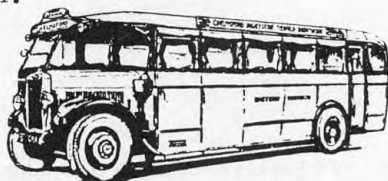




FARGO OF BRAINTREE OPERATE THIS DODGE S46 WITH DORMOBILE COACHWORK ON SERVICES AROUND BRAINTREE, C167CKR CAME FROM BRISTOL AND WESTON HEALTH AUTHORITY.
D ARNOLD.



MANAGING EDITOR:

Please send your news reports to:

Southend Transport:

Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

North Essex small ops:

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Peter Snell, 6 Mandeville Way, Benfleet, SS7 4LH

Derek Stebbing, 18 Lynmouth Avenue, Chelmsford, CM2 0TP

ROCHFORD MEETINGS - FREIGHT HOUSE 8pm

April 8th Demonstration and talk by Tony Asquith of "The Little Bus Company"-Brentwood, on bus modelling.

June 26th Visit to Harris Bus - West Thurrock. Time to be announced later.

REQUEST From Member 818 - Arthur Day

Wanted, slides of Osbornes VRs & LN's, Heddingham VRs and any other Essex Independent VRs & LN's.

Please reply to Arthur at; 10 Hartley House
 Toland Square
 London SW15 5PD

Contributions for this issue received with thanks from Essex C.C, Essex Buses (Eastern National & Thamesway), Southend Transport, County Bus and Coach, R.Dennis, C.Sigston, G.Toon, M.Garrett, PSV CIRCLE. J Wilby. S Burden.

Material for April EBN should be with Sub-Editors by 6th April and Managing Editor by 9th April.

STOP PRESS

Reference Thamesway notes. 4009 has not been repainted, but has been transferred to Eastern National.

RAILWAY REPLACEMENT

Current engineering work on GER Southend line at weekends brings Southend Transport & Colchester Borough Transport 'deckers'.

TO WALES THE WESTCLIFF WAY

By Alan Osborne

Over the years there have been a number of interesting connections between Essex and South Wales. Perhaps the best known concerns open top Bristol KSW5G, WNO 484. This vehicle was new to Eastern National as 4206 in 1953, being re-numbered 1429 in July 1954 and 2386 in August 1964. Conversion to open top took place a year later. The requirements for Essex coastal operations were subsequently truncated, so in 1974 the Bristol passed to South Wales, where it has given yeoman service working alongside Swansea Bay towards the Mumbles peninsula. The vehicle has now been with South Wales for 22 years; longer than it was with Eastern National and was especially featured in Buses 500.

A reverse transition took place in February 1986, when Eastern National acquired 5 Leyland Nationals from the LWL-L and NWN-M batches, however, these were not put into service and were only used for spares. During 1987/8, Hedingham Omnibuses acquired a batch of Bedford YMQ saloons with Duple Dominant bodies from South Wales which became L139-46 (FCY287-93/85W), the last example coming via Armchair, Brentford.

In February 1990 South Wales (as part of the United Welsh group) was acquired by Badgerline Holdings, subsequently in April of the same year Eastern National joined this new Group. Transfers between Group operators then took place, with four Bristol VRT's (3219-22) coming to Essex in October. This was followed by numerous other exchanges with Leyland Tigers, Olympians and Nationals together with a selection of Bristol VRT'S moving to the Principality to join the Brewer, South Wales and United Welsh fleets.

Thus from a vehicular point of view, the South Wales connection is well established. However, since the two areas are geographically distant, it is only to be expected that services between the two population centres would not be expected to be prolific. However, such a connection did once exist, so read on !

The Westcliff-on-Sea Motor Char-a-Banc Company had established a "Royal Red" motor coach service from Southend to Walthamstow (James Powell Livery Stable, Hoe Street), the title of this Company becoming Westcliff-on-Sea Motor Services Ltd. in 1921. During the early 1920's Westcliff acquired Ardley Bros. of Tottenham to provide a base for coaches operating excursions to the south coast resorts. The Ardley Bros. fleet was indistinguishable from that of the parent Company.

Westcliff further developed their "Pullman Saloon" coach services to London when the Walthamstow route was extended to Kings Cross on 24 June 1928 and on to Bush House, Strand the following year. By June 1929 another more direct service between Victoria Coach Station (Lupus Street) and Southend via Aldgate and Stratford was also being worked.

What is generally regarded as the first regular long-distance coach service started on 11 February 1925 when the "Greyhound" Company inaugurated a service between London and Bristol. Within the next few years a whole network of such services came into being, offering pre-booked coach travel as an alternative to rail.

Several services to London from centres in South Wales were started, maintained by Welsh concerns, but on 10 October 1928 the Great Western Express Co. Ltd. of Willesden became the first London operator to work on the Cardiff route. One journey each way was provided which departed from Bush House, Strand at 0900 arriving in Cardiff at 1730. In early 1929 three journeys were running, that departing at 2400 being called the "Welsh Midnight".

