

ESSEX BUS NEWS

July 1998

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

411



LATEST ADDITIONS TO THE EASTERN NATIONAL FLEET ARE EX CALDERLINE VOLVO OLYMPIAN NORTHERN COUNTIES DECKERS. 4307 L307PWR IS SEEN HERE AT COLCHESTER BUS STATION en ROUTE TO BRAINTREE.

John Rugg.

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Thamesway:

Essex Buses & S Essex small ops:

County Bus:

North Essex major ops:

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ESSEX BUS NEWS

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EDITORIAL

411 Focus of the month

411 31ENO an Eastern National Bristol LS5G with ECW B45F bodywork, new in 1955 it was rebuilt later 11/56 to B41F(omo) and again altered to B45F(omo) in 1960, it was renumbered 1231 in 1964.

Apologies for the blank pages in EBN 410, pages 25 and 26 were sent in error to Kithead and should have been appearing in this issue.

ROCHFORD MEETINGS

Freight House 8pm

Provisional dates

September 8th

October 13th

November 10th

December 8th

Programmes to be advised

GROUP TOUR

Enclosed is booking form for the next tour on September 19th, this should be an interesting outing so get your bookings in ASAP.

STOP PRESS

Thamesway have Eastern National Dennis Dart 2804 L804OPU on hire at Hadleigh.
First f takeover Capital Citybus*****

Acknowledgements for material for this issue received with thanks from Essex Buses.
Arriva Southend. Arriva E & HE. Hedingham Omnibuses. Crusader Coaches. C Sigston.
P Ford. M Evans. S Menzies.

On page 18 is a very interesting day out, using a First f Bus Ranger ticket that Group member John Rugg undertook, all for £5-50, real value for money.

WANTED

Photographs of Southend Transport Leyland Nationals 701. 703. 708. 720. 724. 781. 785. 787. Details to Steve Thompson, Arriva Southend sub editor, address on front cover.

Material for EBN 412 should be with Sub Editors by 5th August and Man. Editor by 6th August, please note the dates due to Kithead annual holidays I have a shorter period to camera copy ready.

pjs 7/98

FIRST GROUP NEWS

Recent announcements are that an infrastructure improvement programme is to be started. Specific projects in Aberdeen, Leeds and Manchester have been identified, on which the Group are prepared to spend £57.5 million, provided that the Government is prepared to spend a similar sum. the project named TwinTrack is said to be an improvement on the existing Quality partnerships. Similar proposals have been identified for Glasgow, Bristol, Swansea and Bradford. These proposals received a poor response from the Government, with ministers describing it as a publicity stunt.

A series of adverts have appeared recently in the national press, using the slogan "On the road from 50p".

A Government decision is still awaited, over the order made to sell off Midland Bluebird and one of the Glasgow depots of First Glasgow.

The operations of Flying Banana in Great Yarmouth have passed to Eastern Counties. Operations are principally of town services, using 20 minibuses of various types, including open-top! The business will remain as a separate entity. Blue Bus (the former Great Yarmouth) operations are of course part of First Group.

First Group bought Mainline (the former South Yorkshire) operations from 1st June, at a cost of £29.7 million, to buy the share not previously owned. First having had a 20% stake for some while. It includes the Northern Bus operations, which Mainline had bought not long before.

First in partnership with New World Development Co., are to take over the franchise of China Motor Buses operations in Hong Kong. The franchise takes effect from September 1998 and is for five years. An initial order for 243 vehicles, consisting of 201 three axle Dennis Tridents and 42 Dart SLF's has been made. Bodies will come from Alexander, Plaxton and Duple Metsec. CMB currently operate the majority of the oldest vehicles in Hong Kong. Currently 800 vehicles are used on 88 routes.

Following the merger of South Wales and Brewers, the fleetname for both operations has been amended to First Cymru.

First Eastern National

NEW VEHICLES

722 - 726	R722-726 HHK	Dennis Super Dart	Plaxton	B41F
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Chassis numbers are D466BR1VGW40110/11/09/14/13.
Body numbers are 9811.3HAB8094-98.

ACQUIRED VEHICLES

4301/2/7	L301/2/7 PWR	Volvo Olympian	N Counties	H47/29F
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Chassis numbers are VYNF210RCO25348/49/91.
Body numbers are 4749/50/54

SERVICES

- 21/A Revised timetable introduced from 19.5.98.
65 Revised route and timetable from 29.6.98.
70 Revised timetable from 29.6.98
356 Will be withdrawn after operation on 24.7.98.,
X3 Will be withdrawn after operation on 31.7.98.

