

ESSEX BUS NEWS

Nov 2002 www.essexbus.org.uk Issue 463



Essex Bus

Enthusiasts Group

Serving Essex Since 1964

Essex Bus News

Everything you need to know

Subscription Information

The current rates for a 12 month subscription are £16 First Class, £15 Second Class post.

Subscriptions are renewable in January or July. 1998 Data Protection Act -Members Names & Addresses, Subscription renewal dates & postal rates are held on a computer Database for the purpose of administering member services.

If you object to your information being held in this way, please write to the Membership Secretary.

Timetable subscriptions

Members of the scheme receive the Essex county council timetable books and updates plus a copy of the Thurrock council book.

Please contact Derek Stebbing for information or see www.essexbus.org.uk

Photo sales

We have photos of most operators and vehicles in Essex both past and present. Please write to Peter Snell with details of what you're looking for and he'll be pleased to help you.

Your reports & observations

Members reports, quality photos and original articles are always welcome. Please send them direct to the relevant Sub-Editor.

Any views expressed in articles are those of the articles author alone and they do not necessarily reflect the opinions of the group.

We reserve the right to defer items to allow time for confirmation or achieve page layouts.

Every effort is made to ensure accuracy but the group cannot accept responsibility for any error of fact subsequently discovered.

Essex Bus News is designed by Sean Menzies & printed by Kithead Ltd, De Salis Drive, Hampton Lovett, Droitwich, Worcs WR9 0QE

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How to contact us

Magazine Editor/Arriva Sean Menzies
32 Clarence Road, Brentwood, CM15 9PB
E-mail essexbusnews@hotmail.com

Service changes editor Adrian Lancer
E-mail: ebegsceditor@aol.com

First in Essex Chris Stewart,
10 Crossways, Shenfield, CM15 8QX
E-mail: chris@stewartcsi.freemove.co.uk

Arriva Harlow & Ware Mark Garrett
36 High Street, Chishall, Royston, SG8 8RP
E-mail: deganwy@waitrose.com

Essex Small Operators Ian Ransom,
34 Donald Way, Chelmsford, CM2 9JE
E-mail: lanandSally@bigfoot.com

Hedingham/ Small operators & Tours
Organiser Dave Arnold, 21 Cedar Chase,
Heybridge, Maldon, CM9 4NR
E-mail: david@arnold1.fsnet.co.uk

Eastern National Enthusiasts Guild/Photos and Southend area news -Peter Snell,
6 Mandeville Way, Benfleet, SS7 4LH

Problems with your subscription, need back issues or your magazine has pages missing, please contact **Membership officer** Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP E-mail derekstebbing@hotmail.com

Thank you to the many contributors for their valuable news and information.

Please send your Contributions for the next issue of Essex Bus News to the Sub-editors by **Monday 2 December** and to the Managing editor by **Saturday 7 December**.

The magazine is expected to be posted week commencing **16 December**.

Welcome Aboard!

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VR Memories

An 8 page tribute to the fleet of Eastern National Bristol VR's
8 historic photos—Fleet list—A brief history

Free inside this month

Editorial

Looking ahead to 2003

It's amazing to think that we're approaching the end of another year and if your subscription runs out in December, make sure that you don't miss out on Essex Bus News in 2003.

The price of a 12 month subscription is £16 1st class and £15 2nd class and I'm sure you'll agree that represents outstanding value for money.

We've introduced many new features this year and your magazine is bigger than ever. There are lots of exciting plans for 2003—Turn to page 5 for a sneak preview!

JGA 189N Leyland Atlantean AN68/1R

One of a diminishing number of Atlanteans still in service, this example with Alexander AL bodywork was part of a large batch new to Strathclyde PTE in 1975. It is currently with Don's of Dunmow and mainly used on school work.
(Dave Arnold)

Cover

Photo

Weyell's way feedback

Last month's Essex by bus feature 'Weyell's way' raised a number of points regarding Council contracted services and we are pleased to hear from David Whiteside, branch transport manager of Essex County Council to clarify some of the issues raised.

Dear Sean,

I always read Essex Bus News with interest, although usually don't feel moved to put pen to paper.

Martin Weyell obviously had a good day out - and spending about £15 on County Council bus services is something I commend to all your readers. For us, comments about how things appear to the user are very important (and believe it or not, we do listen to what people tell us), so perhaps I can respond to Martin's last observation about fares.

I would love to confirm that our pricing policy was as sophisticated as has been described, but I am afraid the answer to the question is much more straightforward.

The Transport Act 1985 (and this bit has not been changed) requires local authorities not to compete with commercial bus services. Therefore, where there is a commercially operated service over all or part of a contracted route, the fares charged on the contracted service should not be lower than those on the commercial service, at least not if there is any chance of abstracting traffic.

The fares on service 46 between Ongar and Chelmsford were therefore dictated by the fares on the (then) commercially operated service 32 between Ongar and Chelmsford. In recent months, all services between Ongar and Chelmsford have come to be operated as ECC contracts, and so there is now no legislative reason why we could not lower fares, if we chose to.

Where we have had total freedom - and Halstead to Sudbury was just such a case - we have been able to determine a fare level which we feel will be attractive, and so maximise use, something which there is evidence to suggest we have achieved. It must of course be borne in mind that unlike the commercial operator, we do not have to make a profit, and so our measure of 'success' is not the same.

Finally, the journey with the lowest use - Service 16 to Wethersfield - is, in effect, a 'dead' working, as the bus has to return from Chelmsford to pick up the 11.45 from Wethersfield. As the cost of operation in this case is the same whether in or out of service, even one passenger paying £3.20 is worth having.

As always, I and my colleagues here welcome feedback from users, especially well informed users, so keep riding on our contracted bus services, and do let us know not only of any problems, but positive comments too.

Essex bus diary

Your guide to forthcoming events

Tuesday 10 December Group Meeting , Rochford
Richard Delahoy '20 years ago'

Come and join us for a special christmas meeting as Richard raids his collection to look at the way buses were in 1982/3.

Group meetings take place in the Committee Room, Freight House, Bradley Way, Rochford (the old railway goods shed, adjacent to Rochford station).

There is a large car park and Great Eastern trains and Arriva services 7/8 stop nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145

2003 rally dates—Looking ahead to next year and the following dates are booked for some London area events.

Cobham - Sunday 6 April

Barking -Sunday 20 April

North Weald- Sunday 29 June

ESSEX BUS NEWS

Serving Essex since 1964

Coming next month

Essex Publicity Review 2002 –The first part of Ian Taylor's comprehensive review of timetables and leaflets issued by the Independent operators this year.

Plus there's more to read in 2003

- ♦ **Sea change in Southend** - Jeff Clayton looks at the dramatic changes to bus services since the mid nineties.
- ♦ **National Nostalgia** - Remembering 30 years of the familiar sights and sounds of EN's Leyland Nationals.

www.essexbus.org.uk

Essex service changes

Changes are split into four geographical areas, so some changes may appear more than once. All changes, especially those with a date after 8th November, are subject to change, so please check with the operator before travelling.

East Essex (Clacton, Colchester, Harwich and the surrounding area)

Saturday 26 October 2002

740 (Gemini Travel) (Manningtree & Holbrook, M-F) Withdrawn after service on the 25th.

Sunday 27 October 2002

1/1A (Arriva) (Ambrose Avenue & Greenstead) These routes now give a 10 minute service between Greenstead, Colchester town centre and Ambrose Avenue. At Greenstead, service 1 runs via Hickory Avenue, Forest Road and Hawthorne Avenue, whilst the 1A serves Magnolia Drive, Hamlet Drive, Avon Way and Hawthorne Avenue. At Shrub End, service 1 runs along Shrub End Road to Ambrose Avenue and the 1A via Prettygate and King Harold Road. Westlands, The Commons, Bridgebrook Green and Longridge Park are now served by Service 3 with a new link to Tesco's at Hythe.

1B/1C (Arriva) (Ambrose Avenue & Greenstead) Withdrawn.

2 (Arriva) (Colchester & Highwoods) Revised timetable with the first Saturday bus from Highwoods at 0800. On Saturday afternoons, the fifteen minute frequency is extended to about 1630.

