

Clacton (CN) : 347, 400/8/18/27/49/51/62-5/71/5/7/8/90, 531/7/40. 1051-4
1290, 1328/39/57/65/82, 1413/24/53/4, 1535/7, 1628/31.

Colchester (CR) : 354/98, 406/16/24/42/4/7/55/8/88/99-501/30/48/51/70/2.
1278/87, 1304/19/29/34/6/8/40/2/9/71, 1425/52/5/77/85/93,
1517/34/51/65/6, 1650.

Canvey (CY) : 1500-2/79/81; 1639/43/56.

Dovercourt (DT) : 394, 460/6/97/8, 1363/81.

Halstead (HD) : 432/52/61/9/83/91/4/6, 516/7/29/75. 1315/31, 1492, 1521
1536/67/87, 1638.

Hadleigh (HH) : 541. 1121/34/8, 1286/9/97-9, 1309/37/44/5/86/7/92/3,
1401/39-44/82/3, 1527/48/68/72/4/7/80/2-6/9, 1615/29/47
1653.

Harlow : 489/92

Kelvedon (KN) : 037/9, 304/6-8/14/5/8/32/41/4. 1024/5/7-30/4/8-50, 1292
1370/99, 1405/6.

Maldon (MN) : 310/34/8/43/66/83/91, 425/6/45/53, 504/14/22. 1257/74/85
1320/1/55, 1403/12/34/64/9, 1556, 1616/24/5/57.

Southend (SD) : 302/5/11/2/6/7/31/60/3/4, 403/5/7/11/2/5/7/40/1/3/8/54/6
476, 510/5/9/63/6/9/76, 1055/6, 1123/39, 1288, 1300/8/12
1313/25/6/30/46/7/50/95/7/8, 1400/2/4/17/9-23/6/7/30/2/7
1445-8/59-63/71-4/84/7/9/90/6-8, 1505-10/9/20/6/30-3/43
1547/9/53/69/71/3/5/6/8/91/2/8, 1602-4/6/7/14/20/30/3/7
1640/1/5/6/55/9/63/7.

Wood Green (WG) : 329/39/46/70, 539. 1593-7/9, 1600/5/13/49/65/6.

Delicensed Vehicles :

RDH : 016/7/21/42, 313/82, 482. BEU : 486.
CFU : 022, 371, 507.
CNU : 023/41, 365/74/80, 429/33/85, 508/9/34/57/8/61/2. 1111/7/30/2/3.
CYU : 377, 480, 533/43/4. 1112/3/6 HDU : 368/9.
KNU : 038. 1036/7. MNU : 1258.
SDU : 325/95, 431/57/9/81, 511/35/6/59/77. 1110/28/9/31.
PLU : 528/38/65/8. 1610. PHU : 367, 430, 560/4.
SEU : 018 CWU : 024.

CW - Central Works, Chelmsford. PH - Pier Hill Coach Station, Southend.
PL - Prittlewell. SE - Silver End.



THAMESWAY
Your Local Bus Way

Vehicles On Loan

782	JTH 782P	Leyland National 11351A/1R B52F	1975
783	JTH 783P	Leyland National 11351A/1R B49F	1975
709	PJT 256R	Leyland National 10351A/1R B41F	1976
712	XEU 860T	Leyland National 10351B/1R B44F	1979

These vehicles were hired from United Welsh subsidiary Brewers. All four carried a white livery with Thamesway fleetnames and Brewers fleetnumbers and worked from Hadleigh depot on various routes. They were hired from late November until Christmas. 782/3 were originally with South Wales, 709 with Eastern National and 712 with Badgerline.

Allocations

Contrary to expectations, Volvo 601 entered service from Hadleigh in December, it has not been used very much but it has been seen out on various routes. The allocation list that appeared in ENB355 shows Leyland Nationals 1852 and 1891 to be in service. Records show that they were both sold to Wigley (dlr), Carlton in 4.93 - has anyone seen them lately?
Also missing from the list is 1905..

Repaints and Detail Changes

BD 1912 is repainted in fleet livery
BD minibuses 302 and 303 have received LRT stickers for use on contracted services. A number of HH Mercedes minibuses have received black Badgers behind their rear wheel arches. Leyland Nationals with advertisements on their off-side roof cant panels have a small fleetname under the driver's window.

General

Following the recent revisions to Brentwood town services, the requirement for 8 minibuses on Saturday remains unchanged.

Withdrawn Ford Transit 704 has from late November been used on crew transfer duties from BD.

At least one Austin FX4 Black Cab has been acquired (CYE 68V), allocated to BD it has been used on crew transfer work associated with LRTschool service 462.

A new leaflet for route 80 was issued on 6.11.93.

To compensate for the Fuel Tax increase imposed by the Chancellor in his November Budget, fares were increased from 5th December (Basildon and Brentwood) and 2nd January (Southend). The Southend-Basildon Rover was also increased from this date.

Thamesway operated the Christmas 1993 Basildon park and ride service.

Unusual Workings

28.12.93 BD3110 noted on route 151.

A Hadleigh Ford Transit minibus has been hired to a local football team on Sundays.

Not previously reported is the Western National working on Citysaver routes. Since September, a Western National vehicle (usually a Neoplan Skyliner) has worked a relief journey from Victoria to Hadleigh. The vehicle is crewed by two Western National drivers and a member of Thamesway office staff from Basildon (to collect fares). The coach returns MT to London.

Christmas Operations

LRT Contracts

25/26 December - No Service
27/28 December Saturday service with D8 enhancements.
29-31 December - M-F normal service.
1 January - Saturday service except D8.
2 January - Sunday service
3 January - Saturday service.

Southend Area

24 December- Normal service with afternoon timetable adjustments with all commercial services finishing by 1930.
25/26 December - No service.
27 December - Sunday service with special timetable on 2, 3 and 20.
28 December - Sunday service with special timetables on 2, 3, 3A, 11, 15, 20, 20A, 20C, 24, 24A, 25, 27, 27A, 29B, 250.
29-30 December - Normal M-F service with special timetable on 250.
31 December - Normal service with afternoon adjustments with all commercial services finishing by 1930.
1 January - Sunday service with no 2, 3, 6 and 20.
2 January - Sunday service.
3 January - Sunday service with special timetables on 2, 3, 3A, 11, 15, 20, 20A, 20C, 24, 24A, 25, 27, 27A, 29B, 250.

Basildon and Brentwood to follow.

Allocations (more)

355 HH-PD (is this now the spare vehicle for the 214?)
The Brewers Leyland Nationals were still at Hadleigh in early January.

Badgerline Group News

The Stock Market floatation of the Badgerline Group as outlined last month. The share issue was oversubscribed by 1.7 times. Consequently not everyone received the number of shares that they applied for. The recent Government decision to postpone London deregulation will not deter Badgerline from bidding for London Bus subsidiaries when privatised. The successful floatation will help strengthen the Group's position in this area.
Can the Badgerline Group expect some competition from the Stagecoach Group? Their latest acquisition is Western Travel Group. Western have three operational companies, Midland Red (South), Cheltenham and Gloucester and Red and White Services, all of which border existing Badgerline operations.

Repaint

12.93 1919 Repainted to overall advertisement for Ray Powell, Rover Car Dealer, Gants Hill.

NORTH EAST ESSEX - MONTH THREE

December 3rd: The ECS (Essex County Standard) carried a letter from the chairman of the Planing and Transportation blaming the present situation in the bus industry not on the introduction of competition but in allowing a free-for-all that did not guarantee networks. *Who recalls the days when the letters CBT meant trams* was the inaccurate heading for an item on municipal trading. CBT was created on 1st April 1974, the original transport undertaking was of course Colchester Corporation Tramways - CCT. Heddingham L154 noted on Service 82.

