

ESSEX BUS NEWS

The monthly magazine of the

ESSEX BUS ENTHUSIASTS GROUP

MARCH 1988

(Formerly the *EASTERN NATIONAL ENTHUSIASTS GROUP*)

ISSUE No. 288



SD1125 stands at Southend Central Bus Station prior to departure on service 795 to Brighton.
(I. Ransom)

ROCHFORD MEETING

Will take place at Rochford Freight House on April 12th and features a slide show by Peter Chandler on Buses around Manchester.

CHELMSFORD MEETING

Will be held at 62 Plantation Road, Boreham on Tuesday 26th April and provides an opportunity for discussion, commencing at 1930. Service 353 departs Chelmsford at 1900 and passes along Plantation Road.

APOLOGY

Owing to an administrative error, the wrong cover was used for the February 1988 issue of the magazine. The cover should read 'February 1988, issue no. 287'. The pages were correctly numbered.

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A MESSAGE FROM THE CHAIRMAN

The finances of the Group are arranged such that production of the Magazine is met from subscriptions. Since the rate of subscription is always kept as low as possible there are no additional funds available to subsidise other Group activities. Accordingly, the hire of rooms for meetings has to be met from coach tour and sales revenue. Unfortunately, during the past year neither of these activities created any surpluses for the Group. At the recent Annual General Meeting the general feeling of the assembled members was that subscriptions should not be increased to subsidise other Group activities. Hence, with immediate effect, we have to announce a meeting charge of 20p per person at all meetings where room hire is required.

COMMITTEE MEMBERSHIP VACANCY FOR TOURS OFFICER

Following the extensive discussion which took place on the subject of coach tours at the Annual General Meeting, Martin Weyell has decided to relinquish his position of Tours Officer, which he has held for nineteen years. We would like to thank Martin for the work that he has put in over many years and for the revenues that he has gained for the Society. We now invite applications for the post of Tours Officer to take effect immediately. The Medway Tour arrangements are now complete and bookings for this tour will be handled by the Chairman. The successful applicant would have sole responsibility for the organisation of coach tours, which at present are usually three per year. The next proposed coach tour would be the summer excursion scheduled for July 1988 followed by the September tour on a Saturday or Sunday late in the month. As a guide for potential applicants, the following notes are provided as a guide to the work involved in the organisation of a typical coach tour :

Decide itinerary - plan schedule - write to operators for permission to visit - obtain quotations for hire of vehicle (and hotel accommodation if necessary) - calculate price of seats - draft tour form - handle tour bookings - manage tour on day, pick up passengers, operate to schedule, announcements to passengers, arrange vehicle manoeuvring, answer queries, check safety - check final accounts - pay invoices - send letters of appreciation - write tour report.

Applications should be sent to the Chairman, Alan Osbourne, 7 Farley Drive, Seven Kings, ILFORD, Essex IG3 8LF as soon as possible, giving details of any experience. Assistance with the organisation of 1988 can be provided if needed.

MEDWAY TOUR - Saturday 14th May 1988

A booking form for this tour is included with this months Magazine. You will have read in the Chairmans Message that coach tours provide essential revenue to the Group to allow other services to members to be provided. So the more members that come on tours the greater is the revenue obtained and the cheaper the fares can become in the longer term. If you have not been on a tour before then why not try this one? You will meet other members to have a chat to, you will be able to gain access to a number of bus garages and to ask questions to the staff, and you will have an opportunity to select the vehicle that you would like to photograph and see it positioned correctly, such as that elderly school bus which always lurks in the depths of the garage. Do you now see what you have been missing, so why not fill up the form now and give it a try.

NEWS SHEET TYPIST

Many thanks to member Wayne Aston who has taken over this role and commenced his duties, with last months magazine. The content with the exception of the Southend notes are now prepared by him using a VDU and printer against the typewriter previously used and will give a better print style.

ESSEX COUNTY COUNCIL TIMETABLE SUBSCRIPTION SERVICE

We are pleased to announce this new service for members. Do you collect Essex County Council timetables, and would you like to automatically receive each new issue as soon as it is available? If the answers to both of these questions is yes, then this new service is just what you have been waiting for.