In September 1929 Westcliff ventured into the long-distance coach scene. Six Tilling Stevens (HJ 8598,8943,9069,9119-21) with 33-seat bodies by London Lorries of Kentish Town incorporating armchair seats and many high class fittings were purchased. These carried "Welsh Pullman" as the fleetname and were based at the Ardley Bros. premises in Tottenham. An article in the "Commercial Motor" dated 24 September 1929 featured HJ 8598 on the inaugural run which commenced earlier the previous week. (ca.16th September) "Commercial Motor" reported in October 1929 that the Welsh Pullman services of Westcliff were now working from South Wales centres to Liverpool, Manchester, Coventry, Birmingham and Bournemouth with the starting point being the premises of Hinton & Britton in Castle Street. However, no timetables or information about these services has ever been found. Since the competition on the London - Cardiff was particularly intense, the Westcliff operations ceased after only a short period, and as such never appeared in the recently introduced 'Roadway' express services timetable. The Tilling Stevens coaches were duly transferred to the Ardley Bros. fleet. A 1930 survey showed seven operators still providing services to Cardiff. One of the major contenders, Great Western Express, which ran a identical route to that of Westcliff at very similar timings was eventually acquired by Red & White Services Ltd. in July 1932.

So ended this short lived and long forgotten foray of Westcliff-on-Sea into the sphere of long-distance coach services.

Westcliff-on-Sea Motor Services,
LIMITED.

TIME TABLE & FARES
OF THE
WELSH PULLMAN CARS

RUNNING DAILY (Including Sundays) BETWEEN

LONDON

(Bush House, Aldwych)

AND

CARDIFF

(Castle Garage, Castle Street)

Via OXFORD, BURFORD, NORTHLEACH, CHELTENHAM,
GLOUCESTER, ROSS-ON-WYE, MONMOUTH, USK
and NEWPORT.

All Seats must be booked in advance and application for tickets and enquiries can be made at any of the following booking offices:

Main London Office—ROAD TRAVEL BOOKINGS LTD.,

Phone Temple Bar 5801 (10 lines) Bush House, Aldwych, W.C. 2.

Main Cardiff Office—HINTON & BRITTON, LTD.,

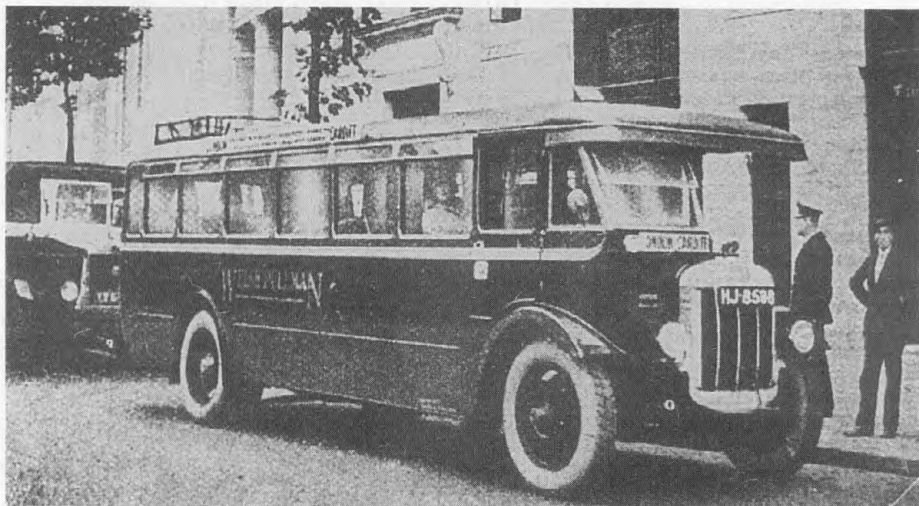
Phone 4476 & 4477. Castle Garage, Castle Street, Cardiff.

Head Office—Pier Hill Garage, Southend-on-Sea.

Phone—Marine 6288 and 6289. H. M. LOMAX, Secretary.

5M/9/29.

I.. Washburn, Printer, Southend.



FARES.

London

Thin figures denote Return Fares.

— Slough

Maidenhead

Henley

Oxford

Witney

Burford

Northleach

Cheltenham

Gloucester

Ross

Monmouth

Usk

Cardleon

Newport

Cardiff

ALL SEATS TO BE
BOOKED IN ADVANCE
BOTH OUT & HOME.

Single 13/6

(All Seats Guaranteed.)

Period Return 21/-

TIME TABLE.

LONDON—CHELTENHAM—CARDIFF.

	am	am	pm
Bush House, Aldwyck	9 0	10 0	2 0
Shepherds Bush	9 20	10 20	2 20
Chiswick	9 25	10 25	2 25
Slough	10 10	11 10	3 10
Maidenhead	10 23	11 23	3 23
Henley	10 45	11 45	3 45
Nettlebed	10 55	11 55	3 55
Benson	11 15	12 15	4 15
Dorchester	11 30	12 30	4 30
Oxford	11 45	12 45	4 45
Eynham	12 0	1 0	5 0
Witney	12 15	1 15	5 15
Northleach	12 30	1 30	5 30
Cheltenham	1 0	2 0	6 0
Gloucester	1 15	2 15	6 15
Ross	1 30	2 30	6 30
Monmouth	1 45	2 45	6 45
Usk	2 0	3 0	7 0
Cardleon	2 15	3 15	7 15
Newport	2 30	3 30	7 30
Cardiff	2 45	3 45	7 45

CARDIFF—CHELTENHAM—LONDON.

	am	am	pm
Cardiff	9 30	10 30	2 30
Newport	9 45	10 45	2 45
Cardleon	10 5	11 5	3 5
Usk	10 20	11 20	3 20
Monmouth	10 40	11 40	3 40
Ross	11 15	12 15	4 15
Gloucester	11 55	12 55	4 55
Cheltenham	12 20	1 20	5 20
Northleach	12 50	1 50	5 50
Witney	1 30	2 30	6 30
Eynham	2 5	3 5	7 5
Oxford	2 20	3 20	7 20
Dorchester	2 40	3 40	7 40
Benson	3 0	4 0	8 0
Nettlebed	3 10	4 10	8 10
Henley	3 20	4 20	8 20
Maidenhead	3 30	4 30	8 30
Slough	3 50	4 50	8 50
Chiswick	4 50	5 50	9 50
Shepherds Bush	5 30	6 30	10 30
Bush House, Aldwyck	5 40	6 40	10 40

Leyland National 2's in Essex

Mark Garrett write on LN2s in N.W. Essex;

Further to the article in issue 394.

