

ESSEX BUS NEWS

DECEMBER 1994

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

368

A very Merry Christmas to all our readers !



WM TOWNLINK COUNTY BUS ~~PLW~~269 DENNIS LANCE SLF WRIGHT
SEEN AT HARLOW BUS STATION ON SERVICE 502.

D Arnold.

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This is the final EBN for 1994, and on behalf of the Committee I wish all Group members a Happy Christmas and Prosperous New Year. I hope you have enjoyed reading your Group news, and I welcome any suggestions and ideas for expanding the contents.

Rochford Meetings.

The next meeting at the Freight House Rochford will be held on the 14th Feb. 1995 at 8pm. The programme for this meeting will be announced in the January EBN.

Publications.

Eastern National Fleet Record 1964-1990. Lists all vehicles owned between these years £4-50 post free.

Eastern National Fleet List November 1994. 55p inc P&P.

Both publications from Andy Meadows (address on front cover)

LATE NEWS.

Eastern National.

Due in January 1995 are 20 Mercedes Plaxton minibuses, similar to 631etc, they will replace 20 earlier 200 series Mercedes.

Acknowledgements.

Thamesway Ltd. Eastern National. Southend Transport. County Bus And Coach. Hedingham Omnibuses. Essex County Council. R Delahoy. C Sigston. I Burton M Evans . P Harvey. R Dennis. Colchester B T . M Weyell. G Toon.

Contributions for the January EBN should reach Sub Editors by 3rd Jan and the Managing Editor by the 9th Jan.

96 DRIVERS SACKED

As the majority of members are no doubt aware, 96 drivers were sacked at Chelmsford depot on Friday 18th of November for being in breach of their contracts.

The following is an explanation of the situation, which your sub-editor hopes gives all the facts without taking sides.

In 1992, EN agreed with the union a wage award of 4% subject to productivity improvements and changes to working duties at all depots. This was accepted by the majority of drivers, but staff at Chelmsford started a work to rule in protest, having accepted the pay award.

Following this, in 1993, the company planned to introduce new minibus services in Chelmsford, which led to an overtime ban.

In September 1994, revisions were planned to services in Chelmsford, which according to the company, would result in an average of 30 seconds being added to the working day. The trade union rejected this and produced their own set of working practises, which the company felt that they could not accept. Following this, a postal ballot was held and 80% of those that voted supported industrial action.

The union view of the revised duties, was that drivers were already driving for excessive hours, were being forced to work overtime to cover staff shortages and that most minibus duties were boring in that the same route was being worked.

Services were halted for about three hours on November 10th, when a union meeting was held, at which it was decided to strike from 1700 to 2400 on November 18th with further stoppages between these hours on other dates.

The company sent letters to all drivers on 16th November, warning them that they would be sacked if they failed to work on the 18th in accordance with their contracts. At about 1130 on November 18th services were disrupted as drivers walked out, although supervisors, non union drivers and those who did not wish to join the strike continued working. In addition some drivers continued to work or commenced work as normal on late shifts, but joined the strike later in the day.

The drivers that walked out were told by the union to report for work as normal on the Saturday, which most did. However, they were then told that they were in breach of their contacts and had been sacked.

This resulted in only about 12 vehicles being on the road on the Saturday, from Chelmsford depot, although other depots continued to operate as normal.

On Monday 21st, drivers were brought in from other parts of Badgerline and about 70% of town services were being operated, from about 0700 to 1900, with the aid of maps and instructions from passengers. Other services were running at about 50% with a reduced service on 31A,152,153,154,350 and 351. Some schools services appeared to be contracted to other operators.

By Monday 28th services had increased to about 90% between 0700 and 1900 on town services, and improved services on other routes, except 152,153,154,350 and 351. In addition a limited service was being operated from 0600 to 0700 and between 1900 and 2100. By Friday 2nd December, most town services were back to normal, but services 152,153,154,350 and 351 still had a reduced service.

Services operated under contract to ECC appear to have operated as normal throughout this period.

Adverts appeared in the local press advertising for drivers and over 400 applications have been received. This has resulted in driver training vehicles of Badgerline, Brewers, Eastern National, Thamesway and Western National being used to train the new applicants. It also appears that some current holders have started work already, as some drivers do not have a uniform.

It has also resulted in a bitter and sometimes hostile environment, with claims of drivers' private vehicles being vandalised, abuse of drivers, strikers being abused, posters suggesting that passengers make their own arrangements for insurance "signed" by Robin Orbell (the MD) which have been condemned by the company and union, while your sub ed has seen some strikers step in front of buses as they pass under the railway bridge in Duke Street.