For a single payment (of either £5 or £10) you will receive each timetable as published until further notice; the cost of each timetable and carriage costs will be deducted from your single payment until it is almost exhausted, when you will be invited to make another payment if required. If you would like to be included on the timetable subscription service, then please send your cheque for £5 or £10, made payable to the E.B.E.G. to:

M.R. Bullock Esq., 219 Maplin Way North, Thorpe Bay, SOUTHEND-ON-SEA, Essex SS1 3NY.

Timetables may still be purchased individually from Mark Bullock at the above address.

OBITUARY

We regret that Mr Rodney Hawkins, who was Eastern National's Chief Engineer from 1973-1978, died on February 2nd aged 46, after a long illness. After leaving EN he joined Alder Valley and later became Regional Engineer for the South East Region of the NBC and General Manager of Amalgamated Passenger Transport. During his years with EN his advice and help was of great use to the group and on behalf of the membership I would like to pass on our belated condolences to his family.

VISIT TO SANDTOFT TRANSPORT CENTRE

A proposed visit to the Sandtoft Transport Centre on Annual Gathering Day will take place on Sunday 31st July 1988. There will be 60 vehicles domiciled on site and over 100 visiting buses and coaches. The fare will be approx. £9.50 + admission charge. To receive full details please send a S.A.E. to J.H. Zebedee, 52 Claudius Way, Witham, Essex CMB 1PZ.

EASTERN NATIONAL LIMITEDVehicles on order

Further to the notes in the January issue, it is now confirmed that the company has placed an order for thirty Leyland Lynx's, with delivery being made during August & September 1988. No technical details of these vehicles are available at present.

Transfers

2/88 1309 CF - BE; 1655 Pool - CN; 1701 Pool - BS; 1704 Pool - WN; 1831 CF - MN;
1865 DT - HH; 1866 MN - CF; 1870 MN - CF; 1871 HH - BE; 1873 CF - MN;
1901 BE - DT; 3020 D/L(D) - SE; 3022 Pool(DrT) - DT; 3028 Pool - WN;
3037 Pool - CR; 3041 SE - CN; 3067 SD - BE; 3084 BE - MN; 3094 MN - SD;
4511 BE - CF

Corrections to last month : 1831 MN - CF; 1859 CF - BD; 3068 SD - BN

Ford Transit 0601 remains with the company and is currently in use as a driver shuttle bus at WN.

Acquired Vehicles

The entire Coastal Red fleet was taken over on 28.2.88 and details of the fleet are given below, some vehicles may see service with EN but at the time of writing none had received EN fleet numbers.

CRU 141L	Bristol RELL6G	ECW	B47D
EOF 246/275L	Daimler CRG6LX	Park Royal	H43/33F
NOB 331M	" "	" "	" "
ORP 462M	Leyland National 1151/1R		B49F
KNH 503N	" " 11351/1R		" "
GVV 888N	" " "		" "
HNH 118N	Leyland PSU3B/4R	Duple	C47F
GOG 558N	Daimler CRG6LX	Park Royal	H43/33F
GOG 632N	Bristol VRT/SL2/6G	MCW	" "
JOV 700/3/20P	" " "	" "	" "
JCL 812/3V	Leyland PSU3E/4R	Willowbrook	C51F
JCL 807V	" " "	" "	B53F
OEX 797W	" " "	" "	C51F

GOG 632N has been in use as a driver training vehicle from New Writtle, following some attention at Chelmsford depot on 29.2.88.

On Hire

A MCW Metroliner registered E76 TDA was in use from Harwich depot on the 22A/B between 15.2.88 and 20.2.88. The Volvo was last used on 17th January not February as published last month.

Repaints

Last months dates should read 9.1., 16.1., & 30.1.88, my apologies for confusing members by ending these weeks on a Thursday.

w/e 16.1.88 1884 at BN.
w/e 23.1.88 1829 at MN, 3111 at ENE.
w/e 30.1.88 1129 at A1 (correction to last months date), 1838 at HH.
w/e 6.2.88 1849 at BN, 1852 at BN.
w/e 13.2.88 1777 at HH, 1932 at CN.
w/e 20.2.88 1310 at A1, Mundon (Highwayman livery), 1808 at BN, 1873 at ENE
(overall advert for Meridion Windows, Maldon), 1899 at ENE
(Non-Smoking bus for Mid Essex Health Authority).
w/e 27.2.88 1787 at ENE (overall advert for Vernon Collard, Electrical Store, Rayleigh).
w/e 5.3.88 1843 at BN, 1846 at ENE.