December 6th: Eastern National advertisements on page 3 of EG (Evening Gazette) now appear on a daily basis.

December 10th: The ECS carries further letters; The Labour Group Leader asks if the next Guinness Book of Records will have an entry for the fastest recorded sale of a municipal undertaking and raises the subject of payment of redundancy in lieu of notice and enhanced pensions for those taking early retirement. Village notes for Aldham stated that following protests EN would reinstate the 1630 number 88 service via Aldham. From Thursday December 16th two buses run at this time, one via Aldham and one via Fordham. Tollesbury notes informed readers that from Sunday the 6.20pm bus service from Witham would cease to operate.

December 13th: An EG letter wondered what rural cousins thought about their bus fares rising because of the Budget while town fares were unchanged. 1935 on Service 62A.

December 17th: 3091 noted on Service 64A. In an ECS letter Cllr. Crafford states that Badgerline would have been aware of the financial position of CBT and with the departure of key personnel judged this the right time to act. He questions if the financial situation was purely as a result of bus operations or was coach operation, heavy long-term leasing and management in general the problem. Why did CBT get into such difficulties when Grimsby Cleethorpes Transport and Cheltenham District Transport have been sold in multi-million pound deals. He ends by calling for an inquiry to be held into the running of the company. *Cheltenham was not as far as I am aware a municipal operator and the reference is probably to the sale of their owner, Western Travel, to Stagecoach.* The Neighbourhood News for Kelvedon informs readers of the withdrawal of Osbornes 6.20 service to Tollesbury, the parish council is trying to find out why. *ECC pointed out in the press some months ago that if no one used the service they would withdraw it*

21st December: 1936 on Service 61A

23rd December: EN use their EG advertisement to detail holiday arrangements. 1938 on Service 64.

24th December: The EG advert is used by EN to thank their customers for watching this space and travelling with them. A colour picture of a clown driving a CBT bus is not a comment on their operation over the Christmas/New Year period but on their custom of dressing up and making a collection for the childrens ward at the hospital. With EN operating a Saturday service over the Christmas and New Year this was the last day of operation of services from St Michaels, Shrub End and Greenstead to North Station by EN. Both CBT and EN finished services mid evening.

December 28th: CBT and EN operated a Saturday service although the number of buses parked up in Stanwell Street late morning would indicate that CBT was experiencing staffing problems. Beeston, Chambers and British Rail thought it was a Sunday while for Suffolk County Council, HO and the retail trade it was a Saturday. Result - no public transport between Colchester and Sudbury. The EG gave details of new EN services due to start in the New Year.

December 29th to 31st: With EN operating a Saturday service and CBT/ECC a normal weekday schedule the situation developed whereby West Mersea residents were left with no evening peak buses between 1727 and 1901. Not exactly convenient for those leaving work at 1730.

December 31st. CBT and EN finished services mid-evening. The ECS details the new services and states that the evening services start on Tuesday January 4th. The ECS and EG both carry a story that CBT is to be taken to an Industrial Tribunal by 10 drivers claiming constructive dismissal, with a further three considering action. TGWU district officer said that of the ten five had found jobs while the other five were either unemployed or working outside the industry. A CBT manager said they now employed about 100 people against 134 before the takeover, between 20 and 25 staff were made redundant and several took voluntary terms.

January 1st 1994. Only services operating in NE Essex, on what was a normal Saturday for many many people, were Suffolk Contracts 92 and 757. Despite this the Borough Card is introduced by Eastern National, covering an area roughly that of the old Outer Area Travelcard it costs £12 per week, £45 per month or £125 per quarter and includes travel on the ECC contracts operated by the company. The boundaries of the new card are: Severalls Park, Dedham, Bargate Lane Corner, Ardleigh (Church), Elmstead Market, Wivenhoe (Blackhorse Corner), West Mersea, Tiptree Heath (Road to Gt Braxted), Inworth (Messing Corner), Easthorpe Turn, Broad Green, Wakes Colne (Church), West Bergholt and Nayland (Bridge).

January 3rd: EN operate a Saturday service and with Santa back in his workshop his Savers become Winter Warmers. Just what the CBT "service" was meant to be is debatable! EN1936 was involved in a RTA on Bergholt Road, while operating the 1144 ex West Mersea service 67A to West Bergholt. The driver of one of two cars involved suffers cracked ribs; the bus driver and her passengers are unhurt. EG advertising returns and features the Borough Card.

January 3/4th: Eastern National step up their pressure on CBT and restart a challenge to Hedingham, but at the time of writing it is unclear on which day the service revisions were actually introduced. The press stated 4th but the timetable booklet states from week commencing 2nd January.

Service 61A: An hourly evening service is introduced between Ambrose Avenue and Greenstead (Centurion). Towards Greenstead runs via Bus Station, interworks with 64 as per Sunday contracts.

Service 62: 1820 (M-F) Monkwick - Highwoods advanced by 5 minutes and also operates S. Additional journey 1935 (M-S) Highwoods - Bus Station

Service 62A: 0653 (M-F) Osborne Street to Severalls Ind Park withdrawn. Additional journeys: 1910 (M-F) 1915 (S) Osborne Street - Highwoods 1856 (M-S) Highwoods - High Street

Services 64/A/B/C: Revised timetable with journeys to/from North Station withdrawn. Operates over full route all day on reduced running times and layovers to save one vehicle. 10 minute headway now operates on Saturday

afternoon. Hythe Quay timing point replaced by Greenstead Road, Tesco. Hourly evening service introduced which interworks with 61A, follows Sunday contract route.

Service 65: Additional journeys 1925 (M-S) Five Ways - General Hospital. 1952 (M-S) General Hospital - Fiveways. Late Saturday afternoon journeys are revised to provide a half hour service between Fiveways and North Station.

Service 66A: Additional journeys 1920 Osborne Street - Rowhedge, 1905, 1943 Rowhedge - Bus Station, while 1759 and 1844 journeys ex Osborne Street and 1829 ex Rowhedge now also operate on Saturdays.

Service 66B: 1743 (M-F) Old Heath - Head Street also now operates S.

Service 67/A: 1739 and 1809 ex West Bergholt retarded by 8 minutes with subsequent amendment to return journeys so to meet requests for more convenient Town Centre departure times.

Service 69: NEW SERVICE. Stanway (Tollgate) - Severall Park via New Farm, Home Farm and Bridgebrook. Hourly M-S.

Service 70: NEW SERVICE Lexden (Oaklands Ave) - North Station M-F Peak. 4 morning journeys towards North Station with 6 evening return journeys.

Service 71: NEW SERVICE Highwoods (Tesco) - North Station M-F Peak. 5 morning journeys towards North Station with 6 evening return journeys.

Service 81: NEW SERVICE Bus Station - Gt Horkeley - Nayland - Stoke by Nayland - Leavenheath. 7 journeys per day.

A new free 24 page timetable booklet dated 2nd January was produced for Town Services. Although updated to show the new services the route map still shows details of 64A/B/C journeys to/from North Station. No details are given for Service 81 and the time of writing none have been seen. Both 69 and 81 are believed to be mini bus operated.

January 4th: EN1936 observed backed into the EN layover bays in Colchester Bus Station with damage to front and offside, EG carries a report, including photo of the accident.

January 6th: Dart 802 first observed, on Bus Station layover bays showing 78A destination. ECS gives full details of the accident on Monday, details have been included under that date. Yet another council members has written in, this time to claim that opportunities were available to have taken up to two years to agree a sale of CBT.