ALLOCATIONS

Period end 28.6.98. 722-26 NEW-CR; 1002/05/1128 CF-D/L(D); 1129 CF-Reserve;
1850/1916/1924 CR-CF; 1896 CF-D/L(D); 3069 CF-D/L(D);
3127 CR-D/L(D); 4015 CR-CF; 4302/07 Acqd-CR

REPAIRS

By 6/98 1402/13 2802/413/14/15/16 3106

GENERAL

A 29 year old man died, following the theft of Volvo/Plaxton 1133 from Duke Street on 15th June. The coach was driven to Margeretting, where it was driven into a cul-de-sac. After being abandoned, it rolled about 30 feet. The cause of the mans death remains a mystery.

Revised fares were introduced on most services from 29th June.

Eastern National in conjunction with Essex County Council, have introduced a Chelmsford Saver ticket. Unlimited travel in the Chelmsford area after 7pm on Monday to Saturday is now 99p, while the child fare is 49p. For unlimited travel on a Sunday in the same area fares are £1.49 adult and 74p for children. It is thought that a similar scheme has been introduced in other towns, does anyone have any details please?

Barcodes are in use on vehicles. They are carried on a window towards the rear and are in connection with advertisements carried on particular vehicles.

INITIAL DISPOSALS

1128 (B686 WAR)	Stephensons , Rochford (dealer), 7/98.
1890 (BNO 680T)	Hardwick, Carlton (for scrap), 7/98.
2217 (C217 HJN)	Stephensons , Rochford (dealer), 7/98.
2230 (C485 BHY)	Hardwick, Carlton (for scrap), 7/98.
2231 (C486 BHY)	Stephensons , Rochford (dealer), 7/98.
2233 (C493 BHY)	Stephensons , Rochford (dealer), 7/98.
7130 (DWU 296T)	Hardwick, Carlton (for scrap), 7/98.
7170 (EWR 165T)	Hardwick, Carlton (for scrap), 7/98.

DISPOSALS

June 1998

230	D230 PPU	)
231	D247 PPU	) To Hardwick (dealer) Carlton
247	D248 PPU	)
1112	HHJ 373Y	To Western National
1114	HHJ 375Y	) To Stevenson, Rochford
1115	HHJ 376Y	)

ALLOCATION CHANGES

June 1998

339 BN – RES, 233 BD – DISP, 1845, 1863 BN – DISP. 1886 HH-BN, 2252 EN -PD

REPAIRS

June 1998

353, 357, 800, 918, 932, 933, 937, 939, 4003, 4005..

ODD WORKINGS

12/6/98 711 on Canvey Clipper

7/7/98 931 on 37

NEWS

The overall vehicle requirement for Brentwood town services was unchanged after the 22, June timetable changes. Requirements from Brentwood outstation are as follows;

Mon – Fri 11 mini buses + BN Darts on some morning and evening peak workings.

Sat 11 mini buses + 1 mini bus from BN.

Buses from BD outstation operate dead to and from BN for fuelling and maintenance. Some drivers meal breaks are also taken at BN. Out of a total allocation of 12 buses, six buses each day visit BN to allow for this.

Routes worked by BD include 71, 72, 73, 74, 80, 81, 82, 83, 91, 92, part of ECC contract on 201 and two school contracts. On Sundays BD provide a mini bus for ECC route 500.

COLOUR BUS CONTRACTS

606 HH LTS Rail

938 BN Tesco

941 HH Essex County Council

MEGA REAR

968 BN Colchester Zoo

During the second World War, the double deckers at Clacton for a short period were converted to run on gas and subsequently hauled gas trailers. The double deckers at the depot were as follows

3010	TM 6405 Leyland TD1	3073	TM 9151 Leyland TD1
3014	TM 6409 Leyland TD1	3074	TM 9152 Leyland TD1
3072	EV 1489 Leyland TD1	3148	TM 9049 Leyland TD1

I think this was the double decker allocation, but I well remember in 1943 when an uncle of was staying with us and we waiting for to take him back to Chelmsford were he lived and 3074 TM 9152 went in the opposite direction and his remark was "a double deck with a gas trailer, I have never seen that before".

These elderly deckers continued to serve Clacton until the early fifties, possibly more on the town services as new buses arrived, but during the winter of 48/9, when most of Colchester's pre war Bristols were at Eastern Coachworks at Lowestoft being rebodied they were sent to Colchester and I recall seeing 3014 TM 6409 painted white, having worked the summer season on Clacton sea front I presume.