Of the above 3111 is the former Essex County Cricket Club overall advert, whilst 1846 was the unibus for Laidlaws, Brentwood. 1873 carried an overall advert for County Motor Works, Chelmsford prior to the above repaint. 1763 is also in the new livery although its repaint date is unknown.

General

Further to last months notes on the takeover of Coastal Red, it is now reported that EN will not move the Clacton allocation to Telford Road for at least three or four months. Also reported is that Jackson Road bus station will close with the site being sold for redevelopment, although the date for this move is also unknown. As will be seen in the allocation notes full size buses have returned to Watton depot for the first time since May 1986. Passengers in Clacton and Watton are now able to get discounted fares in association with their shopping. Local traders give away one stamp with every five pounds spent which are then stuck onto a card. When the card is full they can be exchanged for weekly tickets, excursions and other bus travel. In exchange for participating in the scheme, traders receive free advertising space on the minibuses and on the cards used.

Services

- 3/4(Clacton) Revised afternoon timetable introduced from 29.2.88.
 12 Revised terminals and timetable introduced from 29.2.88.
 74 Additional journeys on Mondays to Saturdays from Clacton to Colchester at 1900 & 2100, returning at 2010 & 2210, introduced from 29.2.88.
 76 Existing service taken over by Eastern National from 29.2.88 (service departs Colchester at 0930 & 1245 not as shown in ECC timetable).
 87 Revised timetable introduced from 29.2.88.
 103/4 Revised routes and timetables introduced from 29.2.88.
 105/6/7/126 Existing service taken over with slight alterations from 29.2.88.
 116 NEW SERVICE. Walton to Harwich at 0649 returning at 1846 via Thorpe and Great Oakley. Introduced from 29.2.88. This is the first Walton-Harwich service since 1969.
 119 0705 Tiptree to Clacton, diverted via Wix and Tendring and retimed to depart Colchester at 0739 from 29.2.88.
 123/5/8 Services passed to EN with no changes to timetables from 29.2.88.
 151,351 Diverted from St Edwards Way, Romford to serve Mercury Gardens, Western Road & South Street to terminate at Romford Stn., from 11.4.88.
 251 Diverted as above via Romford Stn then via Chadwell Heath Rd, Seven Kings Station, Aldborough Road South to Newbury Park then as now to Walthamstow Central then St James Street Stn, Blackhorse Road thence to terminate at Seven Sisters, as from 10.4.88.
 306 NEW SERVICE. Operation of existing route and timetable taken over from Biss with effect from 5.4.88.
 315 Rerouted via Lindsell and Great Eastern to replace withdrawn service 333 (operated by Hedingham). Return journey is retained to 1235 from 14.4.88.
 347/8/9 Operation taken over by EN as a result of LCNE strike action.
 400 Diverted via Leytenstone instead of Snaresbrook and extended to Oxford Circus. Extra stops will be made on Eastern Avenue to replace 251 journeys with effect from 10.4.88.
 504 Journey at 1530 is retimed to 1510 during the Christmas to Easter term.
 722 One journey extended to and from Basildon Bus Station with effect from 28.3.88.

Service 500 included under late news last month is now being operated by Associated Coachways. Revised dates for the introduction of the Romford area changes apply to those published by LOTS, the above were given by the EN Head Office. All service changes on 29.2.88 are of course as a result of the Coastal Red takeover. Operation of the former Tellyn service jointly with Grey Green commenced on 1.2.88 and revised details of these operations will appear next month.