GENERAL:

CBT buses have had all service notices removed and the budget did not even appear to run to provision of notices to inform customers of Christmas/New Year arrangements. Since Christmas "No smoking anywhere in this bus" signs have started to appear. There has been no publicity regarding this although just prior to the holiday a Southend Transport spokesman was interviewed on BBC about their introducing a ban. British Bus corporate policy or do ST decisions apply to the "out-station"?

A Thirsty Bus Crew:

On Friday afternoon, I was travelling on a No. 3 bus from North Station to Lexden when, much to my surprise, and indeed, to that of the other nine occupants of the bus, the conductress and driver left us in the Middleborough and proceeded to a nearby café for a cup of tea. We patiently waited for a few minutes, and when the driver was approached asked as to how long we had got to wait, he replied that he had had his dinner just after eleven o'clock, and that we probably had had ours. Quite so, but was it quite the thing to do when on duty?

Essex County Standard. December 17th 1943

Every two months Robin Orbell of Eastern National and Peter Edwards of Thamesway are studio guests of Dave Monk on BBC Essex and take part in a phone-in. On January 7th they answered calls on a wide variety of subjects.

The first caller complained that the evening contract on Service 201 operated by Thamesway frequently displayed an unlit destination or shew W19. He also expressed his views on the poor mechanical condition of Mercedes 249, particularly the gearbox. Peter Edwards promised to investigate.

Next was a call from a elderly lady praising drivers and conductors for the way they helped her on the blue buses. It was pointed out that these were Southend Transport but both EN and Thamesway drivers were equally helpful. It was reiterated that drivers were not allowed to leave their seat for security reasons.

Concern was expressed by a caller from Hanningfield that late running or missing Service 11 journeys had resulted in her son receiving a warning from his employers and having to spend £7 on a taxi fare to get to work on time. It was explained that roadworks on the A127 were causing delays but if details of specific occurrences were provided they would be investigated. A further call on delays referred to Service 88, heavy pre Christmas traffic in Colchester was blamed but on being told the actual journeys involved investigations were promised.

The next call referred to an answer given to a question two years ago regarding engines being left running for up to 10 minute at Tesco, Lakeside. Despite promises made at the time nothing had happened, indeed the buses were now blocking the stand preventing passengers getting to other services. Both guests expressed concern, particularly since the cost of fuel had just risen, but explained that sometimes if the vehicle had a minor fault, ie low battery, this may be acceptable. The caller suggested they came and saw for themselves, the offer was taken up.

Questioned on why a non-smoking policy for passengers did not apply to drivers Robin Orbell stated it did, and it was illegal. Any driver doing so should be asked to cease, if he did not the matter should be reported. A question on external cleanliness was answered by saying that in freezing weather it was not always possible but the caller responded by saying they were just as dirty in summer.

The refusal/inability of a passenger to pay and their refusal to alight had resulted in a 10 minute journey taking 40. The driver of a passing bus returning to depot had been asked to get an inspector to the scene. Surprise was expressed that the passengers had not been transferred, and the failure to do would be investigated. Standards of courtesy by bus drivers to other road users had fallen according to the next caller, following this was a request for service levels to Stansted Airport to be increased. Loadings to the airport were below expectations but the advertising of them would be looked at.

An Ingatestone caller asked why the village was not included within the Brentwood saver card area. It was explained that too wide an area would result in an unacceptable rise in cost for the majority of users, but the question of travel card areas was to be reviewed. The programme closed with mention of further developments but as these were not finalised they could not be revealed.

EASTERN NATIONAL

NEW VEHICLES

656	L656 MEV	Mercedes Benz 709D 012300	Plaxton Beaver 93.7 MHV 1942	B23F
801	L801 MEV	Dennis Dart 9SDL3034/1550	Plaxton Pointer 93.92 1741	B34F
802	L802 MEV	Dennis Dart 9SDL3034/1684	Plaxton Pointer 93.92 1886	B34F

Dates of delivery were 24/12; 11/10; 6/12
Both Dennis Darts have Cummins engines.

VEHICLES

Ford Transit 0704 (B471 WTC) has been altered to B4F + workshop, painted in new livery although with more green than on buses and re-numbered 9005. It carries Engineering lettering in the destination box. Your sub-ed looks forward to it towing a Leyland Olympian!

ALLOCATION

12/93	802 NEW - CR
1/94	212 CN - HN; 707 POOL - BE; 710 POOL - DT; 721 BE - D/L(D); 656 NEW - CN; 1892 CR - POOL; 1935 POOL - HN;

One other change saw 4012 move from Harwich to Colchester, the exact date is unknown as Harwich was an outstation.

Harwich has re-gained an official allocation on the Company allocation list as follows:-
710/50/51/52/53/54 1123 3072/76/3109 4007/8/19

UNUSUAL WORKINGS

14.12.93. HN 1935 on service 53.

REPAINTS

NOV	202 212 230 233 234 236 1117 1899
DEC	4015

SERVICES

1/A The additional service 11 journeys were withdrawn with effect from 27.12.93.

31 Revised route in Maldon and timetable changes from 4.1.94.

87/A Slight timetable change introduced from 16.12.93.

PUBLICITY

A number of items that have not been recorded here have now been made known to the Sub-Editor and are recorded here so as to give a more complete picture of items available. Whilst EN provide a large amount of information, it would be appreciated if members could send details of any publicity they become aware of.

Timetable leaflets for services:-

78/A/178; 88/A/C; 102/3/4; 133 all dated 30.5.93
35; 53/B; 118/119/129 all dated 20.6.93.

33; 34/35; 59; 74/A/B/C; 192/194/194; 333 all dated July 1993
35/43/43A dated September 1993.

88/A/C dated 5 9 93.
 74/A/B/C/D . 77 : 78/78A/178 dated 26 9 93.
 65/A . 66/A/B . 67/A/C/E/X . 77 : 78/78A/178 dated 17 10 93
 192/193/194 dated 24 10 93
 53/B . 152/3/4/5 . 350/1/451 dated 31 10 93
 61/A/B dated 1 11 93.
 133 dated 14 11 93
 31/A/X dated 2 1 94
 Summary of services Nayland - Colchester - University & Wivenhoe dated 26 9 93
 Summertime Specials from Walton/Clacton/Colchester dated 20 7 93.

Timetable booklets for :-

Services 61/A/B 62/A 64/A/B/C dated 3 10 93.
 Services 65/A 66/A/B 67/A/C/D/E/X dated 17 10 93
 Buses serving Stansted airport dated 14 11 93
 Colchester District (excluding Town services) dated 2 1 94 priced at 20p.

General leaflets for:-

Colchester Castle Card dated 1 10 93.
 Summer Sale in Chelmsford - when return tickets were available at a cost of 5p over that of a single.
 Bus Excursions from Chelmsford 1993

INITIAL DISPOSALS

1856 (YEV 314S) Hardwick for scrap 11/93
 1917 (JHJ 143V) Hardwick for scrap 11/93

HEDINGHAM

SERVICES

80 Revised timetable from 4 1 94.
 84 As for service 80.
 84A Service withdrawn with effect from 4 1 94.
 88 Revised timetable introduced from 11 12 93
 131 Revised timetable introduced from 10 1 94 returning to a Monday to Friday service.
 700 Service re-introduced between Walton and Clacton, on Monday to Friday at hourly intervals from 10 1 94.

OTHER OPERATORS - REST OF ESSEX

APT RAYLEIGH Further to last months notes, the acquired APT42S is a Van Hool T815 integral ex Snow Gt Wakering with whom it was BJS 98Y. This vehicle has been previously owned by APT when it carried 827 APT Scania/Jonckhree NJI 8869 has been re-registered A20 APT, the previous A20 APT a LAG Panoramic has been sold. NJI 8869 is now on the former LKE 499V a Bedford YMT/Plaxton.