2A (Arriva) (Colchester & Highwoods) Revised timetable to improve the frequency to Highwoods. Buses run about every hour during the morning peak period. There is a correction to Arriva's timetable leaflet for this route in that the journey from Highwoods (1524) to North Station (1550) does not operate.

3 (Arriva) (Colchester & Lexden) This service now starts from the new housing development at Lakelands and runs via Peartree Road to Westlands. It then serves Heath Road and The Commons replacing service 1C. Chaucer Way and Scott Drive continue to be served by service 5. Owing to poor usage, Eldred Avenue is no longer served but a frequent service is operated by First from Icen Way. To the east of town, buses run via Bridgebrook Green, Longridge Park and Avon Way to give a new link to Tesco's at Hythe. Now runs hourly for the main part of the day on Mon – Sat.

5 (Arriva) (Highwoods & Tollgate) Revised timetable to improve reliability. Service 5A from Norman Way School, renumbered as 5.

8/8A/8B (Arriva) (Monkwick & Hawksley Heath/Boxted)

Revised timetable for reliability. Service 8B continues to serve Botted but not all of these journeys run through to or from Monkwick. There is a correction to Arriva's timetable leaflet for this route in that there is an additional Monday to Friday journey from Highwoods (1436) to Monkwick (1508).

83 (Arriva) (Colchester & Chappel) This Essex county council contracted service now runs additionally on Saturdays to the same times as those which apply on Wednesdays, Thursdays and Fridays.

172 (Arriva) (Colchester & Messing, Wed) New timetable. The morning bus to Colchester will now arrive at the bus station at 1116. The afternoon bus still leaves at 1345 but arrives Copford Green at 1409 and then serves all points through to Messing 8 minutes later than at present.

247 (Arriva) (Colchester & Dedham Heath, M-F) New timetable. The 0750 from Langham to Colchester (Not Schooldays)/ Lexden (Schooldays) is extended to start from Dedham Heath Cross Road at 0743, running via Dedham Marlborough Head at 0747. No change to afternoon trip.

Thursday 2 January 2003

50 (Hedingham Omnibus) (Colchester & Layer De La Haye)
Service deregistered from this date.

Central and North Essex (Braintree, Chelmsford and the surrounding area)

Sunday 27 October 2002

133 (Arriva) (Braintree & Stansted Airport) Extra Sunday only journey introduced, leaving Stansted Airport at 2123, arriving in Braintree at 2202.

Monday 11 November 2002

47 (NIBS) (Chelmsford & Wickford, Schooldays) Changes to route and timetable. Exact details unknown.

210 (Locallink) (Harlow & Bishops Stortford, M-S) New timetable with some journeys renumbered 410 and 710.

Sunday 17 November 2002

X40 (First) (Bury St. Edmunds & Stansted Airport, Daily) Some early morning and late journeys withdrawn.

Friday 22 November 2002

605 (Phoenix Student Travel) (Ingatestone & Earls Colne) New timetable.

South Essex (Basildon, Canvey Island, Grays, Southend and the surrounding area)

Wednesday 11 September 2002

502 (First) (Shenfield & Southend High School for Boys, Schooldays) New timetable was introduced from this date.

Saturday 9 November 2002

47 (NIBS) (Wickford & Chelmsford, Schooldays) Changes to route and timetable. Exact details unknown.

324 (Arriva) (Hornchurch & Bluewater, Daily) Withdrawn.

348 (Arriva) (Tilbury & South Ockendon) Withdrawn.

372 (Arriva) (Hornchurch & Lakeside, Daily) New LBSL contract route via current route 324, running every 30 mins Monday to Saturday daytimes with an hourly service evenings and Sundays. Temporarily operated by Arriva from Grays garage. (See 4th January entry).

378 (Arriva) (Purfleet & Stifford Clays) Withdrawn.

Monday 2 December 2002

5 (Arriva) (Southend Central & Leigh Rail Station) New timetable.

13 (Arriva) (Southend Central & Temple Sutton) New route. Route and frequency as reported last month.

19 (Arriva) (Southend & Belfairs) New Timetable.

Monday 9 December 2002

6 (Arriva) (Southend Central & Kent Elms) New timetable with extra peak hour journeys added.

6A (Arriva) (Southend Central & Kent Elms) Route withdrawn between Kent Elms and Cockethurst Corner. Extra peak hour 'against the flow' journeys added.

370 (Arriva) (Romford & Grays, Daily) Adjustments to timings of early morning journeys. Also rerouted between Lakeside and Grays via Motherwell Way and West Thurrock instead of Chafford Hundred.

373 (Arriva) (Romford & Grays, Daily) Adjustments to timings of early morning journeys.

951 (First) (Warley & Romford) Withdrawn.

952 (First) (Lakeside & Romford, M-S) Route will now run Mondays to Saturdays.

Saturday 4 January 2003

372 (Blue Triangle) (Hornchurch & Lakeside, Daily) LBSL contract awarded to Blue Triangle, although only for 15 months.

West Essex (Epping, Harlow, Loughton and the surrounding area)

Tuesday 24 September 2002

250 (Arriva) (Waltham Cross & Loughton/Debden) New timetable was introduced from this date.

Saturday 21 October 2002

ZIP1 (Arriva) (Harlow & Milwards, M-F) Route withdrawn between Harlow Bus Station and Harlow Town Station and also on Saturdays. This route will now run between the bus station and Milwards on Mondays to Fridays only, running every 20 minutes from 8am to 6pm.

Monday 11 November 2002

1 (Locallink) (Harlow Bus station & Old Harlow, M-F) New route running every 20 mins between 0900 and 1430.

210 (Locallink) (Harlow & Bishops Stortford, M-S) New timetable with some journeys renumbered 410 and 710.

Saturday 16 November 2002

2 (Arriva) (Harlow & Staple Tyre, M-S) Frequency increased to a bus every 15 minutes.

3 (Arriva) (Harlow & Staple Tyre, M-S) Frequency increased to a bus every 15 minutes.

6 (Arriva) (Harlow & Potter Street, M-S) New route running every 15 minutes between 0915 and 1545.

JOIN US FOR A GREAT NIGHT IN!

Our group meetings have been very popular this year, so why not join us for our next meeting on Tuesday 10 December?

Richard Delahoy '20 years ago'

A special christmas meeting as Richard raids his collection of photos and slides to look at the way buses were in 1982/3.

Group meetings take place in the Committee Room, Freight House, Bradley Way, Rochford (the old railway goods shed, adjacent to Rochford station). There is a large car park and Great Eastern trains and Arriva services 7/8 stop nearby. Doors open at 1930 for an informal chat, with the main talk or show from 2000 to 2145

Watch this space for more events throughout 2003

First in Essex

East Lancs Darts from Scotland

Acquired vehicles

The following vehicles from First Glasgow (previously Strathclyde Buses) are all destined for Essex Buses Ltd:

Dennis Dart SLF/East Lancs B37F, new in 1997 and numbered MD1-8

745	P852VUS	SFD212BR1TGW10360	body no. B21601
746	P853VUS	SFD212BR1TGW10361	body no. B21602
747	P854VUS	SFD212BR1TGW10443	body no. B21604
748	P855VUS	SFD212BR1TGW10435	body no. B21603
749	P856VUS	SFD212BR1TGW10552	body no. B21605
750	P857VUS	SFD212BR1TGW10553	body no. B21606
751	P858VUS	SFD212BR1TGW10554	body no. B21607
752	P859VUS	SFD212BR1TGW10555	body no. B21608

748 arrived during October and was first noted in use from HH on 28th; 750 was received during November. They carry 'Barbie 2' livery; the first five are replacing 630-4 which have encountered difficulties because of their length, particularly on service 27.

Thanks are due again to Colin Sigston and the PSV Circle for the chassis and body details of these vehicles.

Allocations (period ending 27 October 2002)

748 Acq-HH; **1411** BN-HH; **1420** BN-HH; **2646** spare-BE; **2664** spare-BE; **4027** BN-HH

Disposal-listed 2628 and 2647 have been in use at CN, with 3078 at CR although it had moved to DT by 17th October. CN2823 has been working from CR.

Disposals

10.02 **102 807 808 2608 2621 9021**
all sold to Houston Ramm
630 to First Glasgow
11.02 **631** to First Glasgow

Other vehicle news

Many vehicles have had their 'Eastern National' or 'Thamesway' fleetnames removed.