Cambus had 3 LN2s in use until 11/96. 304/5 (PEX 620/1W) in Millerbus livery frequently appeared on service 22 (Cambridge-Saffron Walden). The other machine, 307 (UVX 623X), was in Cambus livery and was the dedicated vehicle for the morning and evening journeys on service 31 (Cambridge-Barley) which passes through the far North West tip of Essex at Elmdon and Chrishall (the latter is in Essex in spite of it's postal address).

This particular vehicle was outstationed at Fowlmere and had lately become very unreliable. It has now been replaced by a new Volvo B10B-55/Alexandar B49F-319 (P319 EFL).

All the LN2s have been withdrawn and service 22 is now in the hands of Leyland Lynx 310-2 (F167/8/71 SMT) cascaded from Cambridge Park & Ride services on the arrival of Volvo B10Bs. Meanwhile service 112 (Cambridge-Saffron Walden) is primarily in the hands of new Volvo Olympians/Northern Counties.

COLCHESTER BOROUGH TRANSPORT

There is not much news this month, and what there is is not good news. Two "new" vehicles have joined the fleet. They are Leyland National 2s number 9 (BVP 809V), which arrived on 26.2.97, and number 26 (EON 826V), which came two days later. Both are ex-Midland Fox buses that first came to CBT in 1994, but were transferred to Southend Transport in August last year. They replace two Atlanteans. 65 (MUA 865P), the last of the ex-London & Country ANs, was withdrawn on 25.2.97, and 73 (TPU 73R) was transferred to London & Country, Addlestone, after almost twenty years of service in Colchester.

41 was at Ipswich Buses for repair from 7.2.97 for five days. 9 went there for an overhaul on 5.3.97.

Railway work in February included journeys between Colchester and Clacton on 13th, five duties for London General between Embankment and South Kensington (348, 349, 350, 355 and 463) on 23rd, standing-by at Waterloo on 24th (348 and 463), two journeys between Witham and Braintree (67 and 349) on 25th, and two journeys between Colchester and Clacton on the afternoon of 26th (45 and 100). There were also some trips between Colchester and Clacton on 2.3.97.

Thamesway

Allocations 23rd February

206 D/L(D)-Pool, 225 D/L(D)-Pool

Repaints

314, 344, 379, 384, 391, 4009

314 was in advertising livery for West Park Toyota, 4009 is the first double deck in the new livery.

Service revisions

Revisions to late evening services 3, 20, 21B, 27A and 63 took effect from 29th November 1996.

210 Additional schoolday journey introduced 0719 Benfleet to Bournes Green from 29th November 1996.

43/A Minor timetable changes from 2nd December 1996.

250 Service rerouted NOT to serve Wuckford Broadway in the Southend to Basildon direction from 8th January

Electric Powered Bus

Essex County Council have kindly provided this information.

In January 1995, Essex County Council agreed to contribute £25,000 towards a project being led by Badgerline Ltd (owners of Thamesway) to test the use of an Electric powered bus in normal revenue earning service. The project was financed/supported by Badgerline, Dennis and Plaxton (manufacturers, Wavedriver(system, developer) and Powergen. The vehicle earmarked for the project was one of 702-711 now in service at Hadleigh.

Both Wavedriver and Thamesway showed their commitment to the project and local authorities agreeable to making any necessary infrastructure adaptations, two events have conspired to delay the project. Firstly, Badgerline Developments (set up by the Badgerline Group to oversee such projects) was disbanded. Secondly, one of the major partners, Powergen decided to pull out, and attempts to replace them with another electricity supplier has proved unsuccessful.

Essex County Council are keen to see this project move forward as there are clear benefits to be made by such a vehicle. Consequently, three recommendations have been made.

- 1 Thamesway (Essex Buses Ltd) be asked to give a firm commitment that the Electric bus project will proceed and be operational by January 1998.
- 2 If such a commitment cannot be given then Essex County Council withdraw from the project.
- 3 If the County Council withdraw from the project, the resources which would have been devoted to the electric bus be safeguarded for a project aimed at reducing the adverse effects on air quality of passenger carrying vehicles.

EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

Bedford OB 4065 ONO86

Delivered to Eastern National in 1949, it is thought to have spent most if not all of its time at Clacton. Re-numbered 192 in July 1954, withdrawn in 1958, and passed to AMCC Ltd (dealer) in Stratford, London in June 1958. It was operated by Saunders, Huntingdon by September 1958 and Blue & Cream, Ashwell, Hertfordshire by September 1959 - then where?

3875 - 3884

In 1942-1943 Eastern National received a total of ten Guy Arabs fitted with Brush UL55R bodies, namely 3875-7 JTW146-8 in 1942, followed by 3878-3884 JTW233-9. All were sent to Grays depot, although it has been suggested they could have worked out of Luton depot for a short time.

The Guys were delivered in a grey livery, later given Eastern National standard livery, the Brush bodywork of austerity standards, fitted with small front indicator boxes except 3880 JTW235 (which may have sustained body damage at sometime) had a full width (ECW) style box.