ASSOCIATED COACHWAYS HARLOW Leyland Tiger DNK 577Y has been sold.

AVRO STANFORD LE HOPE Have acquired LDC 69P an ex Cleveland Transit Fleetline from S&M. It replaces ex SYPTE Fleetline GWA 808N which is now withdrawn.

BARKER ROYDON Recent additions are FKX 145T a Ford Transit/Reeve Burgess ex Adtax, Saffron Walden and now registered RJL 4078, plus A70 NPP a Mercedes/Reeve Burgess now registered RJL 4577. A further re-registration is that of Mercedes minibus KSG 947X to RJL 4576. Minibuses PNM 657W, FCW 75W and JKP 845V have been sold.

BERNARDS HARLOW Dennis Javelin/Plaxton E538 PRU has been acquired.

BLUE TRIANGLE From 7 12 93, a daytime service was introduced on service 204 on Schooldays only.

BJS GT WAKERING Volvo/Plaxton F993 HGE has been re-registered BJS 98Y. Joining the local trend for VRs is URB 161S which has been painted in fleet livery.

BOBS MINI COACHES WICKFORD Ford Transit D455 OPP has been sold.

BRANDON BLACKMORE END The ex APT Setra has been re-registered D782 YEV.

BUCKDEN MINI COACHES THUNDERSLEY Are operating Ford Transit G861 APU.

BUZZ HARLOW .Revised timetable introduced on service B6 from 13.12.93.

CLINTONA BRENTWOOD Ford Transit/Chassis Developments D451 OPP has been sold to Archer, Hadleigh.

COMPASS TREKKING BLACK NOTLEY The only vehicle operated is Renault minibus K918 JHK.

COOKS COACHES WESTCLIFF A recent addition is MBT 674T a Ford R1114/ Plaxton ex Southend Coaches.

DAVITA RADIO CARS PITSEA Are operating Ford Transits TTF 347, L25 N00 and Mercedes E985 BWC.

DISTRICT BUS Service 103 was revised with a route and timetable change from 4.1.94.

FARGO RAYNE Two new DAF 400 minicoaches are being operated they are L634/7 ANX . Timetable change to the Rayne - Braintree service from 29.11.93. saw the 1602 ex Rayne diverted on Monday to Friday to serve Springwood Industrial Estate, while the 1030 ex Rayne now departs at 1025.

FERRERS SOUTH WOODHAM A further Dennis Javelin but with Plaxton body is F357 MUT.

FLAGFINDERS BRAINTREE A Ford R1114/Plaxton RAW 888R has been acquired.

FREEMANS TRAVEL The 0706 ex Wakes Colne on service 88 was re-timed to 0709 from 15.11.93.

FUNSTON CHRISHALL Bedford YRT/Duple YWE 499M, AEC Reliance/Duple BTB 686T and Ford R1115/Plaxton BLJ 708Y have all been sold

GODWARD SHOTGATE Ex Grey Geen Fleetline GND 492N has been added to the fleet. Bova HIL 8131 has been sold.

GOODWIN RAYNE Bedford YMT/Plaxton AFN 297V has been acquired.

GRAHAMS KELVEDON A recent addition is Fiat minibus G228 PGU. Toyota J830 OPD has been sold.

HARRIS BUS Service L1 was extended from Brentwood to Harlow from 17.1.94.

HIGHWAY COACHES LEIGH ON SEA The only vehicle thought to be in the fleet is E621 GLL an all Ford Transit ex Chambers Benfleet

JACKSON BICKNACRE Bedford YNT/Plaxton 2786 RU has been sold to WHM Little Waltham.

KILO COACHES WICKFORD A recent addition to this minibus fleet is F53 KPN a Freight Rover. Talbot minibus E753 OMD has been sold.

LINKFAST HADLEIGH Daimler Fleetline UFC 420K is being cannibalised for spares at the Hadleigh depot. It retains City of Oxford livery.

M&E SHOEBOURNNESS Bristol VR JHW 111P which was with this operator before passing to Maldon Majorettes, is now back on the premises.

MIKES MINI COACHES BASILDON Have acquired F171 DKP a Talbot Express.

MILESTONE CANVEY Have acquired Mercedes minicoach E210 WMB from Essex Thameside. Canvey.

OSBORNE TOLLESBURY Bedford/Plaxton coaches WPU 124/5S have both been used for spares. The 1820 Witham to Tollesbury service 3 was withdrawn from 10.12.93

PRESIDENTIAL COACHWAYS SHOEBOURNNESS A recent addition is (Ford)?/Van Hool PJI 5280.

PRIORY LAINDON The previous 6853 TU a Van Hool T815 and Ford Transit A221 PBM have been sold.

RAYLEIGH ROADWAYS SHOTGATE Daimler Fleetline/Alexander CWG 915L has been sold.

RONDA COACHES ROCHFORD Ford R1114/Plaxton DVM 928T has been sold. A fleet addition is XTL 637X a Bedford CF350/Dormobile.

RUFFLE CASTLE HEDINGHAM Leyland Swift/Reeve Burgess F308 RMH is a recent fleet addition.

S&P ROCHFORD MAN STT 621X has been re-registered KBZ 2428.

SANDGROVE BENFLEET To correct EBN353, the one vehicle is registered F614 YOA.

SOUTHEND COACHES Fleet additions are Bedford YMT/Duple RLY 478R ex Island Travel, Canvey and Ford R1114/Duple JMJ 109V.

TIGERWAYS HARLOW Bedford YMQS/Plaxton XWM 279W has been acquired.

TRAVELRICH COFFORD Volvo/Van Hool C26 OFL has been re-registered 5765 OZ, the company owner being a Mr. Osborne

UNITED MINICOACHES VANGE Are operating Ford Transit E629 YRC.

WAY MINICOACHES BOREHAM Fiat/Caetano C638 KDS ex Beeston, Hadleigh has been added to the fleet. Further to EBN 354 it is confirmed that G138 KKW has never been owned.

WHM LITTLE WALTHAM Bristol VR VPF 281S has been re-registered HIL 8221, similar VPF 282S is now HIL 9273. The previous vehicles to carry these plates, both of which were Volvo/Plaxton have been sold. Two more Volvo B10M/Plaxton have been acquired B127 PEL and E306 OMG

WICKS BRAINTREE Further to EBN 354 C766 DVG is a Bedford YNV/Plaxton. Bedford VAS/Duple VCH 357S has been sold. Further to EBN 354 SIB 8345 is a previous vehicle re-registered (EBN 351) refers.

WOOD RAMSDEN HEATH The company went into receivership in late 1993 and the remaining coaches have been sold. However in early 1994 adverts were still being placed in the local press for day tours.