944, 978/9/80, 2802) have advertisements for Cineworld of Braintree which cover the central 2 offside panels from roof to skirt, including contravision over those 2 windows.

BN973 (at least) now has 'Hornbeam Close' as a destination for Brentwood service 83 on its blinds, and BN931 likewise has 'Bulphan Church' for the 565.

CR4309 suffered very severe front damage after collision with part of Chelmsford Bus Station over the weekend of 26th/27th October.

Former Essex Buses/Eastern National vehicles

A visit to Holland by 25 enthusiasts during October found over 55 former UK buses and coaches, including four former Eastern National vehicles. KSW5G open-top 2379 (WNO475) and FLF6G 2823 (JHK455C) are in working order with Prins Classic Transport, as is FLF6LX 2900 (WVX527F) with Peter van der Merwe of Dordrecht. This has been the subject of extensive work following acquisition from Top Deck Travel, also the previous owner of 2853 (OVX297D) now with Mart Leek of Monnickendam. These Dutch buses are mostly used for weddings and similar private hires.

On 2nd November, former 3081 (BIL4710, STW25W), owned by Nelsons (NIBS) of Wickford, worked into the London area on scheduled c2c rail replacement from Pitsea to Barking and return (with your sub-editor driving). A visiting VR enthusiast and part-time First Western National driver at Tavistock was delighted that Nelsons had kindly allocated this particular ex Eastern National vehicle.

Darts 959-964 are now First Western National 4493-8, allocated at the time of writing to Plymouth (4493/4), Camborne (4495-7) and Barnstaple (4498). Noted at Tavistock depot on 5th November were former Essex Tigers HHJ373Y (2224), A665KUM (2227) and VR UAR588W (1265).

Rail replacements

Vehicle noted on the remaining Shenfield to Rayleigh/Southminster Sunday rail replacement services include:

13.10.02 4019 4027 4030 4304 4307 4309 4323,

Phoenix 5009 5010 5011 6002 6010, *Stephensons* TSO13X

20.10.02 3072 4010 4016 4307 4309 4311, *Phoenix* 5009 6008 6010

Stephensons TSO29X

First Airport 602, 610 and one of 1550/1 worked Stansted-Liverpool Street rail replacements on 27th, 602 also working to Heathrow for airport diversion.

Unusual workings

- 7.10.02 BN933 on 12
- 11.10.02 CF5001 on evening service 102 (usually a BN double-deck following on from schools 502)
HH630 on Canvey Clipper
BN925 (Super 8) on Doddinghurst-Brentwood schools 860, then Hutton local 81 (usually Lynx since September, occasionally 3113)
- 12.10.02 BN1410 on 12
- 14.10.02 BN35 on 502, replacing failed 4027 en route
- 17.10.02 BE3072 on 37 from 09.00, replacing failed 2646
BN913 on 20
- 26.10.02 BE2816 on 64A
- 29.10.02 HH718 on 25/25C, HH721 on 20
BN3113 in depot showing '100 Thamesway'
- 30.10.02 CF2909 at BE, BE2910 at CF
DT2655 on 16.30 service 104
- 31.10.02 CF5003 on Rochford-South Woodham Asda contract
- 2.11.02 BE2808 at CN, CN2801 at BE on private hire
CR1508/9 both on 64A
HH407 on 3
- 3.11.02 float 1429 working from HH (and subsequent days)
- 5.11.02 BN665 on p.m. school contract in Brentwood
- 6.11.02 BN913 on 3 and 20
- 7.11.02 BE2826 on 70X (normally VR)

Schools service 812 (Ingatestone-Campion School), introduced in September, is normally a BN Mercedes 709 but on more than one occasion a Super 8 liveried Dart has been seen.

VR watch

BE3072 was damaged at Rawreth while working rail replacement on 26th when a car collided with it. It has been repaired using the front from 3103, which has a distinctive non-standard grille. 3219 was on Saturday service at CR the same day, but more surprisingly worked the Ipswich-Colchester 93 on loan to First Eastern Counties on 1st November. Meanwhile BE3112 is believed to have received a reconditioned engine, but 3078 may not be re-tested for MOT in November as had been anticipated.

Thank you to the regular contributors to this section including J Clayton, D Edwards, M Farmer, S Hughes, P Mansbridge, K Mead, I Ransom, C Sigston, K Smith, P Snell, D Stebbing and R Whitley. Why not join the team and email section editor Chris Stewart chris@stewartcsi.freemove.co.uk

First in Essex fleet allocation 27 October 2002

Airport Buses	112, 432/4/5, 602/8/10, 917/43, 1550/1, 2640/9/50/83, 2813-5/22/5/8
Airport Coaches	101/11, 397/8, 2679
Braintree (BE)	944, 2642/6/56/63/75/80, 2803/4/8/11/2/6-8/21/6/7, 2910/1, 3112, 3219, 5000
Basildon (BN)	404/5, 655-67, 711-4/34-8, 852-5, 913-5/8-22/4-34/45/65-73/82-6, 1400/4/10/32, 3113, 4026/30, 5005
Chelmsford (CF)	430/1/3, 512-37, 729-33/9-44, 1401-3/7/8/13-6/26-8, 1516-20, 2644/67/8/70-4/6-8, 2901-9, 4007/10/2/24/5/33/4, 5001-4/6
Clacton (CN)	907/12/6, 1510-3, 2665, 2801/5/6/9/10/9/20/3/4, 4015-9
Colchester (CR)	650-4, 715/6, 909-11/74-81, 1501-9, 2829/30, 2921-6, 4014, 4301-5/7/9/15/20-5
Hadleigh (HH)	406-10, 631-4, 701-10/7-21/48, 809/11, 935-42/6-58/87, 1405/6/9/11/2/7-24, 2652/3/7-62, 4003-5/27
Harwich (DT)	2655/66/9/81/2, 4008/9/13, 4308/10/1/4
Romford (RD)	401-3, 501-11, 805/6/10
Heritage	2383, 9001
Spare	314, 908, 1429, 2641/3/5/8/54/64, 3109
Disposal	1425/30/1, 2628/30/47/51, 3078/92, 3101/3, 3219, 4028, 9034
Reserve	100/3
Driver Training	35, 1433 (BN); 1924, 9002/3/20/6 (HO)
Ancillary vehicles	BN: 9028-30, 9308; CF: 9008; CN: 2111; CR: 9033; HH: 9035; HO: 9004/10

The following buses are fitted with tachographs:

701, 852-4, 1400/4/5/32/3, 1510/1, 2383, 2655/6/77, 2801/9/29/30, 4013/5/6/9/30, 4310/1/5

First Airport

	AIRPORT BUSES	AIRPORT COACHES
TRAFFIC REQUIREMENT		
Minibus	6	3
Midibus	7	0
Coach	6	1
SPARES		
Minibus	1	1
Midibus	1	0
Coach	0	0
TOTAL ALLOCATION		
Minibus	7	4
Midibus	8	0
Coach	6	1
TOTAL	21	5

Depot requirements and vehicle allocations

For operational reasons this information may be subject to change, and is given for guidance only

	BE	BN	CF and (MN)	CN	CR	DT	HH	RD	TOTAL BY TYPE
TRAFFIC REQ'T									
Minibus	6	2	12 (2)	1	0	4	14	5	46
Midibus	12	38	41	12	20	0	35	0	158
SD	0	16	9 (6)	4	12	0	16	0	63
DD	2	2	7	4	14	6	3	0	38
Phoenix DD	0	1	3	0	0	0	0	0	4
Phoenix	1	0	0	0	0	0	0	0	1
SD/Midi									
Mobility (Midi)	0	4	0	0	0	0	0	0	4
Route 193 (Mini)	0	0	0	0	0	0	0	10	10
Total traffic req't	21	66	72 (8)	21	46	10	65	15	324
ENG SPARE									
Minibus	1	0	0	0	0	1	1	1	4
Midibus	1	4	5	1	1	0	3	0	15
SD	0	1	2	0	2	0	2	0	7
DD	0	1	1	1	1	1	1	0	6
Phoenix DD	0	0	0	0	0	0	0	0	0
Phoenix	0	0	0	0	0	0	0	0	0
SD/Midi									
Mobility (Midi)	0	0	0	0	0	0	0	0	1
Route 193 (Mini)	0	0	0	0	0	0	0	1	1
TOTAL ALLOC									
Minibus	7	2	12 (2)	1	0	5	16	6	51
Midibus	13	42	46	13	21	0	37	0	172
SD	0	19	11 (6)	4	14	0	16	0	70
DD	2	3	8	5	15	7	4	0	4
Phoenix DD	0	1	3	0	0	0	0	0	44
Phoenix	1	0	0	0	0	0	0	0	1
SD/Midi									
Mobility (Midi)	0	4	0	0	0	0	0	0	4
Route 193 (Mini)	0	0	0	0	0	0	0	11	11
TOTALS	23	69	80 (8)	23	50	12	75	17	FLEET TOTAL 357

Arriva Harlow & Ware

Fleet update

East Herts & Essex has depots at Ware and Harlow with an outstation at Debden. All major maintenance is carried out at Harlow, the premises at Pindar Road, Hoddesdon having been vacated during the Summer.