The union have organised two marches to New Writtle Street and are trying to get the drivers reinstated. A legal challenge appears unlikely, as the company do not appear to have broken the latest employment laws.

The sacked drivers are attempting to get backing to start a rival bus service in Chelmsford, while some have accepted jobs with East London and Capital Citybus.

The dispute has been of great cost to both sides as the drivers are now out of work, while the company have to pay hotel bills, overtime and the cost of training new drivers.

It can only be hoped that both sides have learnt from this and that the passengers who get caught in the middle, can look forward to a better future.

ACQUIRED VEHICLE

3223 MFA 721V Bristol VRT/SL3/6LXB ECW DPH67F

Chassis number 2424. Seating split and body number to follow.

ALLOCATIONS

10/94 807 CR - CF; 1923 CR - D/L(D); 3223 ACQD -CR ; 4011 CF - CR

SERVICES

41A Commenced operation of Sunday service under contract to ECC from 13.11.94. (See Freemans notes)

61 Withdrawn after operation on 22.12.94.

127 Saturday service withdrawn after 31.12.94.

SEATING CAPACITIES

The seating capacities of the following vehicles have been checked with company records and should now be amended:-

242 - 46 are B19F. Reported in error by us as B20F, they were DP19F with Western National, but were fitted with bus seats on transfer to EN.

4511/12 are CH45/24F having had extra luggage pens fitted at some stage.

REPAINTS

11/94 1413 4013

In addition to the list published in EBN 367, 213-22 are of course in new livery.

The latest vehicle to receive blue doors on old livery is 1890.

UNUSUAL WORKINGS

8.11.94 CF 1861 on service 53 (CR operated service)

In addition as a result of the sacked drivers, numerous unusual workings at Chelmsford. Including big buses on minibus routes, Leyland Tiger on 152, Dennis Darts on almost anything.

Mercedes minis 200 & 630 have been on loan from Braintree to Chelmsford since mid November.

PUBLICITY

Timetable leaflets for services 31/X dated 31.10.94; 32/46 dated 31.10.94; 41A (Sunday service) dated 13.11.94; 127 dated 5.11.94; 333 dated December 1994.

Leaflet for days out dated January to April 1995.

INITIAL DISPOSAL

1873 (ANO 272S) Hanningfield Metals (for scrap) 11/94.

HEDINGHAM

SERVICES

- 14 NEW SERVICE. Tiptree to Chelmsford, one journey each way on Tuesdays and Fridays from 20.12 94.
- 16 NEW SERVICE. Tiptree to Braintree, one journey each way on Wednesdays from 21.12 94.
- 90 The 0830 ex Witham now departs 0835 and is extended to Dorset Road. The 1558 ex Spital Road now departs 1603

Services 10, 14, 16A, 23, 70, 324 and 327 are now being operated ex Freemans.

CORRECTIONS TO FLEET LIST

The following updates the information published in EBN 367:-

L96, L180, L181, L182 have Supreme bodies (there never was a Supreme III)

L146 seats DP45F.

L159 seats DPH39/27F.

L160 seats H47/32F.

L169, L170 seat C53F.

L181 is registered GPV 211T.

L193, L195 have Plaxton Paramount 3200 bodies.