Unusual Workings

- 2.2 HH 3085 on rail replacement at Southend Victoria at 0250.
 4.2 As per 2/2 but using HH 3099.
 8.2 BS 1502 on 370.
 9.2 Pool 1704 on 551, CF 2201 on 91.
 10.2 CF 1850 on 119 (MN duty).
 12.2 BS 1111 on 311.
 13.2 Owing to a vehicle shortage at WW at least BD 1845 & 1876, BN 1918 and CF 3091, 3106 & 3111 were in use on Citybus routes.
 14.2 BW 1124 on 152.
 18.2 Pool 1704 on Coastline service 1.
 25.2 CF 3083 on Asda working in Wickford.
 26.2 BD 1754 on 251.
 27.2 BS 4510 on 309.
 29.2 BD 1881 on 251.
 1.3 BD 3092 on LRT service 20.

In addition BD 1839 was on loan to WW, being noted between 30.1 & 14.2.

DISPOSALSEastern National LimitedInitial Disposals

0600 (C600 NPU) Passed to Mr Blackwell not Mr Blockwell (see also Mag 283).

Subsequent Disposals

- 1302 (LLT 343V) Staines, Laleham, 11/87, ex Arlington (dealer), Enfield.
 1304 (LLT 345V) Linkline, London NW10, ex Arlington (dealer), Enfield.
 1305 (LLT 346V) Staines, Laleham, 11/87, ex Arlington (dealer), Enfield.
 1306 (LLT 347V) Linkline, London NW10, ex Arlington (dealer), Enfield.
 1307 (LLY 342V) Mc Crossan, Strabane, Northern Ireland, ex Arlington (dealer), Enfield.
 3021 (OWC 294K) Bonkers Disco Public House (N-PSV), Seacombe, Wirral, 10/87, ex Martin (dealer), Middlewich.

Eastern National Omnibus CompanySubsequent Disposals'National' numbering series

3709 (FEV 178) Luton & District (for preservation), 10/87, ex. Ledger (for preservation), Northampton.

1964 - numbering scheme

Correction to Mag 287: 9009 (OPU 823D) should read 2858 (OPU 823D)

It is our policy always to quote bus fleet numbers rather than service fleet numbers, we only give service fleet numbers where the vehicle was never part of the bus fleet.

- 1411 (WEU 73L) Clevestone, Hartlepool by 9/87, ex Bennett, Uxbridge.
 (CSV 231) " " " " " " " "
 (XOO 800L) " " " " " " " "
 2821 (717 KZL) Went to Mobile Restaurant, Dublin in 10/81 (additional information
 (JHK 453C) to NS246).
 2867 (RVW 393D) Bradley, Hatton (N-PSV) 5/86, ex Northern Scottish N5DT.
 2871 (RWC 943D) " " " " " " " N235DT.
 2905 (WVX 532F) Entered workshops of Stagecoach, Perth 12/87 and may be re-instated.
 2804 (BVX 680B) Reported as painted into L.T. livery (fleetnumber RM2804) and
 exported to the U.S.A. by Irland (dealer), Hull.
 3006 (SMS 32H) Trent, Derby 759 12/87.
 3008 (SMS 344) Confirmed as acquired by Macs Buses, Roydon. (Further to Mag 286).
 3011 (SMS 37H) Trent, Derby 760 12/87.
 9446 (XVW 634L) Boardman & Wilson, Eccles 4/87, ex Appleton, Bridgend. (This was
 reported 11/87 but has not been published).

3006 and 3011 are operating in Grosville Wales livery with Trent Buses fleetnames from Langley Mill garage on school bus work.

Publicity

Timetable leaflet for 48/48A/56B/56C dated 22.2.88.

Timetable leaflet for 191/204 dated 1.2.88.

Basildon faircard leaflet dated 21.2.88.

The Basildon faircard leaflet mentioned last month is dated 3.12.87.

ESSEX COUNTY COUNCIL

Service 622 will be operated by Blue Triangle using former L.T. RT vehicles.

CORRECTIONS TO MAGAZINE 287

Page 9 Silver Bros should read Silver Birds.

Page 10 UKH 201V/204W should read UKH 201V/203W, WHK 81X should read WHK 81W.

" B89 CNO is a Daf/Van Hool not a Bova.

