

ESSEX BUS NEWS

JANUARY 1995

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

369



G G Toon

Yorkshire Rider - Leeds VR 741 LWU469V arrives in Colchester Bus Station with a Service 79 journey from Essex University on 5th January 1995

MANAGING EDITOR:

Peter Snell

Please send your news reports to:

SUB EDITORS:

Southend Transport:

Steve Thompson, Flat 7, 30 Palmerston Road, Westcliff on Sea, SS0 7TB

Thamesway:

Andy Meadows, 10 Harvard Court, Boston Avenue, Rayleigh, SS6 9ST

EN & South Essex smaller ops:

Ian Ransom, 102 Bradford Street, Chelmsford, CM2 0XU

North Essex smaller ops:

Dave Arnold, 21 Cedar Chase, Heybridge, Maldon, CM9 7NR

~~MANCHESTER:~~

~~NICK ROBINSON, 10 NEWWOOD COURT, BOSTON AVENUE, RAYLEIGH, SS6 9ST~~

TOURS ORGANISER:

Andy Meadows, 10 Harvard Court, Boston Avenue, Rayleigh, SS6 9ST

PHOTO ORDERS:

Peter Snell, 6 Mandeville Way, Thundersley, SS7 4LB

MEMBERSHIP:

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

Highlight of this issue is of the fire at Eastern National at Colchester, full details inside.

ROCHFORD MEETINGS.

The Freight House Rochford 8pm.

February 14th

Open Slide evening, members are invited to bring their own slides to show, plus a surprise item.

March 14th

Group A G M followed by slide show by Alan Osborne

April 11th

Programme details to follow

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Membership Renewals January 1995

The Membership Secretary wishes to thank all members who have renewed their subscriptions during recent weeks.

However, there are a number of members who have not yet renewed their subscription. A yellow reminder is included with this month's magazine for those members. They should renew their subscription as quickly as possible and certainly no later than 13th February. No further reminders will be issued.

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Acknowledgements.

G Toon. M Weyell. Southdown Enthusiasts. C Sigston. D Stebbing. R Dennis. Essex C.C. Thamesway. Eastern National. W M County Bus & Coach. District Bus. PSV Circle. P Harvey, R Delahoy. P Oughton. LOTS Badgerline E.G..

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Late News

Eastern National

Seen on route 53 9.1.95. was Yorkshire Rider 1624 EW946Y Leyland TRCTL11/3R Plaxton 3200 DP53F, thought to be replacement for Leyland Tiger 1110 HHJ371Y.

District Bus

Vehicles on hire are London & Country IBM5 and Horsham Bus IBM2 Iveco/Robin Hood B20F. (E 905/2EPD)

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Contributions for the February EBN should reach Sub Editors by 6th and the Man. Editor by the 13th

THIRTIETH ANNUAL REPORT

A Review of the Group's activities during 1994

CHAIRMAN'S REPORT

The past year has been one of mixed fortunes for the Group. Early on we lost two long serving Committee members, Paul Harvey and Bob Palmer, and I am sure the membership would wish for me to record a vote of thanks to them for their services. We managed to recruit one replacement, Nick Robinson, but his involvement appears to have been rather short lived. Despite numerous attempts to entice some new blood on to the Committee no offers were forthcoming. Hence we have been forced to reduce the size of the Committee to just five and to curtail certain services.

On a more positive note, the Group's magazine "Essex Bus News" continues to thrive under the excellent auspices of Peter Snell. Coach tours have had a very poor season, with only one event, the Bristol County tour, actually operating. The loss of potential revenue from this activity could present a problem.

Finally, I suffered a blocked coronary artery in May, and had to undergo an angioplasty procedure during the summer, but fortunately all is now well and my heart is functioning well, although I must take things more easily. So some new blood on the Committee to spread the load would be most welcome - how about you ?

ALAN OSBORNE (Chairman & Founder)

TREASURER'S REPORT

I took over from Bob Palmer as Treasurer in April of this year. Fortunately Bob is still around to keep an eye on things and give help when needed. At present the detailed accounts for the past year have not been compiled, that is a job for the Christmas vacation ! The year end balance is roughly in line with previous years. We had to dip into the contingency fund to pay for the Fleet Record, but good sales have meant that the production costs have been recovered. The revenue from coach tours is considerably down this year, and increased subscriptions may be needed to make up this shortfall, if this trend continues.

ALAN OSBORNE (Treasurer)

MEMBERSHIP SECRETARY'S REPORT

I ended my report in the last Annual Report by expressing the belief that 1994 will be a more promising year in terms of attracting new members. Unfortunately, this did not prove to be true, and the year has again been

characterised by a slight decline in the Group's total membership.

Of the 153 members whose subscription expired in December 1993 a total of 143 (or 93%) renewed for 1994. The situation was rather better in July 1994. Of the 68 members whose subscription expired in June 1994 a total of 65 members (96%) renewed for 1994/95.

To compensate for the loss of those 13 members we must continue to attract new members. However, during 1994 we only attracted 10 new members (M799-M808), and so there was a net loss of three members during the year.

I hope that 1995 proves to be a better year. Our magazine "Essex Bus News" provides good coverage of our local fleets, and I know that many members regard the magazine as being well produced and informative. If you can help by recruiting a friend or colleague to the Group just let me know, and I will send them the necessary details.

DEREK STEBBING (Membership Secretary)

COACH TOURS

Despite several tours being organised, only one tour actually operated during 1994, and that only carried a modest load.

Saturday, 1st October, 1994

Bristol County Tour

Coach Services, Bristol LS coach - OTT 43

28 passengers

In past years, coach tours have provided valuable revenue that has been used to finance other Group activities, as well as keeping subscription rates down. Without this extra revenue subscriptions may need to rise. In view of this recent poor response to tours, only a limited programme is planned for 1995. Coach tours are arranged for your benefit, and need your support.