120	(B258CHK)	Private buyer, Clacton area, 9/94.
708	(C429AHT)	White Horse Ferries, Hythe, 4/94.
709	(C432BHY)	as 708.
712	(C437BHY)	Numbered 41 by Tellings-Golden Miller, Cardiff.
713	(C438BHY)	as 712, numbered 42.
714	(C441BHY)	as 712, numbered 43.
716	(C444BHY)	as 712, numbered 44.
717	(C447BHY)	as 712, numbered 45.
0750	(D750RWC)	Morgan, Nantyglo, 9/94.
0751	(D751RWC)	Sevenways, Talbot Green, 9/94.
0752	(D752RWC)	Cleverly, New Inn, 9/94.
0753	(D753RWC)	Anslow, Garndiffraith, 9/94.
0754	(D754RWC)	as 0753.
1216	(BNO702T)	On loan to Maidstone & District, from New Enterprise, Tonbridge, 15, from 7/94.
1414	(GJD197N) (841 FAT) (LRN363N)	Believed gone from Northern Bus Co., Anston, by 1/94.
1500	(PJT255R)	Withdrawn by Brewer, Port Talbot, 708, 9/94; to Parfitt, Rhymney Bridge, 9/94.
1501	(PJT256R)	Withdrawn by Thamesway, 1709, 9/94; Lister (dealer), Bolton, 9/94.
1705	(WNO554L)	Was withdrawn by MBC 1, Rowley Regis, by <u>ca</u> 8/93.
1709	(WNO558L)	More confusion ! Now reported as acquired by Merseyside Transport, 12/93, <u>ex</u> Sahota & Sarai, Smethwick. (This is the opposite of the report in EBN360 which suggests vehicle moved in reverse direction). Final clarification would be appreciated !
1715	(WNO564L)	West Midlands Travel, 1664, 8/94, following closure of Black Country Buses Ltd., Coseley on 6/8/94. Allocated to reserve fleet.
1723	(NEV680M)	Is numbered <u>31</u> with Tanport, Blackburn. (correction to EBN362)
1724	(NEV681M)	Vehicle was <u>not</u> repainted into Liverline livery. (correction to EBN366)
1725	(NEV682M)	Was re-registered SJI 5410, in 9/94. (correction to EBN366)
1736	(HWC 87N)	Re-bodied B49F by East Lancs, by 8/94, for Midland Fox. Subsequently re-registered JIL 2161 and re-numbered from 3387 to 2161, 8/94.
1754	(LJN662P)	as 1715, fleetnumber 1662.
1760	(MAR782P)	Still with Thomas, Barry, 9/94.
1783	(PEV695R)	C & M, Aintree, 6/94, ex Quickstep Travel, Hunslet, 69.
1790	(PEV702R)	as 1715, fleetnumber 1731.
1810	(TJN509R)	as 1501, fleetnumber 1810 (T).
1817	(VNO740S)	Withdrawn by Thamesway, 1817, 9/94; to Bristol Bus & Coach (dealer), Bristol, 9/94.
1829	(VNO731S)	as 1715, fleetnumber 1731.
1836	(VAR896S)	as 1817, fleetnumber 1836 (T).
1849	(YEV307S)	as 1717, fleetnumber 1849 (T).
1852	(YEV310S)	Reported as withdrawn by Thamesway, 1852, 9/94 and to Lister (dealer), Bolton, 9/94. <u>But</u> , previously given as passing to Wigley (breaker), Carlton, by 4/93. (EBN354)(T).
1866	(YEV324S)	Withdrawn by Thamesway, 1866, 9/94. (T)

1875	(BNO665T)	Withdrawn by Thamesway, 1875, 9/94. (T)
1900	(DAR122T)	as 1501, fleetnumber 1900. (T)
1915	(JHJ141V)	as 1501, fleetnumber 1915. (T)
2823	(JHK455C)	Still at W. E. T. C., Winkleigh, 10/94, in aquired condition in former S.T.S. driver training livery, Autobus Antiques, Belgium, 6/94, ex McFadzean, Sheriff Hutton, presumably via North (dealer), Sherburn.
2920	(AEV814F)	Sold, -/92, by Kilo Health Club (N-PSV), Clacton.
3058	(LJN653P)	Lister (dealer), Bolton, 4/91, thenceto Green, Kirkintilloch, 5/94. (additional information to EBN326/7/8)
3080	(STW 24W)	as 3080, also reported as being acquired by Cambus, 11/91. (correction to EBN339)
3086	(STW 30W)	as 3080.
3212	(YVV896S)	as 3080, confirmed as numbered 724 by Cambus (clarification to EBN338)
3214	(FRP905T)	Munson, Ixworth, 8/94, ex Hand, Horsley.
3216	(FRP907T)	

In a recent Lovejoy (BBC 1) his assistant Beth is waiting at a bus stop outside the Chambers depot in Bures. Lynx YBH210S showing "53 IPSWICH" approaches, cut to close up of Lynx E87KGV pulling up at the stop, cut to long shot of Beth boarding YBH210S. Did it really need two buses to film less than half a minute of programme? Chappel & Wakes Colne station then masqueraded as Bigbury on Sea.

An auction held in Lincolnshire at the end of October included a number of PSVs. Little is known of the origins of the vehicles most of which were in various stages of decay. Readers may be interested in details.