VISITORS TO EASTERN NATIONAL ENGINEERING - February 1988

R P Holmes, Cheshunt	WCD 525K
Wests Coaches	HVF 538L
London Country North West	TPL 52
Hampshire Bus	3370
Metrolbus, Orpington	UWW 16X
Tellyn Coaches	DHY 479W
London Country North East	LR32 (still present)
London Buses	T876 with L202; T836, T1014 & T1097 still present.

ADVANCE PUBLICITY?

The Daily Telegraph reported that PR methods are so far advanced in Cambridgeshire, that Cambus was able to issue a press release two days BEFORE services revisions stating "Most passengers seem to have no problems understanding the new timetable... Although we obviously have not yet got our figures analysed, our first weekday experience seems to show that it is living up to our expectations". Will EN take their Crystal Ball on loan, one wonders.

RAIL REPLACEMENT

The early Sunday morning buses between Colchester and Shenfield are EN operated as follows:- 0001 Chelmsford to Shenfield & 0031 slow service to Colchester (CF depot), 0031 Shenfield to Colchester fast service (CR depot) and 0121 Shenfield to Chelmsford (BD depot). The 0121 is sometimes CF worked however and in addition a standby bus from CF is kept at Shenfield from 0001 to 0131. A service between Leigh and Laindon was in operation on 20.2 using double decked vehicles from HH,SD and WW.

COLCHESTER BOROUGH TRANSPORT

New Lynx 35 entered service on 6.2.88 and 36 entered service later in the month. Lynx 37 (E37 EVW) arrived on 26.2.88. The following day all five new Lynxes 33 to 37 were formally handed over by Leyland in front of the press at a ceremony at Norman Way Schools. The Lynxes are now in regular use instead of RE's on workings on services 2/2A/2B, 3/31 & 9/9A and odd journeys on other services. RE's 20 & 25 were sold to Newcastle Busways and left on 1.3.88 with 16 and 18 expected to join them soon. This will leave just 22 & 23 which will be withdrawn when the Olympians arrive. The Iveco minibus, which was numbered D21 by CBT left Colchester on 15.2.88. Atlantean 54 was repainted in CBT's new livery, ex livery of Greater Manchester Buses by Great Yarmouth Transport in the week ending 27.2.88 and re-entered service on 29.2.88. Atlantean 75 was being repainted at Yarmouth in the first week of March 1988.

Radios have been fitted to 103/4 no doubt for use on the 601, which will be CBT's first stage service into Cambridgeshire. Service 2B is to be introduced on Saturdays from 26.3.88. It will be inter-worked with the short journeys on service 4A, which will be reduced from four to two an hour. Lynxes 31 and 32 and Olympian 43 are back in use, but Atlanteans 79 and 88 remain out of service. A leaflet for services on Good Friday with services on 1,1A,2,2A,4,4A,5A,6A,7 group & 8 has been issued. Only one unusual working to report this month with 57 being noted on the 3/31 on 17th February. Highwood Taxis service was reduced to just two journeys a day with effect from 12.1.88.

SOUTHEND TRANSPORT LIMITED

These notes are correct to March 6.

Vehicles**NEW & ACQUIRED:**

We can confirm that 216/7 (FEH 778/80Y) will NOT now be acquired; in addition, the two DAF/Duple coaches 259/60, although built, will NOT be bought by Southend. They are currently in dealer white, pending sale elsewhere.

WITHDRAWALS/DISPOSALS/SUBSEQUENT DISPOSALS:

Withdrawn: 335 (WRO 435S), 341 (YHB 21T) - both 22/2/88
 347 (XWX 184S) - 2/88
 We can now confirm the dates of withdrawal of
 202, 325/8/54 - all 9/1/88; 357 - 5/2/88.

Initial disposals: 304 (UNH 7L) Body shell to PVS, Barnsley
 201/2, 321/2/6 - further details are now to
 hand on the sales to Busways Travel:-
 201/2 numbered 1832/3, allocated to Byker and
 Fulwell resp.; 321/2 now Armstrong Galley
 71/2; 326 now 1834, allocated to Byker.
 328 (OKY 83R) - Dennis Bagshaw, Chesterfield
 353/4/7 (CPT 822S, UDW 140S, YDW 317T) - all
 returned to Kirkby (dealer) ex long term hire;
 354 is reported as sold to Pennine, Gargrave.
 347 (XWX 184S) expected to go to Featherstone Cos.