ALAN OSBORNE (Chairman & Founder)

TIMETABLE SUBSCRIPTION SERVICE

The Group's Timetable Subscription Service has had a successful year during 1994, and enables many members to receive Essex County Council's excellent timetables every two months. New subscribers are always welcome, and a £10.00 subscription enables all timetables to be sent, including the special Sunday booklets.

Thanks are due to Ian Ransom who handles the despatching of all timetables, and whose help is invaluable in allowing this service to function. Thanks are also due to Robin Wheatcroft and his staff at Essex County Council for all their help during 1994.

DEREK STEBBING (Membership Secretary)

Managing Editor, Photograph Officer, and Meetings Organisers Report

My first full year as Managing Editor has been very interesting, and I hope readers are satisfied, although I am always open to comments and ideas to increase the contents.

I would like to thank the Sub Editors and R.Dennis, G.Toon, R.Delahoy, C.Sigston, I.Burton, M.Evans, M.Weyell and P.Harvey for all their efforts, and to the Operating Companies and Essex County Council for their cooperation.

Turning now to photographs, 1994 has proved to be a good year for sales, especially coloured prints, I hope this trend will continue into 1995. Black and White prints still sell at a steady rate. During the year I received some very interesting enquiries and in about 90% of the time the group archives have fulfilled the enquirers search to help their collections.

Finally as organiser of the meetings at the Freight House at Rochford, attendances are slowly increasing, but there are many locals who have yet to attend for a chat, slide show, guest speakers and a pint, so come on let us see a few more faces, and if you would like to run an evening then let me know.

P J SNELL

Review of ECW 1965-87 by M.G.Doggett & A.A.Townsin Published by Venture Publications

Group members may have already seen this book reviewed in other publications and subsequently bought a copy. For those who have not seen this book the following remarks may be of interest. Among the many photographs in the book fifteen represent ECW bodied vehicles delivered new to Essex bus operators. Ten of these are black and white and five are in colour. Eastern National are most featured with eight (four in colour) and Colchester Borough Transport have six, one of which is in colour. The sole London Country monochrome picture of an Essex based bus shows a highbridge Bristol VRT from Grays garage.

The Eastern National pictures show a 31' long Bristol FLF, two Olympian coaches and the Bristol RELH(1404) modified in connection with ECWs B51 coach body all of which are in black and white. The colour pictures show three early VRTs plus an Olympian coach(4512) in the latest EN colours.

The Colchester Borough Transport selection shows in black and white two Atlanteans in different body styles, an Olympian bus, a Workington built ECW "lookalike" bodied Olympian, a Bristol RELL and in colour an Atlantean in the normal ECW outline without the peaked domes of the 1975 batch.

One surprising omission felt by this reviewer was not to illustrate EMOs Bristol FLF (2826) with the fibreglass panelled body. The first ECW volume covering 1946-65 had a picture of an Eastern Counties Bristol SC which had a body completely made of glass fibre and was virtually seamless, lacking most panel joins and mouldings. A photograph of FLF 2826 would have made an interesting comparison in either volume. Perhaps this will be rectified in the ECW Retrospect, Ventures next book.

No mention is made of the use of glass fibre on the upper deck panels of Lodekkas from 1966 onwards that lacked the second cream band at this level. Apart from these minor criticisms it is still a good book although it seemed to be slightly rushed in order to have it ready for Christmas. Available by mail order from the publishers or other book sellers it may already be down to limited numbers for potential purchasers. At £22.50 it just about manages to be worth the price.

(Peter Oughton)

EASTERN NATIONAL

DEPOT FIRE DESTROYS 10 VEHICLES

A fire at Colchester Depot on 26th December 1994 destroyed 9 double deck vehicles and caused severe damage to a Leyland Tiger. Other vehicles also suffered some damage (including 3078 and 4018) but are being repaired. The fire was a result of arson and a forty year old homeless man has been charged. A number of people were evacuated from their homes in Priory Street, but no further damage occurred. The only saving grace was that the wind was blowing towards the bus station and hence the garage and fuel tanks were in less danger. According to press reports the fire caused £1 million of damage, going on to state that an Olympian costs £12,000!

The following vehicles have all been withdrawn as a result :-

Leyland Tiger 1110 (HHJ 371Y)

Bristol VR 3064 (UVX 1S), 3068 (KOO 786V), 3091 (STW 35W), 3095 (UAF 855W), 3114 (XHK 219X), 3128 (XHK 233X) and 3218 (ONH 924V).

Leyland Olympian 4011 (C411 HJN) and 4020 (C420 HJN)

To replace the above a number of vehicles have been obtained on loan all are Bristol VR/ECW and are as follows:-

From Yorkshire Rider 705 (AYG 848S), 707 (AYG 850S), 715 (DWU 298T), 733 (LUA 716V), 741 (LWU 469V).

From Thamesway 3110 (XHK 215X)

From Badgerline 5511 (LHT 721P) and 5541 (EWS 749W)

From South Wales 984 (BEP 984V)

From Bristol Cityline 5149 (AHW 200V)

All the above are allocated to Colchester (CR) depot.

NINE MORE DRIVERS SACKED

A further 9 drivers were dismissed in December for their actions during the November strike, bringing the total to 105.

Negotiations between the company and TGWU have continued into January, but little appears to have changed.

Further marches in support of the drivers have taken place, including one where Bill Morris, Leader of the TGWU was a speaker. He has also attended meetings with the company, in a bid to reinstate the drivers.

A Free Bus service sponsored by the TGWU commenced during December and the following vehicles have been noted in use:-

TGWU Talbot/Dormobile F946 RMD

TGWU Ford Transit/Ford D612 MTX

Economy Rentals Ford Transit/Ford G125 DFA and H422 AFL

Services operated are Chelmsford to Galleywood (EN 42), Chelmsford to Moulsham (EN 45) and Chelmsford to North Melbourne (EN 41B).