The complete fleet was centred at Grays on town services, with occasional summer excursions to Southend on route 70, and survived to 1951 when they were all transferred to London Transport on the take-over of the Grays area routes and the Argent Street garage.

They immediately appeared with LT fleetnames and running number stencil holders. They remained with London Transport until February 1952 when they returned to Eastern National.

The Guys were dispersed to Braintree, to work alongside Hick Bros. Guys, and Clacton except 3884 JTW239 which for a short period in 1952 was at Bishop Stortford for use on the service 38 replacing the Bishop Stortford - Essenhams - Thaxted railway service that had been withdrawn. Later in 1952 this was exchanged with Clacton's Bristol K 3942 MPU3. Allocation after return by London Transport;

3875	CN	3880	BE
3876	BE	3881	CN
3877	CN	3882	CN
3878	CN	3883	BE
3879	CN	3884	BS later CN

In 1954 they were renumbered 1178-84 surviving until 1955 and were sold to AMCC - London in 1956 and all presumably scrapped as no disposals are known.

EASTERN NATIONAL

NEW SERVICE :

BISHOP'S STORTFORD — ELSENHAM — DEBDEN CROSS — THAXTED

(Consequent upon withdrawal of Railway Service on Elsenham—Thaxted Branch Line)

commencing

MONDAY, 15th SEPTEMBER, 1952

SERVICE 38

Weekdays only

		NS		S		Thro' Fare
		a.m.	p.m.	p.m.	p.m.	
Bishop's Stortford, EN Office, South St.	dep.	6 30	1 0	1 30	4 40	6 10
Bishop's Stortford, Railway Station.....	"	6 33	1 3	1 33	4 43	6 13
Stansted, Railway Station.....	"	6 46	1 16	1 46	4 56	6 26
Elsenham, Railway Station.....	"	6 53	1 23	1 53	5 3	6 33
Henham, "The Bell".....	"	7 0	1 30	2 0	5 10	6 40
Hamperden End, "Three Horseshoes".....	"	7 9	1 39	2 9	5 19	6 49
Debden Cross.....	"	7 13	1 43	2 13	5 23	6 53
Cutlers Green, "The Oak".....	"	7 19	1 49	2 19	5 29	6 59
Thaxted, "Guildhall".....	arr.	7 23	1 53	2 23	5 33	7 3
		NS		S		Thro' Fare
		a.m.	p.m.	p.m.	p.m.	
Thaxted, "Guildhall".....	dep.	7 30	2 0	2 30	5 40	7 10
Cutlers Green, "The Oak".....	"	7 34	2 4	2 34	5 44	7 14
Debden Cross.....	"	7 40	2 10	2 40	5 50	7 20
Hamperden End, "Three Horseshoes".....	"	7 44	2 14	2 44	5 54	7 24
Henham, "The Bell".....	"	7 53	2 23	2 53	6 3	7 33
Elsenham, Railway Station.....	"	8 0	2 30	3 0	6 10	7 40
Stansted, Railway Station.....	"	8 7	2 37	3 7	6 17	7 47
Bishop's Stortford, Railway Station.....	"	8 20	2 50	3 20	6 30	8 0
Bishop's Stortford, EN Office, South St.	arr.	8 23	2 53	3 23	6 33	8 3

NS - NOT SATURDAYS

S - SATURDAYS ONLY

RETURN FARES: Bishop's Stortford—

Elsenham 1/2, Henham 1/4, Hamperden End 1/6, Debden Cross 1/9, Thaxted 2/1

**FOR REVISIONS TO SERVICE 13a BISHOP'S STORTFORD —
STANSTED—ELSENHAM—HENHAM—DEBDEN IN CONNECTION
WITH THE INTRODUCTION OF THIS NEW SERVICE, SEE OVER**

FORMER EASTERN NATIONAL/THAMESWAY VEHICLES OPERATING IN ESSEX

EASTERN NATIONAL

BLACKWELL ABBESS RODING

C600 NPU FORD TRANSIT ex 0600

CARTER COLCHESTER

SVW 274K BRISTOL RELL ex 1546

NELSONS WICKFORD

STW 25W(BIL4710) BRISTOL VR ex 3081 via THAMESWAY

HEDINGHAM & DISTRICT

UVX 4-7S BRISTOL LH ex 1100-3

BNO 700/3T BEDFORD YMT ex 1214/7

NPU 979M BRISTOL VR ex 3032

STW 30W BRISTOL VR ex 3086 via THAMESWAY

WHM BRENTWOOD

BS88 BPU (LIL 7230) LEYLAND ONTL11/2Rsp ex 4500 via THAMESWAY

THAMESWAY

GODWARD COACHES WICKFORD

FDZ 984 LEYLAND TRCTL/11/3R ex 2202

B238 BGL (IAZ8394) LEYLAND TRCTL11/3R ex 512

WILKINSONS COACHES BASILDON

B237 BGL (IAZ6393) LEYLAND TRCT41/3R ex 513

AMBER BUS & COACH BASILDON

ATH 110T (IAZ8387) LEYLAND PSV3C/4R ex 511

FORD ALTHORNE

RRP 857R BRISTOL VR ex 3207

XNV 882S BRISTOL VR ex 3209

ESSEX COUNTY COUNCIL

A major reduction in the funding available for public transport has seen a number of service revisions to be made. These are detailed below, under the operators concerned. While it is easy to sit back and attack these cuts, it reflects the low usage made of these routes over a period of time.

On a more positive note, return fares are to be made available on routes in the Chelmsford and Harlow area from 30.3.97.