All of the Iveco/Fiat 59-10 minibuses mentioned in EBN 461 are still parked up, mostly at Ware and Stevenage with 2231, 2333 & 2349 at Harlow & 2348/59 at Watford. 2231 had, during September/October been in use as a "Meal Relief" vehicle.

New Sawbridgeworth routes

A scheme at Sawbridgeworth partly funded by the Rural Challenge project commenced on 28 October (one week later than scheduled) and is being maintained from Harlow depot by 2 Optare Alero minibuses in allover green livery with grey fibreglass skirt. Although most of the routes are in Hertfordshire (whose County Council have decreed that the vehicles should be in green livery), they do reach both Harlow and Lower Sheering in Essex.

Into the fleet

From Optare, Crossgates (dealer) 10/02

0443 YS 02 UBX	Optare Alero	Optare	C14C	7/02
0444 YS 02 UBY	"	"	C14C	7/02

From Arriva the Shires 2108/11 10/02

2108 M 38 WUR	MB 811D	670303-2N-028305	Plaxton
958.5MLV4235 DP31F	7/95		
2111 M 41 WUR	MB 811D	670303-2N-028320	Plaxton
958.5MLV4236 DP31F	7/95		

Allocations

10/02: **0443/44, 2108/11 HA 2231 HAU 5363/76 WE**

The official date for transfer of 5363/76 was 2/10/02. In practise the two vehicles had been on Ware's strength for several weeks beforehand.

Out of the fleet

3376-8 M266-8 VPU Dennis Lance -Wright Pathfinder 320 to Arriva the Shires, Luton 9/02.

Following the surrender of service 502 (Harlow-Romford) and others, Harlow has had a surplus of vehicles. Consequently the three Dennis Lance have been transferred to Luton, theoretically for the increased commitment for service 61 (Luton-Aylesbury), but in practice in use on various routes.

Arriva - Where are they now?

A brief update on the current locations of former East Herts and Essex buses, including some from County Bus and Coach

1175 (previously AN248) (KPJ 248W): Ausden Clark, Leicester 9/01
2055 (G896 TGG): Western Greyhound, Newquay 8/00
2063 (H 35 DGD): Olympian, North Weald by 3/02
2103 (L700 BUS): Arriva Northumbria 5/02
3064 (E969 PME): Goodwin, Carlton (dealer), for scrap by 7/02
3332/3 (F 62/3 SMC): Gregory, Beddau, South Wales by 7/02
5378 (TPD 117X): Warner/Boomerang, Tewkesbury, Glos 1/02
5379 (TPD 109X): Knorn, Royston (for preservation) 7/02
5382 (TPD 115X): Brown, Crawley, West Sussex 8/02
DP311/2/4/5 (J311/2/4/5 WHJ): Arriva Cymru 9/02
DP313 (J313 WHJ): Arriva North West 9/02

Colchester, Grays, Southend

Out of the fleet

02/11 - E2115 to Horsham, DS19 to Tunbridge Wells, E5361 withdrawn - may become a driver trainer.

Rail replacement

27/10 - Colchester drivers used AS vehicles between Southend and Hockley. However, Colchester's 3419 and 4339 were used as spares (one each end)

Arriva Data File

Welcome to our new look data file designed to make it easier to find key information. New features include detailed vehicle requirements for each garage. (Full information for Grays will follow next month).

Vehicle requirements from 27 October

Garage	M-F peaks	M-F off peak	Sat	Sun
Colchester (Bus)	36AM 35PM	28 (29 W)	28	3
Coach	4	TBA	TBA	TBA
Grays	38	TBA	TBA	TBA
Southend	59AM 60PM(a)	52 (53 W/T)	55	20
Dengie	4	4	4	0

Key - (a) 58 AM 59 PM on non college days TBA- To be advised.

W -Wednesday T - Thursday

Allocations -Southend (SE)

Dennis Dominator	E5273	E5274	E5275	E5276	E5278
	E5286	E5287	E5288		
Dennis Trident	E5434	E5435	E5436	E5437	E5438
	E5439	E5441	E5442	E5443	E5445
	E5446	E5547	E5548	E5549	E5451
Leyland Olympian	E5392	E5393T	E5394	E5395	E5396
	E5399	E5402	E5404T	E5405T	
Volvo Olympian	E5415T	E5416T	E5417T	E5418T	E5419T
Dennis Dart SLF	E3218	E3220	E3221	E3222	E3223
	E3224	E3225	E3226	E3391	E3392
	E3393	E3394	E3395	E3396	E3397
Dennis Lance SLF	E3379	E3381	E3382	E3383	E3384
Dennis Dart	DS004	DS006	DS007	DS008	DS009
	DS014	E3092	E3349	E3350	E3370
	E3373				
Mercedes 709	E2110T				
Mercedes 810	E2188	E2191	E2192	E2193	
Renault Master T35	E0329	E0331	E0332	E0333	E0334
Coach	E4310T				
Training School Buses					
Leyland Lynx	E3065	E3066	E3338		
Shuttles	E1253	R580LVL			

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Colchester (CR)

Leyland Olympian	<u>E5389T</u>	<u>E5397T</u>	<u>E5398T</u>		
	<u>E5403</u>	<u>E5407T</u>	<u>E5408T</u>	<u>E5409T</u>	
Volvo D10M	610	613	614	617	
DAF SB220	E4335	E4336	E4337	<u>E4339</u>	
Dennis Dart SLF	<u>E3419</u>	<u>E3420</u>	<u>E3422</u>	<u>E3430T</u>	
Leyland Lynx	<u>E3341</u>	<u>E3342</u>	<u>E3343</u>	<u>E3346</u>	<u>E3347</u>
Volvo B6	<u>E3241</u>	<u>E3245</u>	<u>E3246</u>		
Dennis Dart	DS015	DS020	DS021	DS023	
	DS024	3168			
Mercedes 711	<u>E2388</u>	<u>E2391</u>	<u>E2392</u>		
Mercedes 810	<u>E2174</u>	<u>E2243</u>	<u>E2372</u>	<u>E2382</u>	<u>E2383</u>
Mercedes 811	1461	1462			
Coach	PVR 4		Allocation	4	
Scania k113	E4352T	E4353T			
Leyland Tiger	E4505T	2196			

Grays (GY)

MCW Metrobus	M615				
DAF SB120	E4500	E4501	E4502	E4503	E4504
	E4505	E4506	E4507	E4508	E4509
	E4510	E4511	E4512	E4513	
Dennis Dart SLF	E3387	E3388	E3389	E3390	E3400
	E3401	E3402	E3403	E3421	E3423
	E3424	E3425	E3426	E3427	E3428
	E3429	E3431			
Dennis Dart	E3404	E3405	E3406	E3407	E3408
	E3409	E3410	E3411	E3412	
Mercedes 709	E2130	E2134	E2135	E2137	
Ferry Bus 609	YFB58	YFB86			

Key – T- Vehicle fitted with tachograph, Underlined – Fitted with GPS

All information is subject to change and given for guidance only. Compiled by Sean Menzies with invaluable help from Arriva Southern Counties.

Other operators

AMBER RAYLEIGH A further Bova Europa acquired is XLF 611 (KVS 154Y, 687 DEW).

ANTELOPE/PIONEER CLACTON Are now located adjacent to the First depot in the town. M277 YKF a Mercedes minibus has been acquired.