Driver training continues on a large scale and the following have been noted "on loan" for this purpose, complete with instructors:-

Bristol Cityline Bedford/Marshall T1 (Q130 REU) and T3 (Q132 REU)

Badgerline Bedford/Duple ELB 753T, HRO 987V and KKW 525W

North Devon Bristol LH/ECW 1618 (HTT 373N)

Western National Bristol LH/Marshall 9501 (NTT 322M)

Brewer (t/a Skillplace Training) Bristol LH/ECW WEX 931S - it is thought this vehicle is now part of Pennine Blue.

Steamline Cars Lowestoft Ford R1014/Plaxton Panorama DDC 108K

In addition the following have been in use mainly for Bus Station/Hotel driver transfer work. Badgerline D74/75/81/83 KRL all Ford Transit/Dormobile new shape in Mini Link livery and C549 BHY Ford Transit/Dormobile in Merry Go Round livery.

Drivers from other group companies are expected to remain at Chelmsford until the end of January.

VEHICLES ON ORDER

There are 28 vehicles on order for delivery in 1995 and they will be delivered as follows:-

February	8 Mercedes 709/Plaxton to Braintree to replace 8 Mercedes 608
March	12 Mercedes 709/Plaxton to Colchester to replace 12 Mercedes 608
August	8 Long Dennis Dart/Plaxton B39F expected to go to Maldon

GENERAL

The message from Robin Orbell (MD) of Eastern National to staff is not all gloom, despite the problems at Chelmsford. Good news that excluding the new Colchester Town services, loadings have increased by up to 6%.

ACQUIRED VEHICLE

Further to EBN 368, the body number of Bristol VR3223 is 24273, the seating split is DPH39/28F and it is fitted with a Leyland 501 engine. It has also become the only R so far to be painted in new livery.

ALLOCATION CHANGES

12/94 200 BE-D/L(D); 1110 CR-D/L(D); 3064/68/91/95/3114/28/3218 CR-D/L(D); 4011/20 CR-D/L(D)

UNUSUAL WORKINGS

Leyland Tiger 1110 was on loan from CF to CR from just before Christmas until it was damaged in the depot fire.

Vehicles were loaned to CR from other depots in the days between Christmas and the New Year, as a Saturday service was in operation there were spare buses at most depots anyway.

Leyland Nationals have been in use at both Bishops Stortford and Maldon in early January, it remains to be seen if this is a long term move. BS is normally Dart/Tiger and MN is normally Lynx/Tiger for single deck bus requirements.

The outstation vehicle at Dunmow has been a Lynx for some time, replacing a Tiger.

REPAINTS

12/94 1415 3223 4017

SERVICES

- 53 From 3.1.95. the 0625 ex Colchester and 0735 ex Chelmsford were revised to operate 15 minutes earlier.
- 67 From 9.1.95. the 67 group of services were revised. Service 67X has been withdrawn and timing changes made to other services, owing to congestion in Colchester.
- 78A With effect from 3.1.95. the evening services operated by Carters have been operated by EN.

PUBLICITY

Timetable leaflets for the following services 20/20A/22A/22B/102/103/104 dated 5.9.94; 53/53B dated 24.10.94; 74/74A/74B/74C/75/77/78/78A/78B/178 dated 3.1.95; 78/78A/78B/178 dated 3.1.95; 127 dated 3.1.95.

SERVICE VEHICLES

The following vehicle was acquired from Badgerline in 12/94 for use as a driver trainer:-

9014 CTN 635V Bedford YMQ Duple C45F

Chassis number YMQ2D2OKW452655 Body Number 0162259

DELICENSED FOR DISPOSAL

The following vehicles were awaiting disposal in mid December, 2000/06/11 700/02/03/06/07 1841 1923 and 3070. All are at the rear of Clacton depot. Also stored at Clacton are Thamesway 1877 1891 and 1911, which are also awaiting disposal.

INITIAL DISPOSAL

1936 (MHJ 732V) Lister, (dealer), Bolton, 12/94.

This vehicle is understood to have passed to a Welsh operator it suffered accident damage while with EN and is assumed to be a non runner.

To help clear one query, former Countrycar 120 (B258 CHK) was sold to an EN employee at Clacton and is therefore still to be found on company premises!

HEDINGHAM

SERVICES

- 81 From 9.1.95. re-routed to serve Fordstreet and Aldham, it no longer operates via Great Tey, Little Tey or Marks Tey.

OTHER OPERATORS - REST OF ESSEX

ADVANCE MINIBUSES HOCKLEY Also owned is non PSV Renault minibus G382 RVU.

AVRO CORRINGHAM Bedford VJA 661S has been sold, it is thought to Godward, Wickford.

BLUE TRIANGLE Yellow dayglo blinds have now been fitted to the Leyland Nationals.

BOBS MINIS WICKFORD New is Ford Transit M455 MNF.

BOON BOREHAM Volvo/Jonckhree H42 VNH was on loan during November, being replaced by similar H43 VNH in December.

BRANDON BLACKMORE END Former London DMS GHV 13N has been repaired after its attempt to demolish Duke Street bridge in Chelmsford.

BRENTWOOD COACHES Volvo/Duple B127 PEL has been re-registered 454 EAN.

BROWNING WESTCLIFF Operates Toyota Hiace F400 HJO.

C&M LAINDON Ford Transit K782 EVW has been sold to A&B Taxis, Basildon, it was and still is non PSV.

CHAMBERS BURES Service 151 between Sudbury and Halstead was withdrawn after operation on 10.12.94.

CHELMSFORD CAB Have registered a number of services in Chelmsford, but its not in competition with EN. The services operate half hourly Monday to Saturday from 2300 to 0300, from Dukes Nightclub to various housing estates and commenced on 3.1.95.