Subsequent disposals: 367 (WJN 367J) Eagre, Gainsborough to
 Arena Travel, Merseyside.

FUTURE DISPOSALS: during March/April the following are due to be
 withdrawn: 305/11-7/9/20 (all DMS's) and coaches 212/9/20,
 324/30-4/6/7/40/2-6/52. In addition all 3 open toppers (371-3) are out
 of ticket and may not run again. (See also General below).

SERVICE VEHICLES: 595 (ERF wrecker) is now in use.

ON HIRE:

To District Bus (Tomlin), Wickford:
 401 was hired at the end of February while Tomlin's Sherpa was repaired
 by STL.

To Ford Motor Co:
 203 25-27/1/88, 347 28/1-1/2/88 - see 284/6 for details.

To Stephensons Coaches, Southend:
 357 was loaned from 22/2 (after withdrawal by STL) for service 403;
 other STL vehicles noted at the airport which may have been on hire
 include Fleetlines 236/41 (22 & 23/2 resp.) and coach 220 (29/2).

Services

- 1A NEW SERVICE comm. 7/3: Southend Victoria Circus (London Rd) -
 Highlands, Thames Drive, via A13. M-S day time, every 30 mins;
 Optare City Pacer operated.
- 16 Jny ex Chalkwell @ 1719 wdrn after 4/3; converted to hail & ride.

- 19 From Tues 5/4 withdrawn between Rawreth (Carpenters Arms) and South Woodham, and diverted to Shotgate Post Office; renumbered 14; probably also reduced to schooldays only.
- 65 From 7/3, withdrawn north of Westcliff, General Hospital; rerouted via Glenwood Ave (not Inverness Ave).
- 69 Withdrawn after operation on March 31.
- 795 From 2/4, rerouted via Bexleyheath and Foots Cray and extended in Brighton to Churchill Square (we understand that these changes will NOT apply to the EN M-F service).
- X1/10/11 Minor timetable revisions from 7/3; more timetable revisions from 3/4, including withdrawal of first jny on Sundays. From 3/4 withdrawn between Green Park and Heathrow.
- X2 Withdrawn after operation on 2/4.
- X21 Withdrawn after operation on 31/3.
- X30/31 X30 withdrawn after 4/3; journeys incorporated into X31. Saturday service withdrawn after 5/3. Minor timetable changes from 7/3 and again from 5/4.
- X41 Rerouted via Homesteads and Stanford le Hope from 5/4.

General

There has been considerable press comment in recent weeks about a 'crisis' at STL. It has been obvious that the company was losing money heavily for some time. Blame has been put on outside factors, such as the bad winter of 1986/7 and the appalling traffic congestion on the A13 which had hit the London commuter operation badly. In practice there were other factors at work, such as the increasing percentage of evening and Sunday commercial operations which were not justified by the loadings achieved. The commuter services have also lost traffic as a consequence of poor driving standards and the high accident rate, but also because there have been large increases in the London weighting paid by certain employers, so that the relative cost advantage over BR fares has been of less significance than when the commuter operation really took off from the summer of 1982 onwards. In practice, a reduction in commuter operations may be a good thing - the increase in the coach fleet had stretched resources almost to breaking point; in addition, many of the secondhand coaches were on leases of 3 years or so, and were due to be withdrawn during 1988 in any event.

There have been emergency meetings of Council committees and it is believed that a number of parties have put bids in to Southend Borough Council to purchase STL. On the staff front, Operations Director Derek Giles retired at the end of February (but it is thought that he has returned on a short term basis) and he is not being directly replaced (the adverts for a replacement were withdrawn); Engineering Director Chris Hilditch has accepted an invitation to become Operations Manager and Chief Engineer at Drawlane subsidiary Midland Red North and he will leave Southend in the next couple of months; and in the last few days we understand that Managing Director Ian Trevette has left STL. Finance Director David Shlackman is acting as Managing Director at present.