FNV 705 1950 Bedford OB/Duple.
 BGV 845 1949 Bedford OB/Duple. Formerly owned by Norfolks.
 DJT 376 1949 Bedford OB/Duple.
 FFN 384 1951 Guy Arab. Open top ex East Kent.
 KGT 70 Bedford OWB/Duple. Built during war but not licensed until 1949.
 LUA 591 1948 Bedford OB/Duple.
 BUX 608 1942 Bedford OWB/Roe. New to Whittles of Highley.
 CKG 897 1946? Leyland TS8. New to Western Welsh.
 GRY 54D 1966 Leyland PD3A/1 Metro-Cammell. Described as purchased from Southend Transport.
 KLB 569 1950 AEC Regent III London Transport RT1320.
 GRY 48D 1966 Leyland PD3A/1 Metro-Cammell.



essexBUSLINE

0345 000333



For local bus times
(from 07:00 to 20:00 Hrs daily)

OTHER OPERATORS - REST OF ESSEX

APT RAYLEIGH Volvo/Jonckhree A10 APT, has lost its Travelsphere lettering but retains blue livery. Optare City Pacer D342 JUM has been acquired. Scania/Jonckhree A20 APT (ex NJI 8869 and E216 GNV) has been sold.

AIRPORT EXPRESS LEIGH ON SEA Acquired is DAF 200 minibus J6 KMK.

ARROW MALDON New is Mercedes mini M185 TEV, which appears to have replaced similar C376 TLD.

ASSOCIATED COACHWAYS HARLOW The remains of National LPB 204P have been sold for scrap.

CAMBUS Following the introduction of a weight restriction on Littlebury Bridge, services 112 & X12 or 103 on Sundays no longer serve the village. A new service numbered 112 and operated under contract to ECC by Viceroy between Gt. Chesterford Station, Littlebury and Saffron Walden has been introduced. Sunday service 102 is not affected. Myall operated service 42 is also amended.

CEDRIC WIVENHOE Bristol VR WTU 484W has been numbered 11, but still retains 1884 from its previous owner. K908 KGE has lost its Travelsphere lettering, but retains blue livery with Cedric names.

CHAMBERS The Colchester to Bury St Edmunds services had revised timetables introduced from 12.12.94.

CRUSADER CLACTON D348 CBC has been re-registered LSU 113 and is a Mercedes 0303 not a Setra. Two further Setras have been acquired, they are WCR 819 (ex RAX 21Y) and KSU 473 (ex BPH 267Y).

CUNNINGHAM CORRINGHAM Have sold E677 UND a Mercedes mini and G917 GRN a Swift/Elme.

DON DUNMOW Have added Dennis Javelin/Duple 320 H194 TYC to the fleet. Ford Transit D458 CVN is reported to have been sold "years ago" by an employee.

FARGO RAYNE A further Ford Transit has been acquired E218 OEG.

FLAGFINDERS BRAINTREE Acquired is Bova Futura XSU 913.

FREEMAN It is understood, but not yet confirmed, that this company has ceased trading, and that three Ford coaches LDH 940P, TPJ 305S and BCJ 733V have passed to Heddingham, together with all services operated, except 41A on Sunday which passed to Eastern National.

GODWARD WICKFORD Added to the fleet is Volvo/Berkhof VVY 670 (new as JJN 182Y).

HALLS HENHAM Further to EBN 367, B920 CSU is a DAF/Irizar. Also acquired is Bova Europa 7222 EL.

HARRIS BUS Additional services at 1730 to Dartford (L2) and 1730 to Gravesend (L3) were introduced on 22.11.94.

HERON PARK SOUTHEND Guess what? another Southend area operator with a Ford Transit! The one here being G329 XLM.

LODGE HIGH EASTER Have acquired Leyland Tiger/Van Hool AAL 551A.

PANT VALLEY FINCHINGFIELD A new operator using Wiffens depot. The vehicle operated is ex Wiffens LAG Panoramic D217 XPK, which is currently running on a Brandons disc.

ROADRUNNER CANVEY Ford Transit/Dormobile BKO 284Y has been acquired.

S&M HADLEIGH A further Tiger/Duple has been acquired NAT 746A (new as C137 CFB) ex Wessex. Former London Country Reliance/Plaxton MRR 811K has been sold.

SILVER KNIGHT WICKFORD Have sold Ford Transit D341 SKX.

STANS GT TOTHAM Bova Europa JIL 2202 has been acquired from Lodge and is named Miss Gillian and Flying Dutchman 4. Mercedes minibus PJI 9139 is named Percy.

SUPREME SOUTHEND Have sold NSU 179 a Scania/Jonckhree.

TILBURY TAXIS A further Ford Transit is F179 KUD.

VICEROY SAFFRON WALDEN Have sold Transit C435 WRT to Raynham, Saffron Walden.

WILKINSON WICKFORD Have acquired OHO 197T a Ford/Plaxton ex SJH Orsett.