184	(LPU 628)	Lefkaritis, Larnaca, Cyprus, 5/58, re-registered TAP 396.
202	(MVW 286)	as 184, re-registered TAP 537.
204	(DHJ 22)	as 184, re-registered TAP 394.
210	(DHJ 625)	Kombos, Limassol, Cyprus, 4/60, re-registered TBC 472.
381	(VYO 768)	Recently reported as withdrawn by Tinsley Foods (N-PSV), Holbeach St. <u>Marks</u> , by 7/93. (Last recorded (EBN297) as withdrawn by Tinlinc (N-PSV), Holbeach St. <u>Matthews</u> , by 1/84. Is this later report correct ?
431	(LWC982J)	Cushing comes from <u>Acle</u> (correction to EBN354). Now reported that Cushing acquired the vehicle (as caravan), ex. Ambassador Travel, in 1987. However, it was observed as N-PSV advertising Norwich Snooker Club, by 9/87 (EBN294), and subsequently as caravan, by 7/89, in Great Yarmouth (EBN312). Was Cushing the owner throughout with the vehicle being converted to a caravan at a later date, or was there a change of owner at some stage, clarification would be appreciated.
0755	(D755RWC)	Now reported as numbered 5755 by Frontline, Dordon, Tamworth. (see also EBN356) (T)
1200	(BNO686T)	Went to Weedon, Gosport, 3/89. (correction to EBN307) Subsequently to Edwards (dealer), Andover, 10/90. (correction to EBN324)
1304	(LLT345V)	Eastern Counties Omnibus Co. Ltd., Norwich, LD795, 10/93 ; ex. Lewis, Whitwick. (We do not have a record of this vehicle with Lewis - last recorded owner was Charity, Thringstone, 3/92, clarification appreciated)
1306	(LLT347V)	J. Kavanagh, Dublin, Eire, 8/91, re-registered 80 D 684 ; ex. M. Kavanagh (dealer), Tipperary, Eire.
1340	(2730 VX)	Duce (for preservation), Southampton, by 7/93; reported as ex. Barwell, Droitwich. However, it is known (EBN308) that the vehicle was <u>never</u> with Barwell. Last known owner was Woodcock, Redditch, 4/89, with vehicle being kept at Birmingham & Midland Museum of Transport.
1404	(1252 EV)	Dolan (for preservation), Crook, <u>ca.</u> 8/93, ex. Philips, Shiptonthorpe. (This is probably the correct version of the earlier entry in EBN356)
1413	(XOO882L)	D. Jones, Runcorn, by 5/93.
1546	(SVW274K)	Being prepared for service for Carter, Colchester by Ipswich Buses, 9/93.
1701	(WNO550L)	Not known if still current with Bott, Anergynolwyn, late 1993.
1714	(WNO563L)	Withdrawn on premises of Williams, Cross Keys, 7/93.
1715	(WNO546L)	Giles & Gaymer, Coseley, 1664, 9/93, ex. West Midlands Travel, 1764 ; subsequently to Black Country Buses, Coseley, 1664, 9/93.
1749	(JNO198N)	Alexcars, Cirencester, 7/93, ex. Weedon, Gosport; re-registered ACH 32A. (also quoted as acquired in 8/93)
1754	(LJN662P)	Re-numbered 1662 by Giles & Gaymer, Coseley, 7/93 ; subsequently to Black Country Buses, Coseley, 1662, 9/93.
1766	(MAR788P)	Hardwick (breaker), Carlton, 8/93.
1790	(PEV702R)	as 1754, re-numbered 1702.
1828	(VNO730S)	as 1766.
1829	(VNO731S)	as 1754, re-numbered 1731.

- 2381 (WNO 482) Unknown owner, Castle Point Transport Museum, Canvey Island, by 5/93, ex. Abel (N-PSV), Watton
- 2386 (WNO 484) Was damaged in frontal accident, 8/93, but is to be repaired to be ready for 1994 summer season.
- 2814 (AEV814F) McFadzean, Sherriff Hutton, (N-PSV), 7/87 (correction to EBN281) Has always been operated as the 'Daily Mirror Fun Bus' (as reported in EBN301 & 302) by McFadzean. Still owned, 11/93, in winter storage at North (dealer), Sherburn.
- 2816 (HEV994B) Sound Prop., Budapest, Hungary, 4/93. Last noted as London Bus Export Co., by 4/91.
- 3031 (NPU978M) "Gone" from Irvine, Law, by 7/93.
- 3118 (XHK223X) Loaned to Badgerline, 6/93 (for Pilton Pop Festival) by Western National, 1249.
- 4504 (B692BPU) Was acquired by Cullinan, Birkenhead, 4/91 (correction to EBN327), and was re-registered A13 ALS in 1/92 (correction to EBN345), will probably be numbered 15 in near future. (T)
- 4507 (B695BPU) Was re-registered A14 ALS in 1/92 (correction to EBN341). Will probably be numbered 16 in near future. (T)



COLCHESTER BOROUGH TRANSPORT

Services

Over the Christmas and New Year period services were as follows:

24.12.93:	normal services until 1930;
25,26,27.12.93:	no services;
28.12.93:	Saturday services until 1800;
29,30.12.93:	normal services;
31.12.93:	normal services until 1930;
1,2.1.94:	no services;
3.1.94;	Saturday services until 1800.

Vehicles

During December 1993 four Olympians, numbers 45, 47, 48 and 49, were transferred to other parts of British Bus. 43 also spent some time with Southend Transport, but was returned in mid-month. 46 was damaged in a collision with a low bridge in Hitchin in November and remained at Magdalen Street for repair.

Hedingham's Atlantean was returned off loan at the end of November 1993.

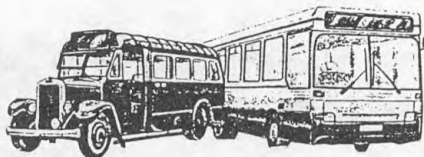
The recovery truck and the training coach, 93, were also transferred to other British Bus companies in December.

LATE COLCHESTER NEWS.

Seen in the C B T Depot at 09-45 hrs on 9-1-94 were Midland Fox Leyland National 2s EON 826V and BVP821V,

Also Olympians 42 and 44 appeared to be leaving Colchester.

COUNTY BUS & COACH



New Vehicles on Order

DWL 415	L415 NHJ	Dennis Dart 9.8 SDL	Wright B40F	scheduled for 1/94 delivery
MBT 713-6	L713-6xxx	Iveco 59.12	Marshall B18FL	scheduled for 5/94 delivery
MB 717-22	L717-22xx	Iveco 59.12	Marshall B25F	scheduled for 6/94 delivery

Aquired Vehicle

D129 DRV, D547/54 HNW	Iveco 49.10	Robin Hood B21F	1987
E329/43/6 SWY	Iveco 49.10	Robin Hood B23F	1988
E447/53/7 TYG	Iveco 49.10	Robin Hood	1988
E448/50/6 TYG	Iveco 49.10	Robin Hood DP25F	1988

ex Blazefield Holdings Ltd, 11/93 to 1/94 (The 'E' registered vehicles are all from Keighley and District)

D129 DRV is in Harrogate and District livery, D547 HNW in blue/white Rover livery and D554 HNW in yellow/white livery of United. Five 1992 Mercedes Benz B11D/Plaxton B28F ex Capital Citybus are to be aquired during the early part of 1994.

Vehicles on Hire

2583/2698 PDG 583Y, A698 UOE MCW Metrobus DR102/27/MCW H73F of West Midlands Travel commenced a period of hire, of initially 3 months, on December 8 at Ware. These vehicles are on hire whilst the Leyland Olympians are being refurbished. They have been seen regularly operating on the 310 and 311 routes. They have also been fitted with County Bus destination blinds.

Repaints

11/93	TDB 62	to colorbus for Manuka Office Furniture
	TL 13	to colorbus for Harlow Market
12/93	LR 15	from colorbus for ECP Garages to CB livery
	MB 700	from all white to CB livery

MB755 (E445 TYG) which remains in aquired livery as a colorbus for McDonalds, Harrogate is shortly to become an 'official' colorbus for McDonalds, Lakeside. As policy all recent colorbuses retain CB liveried fronts.

Allocation Changes for 1 December 1993

LD 554 was not transferred from Ware to Edmonton on 1/11 but LD 558 was.

Allocation Changes for 1 January 1994

AN 238	Ware to Grays
2583/2698	West Midlands Travel to Ware
	(all of the above took place on 8/9 December)

Ancillary Vehicles

F921 LEM	Ford Transit dropside sold 10/93
L934 KVV	Ford Escort 1.8D Van new 12/93 and allocated to Ware (Hoddesdon) Engineers.
H446 GHK	Ford Fiesta 1.8D Van transferred from Hoddesdon to Edmonton as crew ferry 12/93 replacing Fiesta Car F76B WNG which has been sold.