Eastern National

NEW VEHICLES

1501	P501 MNO	Dennis Lance	N Counties Paladin	B49F
1502	P502 MNO	Dennis Lance	N Counties Paladin	B49F
1503	P503 MNO	Dennis Lance	N Counties Paladin	B49F
1505	P505 MNO	Dennis Lance	N Counties Paladin	B49F
1506	P506 MNO	Dennis Lance	N Counties Paladin	B49F
1507	P507 MNO	Dennis Lance	N Counties Paladin	B49F
1508	P508 MNO	Dennis Lance	N Counties Paladin	B49F
1509	P509 MNO	Dennis Lance	N Counties Paladin	B49F

These vehicles have Cummins C series engines.

Chassis numbers are D211BR3TGL10571-3/5-9, body numbers are 5648-50/50-56.

The balance of these vehicles, 1504/10-13 are expected to arrive during late March, although they may be delayed into early April at Northern Counties.

They were first noted in Colchester during the w/c 24.2.97. on driver type training. They entered service on 3.3.97. with at least 1502/3/5-9 in use, being noted on services 65,70,77,78/A and 88. The fleetnames are bigger than those currently in use. They are also fitted with a full height driver protection screen.

ALLOCATIONS

Period end 23.2.97. 1501-3/05-09 NEW -POOL; 3231 CR-D/L(D)

As the official allocation list is now based on accounting periods, I have now adopted this method in the magazine.

Hence, the entry of the Lances into service at Colchester and subsequent re-allocation of vehicles will appear next month.

Pool allocated Leyland National 1870 has recently moved from Chelmsford to Harwich. Hence the type is removed from the former, but brought back to the latter!
In addition Pool 1833 is also at Harwich.

REPAIRS

1/97	9018
2/97	2802 (advert) 3072 3077

9018 is in an overall green livery for its new role as a driver training vehicle.

2802 is an overall advert for Army careers, although its front remains in fleet livery.

For the record other vehicles in advert schemes at present are:-

1402	Essex County Council Travelwise
2655	Westwood & Clark
2801	Rollerworld

3072 and 3077 have been refurbished by Marshalls at Cambridge and modified to H43/31F.

GENERAL

A vehicle lift has recently been brought into use at Chelmsford. It is portable and in four pieces, one for each wheel. The "First Bus" seen using it was Lynx 1407.

A number of modifications have been made to vehicles in recent months, some being forced as replacement parts are no longer available. These include different rear engine panels on Leyland Nationals, revised rear light clusters on most Lynxes and some Olympians, and non opening windows, these usually being fitted to replace damaged upper deck or side windows on double deckers.

Departure stands at Colchester Bus Station were revised from 3.3.97. so that services 70/A now depart from Stand 10 and 105 now uses Stand 11. This means all services to Marks Tey use the same stand.

Roadworks at the junction of Mersea Road and Abbots Road closing the road to westbound traffic has meant the diversion of service 66B. The xx25 from Old Heath operates Old Heath Road, Barnhall Ave, Churchill Ave, Stalin Road, Roosevelt Way to normal line of route. The xx55 operates Old Heath Road, Abbotts Road, Mountbatten Drive, returning via Abbots Road to Old Heath Road then as normal line of route.

SERVICES

36 Sunday service withdrawn after 23.3.97. (see service 353)

45A Introduced on Sunday from 30.3.97. between Moulsham Lodge and Writtle to part replace services 44C and 452.

50 Withdrawn on Sundays after 23.3.97. Replaced by service 41/51.

56C Operation passes from Harris to EN on Sundays from 30.3.97.

70 With effect from 30.3.97. Sunday service passes from Hedingham to EN.

102 Revised Sunday service introduced from 30.3.97.

108 From 30.3.97. the 0835 ex Clacton and 1935 ex Harwich are withdrawn.

119 Renumbered 75 on Sundays from 30.3.97.

129 Renumbered 75A on Sundays from 30.3.97.

- 353** Introduced from 30.3.97. Halstead to South Woodham via Chelmsford.
451 Service re-numbered 352 from 30.3.97. Operates via Robjohns Road in Chelmsford to a similar timetable.
452 Withdrawn after 23.3.97. (see service's 45A/353). Writtle to Ongar is no longer served.

All Clacton and Walton area town services will be revised on Sundays from 30.3.97. Services 851-4 in Harlow will have revised routes and timetables from 30.3.97.

UNUSUAL WORKINGS

There appears to have been a shortage of Darts and Mercedes at Colchester recently, with the following having been noted:-

- 14.2.97. CR 3230 on service 64/A
 19.2.97. CR 3227 on service 64/A
 21.2.97. CR 3103 on service 64/A
 24.2.97. CR 1890 on service 66A
 25.2.97. CR 2803 on service 64A (Mercedes duty) CR 3232 on service 66B
 3.3.97. CR 4016 on service 70A

INITIAL DISPOSALS

- 1832 (VAR 898S) Hardwick, Carlton, for scrap, 3/97.
 3500 (WNO 546L) Hardwick, Carlton, for scrap, 2/97.
 3501 (NPU 974M) Hardwick, Carlton, for scrap, 2/97.



HARRIS bus

SERVICES

- 44C** Withdrawn after operation on 23.3.97.
71C Operation on Sundays commences 30.3.97. Replaces Carters service 53.
140 Introduced on Sundays between Basildon and Chelmsford and replaces existing services 40 and 152 from 30.3.97.