COLCHESTER BOROUGH TRANSPORT

National 21 has been off the road for several weeks, awaiting spare parts. Olympian 43 went for overhaul by Maidstone & District on 11.10.94, returning on 1.11.94. Atlantean 84, with 90th anniversary livery, was at Duffields in Cambridge from 12.10.94 to 25.10.94, for engine repair. Atlanteans 67, 80 and 66 were all taken to Ipswich Buses for repair, the first two on 3.11.94 and 66 (fresh out of the paint shop in CBT livery) on 4.11.94; 80 was returned on 5.11.94, 67 on 8.11.94 and 66 on 11.11.94. 83 was at Ipswich from 11.11.94 to 14.11.94 and 81 received attention there on 17.11.94. 66 was towed to Duffields on 23.11.94 and returned on 1.12.94. Lastly, Tiger 104 was returned to Magdalen Street on 7.11.94, still with the damage sustained at Southend in August 1994.

All this activity led to a vehicle shortage and the following vehicles were hired from Southend Transport . (The dates shown are when the vehicles were transferred.)

265, from 5.10.94 to 13.10.94;
550, from 13.10.94 to 16.10.94 and from 21.11.94;
709, from 29.10.94 to 21.11.94.

In addition, ex-CBT 107 was borrowed from London & Country from 13.10.94 to 17.10.94, for private hire work, open-top Atlantean 55 was pressed into service, with the upper deck closed off, and Tiger 103 was used on bus work.

Southend Transport 284 was returned home after repair at Magdalen Street on 12.10.94.

CBT operated railway replacement services all day on the five Sundays in October 1994, between Colchester, Clacton and Walton, using six double deckers. On 10 and 11.10.94 they ran an emergency railway replacement service between Colchester Town and Colchester North stations; this was mostly done with Olympians, but 55 put in an appearance. And following an accident at the Hythe on 25.11.94, CBT ran a railway replacement service on the Clacton and Walton branch on that and the following day.

The Company has bought Dayglo blinds for use in some of the Olympians and Nationals.

CBT recently registered a Saturday-only service 25, (four round trips from Colchester to Ipswich), but withdrew the registration before implementing it.

A five-week promotion for MacDonalds started on bus tickets on 21.11.94.

The current CBT fleet list appeared in last month's magazine by courtesy of the company.

ACQUIRED

Artic 793 had still not arrived at or entered service from DM as at DEC 8th. To avoid repetition it will not be mentioned again until it does, or some other development occurs.

REPAINTS -- -- 253, 256 (H- K VX)

(not yet) **REBUILT**

294 rather surprisingly returned to DM on Dec 6th still two door and blue and silver and returned to service the next day. No further sight of 292, it is rumoured that it has been sold, but this has yet to be confirmed.

ROUTES

Due to the Editor cutting out part of my draft in October and November some of the route alterations published last month do not make a lot of sense unless you read the following four items BEFORE reading last months notes.

347 New Route. Lakeside via the 348 to Upminster Station, then via 248 to Cranham Moor Lane. One jny each way M-F, 3 jnys SAT. -22 OCT

349 Withdrawn between Harold Hill & Cranham and extended via 348 to Upminster Station then via Hall Lane, Shepherds Hill, Squirrells Heath Lane, Gubbins Lane, Harold Wood Stn, Colchester Rd A12, Gallows Corner Tesco double run, Eastern Avenue East A12, Pettits Lane, Main Road, St Edwards Way double run, Mercury Gardens, Western Road, to Romford Station. -22 OCT 94

510 Diverted at Collier Row roundabout via Clockhouse Lane (365), Firbank Rd, Cornell Way, Lodge Lane (294), Collier Row Lane, Whalebone Lane North, Billet Rd, Rose Lane, Whalebone Lane North (62), Eastern Avenue A12, Mawney Rd, White Hart Lane (252) back to Collier Row in the form of a one way loop- all layover taken at Lakeside - Roughly hourly, xx.30 ex Lakeside, no evening or Sunday service. -01 OCT 94

648 Times are 07.27 ex Romford Market & 17.25 ex Thurrock College, with a feeder leaving Rainham War Memorial at 07.10 connecting at Hornchurch.