CLINTONA BRENTWOOD Ford Transit B633 OVU and Mercedes F132 SMT have been sold.

DISTRICT BUS Further to the report in EBN 368, Mr Tomlin of District Bus reports that negotiations with British Bus were at an advanced stage on 22.12.94. but no assets had been transferred at that stage.

EAGLE LINE BULPHAN Have acquired Talbot Express K973 NME.

EUROPA BUS RAMSDEN HEATH Bedford/Duple BDL 598L has been acquired after a short stay with S&P Rochford.

FARGO RAYNE Transit H982 K VX now carries Braintree Cabus fleet names and seats 8.

GLEW COLCHESTER Has acquired Bedford CF/Plaxton K VJ 291Y.

GONE FISHING COLCHESTER Ford Transit/Ford L844 OHK appears to be the only vehicle in use.

HARRIS BUS Vehicles continue to be hired from Eastbourne two at a time vehicles stay for two weeks before being returned. Eg 47 to Eastbourne on 30.10.94. with 48 to Harris, 54 to Eastbourne on 4.11.94. with 57 to Harris, then 48 to Eastbourne on 11.11.94. with 51 to Harris, 57 to Eastbourne on 18.11.94. with 52 to Harris. The following at least have been on loan between October and December 47, 48, 49, 50, 51, 52, 53, 54, 57 (E849 DPN etc) all Olympian/Northern Counties. Also from Eastbourne 68 (JFV 315S) an Atlantean/East Lancs new to Blackpool. From Nottingham City Transport 68/69 (OYJ 68/69R) new to Brighton then to Sheffield

Omnibus. 68 arrived mid December and 69 late November. Vehicles sold are VR/Alexander VRP 36S (which had been out of use for sometime) and PBD 43R. Revised routes and timetables will be introduced on services 98 and 99 from 16.1.95. **HERON PARK SOUTHEND** Also reported here are Vauxhall midis L494/5 PEV. **HIGHFIELD COACHES BULPHAN** Further to EBN 364, B136 ACK has been acquired and the company continues to operate.

JACKSON BICKNACRE From 30.1.95. the 1630 ex South Woodham and 1730 ex Basildon on service 237 will operate 30 minutes earlier.

LODGE HIGH EASTER Acquired from Eddie Brown, Helparbyare B551 VWT and AAL 551A (ex A164 MNE) both are Tiger/Van Hool. Also acquired were similar 551 ALW (ex FWX 551Y) and 46 AEW (ex NYS57Y) these two are for dealer activity. Registration 551 ALW is to return to Brown, 46 AEW will be transferred to one of E663/5 YDT. A problem with the registration 463 VVT arose when this mark was transferred to JNM 753Y, which resulted in 436 VVT being issued by DVLC. This vehicle has now been re-registered and sold and the correct 463 VVT will be transferred to the other of E663/5 YDT. Former Heddingham Bova JIL 2203 has now been sold.

NELSON WICKFORD Leyland National GCL 341N passed to Wigley in December after being stripped for spares.

P&M WOODHAM FERRERS Acquired is Volvo B58/Plaxton LFX654 (ex 4261 RU and TGD 975R).

PRIORY STANFORD LE HOPE Ford R1014/Plaxton HFM 805N has been sold.

RELANCE BENFLEET Acquired are Dennis Javelin/Plaxton F687UCR (ex HBZ 4676 and F871 TLJ) and H302 FSK.

RUFFLE CASTLE HEDINGHAM Added to the fleet is Toyota/Caetano G170 XJF. Leyland Cub/HTI C924 DKR has been sold to Wiffen, Finchingfield.

S&M HADLEIGH Former ST Fleetline WJN 368J and ex Merseyside Fleetline CKC 315L, were sold some time ago.

S&P ROCHFORD Have acquired Ford R1014/Duple MJM 109V.

STANS GT TOTHAM Former Heddingham & Lodge Bova JIL 2202 has been sold after a short stay.

STEPHENSONS ROCHFORD News here is that Stephenson's are to join ECC Transmo scheme next year and along with ST and Thamesway will convert to Wayfarer 3 ticketing from April. The company are now contracted to British Transport Advertising and vehicles are now appearing with adverts. Its planned to dispose of the convertible open top VRs and replace them with CJH 115/141V. Leopard SND 290X has been sold to Tansey, Woolston.

SUPREME SOUTHEND Scania/Plaxton NSU 180 (new as B546 CHJ) was sold at the end of 1993.

VICEROY SAFFRON WALDEN Services 14,34 had timetable revisions introduced from 3.1.95, while service 318 was revised from 5.1.95.

WHENT MAYLAND Acquired some months ago was Bedford/Duple B336 HFW.

WIFFEN FINCHINGFIELD Have sold Mercedes mini F177 LVU.

WINDMILL COPFORD Mercedes minibus THE 383Y has been sold.

BADGERLINE GROUP

The Badgerline Group have acquired another Bristol area operator. The Durbin Travel Group was acquired on 14th October 1994. Durbin operate a number of schools and contract journeys using a collection of coaches of varying ages, Four minibuses and six Bristol VRs.

THAMESWAY

VEHICLES

Allocations at 3.12.94

202 BD-Pool, 205 HH-D/L(D), 206 HH-BD, 207 HH-Pool, 261 PD-Pool,
363 HH-Pool, 354 HH-Pool, 356 HH-Pool, 1822 HH-D/L(D), 1888 Pool-D/L(D),
1896 Pool-HH.

The January allocation has yet to be published however Pool vehicles 1887/
1891/1911 have been seen recently in store at Eastern National's Clacton
garage.

3110 XHX 215X is on loan to Eastern National at Colchester.

314 H315 LJN (EBN368) has a yellow front with a purple bumper. It is
now anticipated that all vehicles (except Leyland Nationals) will receive
the new livery.