APT RAYLEIGH Vehicles departing are Tiger/Plaxton UJI 2339 (new as C202 PPE), Mercedes/Robin Hood F301 RUT and Dennis Javelin/Neoplan P892 MHE after a short stay, 827 APT a Bova Futura was reregistered L206 RAK, before being sold. UIL 5172 Scania K113/Berkhof has been acquired.

AVRO ORSETT The operating centre is Criton Works, Stanford Road, Orsett for Roomes, McFeeters & Massey.

Roomes RSU 883 a Bedford YNT/Duple (ex PNT 832X) is unlicensed. A vehicle believed to be Roomes USU 677 (ex FGD 400X) also a Bedford YNT/Duple is being used for spares.

Roomes MCW Metrobus JUM 501V is still here.

HAL 241V a Bedford/Duple is with McFeeters ex Roomes.

FUM 484Y a Leyland Olympian/ECW is owned by Massey.

RBD 319Y (ex ADV 154Y) MAN SR280 and ONH 925V Bristol VRT/ECW are in the yard but unlicensed.

PFA 50W a Bristol VRT/ECW is also in the yard, also unlicensed, following an attack by vandals.

BENFLEET MINIBUS BENFLEET E965 VKY a Freight Rover Sherpa has been acquired from Brown, Thornwood.

BLACKWELL ABBESS RODING Toyota/Caetano D927 BHD was seen on the premises at 151 London Road, Clacton (a private house) 9.02 - assumed gone from Blackwell.

BOBBYS MINIBUSES CORRINGHAM K438 GJN a Renault Master is acquired from Essex Ambulance Service. M420 BCD a LDV 400 is also acquired. M40 MPS Iveco/Marshall is in - having been with Clintona, Brentwood.

BOBS MINIBUSES LITTLE OAKLEY N303 XRC a Mercedes Benz Sprinter/Bernard Mansell is acquired and is on a taxi plate. W869 CJO Nissen Serena is also here, also on a taxi plate.

C&M LAINDON Toyota Caetano K815 TJU has been reregistered XFK 305.

CEDRIC WIVENHOE A189 RUM (ex A16 KDT, A93 KWW) Leyland Olympian/ECW is in (by 8.02) with fleet no. 9.

CHELMSFORD TAXIBUS Omni J998 MKL is now with JL Resprays, Clacton. **CRUSADER CLACTON** Setras sold include N118/9 FHK and R121 TEV.

DAVES MINIBUS HARLOW Mercedes L307D/Reeve Burgess RJI 4577 (A70 NPP) was sold, some while ago.

DENGIE TAXIS LATCHINGDON E051 GDK a LDV Convoy was a new delivery, late last year.

DONS DUNMOW Further to EBN 459, Dennis Javelin/Duple F635 SAY had returned to this fleet by June.

FARGO RAYNE F329 UJN Dennis Condor/Duple Metsec is acquired ex Hong Kong DL29 (with reg. EH2206).

GARDNER CHELMSFORD LAG Panoramic's LIL 9714/5 (new as F24 WNH and G488 KBD) are now registered BHZ 9622/1.

HARWOOD GREAT WAKERING B885 WNB a Mercedes L608D was acquired from BJS, Great Waking some while ago.

JACKSON BICKNACRE Mercedes L307D/Reeve Burgess F303 RMH, has passed to Ronda, Rochford.

LEMON COACHES GRAYS MXI 704 (ex C743 TPE) LAG Panoramic has been acquired from Sharkey & Barnes, Barking, Gt.London.

LINKFAST THUNDESLEY Iveco/Beulas N8 YET (N182 OUT) is reported to have been acquired. Fleetline OJD 136R, remains here withdrawn.

LODGES HIGH EASTER Bedford YNT/Plaxton C995 ERO has passed to Lee-Roy, Laindon. 46 AEW (ex N369 GPU) a Scania K113/Van Hool has been reregistered to N369 GPU and has gone to Stans, Great Totham

MASTER TRAVEL HERONGATE Member James Sadd reports that a 36 seat vehicle ex Supreme has been acquired.

MIKES CRAYS HILL AEC Reliance/Plaxton UWV 932R (IIW 3131, UAT 275R) has been sold.

NELSONS WICKFORD Sold but not previously reported here are Bristol VR/ECW MAU 142P and Dodge/Northern Counties C566 NHJ. The Leyland Olympian/ECW are confirmed as EMN 203/4/10/3U (new as C 80/51/70/73 CHM) ex Isle of Man Transport 3, 4, 10, 13 via Ensign (dealer) - in 8.02 - reregistered back to original registrations (by 9.02).

NEWPORTS LAYER MARNEY J907 UHP Talbot Express has been acquired
OLYMPIAN COACHES HARLOW NIL 2993 (ex E44 MMM) Van Hool T815 has been acquired.

PDQ COLCHESTER Mercedes minibus R147 CTW has gone to Panther Taxis, Colchester.

PEGASUS POINT CLEAR W829 AFV a LDV Convoy on a PSV disc and EF 51 AXA a Ford Transit Tourneo on a taxi plate, have both been acquired. L593 KMJ a LDV 400 has gone - it was seen 9.02 for sale at Cherry Tree Garage, Little Clacton.

RAYNHAM NEWPORT Acquired is a Mercedes minibus P249 LHL. Toyota/Caetano F863 TNH has been sold.

RODS MINIBUS SERVICES STANFORD LE HOPE F892 XOE a Freight Rover/Carlyle is no longer in use.

SJH CRAYS HILL D555 CJF (ex A6 HEX, D555 CJF) a Volvo B10M/Plaxton has been acquired.

SOUTHEND RADIO CARS Additions to this fleet, not previously reported are Toyota Hiace B55 XHJ, Freight Rovers D166 LNA, F373 CAW and E615 HLU, Ford Transits G620 NFL, K115 FSC and W109 DTW. Iveco/Dormobile G545 OKO, Mazda J163 VPU and former Hailstone, Basildon, Mercedes E190 YWE and F355 DVR. Some vehicles in this fleet carry Airport Express fleetnames.

STANS GREAT TOTHAM Former Ipswich Bristol B21/Alexander XRT 947X has gone to Taylor, Aylesbury. EBM 460T a Bedford YMT/Plaxton is back in service. SIL 6705 (ex 114 RVX, E108 GOO) a Van Hool T815 has been sold.

STANWAY TRAVEL SERVICES COLCHESTER This name is carried by vehicles belonging to Pitts, Laver-de-la Haye and Mulvey, Colchester. Mulvey is now at 12 Berrimans Close, Colchester and P926 GOM a LDV Convoy is still with this operator.

STEPHENSON ROCHFORD Leyland Olympian/ECW TS032X and Leyland Tiger/Duple A249SVW have been sold.

STORT VALLEY DUNMOW Vehicles sold recently are Setra J4 TCC, Volvo B10M/Plaxton M169/70 SUX and Dennis Javelin/Plaxton P423 UDT.

SUPREME COLCHESTER Have acquired MCW Metrobus BYX 272V from Kingstons, Rettendon, for spares. Toyota/Caetano K459 PNR has been sold.

TEE-JAYS WIVENHOE A recent arrival is Mercedes 0303, A130 SNH. Vehicles sold are Bristol LHS/Plaxton AFG 476S, Ford/Duple SUE 262W and MAN SR280 MHX 50X.

THORNS OF RAYLEIGH Bedford YMT/Duple YFC 736 (ex TGS 924W) has gone to a training company

TOWN AND COUNTRY CORRINGHAM Recently acquired are Metrobuses SND 106X and GOG 214W, and Leyland Olympian/ECW C815 BYY, also here are Mercedes Varios S391 HVV and T437 EBD, both with Plaxton bodywork. Metrobuses sold are ORJ 78/100W and GOG 269W.

VICEROY SAFFRON WALDEN Vehicles disposed of and not mentioned before are Bedford YMT/Duple BWE 193T and Scania/Duple G23 HKY.

WARD ARLESFORD Leyland Tiger/Plaxton F790 GNA was acquired, re-registered RIL 9731, then re-registered (presumed back to F790 GNA) and sold. RIL 9731 is now on former Rayleigh Roadways K710 RNR a Dennis Javelin/Caetano. P692 OPV a LDV Convoy has also been acquired. EX52WSV a Scania/van Hool is a new addition.