158 ,257 .Stratford Bus Station opened on 13 NOV 94 on the site of the old one. 158 and 257 both use stand A

GENERAL

On Sundays NOV 13 & 20 route 252 was diverted Northbound between Hornchurch Station and Town Center via Ravenscourt Gdns, Hacton Lane, Upminster Rd and High Street due to road works in Station Lane. Due to low trees on the diversion single deckers were used in the form of 670, 736 and 737. Unusual workings have included :-

RM 429/DM--/D5 /pm peak 10 Nov
203/DM22/296/ Sat 12 Nov
298/DM--/296/ Tue 15 Nov
298/DM22.296/ Tue 29 Nov

Disposal

110 (GDR 210N) -Viking Tours, Ancaster Malbis, ex Jorvik Tours.

THAMESWAY

Very little in the way of Thamesway news to report this month!

- 510 MKH 68A was sold in early November to a Badgerline Group Company for spares.
- 314 H315 LJN Now carries an advertisement livery for West Park Autos (Toyota Dealer)
- 232 D232 PPU Carries the same advertisement livery for Magnus of Brentwood as sister vehicle 228.
- 206 C957 GAF Noted working route 11 on 23rd November.

Basildon received their first Leyland Nationals in 6.73 (1711-1717), their last being replaced by Dennis Darts in 10.94 (1896). This twenty one year period has seen over sixty of the vehicle allocated and three operators (Eastern National NBC and Privatised and Thamesway).

I would like to take this opportunity to wish all Thamesway correspondents compliments of the season.

SERVICE CHANGES 3-12-94.

- 3 Shoebury - Canvey via London Rd.
- 3A Southend CBS - Canvey via London Rd.
- 3B Shoebury - Canvey via New Thundersley, some journeys via CBS.
- 3C Southend CBS- Canvey via Essex Way.
- 3B late evening journey start/finish at Southend Cliffs Pavilion.
- 11 Minor timetable changes.
- 16 New service Soutjend-Eastwood-Rayleigh-Benfleet-Canvey.
- 25B 26 26A 26B 27A withdrawn.
- 28A renumbered 28.

Heddingham & District would like to remind readers of Essex Bus News that the following books are still available:-
'Heddingham Omnibuses 25 year fleet history & 30 year update' @ £5-00 for the pair including postage.
'The years between' Volume I, The NATIONAL story to 1929 which gives a very detailed history of the predecessor company of Eastern National @ £7-00 including postage.
The books are obtainable from Sible Heddingham depot only and orders(with remittance) may be sent to:
M.R.Hodson, Traffic Manager
Heddingham & District Omnibuses Limited
The Omnibus Depot
Wethersfield Road
Sible Heddingham
Halstead
Essex
CO9 3LB

Please note that volumes II & III of 'The years between' are not available from this source.

SOUTHEND TRANSPORT



Vehicles.

NEW 761 -764 M761 JPA - M764 JPA Dennis Lance SLF/Wright
761 to 763 arrived at London Road Depot on 6/12 from Reigate,
with 764 to follow later, after sustaining accident damage whilst
on delivery to Reigate. All 4 are due to enter service mid January.
They are to operate services 5,6,6B Monday to Saturday and 241/244
on Sundays.

LN 781 (XPD 231N) is being cannibalised at London Road and is withdrawn.

Subsequent Disposals.

LN 705 (XEH 254M) has been noted back in the County with Airport
Coaches at Stanstead. It retains S.T livery & fleet numbers but has
Citybus, Chadderton legal lettering, no operators disc and an Airport
Coaches board in the front windscreen.

Services.

21, school journeys to/from Bournes Green are numbered 21A.
S.T have won the contract for the S.B.C Saturday park & ride service
from Southend Airport to the Town Centre, running Sats Nov 26,
Dec 3, 10, 17 but have sub-contracted to Stephenson's Coaches, who
have been using ex S.T Fleetline 213 (JTD 393P) + VR,s.

Unusual Workings.

FL 234 (MRJ 234W) 07.30 X3 to London Victoria.
11.35 X1 to Southend. on 28/11/94.

Other News.

Mr Graeme Torrance, S.T General Manager, leaves the company in January
as he has been promoted within British Bus to head Clydeside 2000.

We wish him well in his new post, and welcome Mr Steven Salmon from
London & Country to replace him.

It is reported that British Bus has bought out District Bus of Wickford,
but confirmation would be appreciated.?



COUNTY BUS & COACH . COUNTY BUS & COACH

Lynton Travel Group Limited with its subsidiaries, County Bus and Coach Company Limited, Classic Trim Limited and Sampson Coaches Limited (dormant) was acquired by West Midlands Travel on 7 October 1994. LTG has been renamed County Bus Holdings Ltd and almost immediately Classic Trim Ltd ceased to trade. The other LTG subsidiaries remained with the previous owners (including Airport Coaches, Biss Brothers and Citibus) and a shelf company has been renamed by them as Lynton Travel Group Ltd.