938 M938 TEV (EBN366) was demonstrated to Yorkshire Woolen District
at Dewsbury and Heckmondwike before delivery to Thamesway.

28 Dennis Darts are on order for delivery in December 1995.

Workings

20.10 1409 on LRT307 (!)

17.11 249 on LRT214

17.11 902 on LRT W13

The use of Dennis Darts on LRT307 is common.

During the Dispute at Chelmsford, Thamesway have covered 152 group journeys
usually worked by Eastern National.

Subsequent Disposals

1709 PJT 256R 10.94 Midland Choice, Liyall ex Lister (dlr).

1712 XEU 860T 9.94 MTL (for use in Manchester) ex Lister (dlr).

1782 JTH 782P 10.94 Midland Choice, Liyall ex Lister (dlr).

1783 JTH 783P 10.94 Midland Coice, Liyall ex Lister (dlr).

General

396 K396 GHJ Chassis no 669003-2P-224335, body no 93.7MHV1096 new 3.93

397 K397 GHJ Chassis no 669003-2P-244484, body no 93.7MHV1097 new 3.93

398 K398 GHJ Xhassis no 669003-2P-244872, body no 03.7MHV1098 new 3.93

Some time ago, Thamesway's address on the vehicles was changed from New
Writtle Street, Chelmsford to Eastgate Business Centre, Basildon.



OPERATIONS

Southend area revisions effective Saturday 3rd December 1994.

- 2 Minor revisions to timetable
- 3/A/B/C Revised timetable and routes:-
 - 3 To operate Shoeburyness Constable Way to Canvey Leigh Beck via Southend Central Bus Station and omitting New Thundersley, weekday daytime only
 - 3A To operate Southend Central bus station to Canvey Leigh Beck via London Road Benfleet Monday to Friday daytime only
 - 3B To operate Shoeburyness East Beach to Canvey Leigh Beck via London Road and New Thundersley. Monday to Friday off peak service terminates at Benfleet Station. No service to East Beach after 1830 daily. Weekday evening service operates via Southend Central bus station. All Sunday workings now 3B. One evening journey (not Sunday) extended to and from Westcliff Cliffs Pavillion
 - 3C Monday to Friday peak hour service Canvey Leigh Beck to Southend Central Bus station via Essex Way
- 11 Minor timetable revisions
- 15 Revised timetable - reduced from 2 journeys per hour to 1
- 16 New service weekdays Canvey Eastern Esplanade to Southend Central bus station via Canvey Village, Kents Hill Road, Thundersley, Rayleigh and Eastwood Road hourly
- 20/A/C Revised timetable with service 20A omitting Burgess Road Thorpe Bay and extended to Shoeburyness East Beach not evenings or Sunday. New service 20B to operate weekday evenings as service 20A routing but omitting Asda.
- 24/A/B Revised timetable with service 24B being re-routed in Leigh via Marine Parade. All Monday to Friday Journeys extended to Rawreth Carpenters Arms
- 25/A/B Revised timetable with service 25B withdrawn
- 26/A/B Services withdrawn
- 27/A Revised timetable with service 27A withdrawn
- 28A Revised timetable and renumbered 28
- 20B Revised timetable

LRT

- 307 This route is being offered for re-tender
- W12 Routeing alterations in the Walthamstow area have been proposed by London Transport

The Basildon Park and Ride service operated again in 1994 (with Dennis Darts)

Christmas Operations

No leaflets were issued for Christmas operations in Southend, Basildon and Brentwood. If local members could let me have any information, I will endeavour to publish full details next month.

Publicity

Citysaver S1-4 dated 25.9.94
Bus Times for Southend & District. undated

WM County Bus

FLEET

New Vehicles

Chassis and body numbers for the 11/94 deliveries are:-

MB 728/9 ZCFC5980002112538/116 and 170768/9

ELW 266-9 115DA3201/150-3 and T33-6

Vehicles on Hire

8696 JIW 3696 Bova Futura FHD 12-280 Bova C47FT 1988
8698 JIW 3698 Bova Futura FHD 12-290 Bova C49FT 1984
from Central Coachways 12/94 for use by Sampson. Originally
registered E908 UOH and A666 EMY.

Allocation Changes

12/94 8696/8 Central Coachways to Ware

Ancillary Vehicles

CVJ 98V Mercedes Benz L608D/Reeve Burgess DP19F 1980

D573 NDA Dodge 556/Reeve Burgess B19F 1986

ex-West Midlands Travel, 12/94

CVJ 98V is a NPSV crew ferry at Debden and D573 NDA, minus most of
the seats plus some added extras!, is being converted for use as a NPSV
engineers van at Grays.

A594 ENJ Transit van has transferred from HA (Harlow) Engineering to HD
(Hoddesdon) Engineering and C940 NBB Fiesta van has transferred from DD
(Debden) Crew Ferry to HA Engineering.

SERVICES

4 February 363 Revised timetable incorporating:-

- a. 15 minute NSSu peak frequency between Hammond Street
and Waltham Cross with 30 minute frequency through to
Tottenham Hale.
- b. 20 minute NSSu off-peak and S frequency between
Hammond Street and Tottenham Hale.
- c. Revised evening NSu service - 20 minutely Tottenham Hale
to Lee Valley Leisure Complex with 1 bus an hour extended
through to Hammond Street.
- d. Revised route between Ponders End and Lee Valley
Leisure Complex. Nags Head Road and Meridian Way
deleted and replaced by Ponders End High Street,
Hertford Road, Nightingale Road, Montagu Road and
Picketts Lock Lane.

LOOKING BACK

1965

New vehicles delivered to EN in January were 2820/2/3/7 JHK452/4/5/62C Bristol FLF6B with ECW LD38/32FD bodies. From 3.1.65 Services 94/5 (Maldon - Heybridge - Goldhanger) were withdrawn and operation passed to Osbornes and were incorporated into their Maldon - Tollesbury service. Osbornes were reported as advertising their coach tours on the pirate radio station Radio Invicta.