Fleet reductions planned will cut the fleet to 83 vehicles from April 1, consisting of:

Fleetline/NCME	221-42, 306-10/86-97	(39)
Optare City Pacer	401-6	(6)
DD coaches	243-5/56-8, 363-5/7-9	(8) ✓
SD coaches	203-10/3-5/8, 246-55, 329/38/9/51	(26)

Thus the fleet will reduce back to the size it was in 1983.

More positive news is that STL are fighting back against the abstraction being suffered by the antics of the taxi bus services of TVT and

Southend Radio Cars, neither of whom operate strictly in accordance with their service registrations. New route 1A exactly parallels TVT's London Road route, and starts from the same stop in the dead end section of London Road, not accessible to full size buses. The route is City Pacer operated and has no intermediate timings, thus permitting STL to mimic TVT's style of operation. To combat SRC's Circle Shuttle, duplicates have been running since February 16 on the 7, usually over the Ashington-Deeping section, with up to 4 Fleetlines (usually 2) and the occasional use of a City Pacer. STL's operation is constrained by the need to obey the law on duplication, something which does not seem to worry the taxi bus operators. Despite many complaints, it seems that the Traffic Commissioner is unwilling to take any enforcement action against these operators. It took the Commissioner's office 5 1/2 weeks just to acknowledge receipt of the sub editors's recent letter of complaint!

Re issue 287/6, the vehicles reinstated on 12/1 as a result of a major rail emergency included 318 and 328, as well as 325.

Route workings

As a result of the introduction of 1A, City Pacers are now only scheduled on the following routes during the daytime: 4B, 18, 65, 69. Early morning/late evening and Sunday workings are basically unchanged; 16 is now scheduled for City Pacer operation on all timings.

OTHER OPERATORS - South East Essex

District Bus, Wickford: has applied for an operators licence in the Eastern TA in addition to the present 1 bus Met TA licence. STL City Pacer 401 was on loan in late February. An ECC contract has been won, starting 5/4 - 103, Laindon Kathleen Ferrier Cres to Royal Court Day Centre, 1/W only. The operator's blind has route numbers 100-120 and destinations Kathleen Ferrier Crescent, Basildon Bus St, Private, On Hire, Pitsea Broadway, Pitsea Station, Shotgate, Crays Hill, Basildon Hospital, Wickford Station.

Eagle Coaches, Basildon: ECC service 380 (Stanford le Hope - Tilbury Ferry) will pass to Cunningham Carriage Co from 4/4. Additional vehicles noted are YTW 779L (Bedford YRQ/Willowbrook B49F, ex Heddingham Omnibuses L79) and coaches EUE 338T, UJB 727N and 100 BGO. Does anyone know where the fleet is kept?

Lesney Toys, Rochford (non psv): 3 FIF's have been withdrawn and sold to Ensign, leaving 3 in service, plus 3 Dodges.

National Express: the Southend - Birmingham service was renumbered from 405 to 305 from 3/2.

AND FINALLY

. . . the long awaited ECC leaflet for the Southend area finally appeared during February, just after last month's magazine was written. The free booklet (with a picture of an STL reg Fleetline on the cover!) includes full timetables for virtually all tendered services plus brief details of commercial services and a good map (marred by a few errors).

OTHER OPERATORS - Rest of Essex

CHAMBERS	Minor timetable adjustments and additional journeys on service 1 were introduced from 2.3.88.
EAST MIDLANDS	Could it be the end of the road for this operator RE's. Noted in service on 13/2 was HCA 976N, a former Crosville DP Leyland National, with East Midlands, bus seated National OTO 593R in use on 15/2. Further service revisions affect service 263 from 7.3.88 the 2122 Ongar to Wyatts Green is withdrawn and the 2322 journey is advanced by five minutes.
FARGO	Optare demonstrator E812 SUM was on loan for a spell during February.
HARRIS	Service 18 will be withdrawn after operation on 25.3.88 passing to Clintone, from 5.4.88 service 269 will be revised with some journeys being rerouted via Tesco, West Thurrock.
HEDINGHAM	Vehicles withdrawn are L78, L79 & L82 all passing to Eagle Coaches. Service 345 was rerouted to serve Gambles Green from 9.3.88.
LONDON COUNTRY NE	Some peak journeys on service 721/3 are to be revised from 28.3.88. The Harlow - Milton Keynes service was numbered 944 not 744 as published last month.
ONGAR COACHES	The 208 will be completely withdrawn after operation on 30.3.88.
OSBORNES	The Seddons are numbered 14, 16 & 19 in order and now seat 49.
PREMIER TRAVEL	A NEW service 22 commenced on 29.2.88 between Chrisell and Cambridge via Saffron Walden which part replaces Cambus 112 and is under contract to ECC. Service 43 had slight timing alterations from 22.2.88. Further to the news published under the National Express heading in January, the Cambus buyout did not go ahead and was instead purchased by it's management with backing from West Yorkshire Road Car.
RULES	The Boxford to Colchester service operates on Tuesdays instead of Wednesdays with effect from the end of March.
VICEROY	Service 59 journeys at 0650 and 0710 from Saffron Walden were advanced by 3 minutes from 29.2.88.
WEBBS	Malbus service one will pass to an unknown operator from 1.4.88 and the Bicknacre to Romford service was withdrawn after 18.3.88.