HEDINGHAM

VEHICLES

Vehicles recently acquired, have been numbered as follows:-

- | | | |
|------|----------|----------------|
| L253 | RAH 260W | Bristol VR/ECW |
| L254 | PWY 39W | Bristol VR/ECW |
| L255 | STW 30W | Bristol VR/ECW |
| L256 | SUB 791W | Bristol VR/ECW |

L257	PWY 46W	Bristol VR/ECW
L258	M261 KWK	Volvo B6/Plaxton
L259	TJI 1688	Volvo B10M/Plaxton (ex G88 RGG) - ex Osbornes

The following vehicles were acquired with the business of Osbornes, Tollesbury at 11 am on 10th February 1997.-

(4)	GSL 897N	Daimler/Alexander
(2)	KUC 228P	Daimler/MCW
30	NPJ 473R	Leyland National
31	PPM 896R	Leyland National
11	OSR 191R	VRT/Alexander
18	BHJ 368S	VRT/ECW (new as VPF 282S)
12	CJH 115V	VRT/ECW
27	CJH 141V	VRT/ECW
45	KBC 2V	Volvo/Plaxton
(60)	EWV 213T	Leopard/Plaxton
14	MNK 427V	Leopard/Duple
16	MNK 429V	Leopard/Duple
(19)	MNK 430V	Leopard/Duple
(54)	LUA 289V	Leopard/Plaxton
(41)	RWC 41W	Leopard/Plaxton
17	XGS 767X	Tiger/Plaxton
(9)	CPU 125X	Tiger/Plaxton
8	GVS 948Y	Tiger/Plaxton
53	JIL 5623	Tiger/Plaxton (ex FNM 860Y)
10	SJI 4635	Tiger/Berkhof (ex JVV 160Y)
32	SJI 2954	Tiger/LAG (ex B444 BAR)

Where fleetnumbers are shown in brackets, they are not actually carried on the vehicle.
The above still carry Osbornes names.

Hedingham fleetnumbers have not yet been allocated to the above.

Of the above KUC 228P and OSR 191R have gone to Sudbury. The first for sale and OSR for spares.

Bedford YRT/Marshall L81 (YNO 481L) and Bedford YRT/Plaxton 759 KFC have been sold to Partridge (dealer), Hadleigh, Suffolk.

ALLOCATIONS

At least L146/249/252/257 and 258 are in use from Tollesbury. It is hoped to publish an updated allocation in the near future.

SERVICES

90 After 27.3.97. the 1820 ex Witham to Gt Totham is withdrawn

600 Revised timetable introduced from 11.3.97.

OTHER OPERATORS - REST OF ESSEX

ABA BUSES DOVERCOURT A second vehicle is Ford Transit HTF 316W, lettered for ABA Self Drive Hire.

AIRPORT COACHES STANSTED Both Dodge/Reeve Burgess minibuses D526/7 MJO have been sold. Toyota Caetano H370 GRY has been acquired from Sampsons.

AIRPORT EXPRESS SOUTHEND Talbot G644 DHK is a recent addition.

APT RAYLEIGH Bedford YNT/Plaxton HRO 2Y has been acquired, along with ex Cambus VR's PTT 92R and BCL 213T. Bedford YRT/Duple BDL 598L and VW minibus K2 APT have been sold.

BERNARDS COACHES HARLOW Leyland Tiger/Plaxton NIW 4810 (new as A943 XDW) has been added to stock. Mercedes minicoach G455 SGB has been sold.

BORDACOA WICKFORD The Friday service on route 8 between Cheshunt and Romford has been withdrawn.

BRAMMAN CLACTON Another new man/one vehicle operator, with Freight Rover D263 CBJ ex Suffolk CC.

BRENTWOOD COACHES Bedford YMP/Plaxton HIL 9273 has been sold. A further preserved vehicle has arrived in the shape of NHY 947 a Bristol LWL6B/ECW ex Bristol Omnibus 2815. Former Osbornes M577 JBC is numbered 1 here. Volvo/Van Hool LIL 7229 is now numbered 17.

CARTERS COACHES The daytime service 78 on Sundays is to be operated commercially from 30.3.97. The evening service remains under tender to ECC, but the operator is not known at present.

CEDRIC WIVENHOE A recent addition is NIL 2266 a Neoplan Skyliner, for which further details are unknown. Bristol VR TWS 905T appears to have gone.

CHAPMAN CHELMSFORD Previously only involved in driver training with lorries and coaches, E795 GVJ a Ford Transit is now being operated as a PCV.

CHARIOTS CORRINGHAM A recent change in stock has seen Toyota Caetano G105 APC, Setra 8603 PH and Volvo/Ikarus G432 SNN arrive. They have replaced G624 YNE a DAF/Van Hool and Scania coaches M322/3 VET.

CHELMSFORD CAB Further Ford Transits are ex Kent CC G651 PKO, G342 PKR, G124 UKJ and G807 SKP. These have Crystals conversions and rear wheelchair lifts and are similar in appearance to the batch of D registration Transits 0750-6 operated by EN some years ago. They are thought to be for use on taxibus services in Chelmsford due to commence on 1.4.97.

CLINTONA BRENTWOOD Service 856 in Harlow will be withdrawn after operation on 23.3.97.

COUNTY COACHES BRENTWOOD Further to EBN 392, 2899 RU is a Bedford/Plaxton, thought to be the former CUT 33T, which was owned by Cutts, Nazeing for a short while.

CRUSADER CLACTON New here is an unusual Iveco/Beulas P120 KNO. Two Van Hool T815's have been acquired, one is 196 COY (C426 VAY) the other is thought to be BAZ 4772 (C384 AAD), these being in the Windmill fleet.

DENYER STONDON MASSEY Further to EBN 394, SUR 277R has not been sold.