There were also two Leyland saloons EV 1224 and EV1305 used on the Clacton-Brightlinsea route these also had gas trailers, but I cannot remember the others around this time.

NORTH ESSEX BUS SCENE

ESSEX PHOTO CALL



Harris Bus Optare Excel registration number P333 HBC sits at Chelmsford Bus Station on Sunday 28th June 1998 awaiting its journey to Colchester.

All coaches are fully air conditioned with 48 seats and on board toilet facilities.

On order for the Company are 4 Setra 315 GT HD's. This is a new model and I understand that the first one will be able to be seen at Birmingham. Delivery of all four vehicles will take place in March 1999. The introduction of these four new vehicles will mean the ousting of the 4 EOS 90's.

I would like to thank Roger Staines for the time he has given which has enabled this report to be compiled.

Hedingham & District Omnibuses Ltd

This operator is now a significant part of the North Essex Bus Scene and as such one that I am able to report on in depth this month.

The Company has started a programme of re-painting its Bristol VR double deckers and I am informed that Fleet No's L164, L165 and L167 have already been completed. On order for Hedingham at present is a Volvo Olympiam double decker with Alexander coachwork. Delivery of this vehicle should take place before the end of this year.

Listed below is the current Fleet List of Hedingham. The present depot allocation is shown beside the fleet number in brackets.

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating</u>	<u>Date</u>	<u>Previous Operator</u>
L 84 (H)	RGV 284N	Ley.Leopard PSU3B/4R	Willowbrook	B55F	1974	New
L 87 (H)	PHK 387R	Bedford YRQ	Duple			
			Dominant	B47F	1976	New
L 88 (S)	REV 188R	Bedford YLQ	Duple			
			Dominant	B47F	1976	New
L 89 (H)	CEV 89T	Bedford YLQ	Duple			
			Dominant	B47F	1978	New
L 94 (C)	GVW 894T	Bedford YMT	Plaxton Sup.			
			1V Exp	C53F	1979	New
L 95 (H)	JAR 495V	Bedford YLQ	Duple			
			Dominant	B47F	1979	New
L 96 (T)	NFX 446P	Bedford YMT	Plaxton	C53F	1976	National
			Supreme III			Travel,
						(S.West)79
L 98 (H)	SPU 898W	Bedford YMQ	Duple			
			Dominant	B47F	1980	New
L100 (T)	UNO 100W	Bedford YMT	Plaxton Sup			
			1V Exp	C53F	1981	New
L103 (H)	BAR 103X	Leyland Leopard	Plaxton	B55F	1982	New
		PSU3E/4R	Bustler			
L105 (C)	BEV 105X	Leyland Leopard	Plaxton Sup	C53F	1982	New
		PSU3E/4R	1V Exp			
L111 (C)	UVX 4S	Bristol LH6L	ECW	B43F	1977	Eastern
						National
						1982
L112 (C)	UVX 5S	Bristol LH6L	ECW	B43F	1977	Eastern
						National
						1982