General

L213 KSX Volvo B10B/ Wright of SMT was inspected on 8 November and the Dennis Lance SLF/ Wright which was displayed at the NEC Birmingham was inspected on 17 November and used on route trials.

A Volvo B6 and a Dennis Lance - both demonstrators - are to be inspected/used in service during January.

SERVICES

- 27 November Hertford Park & Ride Saturday only service reintroduced under contract to HCC on 27 November and 4, 11 and 18 December only.
- 5 December 370 Bank Holiday service introduced on Sundays before Christmas when Lakeside Shopping Centre open.
- 5 January 310A 0701 NSSu Hertford to Waltham Cross and NSSu 0758 Waltham Cross to Hertford advanced to 0654 and 0748 respectively.
- 8 January H1, H2, 310A Journeys ex-Pinehurst Estate, Hertford rerouted via Vixen Drive - the new estate opposite Pinehurst.
- 10 January 724 0655 NSSu Harlow to Stansted Airport advanced to 0645, 0730 NSSu Stansted Airport to Heathrow Airport advanced to 0720 with extra running time being added to section between Harlow and Hatfield.
- 804/850/860 Terminal change on factory journeys at Pinnacles (Harlow) from BP House to Flex Meadow.
- 17 January 500 ECC contract journeys only rerouted in Harlow between Second Avenue and Southern Way via Tilwicks Road, Tumbler Road and Traceys Road.
- 29 January W16 Daily evening 1/2 hourly frequency service introduced and Sunday service starts 1 hour earlier.
- 26 March 517 NEW SERVICE Upshire to Enfield Town via Waltham Abbey, Waltham Cross, Hertford Road, Ordnance Road (Enfield Lock), Newbury Avenue, Bilton Way, Mollison Avenue, Lea Valley Road, Nags Head Road, Ponders End High Street, Lincoln Road, London Road, Enfield Town (after 1800 routed between Ponders End High Street and London Road via Lincoln Road, Main Avenue, St Marks Road, First Avenue, Park Avenue, Wellington Road and Lincoln Road). Half-hourly Monday to Saturday between c.0530 and 2000 (0700 and 1930 on Saturdays) with Mercedes B11D midibuses from Debden. Between Upshire and Waltham Cross forms part of a common 15 minute frequency with 251.
Resulting from this new commercial operation - under a 3.2 agreement in London - LT service 317 will operate between Waltham Cross and Enfield Town only. The application for a London Local Licence/ registration submitted by County Bus for service 317 between Upshire and Enfield Town will be withdrawn without operation.
- May/June Mobility The LRT contract to operate the large number of Mobility Services in North and East London currently operated by Capital Citybus has been won by CB which will involve new Iveco 59.12 minibuses with tail lifts based at Edmonton. The service pattern, subject to consultation, will be as follows:-
- 900 Walthamstow, Hall Lane to Walthamstow Central (Monday)
901 Walthamstow Circular via Chingford Hatch (Thursday)
903 Stratford to Romford (Tuesday)
906 Walthamstow, Hall Lane to Stratford (Tuesday, Friday)
907 Stratford Circular via Canning Town (Wednesday)

- 908 Leytonstone, Green Man to Stratford (Friday)
- 909 Windsor Park Estate to Stratford via East Beckton (Wednesday)
- 910 Stratford Circular via East Beckton (Wednesday)
- 920 Walthamstow to Romford (Saturday)
- 921 Trowbridge Estate to Wood Green (Friday)
- 922 Trowbridge Estate to Enfield (Thursday)
- 923 Trowbridge Estate to Isle of Dogs (Tuesday)
- 924 Walthamstow, Ferry Lane to Brent Cross (Monday)
- 925 Walthamstow, Ferry Lane to Victoria (Wednesday)
- 927 Wood Green to Hackney (Friday)
- 929 Leyton Green to Isle of Dogs (Saturday)
- 947 Stratford to Ilford (Friday)
- 948 Walthamstow, Hall Lane to Ilford (Thursday)
- 966 Walthamstow, Hall Lane to Romford (Monday)

Christmas/ New Year Arrangements

- 24 December Normal NSSu except ECC contract services, finish c.1730/1800 and HCC contract services c.2000.
- 25 December No service
- 26 December No service except -
LRT service 210 one day operation (Edmonton Darts). Half hourly Finsbury Park to Golders Green (0815 to 2245), Golders Green to Finsbury Park (0845 to 2315)
- 27 December Saturday service on 310, 311, 370, 373, 500, 501 and 502 and all LRT services. Sunday service on 724 and ECC contract services. No service on all other commercial operations or HCC contracts.
- 28 December As 27 December except Saturday service will additionally operate on 331, 394, 724 and Saturday service under contract to ECC on 250, 251, 377 plus normal Saturday contracted timetable on 500, 505 and 379 (ECC evenings), ECC 352/353/379 (Sundays) not operated.
- 29 December Saturday service on most commercial and HCC operations. Monday to Friday service on ECC and LRT operations plus commercial services 250, 251 and 261.
- 30 December As 29 December
- 31 December As 29 December except ECC contract services finish c.1730/1800 and HCC contract services c.2000
- 1 January Saturday service except no ECC contracted operations.
- 2 January Sunday service
- 3 January Sunday service except Saturday service under contract to ECC on 377 plus normal Saturday contracted timetable on 379 (ECC evenings), ECC 352/353/379 (Sundays) not operated.
- 4 January Normal service resumes

GENERAL

Airport Coaches

C140 SPB Leyland Tiger TRCTL1133RH Berkhof C37F acquired from Speedlink, 11/93 after having been on loan since 9/93.

A new 'Best Impressions' designed livery of maroon and red with white and yellow relief has been adopted and a repaint programme will commence during the early part of 1994.

SOUTHEND TRANSPORT

Vehicles.

VR 404 (LHG 448T) has NOT been sold to Stephensons.(False info supplied).

ON 447 (H47 MJN) Leyland Olympian ON2R50C13Z4 Leyland DPH 43/29F

ON 448 (H48 MJN) " " " " " H 47/31F

Acquired from Colchester B.T. 448 is in a new livery for the X1
The livery was designed by Best Impressions..comprising of a
yellow front and blue from about $\frac{1}{4}$ of the way down, and rearwards

The two base colours are separated by a narrow diagonal line
of bands of orange, red & white. London Coachlink lettering &
Route details are in yellow towards the rear.

448 currently has bus seats but will be converted to DP by
swopping seats with C.B.T 45, currently on hire. 447 will
presumably be painted in the new X1 livery shortly.

Both currently have electronic destination displays. It is not
known if these will remain.

LN 781 (XPD 231N) has returned to service at Southend.

On Hire.

Colchester 45 & 49 (F245 NTW ,H49 MJN) have been on loan since
late December. 43 (D43 RWC) was returned to Colchester before Xmas.
Stephensons VR (CBV 17S) returned on hire on Jan 6, still in
S.T livery as 306.

Routemasters

All remaining RM,s were withdrawn after service on December 31st.

RM 102 (VLT 172) operated the commemorative last run. 17.15

C.B.S -Canvey Newlands and 18.17 return 3A from Canvey. It was
decorated with a special headboard and intermediate blind; and
other smaller posters. It was shadowed by preserved RM 1571, which
had been S.Ts first RM when hired in 1987 for 2 months.

102 had earlier worked on routes not normally RM operated .

These were 4 to Landwick, 7A Southend - Shoebury section and
12 to Canewdon.

Technically 102 was not due to be the last RM in traffic... it was
due back in CBS at 19.11 but 103 had operated the 17.32,9 to Hullbridge
due back at 19.12..in practice ,102 ran late and WAS the last back.