The sale of an AEC Reliance by Mikes Coaches (above), is thought to leave only one active member in the county. This is DAZ 4520 (XCE 7T) with DMA Coaches, Brentwood.

For great gift ideas take a look at our website and click on publications
www.essexbus.org.uk

Essex- Non PSV operators

Welcome to this brand new section looking at the range of non-PSV operators throughout the county.

Dave Arnold, Colin Sigston and Ian Ramsom have compiled the information and they welcome your contributions of both PSV and non-PSV operators. See page 2 'how to contact us' for details.

ESSEX COUNTY COUNCIL Y304 KPU Ford Transit, Y879 MTW Ford Transit, EU02 OYD Ford Transit, ET51 WVG Ford Transit lettered for 'The Red House', Messing and AO02 PZG Iveco 49-10/Euromotive are recent additions. N308FWC Ford Transit is also lettered for 'The Red House' **JOBSEVE, TIPTREE** (employment advertising agency) BYX 220V & BYX263V MCW/MCW are in (by 9.02) ex Arriva Colchester 5360/5. They are basically mobile advertisements.

ST.ANDREW'S C.OF E. PRIMARY SCHOOL, WEELEY HIL 6919 (ex C535 JTG) Bedford YMP/Plaxton is ex Spratt, Wrenningham, Norfolk.

UNIVERSITY OF ESSEX - SPORTS FEDERATION EU51 OOB Citroën is in (by 9.02)

MISCELLANEOUS

MBH541 Dennis Pax/Wadham has gone from Howe Green (by 9.02)

OTL321V Bedford VAS/Plaxton (once with Need-A-Bus, Bowers Gifford) is reported as a caravan at Hill Avenue, Wickford (by 9.02).

K176PRL Talbot Express (new to Cornwall C.C.) is at 35 Cressing Road (B1018), Witham (a private house) (by 8.02) as M2 (probably still with lift). We are informed that the resident does repairs to refrigerators so the vehicle is probably used to transport them, and hence the lack of seats.

L917AJF Omni is a caravan which appears in Maldon, Essex most days (new to Leicestershire S.S.).

PWC512M Bristol VR/ECW is currently parked (unlicensed) at Saffron Walden County High School, Audley End Road, Saffron Walden, it was previously with the United Reform Church, Witham.

D879YLL Leyland/WS Vanguard seen 8.02 as a caravan, parked outside Flavin/Chariots yard, Corringham (thought to be ex a London Borough).

L403VLX Mercedes Benz seen 8.02 as a caravan parked at a house in Thynne Road, Billericay (formerley Central London Dial-a-Ride 23)..

Essex dealer report

The latest vehicle movements at Ensignbus

Vehicles in

From London Central (Q on 18/10)

From Arriva Midland North Scania E111KYN.

From Arriva Midlands North. Scania E110JYV ,Volvo D10M H657GPF, Olympian A139SMA, Tiger TPC114X.

From Travel West Midlands Scania's H208/10/15/17/20/43LOM.

First of a batch of 33.

Vehicles out

Scania E111KYN Northern Blue,Lancs.

L91 Roberts Coaches,Derbyshire.

M670 Transferred to City Sightseeing.

Bristol VR LFJ869W Bus Prophits,Brussels,Belgium.

M475 PVS for scrap.

M774 Dazed and Confused(!) publicity vehicle,Stratford.

Southend Fleetline JTD392P Mr Alex Norton,Staines for preservation.

Dublin Olympian 90-D-1057 now H643PTW with Redby,Newcastle.

Condor EH2014 DL30 now G859FVX with Weavaway,Newbury.

Condor EJ4800 DL48 now G863FVX with Angelas Coaches,Witney,Ox.

Scania E110JYV Cedar Coaches, Bedford.

Scania's H208/210/215/217/220LOM Kings Ferry coaches, Gillingham.

National SHH389X North Birmingham Busways.

Hong Kong Metrobus ML74 DZ3401 MB 9714 now F355UJN with Big Bus Co.

Olympians 90-D-1041 ,90-D-1045 Dualway, Dublin.

Olympian 90-D-1056 now H644PTW with Kimes, Folkingham.

Dominator C125CAT Trimmer Travel, Romford.

Dominator C129CAT JWS Travel ,Chadwell st Mary.

Olympians 90-D-1050, 90-D-1051 Chambers,Bure. Tested at Ensign but to be registered by Chambers.

For full details of all the latest stock
www.ensignbus.com

Disposals and subsequent history of London based vehicles are covered in more detail by London Omnibus Traction Society (LOTS) See their web page www.lots.org.uk for details on joining the group. London operator's disposals are usually referred to by their fleet number. For registrations see 'London Bus & Tram Fleetbook 2002' published by LOTS

Where Are They Now ?

Continuing our regular look at the latest locations of former Eastern National (EN), Thamesway (TW) & Essex Buses (EB)

<u>FLEET No</u>	<u>REG No's.</u>	<u>DETAILS.</u>	<u>DATE.</u>	
104	BAZ7349	Dearden (t/a J&S), Darwen.	08/02	EB
	[ex E940CJN]	ex Ramm, Sudden (dlr).		
123	R918HTW	Watts (t/a TM Travel), Old Tupton.	07/02	EB
		ex Transbus, Anston (dlr).		
124	R919HTW	Marshall, Sutton on Trent FLEET No VL59.		
		re-reg R 3YRR	08/02	
251	F251NJN	Ramm, Sudden (dlr).	07/02	EB
		ex First Pioneer Buses Ltd FLEET No 1851.		
253	F253RHK	First Capital FLEET No 563.		
		gone.	07/00	EB
255	F255RHK	First Capital FLEET No 562.		
		gone.	07/00	EB
256	F256RHK	First Manchester FLEET NO 1853.	05/02	EB
		ex First Pioneer Buses Ltd FLEET No 1853.		
257	F257RHK	PVS, Carlton (dlr).	07/02	EB
		ex First Pioneer Buses Ltd FLEET No 1854.		
261	D764KWT	First capital FLEET No 564.		
		gone.	by 10/00	EB
321	H327LJN	Palmer, Luton.	08/02	EB
		ex Ramm, Sudden (dlr).		
331	H339LJN	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 855.		
334	H343LJN	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 865.		
339	H348LJN	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 800.		
348	H358LJN	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 838.		
370	H381OHK	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 858.		
371	H382OHK	Erith Commericals, Crayford (dlr).	07/02	EB
		ex First Eastern Counties FLEET No 837.		
379	H390OHK	Palmer, Luton.	08/02	EB
		ex Ramm, Sudden (dlr).		
392	H392MAR	First Beeline.	07/02	EB
		ex Centrewest London Buses Ltd FLEET No MB592.		
505	D597MVR	Copeland, Meir.	05/02	TW
	[ex A 10RTE	ex Eaglen, Morton.		
	D597MVR]	re-reg MIB746	05/02	
518	J46SNY	Coachstyle, Nettleton.	by 05/02	TW
		ex Transbus, Anston (dlr).		
519	J48SNY	Moffat & Williamson, Gauldry.	07/02	TW
		ex Watts (t/a TM Travel), Old Tupton.		
0752	D752RWC	White, Monmouth.		
		withdrawn.	by 05/02	EN