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating</u>	<u>Date</u>	<u>Previous Operator</u>
L113 (Toll)	UVX 6S	Bristol LH6L	ECW	B43F	1977	Eastern National 1982
L114 (Toll)	UVX 7S	Bristol LH6L	ECW	B43F	1977	Eastern National 1982
L115 (S)	FEV 115Y	Leyland Leopard PSU3E/4R	Plaxton Sup 1V	C53F	1982	New
L121 (C)	DBH 452X	Leyland Leopard PSU5C/4R	Plaxton Sup 1V	C57F	1981	Flights, Birmingham 1983
L122 (Toll)	A122 PAR	Leyland Tiger TRCTL11/2R	Plaxton Par 3200 Exp	C53F	1983	New
L124 (Toll)	B124 BOO	Leyland Tiger TRCTL11/2R	Plaxton Par 3200	C53F	1985	New
L125 (C)	BNO 700T	Bedford YMT	Duple Dom 11 Express	C53F	1979	Eastern National 1984
L126 (T)	BNO 703T	Bedford YMT	Duple Dom 11 Express	C53F	1979	Eastern National 1984
L133 (S)	BHK 710X	Bedford YMT	Plaxton Sup 1V Exp	C53F	1982	Jennings Ashen, 1984
L135 (S)	KGS 489Y	Leyland Tiger TRCTL11/3R	Plaxton Par 3500	C53F	1983	Travellers Hounslow '85
L136 (H)	D136 XVW	Bedford YMP	Plaxton Derwent 11	B47F	1987	New
L137 (H)	D137 XVW	Bedford YMP	Plaxton Derwent 11	B47F	1987	New
L138 (T)	B273 AMG	Leyland Tiger TRCTL11/3R	Plaxton Par 3200	C57F	1984	Goldenport London, 1987
L139 (T)	FCY 287W	Bedford YMQ	Duple Dominant	B43F	1981	South Wales, 1987
L 140 (T)	FCY 288W	Bedford YMQ	Duple Dominant	B43F	1981	South Wales, 1987
L141 (T)	FCY 289W	Bedford YMQ	Duple Dominant	B43F	1981	South Wales, 1987
L146 (T)	FCY 285W	Bedford YMQ	Duple Dominant	DP45F	1981	South Wales, 1987
L147 (C)	NCD 553M	Bristol VRT/SL2/6LX	ECW	H43/31F	1973	Southdown, 1988
L148 (S)	WPH 135Y	Leyland Tiger TRCTL11/2R	East Lancs EL2000(1993)	B55F	1982	Kentish Bus, 1988
L149 (C)	E79 HVX	Iveco 49.10	Carlyle Dailybus	B25F	1988	New
L150 (S)	F150 LTW	Leyland Lynx LX112L10ZR1R	Leyland Lynx	B51F	1988	New
L151 (H)	F151 NPU	Leyland Swift LBM6T/2R	Wadham Stringer Van	B39F	1988	New
L152 (C)	D576 VBV	Freight Rover Sherpa 374	Dormobile	B16F	1987	Ribble Motor Services 1988
L153 (T)	D345 WPE	Ford Transit 190	Carlyle	B16F	1987	Alder Valley, 1988
L156 (K)	NPU 979M	Bristol VRT/SL2/6LX	ECW	H39/31F	1974	Eastern National 1989

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating</u>	<u>Date</u>	<u>Previous Operator</u>
L158 (C)	VOD 590S	Bristol VRT/SL3/6LXB	ECW	H43/31F	1978	South Midland, 1989
L159 (K)	TBW 451P	Bristol VRT/SL3/6LXB	ECW	H39/27F	1978	South Midland, 1989
L160 (H)	H160 HJN	Leyland Olympian ONCL 10/1	Alexander BL	H47/32F	1990	New
L161 (K)	SNJ 591R	Bristol VRT/SL3/6LXB	ECW	H43/31F	1977	Brighton & Hove, 1990
L162 (C)	MOD 569P	Bristol VRT/SL3/6LXB	ECW	H43/32F	1975	United, 1990
L163 (S)	MGR 672P	Bristol VRT/SL3/6LXB	ECW	H43/31F	1975	United, 1990
L164 (C)	SUP 685R	Bristol VRT/SL3/6LXB	ECW	H43/31F	1976	United, 1990
L165 (K)	LRA 801P	Bristol VRT/SL3/6LXB	ECW	H43/34F	1975	Trent, 1990
L166 (K)	MRB 802P	Bristol VRT/SL3/6LXB	ECW	H43/34F	1976	Trent, 1990
L167 (H)	JWT 757V	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979	Keighley & District, 1990
L168 (K)	PWY 43W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1981	Keighley & District, 1990
L169 (C)	JKV 414V	Bedford YMT	Plaxton Supreme IV	C53F	1979	Kemp, Clacton, 1991
L170 (C)	WOO 90W	Bedford YMT	Plaxton Supreme IV	C53F	1981	Kemp, Clacton, 1991
L178 (C)	DWU 294T	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979	Keighley & District, 1991
L193 (T)	D600 MVR	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200/3RZ	C53F	1986	Shearings, 1991
L194 (K)	JVW 271W	Bristol VRT/SL3/680	ECW	H43/31F	1981	Brighton & Hove, 1991
L195 (T)	D584 MVR	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C53F	1986	Shearings, 1992
L196 (H)	H48 NDU	Leyland Lynx LX2R11C15Z4R	Leyland Lynx II	B51F	1990	Volvo Demo, 1992
L197 (S)	GGM 108W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980	City of Oxford, 1992
L198 (K)	K198 EVW	Dennis Dart 9.8SD3017	Alexand/Dash	B43F	1992	New
L199 (S)	HJB 464W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980	City of Oxford, 1992
L200 (H)	J295 TWK	Leyland Lynx LX2R11C15Z4S	Leyland Lynx II	B51F	1991	Volvo Demo, 1992
L201 (C)	F781 GNA	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C53F	1989	Shearings, 1993
L202 (C)	BRC 836T	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979	Trent, 1993
L203 (C)	BRC 839T	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979	Trent, 1993
L204 (C)	AUD 461R	Bristol VRT/SL3/6LXB	ECW	H43/31F	1976	Midland Fox, 1993