1975

1735 HWC86N and 1738 GJN998N were Leyland Nationals delivered to EN during December 1974. 8 Bristol LH's due for delivery during the year were to be exchanged with Bristol Omnibus for 5 LN's and would be delivered direct to that company. The Central Works float had been established and consisted of 4 Bristol LD's and a LN. A yellow hand painted CW was painted over the fleet number. Southend Transport proposed the fitting of fare boxes and 382/4 were fitted with fold down "No Change Given" signs.

1985

Leyland Tigers 1128/9 B696/7WAR were delivered to EN on 15.1.85. The mobile publicity vehicle (TDV217J) on hire from Western National moved to Bristol Omnibus on 9.1.85 and was not used at Colchester as originally intended. LN 1733 (HWC84N) sustained serious damage on 2.1.85 when it ran into a tree on Canvey Island while on Service 27. On Christmas Day 1984 only one EN vehicle was on the road when a LN operated Service 98X to Bradwell Power Station. The Evening Gazette reported that CBT had placed an order for two Leyland double deckers at a cost of £66,850 each. ST operated one return X1 journey between Southend and Heathrow Airport on Christmas Day.

COLCHESTER BOROUGH TRANSPORT

Most of the Nationals and Olympians were fitted with yellow-on-black destination blinds on 6.12.94. National 21 was back on the road on 14.12.94, having been out of use since 8.8.94. Atlantean 70 entered service in CBT livery on 3.1.95. 72, the last one in L&C livery, replaced it in the paint shop. Tiger 104 remained unrepaired at Magdalen Street.

Southend Transport's 550 was sent home on 19.12.94. An unidentified L&C VR was seen at Magdalen Street on 19.12.94, en-route to Ipswich Buses for repair. It made the reverse journey on 29.12.94. Tiger 103 continues to be used on bus work; the 'Coachways' vinyls have been removed and so it just says 'CBT' now.

Christmas and New Year services were operated as follows.

24.12.94:	normal Saturday service until about 1930;
25 to 27.12.94:	no services;
28 to 30.12.94	normal weekday services;
31.12.94:	normal Saturday service until about 1930;
1 and 2.1.95:	no services.

As usual, a leaflet was published with the times of the last buses on Christmas and New Year's Eve, although unlike last year, the 24-hour clock was used. Off-peak return fares were available on 28 to 30.12.94, 'as a seasonal gesture'.

DID YOU READ.....

The fire at the EN Colchester Depot and the Chelmsford dispute took up much space in the local press and these stories are covered elsewhere in this issue. Apart from this very little has appeared.

Maldon Council has turned down the planning application for construction of a supermarket on the bus station site. (EG 15.12.94)

Eastern National has advised Copford Parish Council that an additional bus would leave Marks Tey at 0820. (ECS 16.12.94)

A check on 42 vehicles serving five schools carried out by Suffolk Police and DoT inspectors found 70% of them to be defective. 10 received immediate prohibitions and their operators may face prosecution. Faults found included a tyre bald to the steel cord, insecure seats and a door, corroded floors and cracked headlights. East Bergholt High School was one of the schools checked, where ten buses were checked. Three received immediate bans with only four showing no defects. A Suffolk County Council spokesman welcomed the checks and said they would review any contracts they had with operators involved but he stated that several of the vehicles were private contracts and least one a service bus. Stanway Traffic Police said Essex had carried out similar checks in Colchester & Tendring in September but only two minor faults were found. (EG 13.12.94 ECS 16.12.94 CBW 17.12.94)

Safety work costing £7,500 is to be carried out at once on the car park above Colchester Bus Station. The aluminium fins will be removed as it is feared they could fall off in high winds. Tenders are to be sought for complete demolition with a possible start date of April 18 this year. (ECS 6.1.95)



G G Toon

The scene at 9.00am on Boxing Day as the dawn reveals the extent of the damage at the Colchester depot of Eastern National



138	(FJN 209)	Now reported as Mills (dealer), Fareham, for scrap, 10/67, ex Regent, Redditch. However, vehicle is known to have passed from Regent to Jones, Tamworth and thence to Southgate Coaches, London, N.11, 1967, and reported (NS194) as passing to Breaker, <u>Waltham Cross</u> , 10/67. Clarification appreciated.
427	(604 JPU)	Still at old garage of Jones, Bontnewydd, 10/94, operations moved to new depot at Pen-y-Groes, by 9/94.
222	(C222HJN)	Yorkshire Rider, Leeds, 2012, 10/94.
711	(C436BHY)	Cooper, Southampton, 10/94.
0751	(D751RWC)	Location of operator also quoted as Pontyclun.
0755	(D755RWC)	Withdrawn by Frontline Enterprises, Tamworth, 5755, 9/94.
1501	(PJT256R)	Liyell, Willenhall, 10/94, ex Lister (dealer), Bolton. (T)
1723	(NEV680M)	Tanport Ltd. was acquired by the Yorkshire Traction group, by 10/94.
1760	(MAR782P)	Scrapped by Thomas, Barry, on own premises, by 10/94.
1774	(MAR796P)	Thamesdown Transport, Swindon, 7/94, via Lister (dealer), Bolton, previously Rhondda Buses Ltd., 660.
1810	(TJN509R)	as 1501.
1824	(VAR901S)	Classic, Annfield Plain, 10/94, ex Lister (dealer), Bolton.
1831	(VNO733S)	as 1824.
1834	(VAR894S)	as 1824.
1852	(YEV310S)	MTL (Manchester) Ltd., 9/94, ex Lister (dealer), Bolton (T). repainted into Merseyside corporate livery, 10/94, not yet numbered.
1854	(YEV312S)	Withdrawn by Thamesway, 1854, 10/94. (T)
1855	(YEV313S)	Bristol Bus & Coach (dealer), 9/94.
1879	(BNO669T)	as 1854, f/n 1879.
1881	(BNO671T)	as 1854, f/n 1881.
1892	(BNO682T)	as 1855.
1893	(BNO683T)	as 1854, f/n 1893.
1900	(DAR122T)	as 1852.
1901	(DAR123T)	as 1854, f/n 1901.
1910	(DAR132T)	Lister (dealer). Bolton, 10/94.
1915	(JHJ141V)	as 1852.
1922	(JHJ148V)	as 1854, f/n 1922.
1927	(MHJ723V)	Yorkshire Rider, Leeds, 1367, 10/94.
1930	(MHJ726V)	as 1927, f/n 1368.
1932	(MHJ728V)	as 1927, f/n 1369.
1938	(STW 19W)	as 1927, f/n 1370.
2751	(JWC 711)	Dornier Aircraft Co., Munich, Germany, 1994, ex Der Blickfang, Hanover, Germany. In L.T.-red and cream livery, to be used for promotional work.
3065	(UVX 3S)	Provincial Bus Co., Fareham, 508, 10/94, ex Badgerline, Weston-Super-Mare, 5552.
3102	(UAR592W)	Hardwick (breaker), Carlton, by 10/94. (T)
3111	(XHK216X)	Burnt out at Marks Tey, 8/94; remains to Hardwick (breaker), Carlton, 10/94, for scrap.
4505	(B693BPU)	Numbered 18 by Gensam (t/a Liverbus), Huyton. Was acquired 3/91 ex Thamesway (correction to EBN327)
4506	(B694BPU)	as 4505, f/n 19.