903	K903CVW	First Northampton FLEET No 693. ex First Capital FLEET No 693.	04/02	EB
973	N973EHJ	Essex Buses Ltd FLEET No 973. ex First Capital FLEET No 773.	10/01	EB
974	N974EHJ	Airport Buses FLEET No 974. ex First Capital FLEET No 774. to Essex Buses Ltd FLEET No 974.	11/01	EB
975	N975EHJ	Essex Buses Ltd FLEET No 975. ex First Capital FLEET No 775.	10/01	EB
976	N976EHJ	Essex Buses Ltd FLEET No 976. ex First Capital FLEET No 776.	10/01	EB
977	N977EHJ	Essex Buses Ltd FLEET No 977. ex First Capital FLEET No 777.	11/01	EB
978	N978EHJ	Essex Buses Ltd FLEET No 978. ex First Capital FLEET No 778.	02/02	EB
979	N979EHJ	Airport Buses FLEET No 979. ex First Capital FLEET No 779. to Essex Buses Ltd FLEET No 979.	12/01	EB
980	N980EHJ	Essex Buses Ltd FLEET No 980. ex First Capital FLEET No 780.	11/01	EB
985	N985EHJ	Essex Buses Ltd FLEET No 985. ex First Capital FLEET No 785.	11/01	EB
986	N986EHJ	Essex Buses Ltd FLEET No 986. ex First Capital FLEET No 786.	11/01	EB
1303	LLT344V	- ? - , Sheffield (npsv). ex Hayward, Caversham.	by 08/00	EN
1124	A693OHJ	Wacton, Bromyard (dlr). being broken up on site.	09/02	TW
1128	B696WAR	- ? - , Musselburgh. ex Stephenson, Rochford (dlr).	by 10/00	EB
1212	BNO698T	Yeomans, Hereford. scrapped on site.	c 03/02	EN
1626	UXI8638	Wigley, Carlton (dlr for scrap).	by 08/02	EN
	[ex BGX650Y]	ex Coward (t/a Bestway Travel), Cross Flatts, Bingley.		
1713	WNO562L	Yorkshire Terrier FLEET No 26. ex East Midland Motor Services Ltd FLEET No 534. to Lincolnshire Road Car Fleet No 2822.	by 05/97	EN
		to Andrews, Sheffield FLEET No 66	05/97	
		to Wigley, Carlton (dlr).	02/98	
			03/99	
1736	JIL2161	Lloyd (t/a P & O Lloyd), Bagillt.	09/02	EN
	[ex HWC87N]	Arriva Fox County FLEET No 2161. [rebodied by East Lancs 06/97]		
1829	78-D-1025	JJ Harris, Dublin.		
	[ex VNO731S]	derelict at depot.	06/00	EN
2212	C212HJN	Barnes (t/a ABC Travel), Stratford. transferred from Alleway & Barnes, Stratford.	by 05/02	EB
2618	J618UTW	Jordan, Coltishall (dlr). ex First Eastern Counties FLEET No 970.	07/02	EB
		[noted at Roffe Transport, Sutton Bridge, Lincs]	10/02	
2623	J623UTW	Erith Commercials, Crayford (dlr). ex First Eastern Counties FLEET No 971.	07/02	EB
2717	97TVX	PVS, Carlton (dlr for scrap). ex ITG, Anston (for spares).	by 02/02	EN

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2763	RWC605	WMMK Radio, Destin, Florida, USA. ex Gulf Breeze Media, Fort Walton Beach. [for sale on EBay 10/02]	by 10/02	EN
2775	988KOO	Mellor, Dixon, USA. ex Double Decker tours, Reno, USA. re-reg 035AFW.	by 10/88	EN
2823	JHK455C	Prins Classic Transport, Opijnen, Holland. re-reg BE-48-36.	by 10/02 by 10/02	EN
2837	LWC663C	ex Hoare (t/a Chepstow Classic), Chepstow. Savoir Faire, Nuneaton. gone.	by 03/02	EN
2853	OVX297D	Maart Leel, Amsterdam, Holland. ex Top Deck, Earls Court.	by 10/02	EN
2900	WVX527F	Peter van der Merwe, Dordrecht, Holland. re-reg 48-03-ZB.	by 10/02	EN
2917	AEV811F	ex Top Deck, Earls Court. Martin Luther King Project, San Francisco, USA. ex - ? - , - ? - . to Buy A Bus, North Highlands, USA. converted to open top.	by - /90 c - /92 by 04/99	EN
3039	PWC514M	to Mayagi's Japanese Restaurant, Holywood, USA. Red Bus Rental, Tarzana, California, USA ex L.A. London Omni Bus, North Hills, USA.	c - /97	EN
3042	LFS287F	- ? - , Desert Hot Springs, USA. ex Sunline Transit Agency, Palm Springs, USA.	by - /00	EN
3074	KOO792V	to Smittys Truck & RV, Indio, USA. S Munden, Bristol (dlr).	c - /00 02/01	TW
3080	STW24W	ex First Bristol Buses Ltd FLEET No 5551. Henderson, Pen-y-graig.	08/02	TW
3089	STW33W	ex Gemini, Swansea. Munden/Peters (t/a Crown/Abus), Bristol.	09/00	TW
3119	XHK224X	Did not pass to Simmons (t/a Westwood), Kingswood [EBN 452] Bristol Television Film Service, Tormarton [npsv]	02/01	TW
3127	XHK232X EB	ex First Bristol Buses Ltd FLEET No 5564. Capital Double Decker, Ottawa, Canada FLEET No 37.	05/99	
3207	RRP857R	gone. [carries SMS 37H at rear] Ford, Althorne. gone.	by 06/02 by 03/02	TW
3215	FRP906T	Munden/Peters (t/a Crown/Abus), Bristol. gone.	08/99	TW
3233	LUA717V	Capital Double Decker, Ottawa, Canada FLEET No 79.	05/99	
4506	A 4HWD [ex B694BPU]	gone. [carries RLJ799H at rear] Holmeswood, Holmeswood. re-reg B694BPU to Crichton (t/a Low Fell Travel), Low Fell.	by 06/02 12/01 by 01/02	TW

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Essex Bus News Through The Years

November 1986 New Mini's

Eastern National had taken delivery of 8 Mercedes minibuses, in the D*** PPU batch, also new were Ford Transits 0750-6 (D750-6 RWC), the Transits were for use at Chelmsford and South Woodham, due to 12 volt power systems, manual Setright ticket machines made a brief return.

Twenty Bristol VR's had been acquired from United Counties, these were numbered 3200-19 and were required for additional London work (service 359 - Manor House to Hammond Street), won by the company.

Three Bova coaches that had been on long term loan to national Travel London were about to return, there were BGX 649/50Y and A651 CMY.

Colchester had taken delivery of Leyland Lynx 31/2 (D31/2 RWC), one would replace an Atlantean on the 1 group, the other an RE on the 2 group.

Southend Transport Ltd. had just been formed to replace the Transport Department of Southend Borough Council, from 26th October. A few days before Astromega 258 (NDS 841Y) had entered service.

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VR MEMORIES

Eastern National's Bristol VR's 1969-2002



A special 8 page supplement free with the November 2002 issue of Essex Bus News paying tribute to the life and times of Eastern National's Bristol VR double deckers.

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Eastern National's VR's

The Bristol VR holds a place in the hearts of many and as it's long and distinguished life with Eastern National draws to a close Chris Stewart takes a brief look at their varied careers.

The early days –Prototypes and series 1

With the standard Tilling Lodekka showing its age against Leyland's rear-engine Atlantean and Daimler's Fleetline by the late 1960's, Bristol looked instead at installing a rear longitudinal engine and conceived the 'N'-type. This design would have offered a whole range of versatile yet standardised single and double deck vehicles. In the end, though, the VR prototypes emerged primarily as a double-deck design, initially in the form of prototypes HHW933D and GGM431D. These eventually operated for Osborne's of Tollesbury and green-liveried HHW933D was even displayed on the ENOC stand at the Essex Show on 16/17 June 1967 with temporary 'EN' fleetnames over its Mansfield District names.

Introduction of the bus grant prompted a hasty re-design before production commenced; hence the Bristol VRT (transverse) was born. Available in two frame heights and two lengths, all Tilling and SMT group buses were low-frame vehicles and most were short (30ft), i.e. VRT/SL's. The first VRT's to be delivered were 33ft long VRT/LL's for Eastern Scottish (LFS280-304F) from November 1968 onwards, some of which later found their way to Eastern National as 3042-4 and 9016-21. VRT/SL-101 was displayed in chassis form at the 1968 Commercial Motor Show, Earls Court on the Bristol stand, and when bodied this became EN 3000 (CPU979G). This bus is now preserved at the Castle Point Transport Museum by member Paul Harrison (who also owns EN's last VR, 3129).