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating</u>	<u>Date</u>	<u>Previous Operator</u>
L205 (T)	E668 UNE	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C53F	1987	Shearings, 1994
L206 (H)	J724 KBC	Leyland Lynx LX2R11V18Z4S	Leyland Lynx II	B47F	1991	Westbus, 1994
L207 (S)	L207 RNO	Volvo B6	Alexand/Dash	B40F	1994	New
L208 (K)	L208 RNO	Volvo B6	Alexand/Dash	B40F	1994	New
L209 (C)	H645 UWR	Volvo B10M	Plaxton Para 3500 IV	C53F	1990	Wallace Arnold, 1994
L210 ((K)	M210 VEV	Dennis Dart 9.8SDL3017	Plaxton Pointer	B34F	1994	New
L211 (H)	M211 WHJ	Dennis Lance	Wrights Path- -finder 320SLF	B40F	1994	New
L212 (S)	M212 WHJ	Dennis Lance	Wrights Path- -finder 320SLF	B40F	1994	New
L215 (C)	MKK 458P	Bedford YRT	Plaxton Supreme	C53F	1976	Partridge, 1994
L221 (C)	229 LRB	Leyland Leopard PSU3E/4R	Plaxton Supreme IV	C57F	1979	Partridge, 1994
L224 (S)	A486 FPV	Bedford YNT	Duple Laser	C53F	1983	Partridge 1994
L225 (S)	A487 FPV	Bedford YNT	Duple Laser	C53F	1983	Partridge 1994
L229 (S)	F464 NRT	Leyland Tiger TRCTL11/3RZ	Duple 320	C61F	1988	Partridge, 1994
L230 (C)	F145 SPV	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C57F	1989	Partridge, 1994
L231 (S)	F146 SPV	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C57F	1989	Partridge, 1994
L232 (T)	F147 SPV	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C57F	1989	Partridge, 1994
L233 (C)	F148 SPV	Leyland Tiger TRCTL11/3RZ	Plaxton Para 3200 III	C57F	1989	Partridge, 1994
L235 (S)	WJM 831T	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979	Q Drive, 1995
L236 (C)	CJH 143V	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980	Q Drive, 1995
L237 (S)	GGM 84W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1981	Q Drive, 1995
L240 (S)	XPW 877X	Leyland Leopard PSU3E/4R	ECW	C47F	1982	Carters, 1995
L241 (C)	N241 EWC	Dennis Dart 9.8SDL3017	Plaxton Pointer	B35F	1996	New
L242 (C)	J734 CWT	Volvo B10M	Plaxton Excelsior	C53F	1992	Wallace Arnold, 1996
L243 (Toll)	M262 KWK	Volvo B6	Alexander Dash	B40F	1995	Volvo, Demo 1996
L244 (C)	M988 NAA	Volvo B10M	Plaxton Premier	C53F	1995	Excelsior, 1996
L245 (S)	SGR 780V	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980	Tees, 1996
L246 (S)	APT 813W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1981	Tees, 1996
L247 (K)	CPT 731S	Bristol VRT/SL3/6LXB	ECW	H43/31F	1978	Grahams Coaches, 1996