Nelson, Wickford (NIBS): this operator has an extensive network of school services, plus some commercial services and ECC contracts in the Basildon area. Depot - Bruce Grove. The fleet consists of:

					Livery	Notes
TFC 397K	Daimler	CRG6LX	Alexander	H43/27F	NIBS	1
TFC 401K	"	"	"	"	"	1
GHM 803N	"	CRL6	MCW	H44/27D	"	2
SMU 721N	"	"	"	"	"	2
GHM 797N	"	"	"	"	"	2
THM 705M	"	"	"	"	"	2
TGX 892M	"	"	PRV	H44/28F	Avro	2
TGX 885M	"	"	"	H44/24D	--	2, 3
GHM 876N	"	"	MCW	"	--	2, 3
TUD 255J	Bristol	RELL6G	ECW	B53F	?	4
TUD 259J	"	"	"	"	NIBS	5
TUD 260J	"	"	"	"	?	5
TUD 261J	"	"	"	"	?	5
ATA 767L	"	"	"	"	NIBS	5
POD 826H	"	"	"	"	?	4
WHW 380H	"	RELHL	"	DP49F	?	6
NHU 192F	"	RELL6L	"	B53F	NIBS	6, 3
BIL 7894	Leyland	PSU3E/4R	Plaxton	C53F	G&G	Ex LVS 431V
BIL 4539	"	"	"	"	Nelson	Ex VMJ 960S
BIL 9406	"	"	"	"	"	Ex CTM 404T
RTH 550K	"	PSU3B/4R	"	DP51F	Asda	7
BIL 4710	Ford	R1014	"	C45F	Nelson	Ex ATW 584L
BIL 7115	"	R1114	"	C53F	"	Ex UPU 526R
BIL 6538	"	"	Moseley	"	?	Ex ??
BIL 6901	AEC	6U2R	Plaxton	"	G&G	Ex XPP 287X

Notes: 1 Ex City of Oxford; 2 Ex London Transport; 3 Out of use;
4 Ex Cullinan Coaches (orig WNOC); 5 Ex Ensign (orig WNOC);
6 Ex Bristol OC; 7 Ex West Wales.

Liveries: NIBS - yellow; Nelson - grey/white/maroon; G&G - light blue/pink; Asda - white.

It is understood that a number of Leyland Lynxes (6 or 8?) are on order.

The Basildon Station routes (see 287/9) are numbered 17 (Felmores), 18 (Barstable) and 19 (Lee Chapel) and require 4 buses. They work in the evening peak only, from outside Trafford House (next to the station).

Contributions to this issue were received from D Arnold, M Bullock, N Clark, J Collins, J Cooper, R Delahoy, R Dennis, J Duly, B Gilliam, I Hardie, P Harvey, I Mayoh, B Morrison, A Osborne, C Paynter, A Rook, C Sigston, J Simpkin, D Stebbing, G Toon, M Weyell, J Zebedee, Essex County Council, Grey Green Enthusiasts, LOTS & PSV Circle.

My apologies to J Burch whose name appeared as J Brown last month.

CONTRIBUTIONS FOR THE APRIL MAGAZINE TO REACH ALL EDITORS BY 8.4.88