DONS DUNMOW A Dennis Javelin/Caetano K17 WEB has been acquired from Swallow, Rainham. Toyota Caetano F337 JTN is being used for spares, following

accident damage. Former Ipswich Atlantean HDX 907N has been converted to single door as H43/29F. It too has accident damage and is currently out of use.

EDS MINIBUS HIRE EAST TILBURY Iveco minicoach TRE 929X was offered for sale at Chelmsford Auctions, but failed to reach the reserve price.

FARGO RAYNE Mercedes 0303 carries Stansted Airport Cars fletnames in addition to those of Fargo. This is thought to be as a result of contract work carried out on behalf of Stansted Airport Cars. Bedford YMP/Plaxton FAR 601T has been sold to a Colchester based operator, thought to be Glew or Tee-Jays.

FARNHAM HIRE SERVICES FARNHAM Recent additions are Ford Transit/Chassis Developments C176 EMJ and Mercedes/PMT B333 SDD.

FLORIDA COACHES HALSTEAD Toyota/Caetano FIL 8517 (H389 CFT) is now in this mainly taxi fleet

FORD ALTHORNE Former Crusader Coaches Van Hool Astromega 114 RVX has been re-registered, the new plate is not yet known.

GLEW COLCHESTER Bedford VAS/Plaxton NUT 567W was destroyed after it caught fire on a motorway recently

GRAHAMS KELVEDON Ford Transit E23 EFW is a recent addition.

GREY GREEN Operation of services 20 and 167 was revised and new vehicles introduced from 8.3.97.

HALLS ELSENHAM Have acquired Quest 80/Van Hool C75 YVC.

LODGE HIGH EASTER Leyland Tiger/Van Hool 436 VVT has been re-registered B379 FHK and sold.

M&E SHOEBOURNESS Bristol VR KOU 796P has been acquired from Stephenson's.

MIKES COACHES BASILDON The operating centre is now located at The Granary, Pipp's Hill Road North, Billericay.

OSBORNES TOLLESBURY In addition to the 22 vehicles listed as passing to Hedingham the balance of the fleet was sold as follows:-

M577 JBC Brentwood Coaches

L705/6 JNR thought to be with Lodge, High Easter

TJI 1670/85 Taylor PSV Sales, Newmarket.

What remains of Leopard NDF 909M is still at Tollesbury depot and is expected to be removed shortly.

PDQ TRAVEL COLCHESTER A new PCV operator, with at least K586 AMJ a Nissan Urvan and L586 EDA a Renault Jubilee. Also here but with a taxi plate is P337 RBM a Nissan Serena.

PEGASUS POINT CLEAR Mazda/Howletts H470 VNN has been acquired from ACS, Tendring

RUFFLE CASTLE HEDINGHAM Volvo/Berkhof A830 NTW has been acquired.

STANSTED LONG STAY CAR PARK Not an operator as such, but the contract here will pass from Ralph, Slough with Optare Excels to Meteor Parking t/a Pink Elephant, who have ordered 6 two door East Lancs Sprytes.

STEPHENSONS Sunday service 11A between Southend And Chelmsford re-numbered 33A from 30.3.97. Former Southend Fleetline JTD 393P is now in fleet livery, ex overall advert for 10 pin bowling.

SUPREME SOUTHEND P972 HWF is a new Neoplan Cityliner. It replaces HSK 843 (F918 YNV) a MAN/Jonckhree which has been sold.

TIGERWAYS HARLOW Volvo/Van Hool KBZ 5330 (EBC 523T) is a recent addition. Iveco minibus E581 TYG has been destroyed by fire.

WALDEN TRAVEL SAFFRON WALDEN Two vehicles of different size have been acquired. Tiger/Plaxton BAJ 641Y which is now registered YJU 286 and Ford Transit L655 SVC. DAF/Plaxton RJI 1978 (SUH 160Y) has been sold after a short stay here.
WOODS THORNWOOD COMMON Mercedes 0303/Jonckhree A120 SNH has been re-registered TJI 1697.

ESSEX ODDS & ENDS

The following have been through Nationwide Seat Belts at Maldon during February:-

Southern National A622 YOX (Tiger/Marshall) MFR 18P and TSJ 74S (Leopard/Alexander) C462 BHY and C950 GYD (Ford Transit/Dormobile)
London Borough of Greenwich K761 PPO, F131 OYO and J134 KPD (Renault/Wadham Stringer)
Metroline GYE 449W (Metrobus)
Hickmott, Kingsnorth 123 GDV (DAF/Plaxton)
Ford, Althorne 114 RVX (Van Hool Astromega)
Stewarts, Mortimer H374 CPX (Ford Transit) and L345 GKN (LDAF 400)
Lincolnshire CC HYD 266Y and NDW 36X (Ford/Duple)
Unknown owner H228 CFJ (Volvo/Plaxton)

Another location in Essex to find vehicles is Chelmsford Auctions, located at the Boreham Interchange of the A12.

A large number of mainly minibuses, pass through here for sale, although some larger vehicles do appear from time to time. During February vehicles belonging to Kent CC sold included Omnis, Ford Transits, Renault, Mercedes Benz and DAF minibuses. Other vehicles sold were ex Essex CC, London Borough of Wandsworth, British Airways and Marshall Group minibuses.

1971 And Still Going!!!

On a recent check on Essex operators, it was found that the following operators are still keeping vehicles that are now in their 26th year of service.