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating Date</u>	<u>Previous Operator</u>
L248 (S)	HJB 455W	Bristol VRT/SL3/6LXB	ECW	H43/31F	City of 1980 Oxford, 1996
L249 (C)	HJB 456W	Bristol VRT/SL3/6LXB	ECW	H43/31F	City of 1980 Oxford, 1996
L250 (K)	HJB 459W	Bristol VRT/SL3/6LXB	ECW	H43/31F	City of 1980 Oxford, 1996
L251 (C)	MRJ 8W	Bristol VRT/SL3/6LXB	ECW	DPH41/29F	City of 1980 Oxford, 1996
L252 (Toll)	MRJ 9W	Bristol VRT/SL3/6LXB	ECW	DPH41/29F	City of 1980 Oxford, 1996
L253 (Toll)	PWY 39W	Bristol VRT/SL3/6LXB	ECW	H43/31F	Viscount 1980 Bus, 1996
L254 (H)	RAH 260W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980 Cambus, 1996
L255 (Toll)	STW 30W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980 Cambus, 1996
L256 (Toll)	SUB 791W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980 Viscount 1980 Bus, 1996
L257 (Toll)	PWY 46W	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980 Viscount 1980 Bus, 1996
L258 (Toll)	M261 KWK	Volvo B6	Plaxton Pointer	B40F	1995 Volvo Demo, 1997
L259 (T)	TJI 1688	Volvo B10M	Plaxton Para 3500	C53F	1990 Osborne's, 1997
L260 (Toll)	BHJ 368S	Bristol VRT/SL3/6LXB	ECW	H43/31F	1978 Osborne's, 1997
L261 (Toll)	CJH 115V	Bristol VRT/SL3/6LXB	ECW	H43/31F	1979 Osborne's, 1997
L262 (Toll)	CJH 141V	Bristol VRT/SL3/6LXB	ECW	H43/31F	1980 Osborne's, 1997
L268 (Toll)	XGS 767X	Leyland Tiger TRCTL11/3R	Plaxton Supreme V	C57F	1981 Osborne's, 1997
L269 (Toll)	GVS 984Y	Leyland Tiger TRCTL11/2R	Plaxton Supreme IV EXP	C53F	1983 Osborne's, 1997
L270 (Toll)	CPU 125X	Leyland Tiger TRCTL11/2R	Plaxton Supreme IV EXP	C53F	1982 Osborne's, 1997
L271 (Toll)	KBC 2V	Volvo B58-61	Plaxton Supreme IV	C57F	1980 Osborne's, 1997
L275 (Toll)	RWC 41W	Leyland Leopard PSU3E/4R	Plaxton Supreme IV EXP	C49F	1981 Osborne's, 1997
L276 (Toll)	LUA 289V	Leyland Leopard PSU3F/4R	Plaxton Supreme IV	C53F	1980 Osborne's, 1997
L277 (Toll)	EWV 213T	Leyland Leopard PSU3E/4R	Plaxton Supreme IV	C53F	1979 Osborne's, 1997
L280 (Toll)	JIL 5623	Leyland Tiger TRCTL11/3R	Plaxton Paramount 3200	C57F	1983 Osborne's, 1997
L281 (Toll)	M107 UWY	Volvo B10M	Plaxton Premier	C53F	1995 Wallace Arnold, 1997
L282 (T)	M571 XKY	Volvo B10M	Plaxton Premier	C39F	1995 A&R Bedfont 1997
L283 (Toll)	L202 HYE	Volvo B6	Plaxton Pointer	B29F	1994 BCP Gatwick, 1997

<u>Fleet No.</u>	<u>Reg. No.</u>	<u>Make</u>	<u>Bodywork</u>	<u>Seating</u>	<u>Date</u>	<u>Previous Operator</u>
L284 (Toll)	L203 HYE	Volvo B6	Plaxton Pointer	B29F	1994	BCP
L285 (C)	M517 NCG	Volvo B10M	Plaxton Premier	C53F	1995	Gatwick, 1997
L286 (C)	P530 CLJ	Volvo B10M	Plaxton Premier	C53F	1996	Excelsior, 1997
L287 (H)	L833 YDS	Volvo B6	Alexander Dash	B40F	1994	Excelsior, 1998
						Hendersons, 1998.

GRAND TOTAL:-122

Depot Coding Key:-

H	-	Heddingham
T	-	Little Tey
K	-	Kelvedon
C	-	Clacton
S	-	Sudbury
Toll	-	Tollesbury

I would like to extend my thanks to Mr. D.R. MacGregor MBE B.Sc.(Econ.)MCIT of Heddingham Omnibuses Limited for supplying this information and thus facilitating its publication in Essex Bus News.

Paul Sparks, July 1998

ADDITIONAL HEDDINGHAM NEWS

Bedford YMT/Duple L222 (HAX 94W) suffered engine failure, back in January. As a result it has been stripped for spares and the remains sold for scrap.

Dennis Javelin/Plaxton L234 (J245 MFP) passed with Leyland Tiger/Duple L226 (129 SDV) to Yeates of Loughborough in exchange for L286.

Veteran Leyland Leopard/Willowbrook L84 (RGV 284N) has undergone a major bodywork overhaul and full repaint, complete with Heddingham Omnibuses fleetname, in the script style carried when new. it is now based at Heddingham and is considered semi-retired.

SERVICES

- 14 The 1053 Saturday service was re-timed to 1131 from an unknown date.
- 59 Minor timetable changes from 6.6.98.
- 128 Withdrawn after operation on 29.7.98.
- 602 Revised route and timetable introduced from 4.7.98.