FLEET

New Vehicles

MB 728/9	M728/9 UTW	Iveco 59.12	Marshall B25F	new 11/94
ELW 266-9	M266-9 VPU	Dennis Lance DLF	Wright B40FL	new 11/94

Repaints

10/94 TDB 61 to new CB livery

Vehicles Withdrawn

12/94 SN 213/51 LPB 213P, NPK 251R to WM reserve fleet

Allocation Changes

11/94	MB 47/56	Ware to Harlow
	MB 728/9	New to Ware
12/94	ELW 266-9	New to Harlow
	SN 213/51	Harlow to Sold
	SN 215/27	Harlow to Licensed Reserve

General

The existing trading names are to be preceded by the 'WM' logo and ELW 266-9 which entered service on 26 November carry the new lettering.

SERVICES

31 October	45	New ECC contract operation - schooldays only. Barley to Saffron Walden via Great Chishill, Heydon, Chrishall, Elmdon, Littlebury and Newport. 1 return trip.
	501	NSu 1 return trip diversion via Coxtie Green withdrawn.
4 January	18	On schooldays 0730 Haverhill to Newport/1520 Newport to Haverhill journeys extended from/to Sturmer. NB. Prior to introduction on 31 October the timetable was adjusted providing for the above journey to be extended beyond Saffron Walden to Newport on schooldays and the proposed round trip on the Saffron Walden town routing was abandoned.
7 January	810	Routing revised within Harlow and extended to Sawbridgeworth providing one-way loop working via London Road, Bell Street, Knight Street, Bullfields, Riverfield Lane,

Millfields, Reedings Way, Northfield Road, Bullfields, Cutforth Road, Cambridge Road and London Road. 1/2 hourly off-peak NSu. Extended within Harlow to Harlow Town Station.

	811	Minor timetable adjustments.
	817/8	Timetable/route adjustments providing more direct routing to/from Church Langley. Operation via Harlow Town Park transferred to 810.
16 January	213	Additional pm NSSu peak journeys provided between Waltham Cross Station and Upshire, Princefield Road.
20 January	511	Last day of operation. Transferred under LTB tendering to Capital Citybus from the following day.

Christmas/New Year

The 'general' pattern is:-

Commercial Services	Normal service until 24/12. No service 25/12 to 27/12. Saturday service 28/12 to 31/12. Sunday service 1/1 and 2/1.
ECC Services	As commercial with early 'cut offs' on 24/12 and 31/12 and no service on 1/1.
HCC Services	As commercial services.
LTB Services	Normal service except no service on 25/12 and 26/12 and Sunday service on 27/12 and 2/1. Service 210 between Finsbury Park and Golders Green will again be operated by CB with Darts from Edmonton on 26/12 identical to 1993 operation.

MARKETING AND ADVERTISING LIVERIES

Green Line	TDL 53, TDL 54, TDL 65, TPL 510
Green Line 724	TDL 55, TDL 60, TDL 63, TP 61, TP 70, TP 71, TP 72, TP 75
LT Mobility	MBT 713, MBT 714, MBT 715, MBT 716
Sampson	AC 570, AN 110, BP 504, BP 507, BTL 6, BTL 10, LD 554, LD 557, LD 558, LDL 533, MC 540, STL 10, TDL 37, TPL 518, VDL 537, VPL 501, VPL 503
Townlink 502	ELW 266, ELW 267, ELW 268, ELW 269
Colorbuses	DW 316 Gasoline Alley MB 932 Valley Golf Club
	LR 2 Barclays TDB 62 Manuka
	LR 3 Arlington TL 10 Harlow College
	LR 4 Bryant Homes TL 13 Harlow Market
	LR 5 Ashbourne Insurance TL 17 Canonbury Builders Mer.
	LR 15 Fishpools TL 20 Darlington's Garages
	MB 54 HCC Travelwise TL 27 Ray Powell Garages
	MB 706 Rye Street Coachworks TL 33 Laser Motor Co
	MB 795 Hertfords Crystal Pav. VPB 64 Franklins Motors
	MB 918 Jessups VPB 65 Abridge Garages

DID YOU READ.....