9005 (OWC295K) Hardwick (breaker), Carlton, by 10/94, for scrap. Engine was removed by another Badgerline group company.

This is the last draft of this column that I shall compile, since I am under doctors orders to shed some of my activities. It therefore marks the end of my contributions to the Group news sheets, which started in January 1964. It is rather sad that I have to conclude my contribution with the unfortunate loss of 7 Bristol VRs, 2 Leyland Olympians and 1 Leyland Tiger, all destroyed by fire in the Colchester garage fire on Boxing Day. However, I will leave it to my successors, Derek Stebbing and Ian Ransom, to report the full details in a future column. May I conclude by thanking members for their reports of disposals over the years. Please keep sending them in.

Alan Osborne.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Ian Ransom wishes to apologies for the printing of his notes this month,(EN & other operators),a slight problem has led to some over printing, This should be resolved by next month.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Review of E.F.E. Leyland P.D.I. Highbridge

Model No. 15904 City Coaches

The first model in ready-made form to carry the chocolate and cream livery of City Coach Company was scheduled by EFE for January release but made its appearance in at least one model shop by late December. It represents one of two Highbridge Leyland PDIs delivered to City Coach in 1947. It carries authentic destination details for LONDON WOOD GREEN and has side adverts for WARDS STORES Tottenham as did the real bus in the off-side position, namely LDI (LEV 917) on which the model is based. Correct style "City" fleetnames add to a very attractive and realistic model. Like all EFE models it is to 1:76 scale and will look good alongside the Eastern National Bristol FLF released in 1993, also by EFE, that had a front destination screen for the 251 Southend (Tylers Avenue) service.

In reality LDI had quite a chequered career seeing further work with Westcliff-on-Sea and then Eastern National ending its days in revenue service as an open topper after conversion in 1958. Withdrawn in 1965 after two re-numberings it escaped the fate of the other Leyland open topplers by being purchased for preservation. Maybe someone could tell us of its present location? The model (not the real one!) can be bought for about £10 from model shops or mail order dealers and makes a distinctive addition to any collection of model buses.

PERSONNEL

Leon Daniels resigned as Managing Director of Capital Citybus 'by mutual agreement' on December 19th. Adverts have been placed in the trade press seeking a replacement.

ACQUIRED

169 E964 OME Leyland Olympian ONLXB/1RH - Optare H47/29F new 7/88 chassis no. = ON10708 Body no. = 485.

This bus was one of two new to London Cityrama, SW8, for use on LRT routes 196/200. upon the loss of these converted to partial open top (front two bays kept the roof, rear four bays open top) and transferred to the Cityrama sightseeing fleet. The bus & the sightseeing business passed to Ensign London Pride in 11.93-It entered service with Citybus on Tuesday 3rd January 95, after it had the roof from a London Buses Titan fitted by Ensigns. Can anyone say whether this work consisted of just the rear bit ?

104 (JHE 194W) was used by South Yorkshire Transport Ltd as a test bus in connection with a proposal for a guided busway 3 to 4 miles long which was to run to the South of Sheffield. The bus was fitted with a new front axle and guide wheels and used on a short test track built at the side of Rotherham garage. The front blind box was panelled over. For a photo see the Feb 91 issue of BI. The published list of buses taken over when SYT Ltd became Mainline Group Ltd did not include this bus (6/93)

SOLD - 292 (F292 NHJ)- Ensign London Pride, Rainham, 11/94, no 192.

REBUILT - 294 has been rebuilt to single door but had not yet been repainted at the time of writing.

REPAINTS - 258 (H258 K VX)

TRANSFERS- 169 acq to DM 184 NPu to NP 202 NP to DM
298 DM to NP

ROUTES

D8 This was run on Boxing Day Dec 26 by DM using Dart 670- Stratford to Canary Wharf.

D8A a special service run on WED/THur/Fri Dec 28/29/30 as a DLR replacement (the DLR closed down after Dec 23 and did not start up again until Jan 3rd- its ok for some)- Stratford to Isle of Dogs Asda via West India Quay and Limeharbour- x8mins peak, x10 off peak. Buses used included 172/3/4/80, and 114/5 on loan from NP

D9 was run on Dec 26 from Bank to Crossharbour.