Crusader, Clacton

-1-

This highly successful operator has come a long way since inception when the vehicles of the day were adorned with a black and white livery. It now has a fleet of 24 excellently maintained coaches to service European and English holidaymakers. Crusader are based on the Business Park of the same name at Stephenson Road West in Clacton. It operates out of new purpose built premises which has a superb garage to facilitate all the immediate requirements of the fleet. Adjacent are the smart new offices which are the headquarters for the whole operation.

Much interest has recently been focused on Crusader due to the noticeable use of several liveries. We can currently see vehicles wearing the initial cream based livery with the sweeping blue, yellow orange and red stripes, a more recent blue based livery or the very latest livery which has reverted back to the cream base. I understand that by next year the whole fleet will be wearing the new livery. Listed below is the very latest Crusader fleet list showing what livery each vehicle currently wears.

<u>Registration No.</u>	<u>Vehicle Description</u>	<u>Livery</u>
R101 HEV	Setra 250	New livery
R102 HEV	Setra 250	New livery
R 103 HEV	Setra 250	New livery.
R104 HEV	Setra 250	New livery
E105 GOO	Van Hool T815 Alicron	Old livery
E106 GOO	Van Hool T815 Alicron	Old livery
E107 GOO	Van Hool T815 Alicron	Old livery
E108 GOO	Van Hool T815 Alicron	Old livery
L109 PVW	Van Hool/EOS 90	Old livery with Chevron front.
L110 PVW	Van Hool/Eos 90	Old livery with Chevron front.
L111 PVW	Van Hool/Eos 90	Old livery with Chevron front.
L112 PVW	Van Hool/Eos 90	Old livery with Chevron front.
LSU 113	Iveco/Beulas	Blue livery
114 RVX	Iveco/Beulas	Blue livery
N115 FHK	Setra 250	Repainted into new livery
N116 FHK	Setra 250	Blue livery
N117 FHK	Setra 250	Repainted into new livery
N118 FHK	Setra 250	Blue livery
N119 FHK	Setra 250	Blue livery
P120 KNO	Iveco/Beulas	Blue livery
R121 HEV	Setra 250	New livery
R122 HEV	Setra 250	New livery
R123 HEV	Setra 250	New livery
R124 HEV	Setra 250	New livery
E245 RBE	Mercedes/Reeve Burgess; 19 seats, (ex:- Hailstone of Basildon).	Blue livery

The last vehicle on this list is used in the main for feeder and general transfer duties.

HARRIS BUS

SERVICES



C The Corringham to Gala Bingo service had a revised route and timetable from 13.7.98.

OTHER OPERATORS - REST OF ESSEX

AIRPORT COACHES STANSTED LAG Panoramic BAZ 7336 (C393 UPC) has been sold.

ARRIVA LONDON NORTH Service 333 between Mile End and Dobbs Weir has been re-introduced for summer. It operates Sundays only from 21 June to 26 July and daily (except Saturday) from 27 July to 31 August.

BISS STANSTED AIRPORT The Colchester to Stansted Airport service had a revised timetable introduced from 24.5.98, as a result of the new train timetable.

CHAMBERS A revised timetable on the Bury St Edmunds to Colchester service will be introduced from 27.7.98.

CHELMSFORD CAB A further Ford transit is R675 FTW.

COACHSTOP SOUTHEND Scania/Irizar M100 FLY has been sold.

CROWN THUNDERSLEY Revised timetables were introduced on services 104 and 105 from 18.6.98. Service 103 was withdrawn after operation on 16.6.98.

CRUSADER CLACTON 114 RVX is a new Iveco/Beulas.

DONS DUNMOW A number of schools services, have now been registered as stage services, they are CM0063 from Takeley, CM0232 from Gransmore Green, CMO 555 from Mole Hill Green, CMO 558 from Finchingfield, CMO 564 from Hartford End, CMO 566 from Margaret Roding and CMO 568 from Abbess Roding all operate to Gt Dunmow Helena Romanes School. Also registered is CMO 568 from Barnston to Bishops Stortford.

FARGO RAYNE G228 PGU a Fiat/Jubilee minibus has been acquired from grahams, Kelvedon. A second new Scania/Irizar is R449 YDT.

FIRST EASTERN COUNTIES Changes were made to Suffolk County Council services from 24.5.98. This sees service 93 Ipswich to Colchester, operated by Carter's, Chambers and Ipswich Buses on Sundays, while services 96,97 and 98 Manningtree to Ipswich are re-numbered 97 and 98 and operated by Eastern National. Service 757 is now extended to Mildenhall and operated by Chambers. Services 166/7 are withdrawn.

HALSTEAD TRAVEL PKM 113R is a further Bristol VR/ECW.