The last RM departure from CBS was the 18.00 5 to Highlands (bus unknown).

Subsequent Disposals.

PD 341 (CJN 441C) Lincolnshire 3099 (7.93) to Fowler ,Holbeach drove
(9.93).

IV 411 (E295 VOM) Buffalo, Flitwick (10.93).

LD 502 (YHB 20T) Rigbys Coaches (5.93).

(VHB 679S) Clarkeson ,South Elmsall (8.93) Re-registered MIW 2422

(RCH 155R) MacArthur ,Strathpeffer (8.92).

(RYG 386R) " " " " "

Services.

Christmas and New year.

24/12 Normal services except some coaches from London run 3hrs earlier.

25/12 &

26/12 No service.. except 08:30 X2 Southend -London (victoria)
10:50 X2 London(victoria)-Southend.

27/12 &

28/12 Normal saturday service + two hourly service 2 and
additional service 7 southend -shoebury.

29,30 &

31/12 Normal weekday service.

Some journeys on 5,23,23A,23C,29,X2,& X10 did not operate.

1/1 &

2/1/94 Normal sunday service.

3/1 Service as on 27/28 December.

4/1 Normal weekday service.

Fares,

Revised fares apply on all services from Jan 9th.

From the same date a joint arrangement with Stephenson's Coaches starts where S.C will issue and accept S.T returns and S.T will accept returns and fares issued on S.C commercial services.

Publicity.

New timetable leaflets for...

4/4A/4B/18 dated 4/1/94.

7/7A/8/8A " " "

9 " " "

13/16/21 " " "

23/23A " " "

29 " " "

X1/X2 Winter 1993/1994.

The above include minor revisions for improved train connections and RM withdrawal.

General.

This was the 1st time since 1970 that no special services were run on local routes on December 26th.

Late News

Colchester Leopards 101 & 102 (DHK 101/2T) have arrived on long term loan.

NATIONAL EXPRESS»

My bi-monthly for this edition is dealing with the types of National Express tickets.

Single:For any one way journey.Any day of the week.

Day Return:Journeys out and back on the same day.Day returns are also valid when you travel overnight provided the return journey departs before 0000 on the following day.

Economy Return:Offers savings when both outward and return journey are made any day of the week except Friday,Saturday,Sunday and during the months of July and August and also on occasional peak periods.Return trips are valid for up to three calaender months from date of departure or before the seasonal service ends,which ever is the earlier.

Peak Return:You will need this type of ticket if you plan to travel out and back on any Friday or any Saturday during July and August and also at other peak periods.This type of ticket works the same way as the economy return.

Apex Return:Offers very good savings if you can book your trip at least seven days in advance and provided you travel on any day of the week except for Fridays and other peak periods.

Prom-Fares:You may only journey at the times advertised and it must be completed on the same day.The appropriate fare for the day will be charged if travel is made on a **non-specified** day.

Holiday Return:Only available on services 630-699 inclusive.

Coach Card:For people aged 16-23 or 60 and over or a full time student.
The National Express coach card offers a discount of 30% off all National Express fares (except apex).The card last's for a whole year and is valid on all National Express companies.The cost is £07.00 plus two passport photos.

Stand by fares:These have been replaced by the new combination of fares.



Essex Operators List

This is a list of all known P.S.V. operating centres in Essex. It has been compiled mainly from PSV Circle News Sheets and publications. It is intended to include all P.S.V. operators with an operating centre in the County of Essex (as defined by the administrators - not the Post Office) and also operators who are not based in Essex, but who operate stage services in or into Essex. Other places where P.S.Vs. congregate such as bus stations and coach parks are included. The list is probably not complete and may have errors due to operators having moved, ceased operations, etc. It has been grouped into sections based on the administrative districts of Essex except that Canvey Island has been separated from Castle Point. Dave Arnold and Ian Ransom have provided much assistance in the preparation of this list. I would appreciate being informed of any errors, additions etc. preferably in writing.

The columns in the list are as follows:-

Licence no.

Licence type:- I = International (green) N = National (blue)
R = Restricted (orange) T = Taxi

No. of discs authorised (only shown once if more than one entry).

Name of licence holder.

Trading name.

Address (street - town) of operating centre. Where an operator has more than one operating centre, there will be a corresponding number of entries in this list.

Map reference in West & East Essex Street Atlases (published by Ordnance Survey & George Philip Ltd.) (page/square).

Ordnance Survey National Grid Reference.

Notes:- (a) The number of vehicles an operator has may be more or less than the number of discs authorised.

(b) Some operators listed may have a licence but no vehicles.

(c) Where a ? appears against an address, this indicates that the address given may not be the current operating centre.

(d) Some operators have a habit of moving their operating centre frequently. The information in this list may therefore not be 100% up to date.

Colin D. Sigston



Former Cityline
7495 C495BHY is
now Eastern National
235, Mercedes L608D
Reeve Burgess B20F.
A Jarosz.

TENDRING District

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PF0923/I	9 Chartercoach Hols.	Chartercoach	Refinery Road	Parkeston	E 39/F3	TM232322
PF0727/T	. Ketteridge	A & B Taxis	Haven Caravan Park, Low Road	Dovercourt	E 40/A1	TM24.30.
PF1146/N	1 Shaftesbury Soc.	Shaftesbury Soc.	New Hall, Low Road	Dovercourt	E 40/A1	TM241302
PF0707/R	2 Colbourne	ABA Bus & Coach	5 Beach Ct., St. Georges Ave.	Dovercourt	E 40/B1	TM252309
PF0599	Eastern National	Eastern Nat.(DT)	Station Approach	Harwich	E 40/B3	TM260324
PF1045/R	2 Mead S.D. & A.A.	Bromley P.H.	"Southview", Ardleigh Road	Great Bromley	E 52/A2	TM067276
PF0251/I	3 Ward E.P.	Wards Coaches	35 Crestlands	Alresford	E 88/A4	TM070214
PF0251/I	Ward E.P.	Wards Coaches	Morses Lane	Brightlingsea	E 88/C1	TM087180
PF1307/N	3 Stevens	Colchester Cs.	Fir Tree Cafe, Tenpenny Hill	Thorrington	E 88/C3	TM085203
PF0744	Waller	Tee-Jays Travel	Fir Tree Cafe, Tenpenny Hill	Thorrington	E 88/C3	TM085203
PF0878/R	1 Humphries	Little Clacton	25 London Road	Little Clacton	E 91/E1	TM166186
PF0863/R	2 Fletcher	Back of Beyond	60 Edenside	Frinton-on-Sea	E 93/F4	TM234213
PF0050	Hedingham & Dist.	Hedingham (WN)	B.R.Station yard, Church Rd.	Walton on theNaze	E 94/B4	TM251214
\\\\\\\\\\\\	\\\\ \ Walton Coach Pk.	Walton Co.Pk.	Church Road	Walton on theNaze	E 94/B4	TM251214
PF0599	Eastern National	Eastern Nat.(WN)	Kino Road	Walton on theNaze	E 94/B4	TM256219
PF0722/T	. Mercer	St. Osyth Taxis	38 Colchester Road	St. Osyth	E108/A2	TM123159
PF0168	10 Staines Crusader	Crusader Hols.	Ford Road	Clacton-on-Sea	E109/E2	TM168151
PF0967/I	2 Lewis	Midi Hire	94 Melbourne Road	Clacton-on-Sea	E109/F3	TM171160
PF0997/R	. Beckinsale	Anglia Minibus	28 Sandown Close	Clacton-on-Sea	E110/A4	TM181178
PF0050	Hedingham & Dist.	Brunel (TG)	Brunel Road, Gorse La.Ind.Es.	Clacton-on-Sea	E110/A4	TM185178
PF0967/I	Lewis	Midi Hire	r/o 24 Kings Avenue	Holland-on-Sea	E110/B3	TM197160
PF0599	Eastern National	Eastern Nat.(CN)	Telford Road, Gorse La.In.Es.	Clacton-on-Sea	E110/B4	TM191178
\\\\\\\\\\\\	\\\\ \ Clacton Coach Pk.	\\\\ \ Clacton Co.Pk.	Marine Parade West	Clacton-on-Sea	E125/E4	TM169139