D9X This DLR replacement was run from Bank to Isle of Dogs Asda on Wed/Thurs/Fri Dec 28/29/30 by Leaside but one working am was done by Citybus from DM - on Wed 28 it was a Leyland National and on Thurs 29 Metro 570.

97a was run on Dec 26th by a mix of Volvo B6 ex the 236 and Mercedes.

123 Revised Mon-Fri timetable am featuring extra running time and an extra bus due to heavy traffic using Forest Road to avoid the road works on the North Circular rd.

248 Part of this route was covered by a special DEC 26th route 396 run by Blue Triangle RCL 2239. Harold Hill Dagnam Park Drive, then via Petersfield Avenue, Gooshays Drive, Gubbins Lane, Harold Wood Stn, then via 294 to Gidea Park Stn, Balgore Lane, Main Rd, Romford Market double run, then via 248 to Upminster Stn. every 90mins during the day only with a one hour break for lunch.

257 ran the normal Stratford-Walthamstow on Dec 26 (chingford section covered by the 97a)
 277 was extended to Poplar on Dec 26th via the Isle of Dogs, not via its normal Canary Wharf route.
 511 Date of take over from County Bus is January 21st, Times are 10.30 from Hainault (The Oak) and 12.57 from Romford, Wed Fri Sat.

DISPOSALS

432 UPK 132S Hyde (Aston Express), Killamarsh, S Yorks by 11.92
 466 GDR 206N Apple Tours, New York, USA ex London Pride
 461 GDR 201N Gone from the premises of Castlepoint, Hadleigh by 11.94
 798 THX 256S Ensign (dealer) Rainham 10.94 and to the Polish Big Red Bus Ridgeway Project, Ascot, Berks, by 11.94

GENERAL

LRT 174 and 277 were run from DM on Boxing Day Dec 26 using Leyland Bodied Olympians. LRT fares were increased from Sun Jan 8th, the main feature of which was the increase of the 40p fare to 50p, for both adults and children- so much for 2.9% inflation. Reports are indicating that Metrobus/Alexander 111 (ULS 621X) may have been withdrawn from service as NPT- further info when available. 184(B444 CKW) had entered service by Nov 24 (seen pm on the 345). Many thanks for the flood of reports re the three driver trainer Atlanteans at NP (none to date).

DM ALLOCATION

Metrobus mk 1/MCW -112, 275-8/96/7/9 (8)
 " mk 1/Alexander - 570 (1)
 " mk 2/MCW - 107/70/1/8/9, 279-91/3/4 (20)
 Ld Olympian/Alexander - 121-8/72-4/80 (12)
 " " /NCME - 133/59-66 (9)
 " " /Leyland - 138/40-7/9/52-55/7/8 (16)
 " " /Optare - 169 (1)
 Volvo " /NCME - 167/8 (2)
 Dennis Domr/ " - 181/2, 202/3/51-62
 AEC RM /PRV - 429 (1)
 Dennis Dart/NCME - 670 (1)
 Volvo B6/ " - 681-3 (3)
 Leyland National mk 1 - 736/7 (2)
 " " mk 2 - 738-42/4/8-51 (10)

Total == 86 dd & 16 sd = 102

Do you collect photos of Borough Motor Services, Luton Corporation, South Wales operators, Sheffield Corporation, including trams, these and many more selections are available. Send SAE with a list of operators you require and I will endeavour to help you out,
 P J SNELL

Heddingham Omnibuses L84 RGV284N Leyland Leopard Willowbrook B55F.

An interesting contrasts in blinds, showing the growth of H-0

DESTINATION BLIND OF L84 1.1.84

PRIVATE
SCHOOL SERVICE
WORKS SERVICE

BRAINTREE
HEDINGHAM
HALSTEAD
COLCHESTER
EARLS COLNE
CHAPPEL
SUDBURY
GT YELDHAM
LT YELDHAM
TOPPESFIELD
GT BROMLEY
GESTINGTHORPE
CLACTON-ON-SEA
WALTON
SOUTHEND ON SEA

VIA BLIND OF L84 1.1.84

GOSFIELD
HEDINGHAM
DOES CORNER
CHAPPEL
HALSTEAD
BULMER
WICKHAM
BURNT HEATH

'DAYGLO' Blind recorded on
L84 9.10.94

PRIVATE
SERVICE
WORKS SERVICE
SCHOOL SERVICE
BRAINTREE
HEDINGHAM
HALSTEAD
COLCHESTER
SUDBURY
GT.YELDHAM
HAVERHILL
FORDHAM
BURY ST. EDMUNDS
CHELMSFORD
EARLS COLNE
GT.CORNARD
TOPPESFIELD
ASHEN
CORNISH HALL END
GT.BARDFIELD
WETHERSFIELD
STAMBOURNE
STEEPLE BUMPSTEAD
SAFFRON WALDEN
TOWN SERVICE
AUDLEY END
CLAVERING
DUNMOW
MALDON
WITHAM
CAMBRIDGE
WALTON
CLACTON
NAYLAND
BOXTED
THAXTED
HARWICH
GREENSTEAD
GENERAL HOSPITAL
CLARE
COGGESHALL
BULMER
MOUNT BURES
TWINSTEAD
BISHOPS STORTFORD
COLNE ENGAIN
STONES GREEN
LAYER MARNEY
MAYLANDSEA

SPECIAL REQUEST

Are you interested in bus photos
in the North East, especially O.K.
Motor Services. Then contact Ray
Straughan. 51 Balmlaw, Beacon
Lough East, Gateshead, Tyne and Wear
NE9 7DQ., who wishes to exchange
photographs of the Essex area.

1*1*1*1

YOU COULD USE THIS
SPACE, AND IT IS FREE ****