November 12th: With new Eastern Counties services due to start in Ipswich next week Mainline has cancelled its plans to complete in the town and sold its vehicles to them. (Coach & Bus Week)

November 19th: Hedingham Omnibuses' have acquired the five vehicle Freemans Travel and its contracts but not their Fordham depot. Robert MacGregor said "...Margins were very tight and...Essex County Council were demanding vehicles under 10 years old and full schedule 4A DPTAC when contracts were up for re-tender, it was time to get out. NO property is involved so costs can be slashed from day one". (CBW)

November 21st: Health & Safety inspectors have been called in after a CBT bus hit scaffolding outside an estate agents in Headgate, Colchester. The area was cordoned off after the weekend accident. (Evening Gazette)

November 22nd: Contractors denied the scaffolding hit by the CBT bus was sticking into the road. A CBT operating assistant said they would be investigating, "it looks as if it (the scaffolding) is sticking out into the road. It is in any case very close to the kerb. An independent scaffolder called to make a report said the scaffolding was too far out. and had no lighting (EG)

November 25th: Following a meeting between a Ward Councillor, a complainant, and Robin Orbell and Michael Holden of EN progress was made on complaints about the service to Shrub End in Colchester. Residents had complained of full minibuses, late running, missing journeys and part of the estate not being served. Since the meeting a larger vehicle was being used on the 0825 from Shrub End and an extra journey at 1730 was being considered. The meeting was told that bigger minibuses with luggage racks and handrails could be introduced in the spring. Mr. Holden said research had shown that incidents of people being left at bus stops was rare. "We offer a better service to Shrub End than previously....." (ECS)

December 3rd: WM County Bus has launched a low-floor bus service linking Harlow and Romford with the help of £216,000 county council funding. This has enabled them to invest £496,000 in four Dennis Lance SLF buses with Wright 320 bodies. A guided busway is planned for Ipswich as part of a £2,000,000 partnership between SCC and Eastern Counties. Superoute 66 will be a commercial service linking Martlesham, Kesgrave and the town centre. (CBW)

December 8th: Plans for a food store on the site of the former Maldon Bus Station would have "a visually detrimental effect on this part of the High Street" say planning officers. (EG)

December 9th: From next Saturday until Christmas Eve CBT drivers will don fancy dress outfits to raise cash for Colchester General Hospital's Children's Ward. (ECS)

LOOKING BACK

1964

The 1965 subscription to the Eastern National Enthusiasts Group was set at 6/6d (32½p). New vehicles delivered during December were 1432-4 (JHK456-8C), Bristol MW5G and 2816-9 (HEV994-7B) Bristol FLF6G. Bristol K5G 2201 (JVV430) withdrawn in November passed to two Group members for preservation. Tylers Avenue, Southend, garage which had closed at the end of July was now completely demolished. The 151/251 which terminated there transferred to the Seaway Car Park a section of which had been purchased from the Corporation and converted to a small bus station. Vehicles at Prittlewell were parked in the yard while the Post Office used the garage as a temporary sorting office. Eleven vehicles, 100, 201-9, 1107, were loaned for conveyance of Christmas mail.

1974

Subscription rates for 1975 were set at 85p (second class post) and £1 (first class post). Leyland Nationals 1732/3/4/6/7/9 (HWC83/4/5/7N GJN997/9N) were delivered during December. A Central Works pool of float vehicles to cover accidents and breakdowns was established, initially with four Bristol LDs. They were to operate from any garage as required and be identified by CW garage allocations.

1984

The lease on a Leyland Leopard coach 1310 (ANA94Y) was acquired from Ribble Motor Services. Former Thames Valley Leyland National 1660 (KCG618L) was to be converted into a disabled person bus and enter service with fleet number 2201. RELL6G 1548 (WNO537L) was converted to a mobile office for used during a major survey of passengers. The first of these was carried out in the Harwich area in November. Between 20 and 25% of passengers were canvassed for details of destination, ticket price and purpose of journey. An unusual working observed on October 1st was CR3032 operating Eastern Counties service 216 (Stowmarket - Ipswich). Colchester Borough Transport had invited tenders for supply of two 9.6 metre single door double deckers to replace Atlanteans 49/50 (YWC649F AVX50G). Southend Transport were inviting tenders for two 57 seat single deck and two 82 two double deck coaches. Two 53 seat bodies were required for fitting to the chassis of Leopards 211/2 (YHA406J CHA443K). CBT Leopard 102 which had been on extended loan returned home on December 1st with Southend Fleetline 241 (MRJ241W) being returned on the same date. A Bristol RELL6L, 303 (JEH179K) new to PMT was acquired from City of Oxford. The only vehicle remaining on loan was Burnley & Pendle 13 (WRN13R) but was still out of service with accident damage.