Wicks Coaches Braintree
FLY 755J Seddon 4 Plaxton C51F

Ridgeon Stanford le Hope
SJ12238 (VDF 329K) Leyland PSU3B/4R Plaxton C46F

Castle Point Bus Co. Hadleigh
UFC 422K Daimler CRL6 Northern Counties H43/27D

Kirby Co's Rayleigh
OTW 116K Setra S130 Kassebohrer C51F

Ford Althorne
PRG 124/7/8J Daimler CRG LX Alexander H48/335F

Kirby's OTW116K was purchased new in August 1971, the remainder being second-hand purchases.

Southend Transport

Vehicles;

The Mercedes Minibuses are type 711D not 810D.

These entered service on 24/2/97.

The new Dennis Dart SLF/Plaxton, are reported as DLP 056 - 067.

(P256 SPK) etc. The First Darts are due in May....

Withdrawn;

LN 9 (BVP 809V) 24/2/97.

LN 26 (EON 826V) 27/2/97.

Disposals;

LN 9 (BVP 809V) to Colchester B.T 26/2/97.

LN 26 (EON 826V) to Colchester B.T 28/2/97.

Subsequent Disposals;

RM 119 (LDS 280A/VLT 104) to Reading Mainline, (ex London Sovereign.)

RM 120 (LDS 284A/WLT 546) Exported to Germany, (ex Hugh Lowe Farms
via Brakell, dealer.)

VR 381 (BUH 233V) to Beeston, Hadleigh (Norfolk) Dealer stock.

VR 401/3/4 (LHG 440/7/8T) As 381 above.

VR 402 (LHG 441T) to Grey, Witchford. (ex Beeston, Hadleigh..dealer.)

LD 506 (BTE 206V) to Milward, Peacehaven. (ex Woodcock, Portslade.)

FL 356 (WJN 356J) Sold by Ford , Althorne. 7/96.

Repaints;

ON 903 (F573 SMG) All over advert for H.W.S Fiat, dealers.

TR 551 (B100 XTW) Has finally received Green Line logos.

Services;

The 3 journeys to Heathrow Airport will continue until the
end of April.

795 Service for summer 1997 starts Saturday 29th March 1997.

Will operate every Saturday from 29/3/97 until 27/3/97 inc.

Also on Fridays 28/3, 2/5, 23/5 & 22/8/97 and Mondays 31/3, 5/5, 26/5 & 25/8.

Departs Southend at 08:00 arriving in Brighton at 11:20

Departs Brighton at 17:00 arriving in Southend at 20:20 .

MEDIA MONITOR

February 14: Tiptree Parish Council have been advised by Eastern National that bus stops were to be provided along Maldon Road for journeys from Colchester terminating in the village. A new partner is required by Essex County Council to develop an electrically powered bus. The following is exactly as printed! "An understanding had been reached with Badger Line Bus Company to develop the electric bus but councillors were told the company had been taken over by First National Bus". Weekend roadworks in Coggeshall will close Church St result in bus services being diverted via Stonham Street and Jaggards Road.

February 26th: Boxted Parish Council is concerned at the rerouting of the 4.15pm bus from Colchester which now runs via Gt. Horkesley and omits a long stretch of road in the village. They feel parts of the new route are unsuitable for buses and that Gt. Horkesley already has enough buses. *(This change occurred back in September when the 1615 Service 84 and the 1620 80 journeys were combined)*

February 28th: The first of a new fleet of 13 "green" buses worth £1½m has been handed over to Eastern National. The Dennis Lance buses were handed over at the Kingsford Park Hotel in Colchester by Paul Nicholson, David Cheeseman (Denis) and Frank McGhee (Northern Counties) to Robin Orbell and Gordon Cheek (EN). The vehicles have side and rear number displays. ECC have informed Tolleshunt Knights Parish Council that grants are available for bus shelter, the councillors are however more concerned about the level of service to be provided by Hedingham following their takeover of Osbornes,

March 7th: A letter to the Essex County Standard from a TGWU Branch Secretary regarding pensions and the break up of NBC in 1986 is illustrated with a photo of Colchester Bus Station. A line of FLFs and MWs facing towards East Hill with 2727(174XNO) leading. The caption "Nothing Doing" suggests this may have been taken during a strike. Nice to know the paper keeps its archives!

March 12th: In the year to December 1996 the bus operations division of Cowie Group made a pre-tax profit of £30.4m. £11.1m of this represented 5 months contribution from British Bus and £1.3m from County Bus. Chief Executive Gordon Hodgson says that bus operations are now an integral part of the group's future development and they will be pursuing opportunities for further service improvements, efficiencies and revenue growth.

The March issue of Colchester Today a monthly Conservative Party newsheet carries a colour photo of Stephan Shakesheare, the PPC for Colchester Town, at the wheel of a Hedingham vehicle on service 49, which apparently can run on liquid gas. He is talking with two Colchester bus companies about a new park and ride scheme that would be planned and operated by the companies themselves.

In recent weeks various operators in the county have been offering vehicles for sale:

Boons: 1990 Setra 215HD 49 seats

1993 Setra Tornado S215HD, one 48/49 seats and one 36 seats.

Cedrics: 1991 Volvo B10MT/Jonckheere Deauville Super High 51 seats

Harris: 1993 DAF SB3000 Van Hool 48 seats

Kings: 1988 Bova Futura 49 seats

Supreme: 1990 MAN 16.290 Jonckheere Deauville 51 seats

1991 MAN 16.290 Jonckheere Deauville (2) 51 seats

1978 Bristol VRT Leyland 501 double deckers (2) 74 seats

All items appeared in Coach & Bus Week, Colchester Evening Gazette, East Anglian Daily Times or Essex County Standard unless otherwise stated.