HARLOW District

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??	. Stebbing	Stebbing	Parndon Mill Lane	Harlow	W 89/D2	TL438110
PF6042	180 County Bus & Coach	Townlink	Fourth Avenue	Harlow	W 89/E1	TL444102
\\\\\\\\\\\\	\\\\ \ Harlow Bus Stn.	\\\\ \ Harlow B.Stn.	Terminus Street	Harlow	W 89/E1	TL446100
PF6131/I	2 Regis Coaches Ltd.	Regis Coaches	235 The Hides	Harlow	W 89/E1	TL449101
PF1172/I	1 Abel Ace Ltd.	Abel Ace	20 Enterprise Cntr, Eliz.Way	Harlow	W 89/E2	TL440110
PF1121/N	3 Rawlinson	A & K Coaches	20 Enterprise Cntr.,Eliz.Way	Harlow	W 89/E2	TL440110
PF1360/I	3 Rawlinson	A & K Coaches	20 Enterprise Cntr.,Eliz.Way	Harlow	W 89/E2	TL440110
	(Application - to replace PF1121)					
PF6074	3 Southern Star	Southern Star	c/o Byream Eng., River Way	Harlow	W 90/A3	TL465123
PF6223	10 Gemini	Gemini	c/o Byream Eng., River Way	Harlow	W 90/A3	TL465123
PF1249/N	7 Catton	CattonsM.B.Hire	Har.Tk.Cen., BrookHo.,RiverWay	Harlow	W 90/A3	TL466124
PF6033	12 Buzz Co-operative	Buzz	Artic House, River Way	Harlow	W 90/A3	TL468126
PF6058	2 Earl	Chris Earl Cs.	43 Hart Road	Old Harlow	W 90/B3	TL473126
PF1134/R	2 Jones B.R.	Jones	54 Morningtons	Harlow	W102/B2	TL440075
PF6174	2 Thorne	Thorne	139 Berecroft	Harlow	W102/B2	TL449076
PF6086	4 Hann	Hann & Sons	"Allsmeer", Commonsides Road	Harlow	W102/C2	TL458080
PF6049	3 Day	AJS Minibus He.	r/o 52 Radburn Close	Harlow	W103/D2	TQ464079

If you had taken part in that recent scientific experiment, which involved spending the last two years living under a glass dome in California, the Group Tour on October 3rd provided an ideal opportunity to catch up on some LRT contractor fleets and "do" four new depots - with transport provided in that most civilised of buses, a Routemaster. Came the day however, and at every pick-up point, participants' faces visibly fell as, instead of the melodic beat of an AV590, the less-than-dulcet tones of a Voith gearbox heralded the arrival of a "sub", in the shape of a Metrobus. That this particular bus had been driven, (if not swept out!), by a Group member on the previous day was little or no consolation.

Tears soon evaporated as we reached Grey-Green's Barking depot, to find a wide variety of vehicles used on their outer-London LRT routes: the latest Darts, Lynx, Volvo rebodies, DAF/Ikaruses, (unusually fitted with seat-belts), Citybuses, Scania N112s, ex-Newport Metrobuses, ex-County Olympians and two one-offs - the ex-Southampton Olympian and former commuter coach Scania K92, 107, now bus-fitted, and sporting a remarkably long rear overhang. How many bollards have come to grief since its debut on route 179?

Taking an uncharted and scenic route to our next stop, (if the word scenic can be applied to a panorama of tower blocks, a BR diesel depot, the thundering A13, and power pylons striding majestically across the marshes), we reached Chequers Lane, to find the Citybus depot cut off from civilisation by some 150 feet of flood water, a legacy of recent torrential rain, and a hazard to the batteries of any self-respecting RM - hence the subbing. However, the Metrobus soon proved it was made of sterner stuff, and with the lower deck watching nervously, we made it through. At the depot, our driver probably wished he had drawn a quiet days turn on the 248s, as a long list of "move requests" was assembled: Metrobuses from various sources, a National, (once the number-plate had been found), the Titan, a VR, a Dominator, an Olympian, the Palatine II, one of the shy Scania's - basically one of everything. Even certain Citybus Directors posed for the cameras - not in person of course, but in the form of the Olympians registered with their initials. This is a neat idea, if rather overdone recently by London General, but does present difficulties if you have set your heart on a Citybus directorship and were christened Quentin Zeitgeist or Zachariah Quattro. Notable non-movers included the mobile tea-bar, (shut), the Clarkes Ice Cream-bedecked ST Fleetlines, and one of the most bizarre buses ever built - a Thames Trader double-decker with cycle-rack downstairs, seats upstairs, built in 1963 to convey cyclists and their mounts through the Dartford Tunnel and operated briefly by LT as the TT class. Have Citybus got plans for a revival in time for the Chunnel opening and the Tour de France, which comes to England in 1994?

Taking to sea again and sparing a thought for Citybus's Monday morning run-out, we paused only to examine a Swallow ex-EN Metroliner, before heading north for Grey-Green, Stamford Hill. This turned out to be literally wall-to-wall with Volvos, and of note were the coach conversions with short rear overhangs, which would provide an interesting contrast to Scania 107, should their paths cross. To Walthamstow for lunch, where Citybus produced a Leamouth Shuttle Mercedes on crew ferry duties, ex-Southampton Dominators, (which must meet former shedmate, Grey-Green 479 occasionally), and both former LBL Dominators H2/3. At Citybus, Northumberland Park, ex-SYT Metrobuses, Mobility Bus Nationals, soon-to-be-replaced Mercedes/Reeve Burgess and ex-Plymouth Atlantean trainers were selected for photography.

Transport Minister for London, Mr Steven Norris has been much in the news recently, and one of the less sensational press items concerned his views on the subject of London bus garages, to wit: "not seeing any need for buses to be kept in cathedral-like splendour overnight", an apparent reference to the Norbitons and Stockwells of this world.. Doubtless, he would have approved of County's Edmonton premises, comprising an open yard, covered maintenance bay, double-deck portacabin for staff restroom/traffic office, plus garden shed (true!) for the garage foreman. Basic it may be, but almost the entire allocation of Darts and Mercedes is J-reg or newer, indicating a new order of priorities in London. Shunting produced exceptions in the form of an ex-Midland Red Transit and two ex-Grey-Green Leopards in the new Sampsons livery, (where the hand, (or paintbrush) of Ray Stenning could be discerned), plus the Dart rebodied after a fire, which demonstrated that the Reeve Burgess and Plaxton versions of the Pointer body are identical, save for badging. Meanwhile our resident blind-twiddler discovered a County innovation: anagrammatic destinations, (*example*: HERTOFRD, *clue*: town in Home Counties); a ploy to amuse passengers waiting at the terminus for the driver to open the doors, or possibly just a mistake at the printers?

We reboarded the Metrobus as storm clouds loomed, to delight our loved ones with an early arrival home! Thanks go to the organisers, who managed a minor meteorological miracle in choosing the one dry and sunny day in a long succession of wet ones, both before and since, Bob Palmer for the tour concept, the operators for granting us every facility and to Steve, our patient chauffeur for the day. [David Harman