3001 was delivered on the very last day of December 1968, and 3000/2-4 during the first half of 1969. Although completed in bus livery, before entering service 3000-2/4 were repainted in dual-purpose livery at Central Works for the X10, some initially crew-operated. After only a matter of months, though, 3001/4 were transferred to BE in 9.69 for omo conversion of service 321, and before long the class was all in omo use at BE, CN (for the 111) and MN (for the 19/19A). Operation of the X10 became the province of 1600 class RELH6G Dual Purposes and coach conversions 1437-9; although unreliability of the early VR's may have prompted their short period of use on the X10, the slow pace of OMO conversions also suggests that there may have been Union resistance to one-man operation of double deckers. Ex Alexander (Midland) VR's took over the 400 (the X10's successor) in 1971, while 3000-4 settled down to give 17 years of service, and even then they were used as Driving Trainers from 1986, becoming 9000-4 in 5.87.

New style series 2

Bristol introduced the Series II VR in 1970, ECW bodies for which were visually almost identical until the adoption of the curved windscreen in 1972. The 1970 order for 5 of these buses was to have been numbered 3005-8, but became 3020-3 because of the earlier arrival of 15 former Alexander (Midland) Mk I examples (SMS31-45H) in exchange for FLF6G's 2865-73/8-80 in 1971. Interestingly the Midland batch were originally to have been bodied by W Alexander & Co, but carried ECW bodies albeit seating H43/34F. Downseated to the standard 70 seats by EN, they were also fitted for OMO but entered service in blue until repainted in 1972. All but one retained their distinctive triangular SBG destination displays. Most of the batch (3005-13/5/7) passed to Crosville in 1982, and continued in service for some years with them (and a few moved on again to Trent) despite their early rejection by Alexander (Midland).

In January 1969, the newly-formed National Bus Company had inherited the former THC interests in BCV and ECW, but Leyland's holding was at the same time increased to 50%. The integral Leyland National, a joint British Leyland/NBC project, was intended to provide the majority of new vehicles for the NBC but continuing requirements for double-deckers meant in the end that the Bristol VRT became the standard NBC double-decker from 1972 right through to the end of production in 1981.

The first curved windscreen bodies were on two buses diverted to UCOC before delivery as 790/1; their chassis numbers were before those which arrived as 3024-6 (WNO544-6L). 3026 was converted to open-top as 3500 in mid 1986, along with 3027 (NPU974M) which became 3501. Originally painted in red and yellow 'Coastliner' livery for use at Clacton, they later gained green and yellow and saw use in Southend until 1989. Whilst in store at WN depot in 1996, however, both were regrettably destroyed by arsonists.

After further M-reg Series II's to 3041, a second group of former Scottish vehicles arrived to become 3042-7. These came via Eastern Counties, who received EN FLF6G's 2830/6/9/40/6/7 in exchange. Their triangular SBG blinds were inverted and repanelled on VRT/LL's 3042-4 as they had previously been worked from the upper deck, but VRT/SL's 3045-7 retained the original layout as they were cab operated. 3043 entered service in Eastern Scottish livery and was repainted NBC green c3.74. 3042 had to be very substantially rebuilt in about 1975 after severe front end accident damage sustained on the 400, but it still retained its unusual destination display. All these buses were still downseated to 70 with EN.

The first vehicle from the next batch, 3048 (JNO189N) was of note in that it gained original EN green and cream livery to celebrate 50 years of the company from 6.80 to 6.81, and toured the company's depots.

Series 3 and the end of the road

The first Series III buses, and also the first with Leyland engines, were delivered as 3052-63 and 3064-6. 3053 was one of a number of buses throughout the country to be given Silver Jubilee livery which it carried from 3.77 to 2.78. Following these, Gardner engines reappeared in 3067-76 which were painted in half green/half white livery for the 400. The last survivor of these is Braintree's 3072, which has now outlived Thamesway's 3069. A large batch of STW-W registered buses followed, some of which were for OMO conversion of the Southend-London 251. 3078 is still in use at CR, with former STW25W operated by NIBS, STW30W at Heddingham and STW34W with First Western National along with KOO785V, UAR586/8-90/5/7W and XHK220/3/5/8/30X. 3095 was the first 74-seater, when the 70-seat limit on OMO double deckers was finally lifted. The final XHK-X batch of VR's included 3110-23 diverted from Alder Valley and 3124-9 diverted from Southdown, the last of which had rear route number boxes although these were never used. In the mid 1990's a number of VR's were refurbished by Marshalls.

Several secondhand buses were acquired and numbered from 3200 upwards, initially a batch from Milton Keynes Citybus for London work, and a second collection from Yorkshire and South Wales following the CR depot fire in 1994. The last survivor of these is 3219 (VTH941T), a former South Wales bus re-engined by FEN from Leyland to Gardner.

In September 1980, a fleet of VRT/LL6G's arrived to displace the remaining FLF driving trainers, namely former Southdown 542/3/5-8 (LFS282/9/97-300F). New to Eastern Scottish like 3042-4, they were painted all-over blue and numbered 9016-21. They retained their SBG destination boxes, with 'Driver Training Vehicle' displayed permanently, but had no side or back lettering other than 'L' plates. They entered service in November 1980 and although two were withdrawn within 2 years, 9021 was finally retired in 1987.

From Tilling green/cream through NBC green/white to chrome yellow/green and 'Badgerline' yellow/green, the VR's have carried many liveries. 3069, 3109 and 3113 gained pink sash Thamesway colours while 3226 carried the magenta/yellow 'First Anglia' scheme. Midland blue, the 400 versions, open-top varieties and several overall adverts have all added to the list but none has made 'Barbie 2'.

Front cover photo - HM The Queen's Silver Jubilee in 1977 brought silver buses to many fleets, including Eastern National. Leyland-engined VRT 3053 carried this livery from 3.77 to 2.78, and is seen here in Southend. (Photobus)

VR Memories was presented free with the November 2002 issue of Essex Bus News. Article and photo selection by Chris Stewart.

Edited and design by Sean Menzies. © 2002 Essex Bus Enthusiasts Group

Eastern National and Thamesway VRT's owned

Fleet number	Registration	Fleet number	Registration
3000-4	CPU979-83G	3209-11	XNV882-4S
3005-19	SMS31-45H	3212	YVV896S
3020-3	OWC293-6K	3213	CBD901T
3024-6	WNO544-6L	3214-6	FRP905-7T
3027-36	NPU974-83M	3217	LBD922V
3037-41	PWC512-6M	3218	ONH924V
3042-4	LFS287/92/5F	3219	VTH941T
3045/6	NAG583/6G	3220/1	WTH949/58T
3047	OCS576H	3222	BEP963V
3048-51	JNO189-92N	3223	MFA721V
3052-63	LJN647-58P	3224/5	AYG848/50S
3064-6	UVX1-3S	3226	DWU298T
3067-76	KOO786-94V	3227	LUA716V
3077-94	STW21-38W	3228	LWU469V
3095-3109	UAR585-99W	3229	PWY44W
3110-29	XHK215-34X	3230	SUB789W
3200	JRP801L	3231	SWW302R
3201	RNV810M	3232	JWT760V
3202	HBD163N	3233	LUA717V
3203	HRP671N	3234	NUM339V
3204	LBD840P	9015	LFS282F
3205/6	OBD841/3P	9016	LFS289F
3207/8	RRP857/9R	9017-9020	LFS297-300F



Former West Yorkshire DWU298T was rebodied after fire damage. From 12.94 it became EN 3226 and then moved to Thamesway. Unique in this livery, it is seen in Brentwood on 5.5.00. (Chris Stewart)



3003 was allocated to Clacton depot in June 1969 and never carried dual-purpose livery. Note the original engine covers in this October 1970 photo. (Bill Cansick, with thanks to Paul Harrison)



VRT/LL 3042, seen here in 1974, was new as Eastern Scottish AA287, and would have been Eastern Counties VR313. It passed to South Wales in 1981. (Bill Cansick)



Three of the 400-liveried KOO-V's went west to Badgerline; former 3075 are seen in 7.91 outside Bristol Bus Station. 3073/5 now operate with ABUS. (Allan MacFarlane)



Many more EN VR's went even further west to Devon and Cornwall. First Western National 1248 (ex 3100) is seen leaving Paignton Bus Station on 24.8.00. (Graham Jones)



Alongside 3030 at Clacton Bus Station in August 1987 is open-top 3500, used with 3501 to introduce service 100 (Highfields Holiday Park to St Osyth). (Chris Stewart)



A number of the STW-W registered VR's have proved great survivors. 3078 is currently at DT but was on 14.4.02 was passing through Shenfield on rail replacement. (Chris Stewart)