RONDA ROCHFORD TAZ 5286 is an acquired Mercedes/Reeve Burgess.

SM HARLOW Iveco/PIC minibus H103 EKR has been acquired. Bristol VR NCD 563M has been sold.

SEYMOUR HARLOW Volvo/Plaxton LIL 5072, previously mentioned in EBN 405 has been re-registered OUH 828X, a registration that it previously carried.

STAGECOACH CAMBUS The 0712 service 31 from Barley to Cambridge was advanced by 10 minutes from 13.4.98.

STORT VALLEY STANSTED R128-30 XWF are new Dennis Javelin/Plaxton.

VICEROY SAFFRON WALDEN Minor timetable changes have been made to service 59, to ensure connections with trains at Audley End.

WHIPPET COACHES Are operating two summer services to Clacton. Service 640 on Sundays between 24.5 and 27.9 from Histon, while service G on Thursdays, starts from Cambridge, running between 30.7 and 27.8.

FLEET

Allocation Changes to May 1998

Corrections to EBN 410

MB 115	F115 JGS	Ware to Delicensed
MB 706	E296 VOM	Ware to Delicensed
MB 796	F796 JKK	Ware to Delicensed

Allocation Changes to June 1998

M 372	DTG 372V	Grays to Sold
MB 353/4/72/448		Delicensed
MB 739	N739 AVW	Leaside Travel (Ware) to Delicensed
MB 740	N740 AVW	Ware to Delicensed
SLF 430	P430 HVX	Grays / Enfield to Arriva Colchester

SERVICES

25 July	445/6	Barley/Maunden - Saffron Walden schooldays only. ECC contract services withdrawn
28 July	246	North Weald - Ongar Tuesdays only. ECC contract service withdrawn
30 July	218	Ongar - Blackmoor. Thursdays only. ECC contract service withdrawn
31 July	252	Waltham Cross - Chingford. ECC contract service withdrawn
1 August	545	Service withdrawn

GENERAL

The following Arriva East Herts & Essex vehicles were seen at the North Weald bus rally on Sunday 28th June:

LX 253	H253 GEV	In Arriva East Herts & Essex livery
DW 64	J64 BJN	In Cowie livery with upswept stripes at rear
AN 248	KPJ 248W	Preserved Leyland Atlantean in The Lakeside Connection livery (Romford - Grays)



**RAILWAY MUSEUM
BURNHAM ON CROUCH
ESSEX**

"THE 1998 MANGAPPS

TRANSPORT SHOW"

TO BE HELD ON

23rd AUGUST 1998

TOUR REPORT

13th JUNE NORFOLK & SUFFOLK INDEPENDENTS

It was a select gathering of just 22 members who travelled on this tour to visit a selection of independent operators in Norfolk and Suffolk. It had been intended originally to use a former Eastern National/Thamesway Olympian but in view of the low numbers, Hedingham and District's CPU125X, a former Osborne's Leyland Tiger with Plaxton Supreme VI Express bodywork was the transport. In view of some of the country lanes visited, this was probably a wise decision.

The first visit was to Galloways at Mendlesham, accessed via Old Station Road, (not that there was much to see of Mendlesham Station closed in 1952, their spacious yard and modern premises gave ample opportunity to view and photograph the various coaches and minibuses present. Galloways Bristol VRT AFJ759T in Sheffield Omnibus livery was a star attraction, the vehicle originating with Western National.

Leaving Mendlesham, Geoff Mills pointed out the former Braybrooke's premises in the village, now up for sale and a pleasant trundle through Suffolk country lanes ensued. We crossed the London to Norwich railway line at the site of Fanningham Station, noting the adjacent Gospel Hall with its long standing religious message and arrived at Botesdale to visit Simmonds's premises.

Here, former Thamesway Leyland Tiger E677UNE (now registered 378BNG) was present in Simmonds new leaf livery and in the adjacent parking area was two former Luton and District Leyland Tigers WJ1722 and nad WJ1722 in Green Line livery. The somewhat cramped nature of the depot was demonstrated by the shunting manoeuvres, one of the occasional passing cars deciding to come past just as a coach was reversing out, it could have made an interesting photograph.

We now reverted to main road travel for the run to Norwich where we had a break of one hour (slightly extended owing to a Midland Fox vehicle sorry Arriva serving Leicestershire?) arriving on the X85 to Leicester and requiring much photographic attention. Norwich City services are now substantially worked by Dennis Darts, a large number in the new First livery, minibuses and the reduced number of double deckers was evident. However at least three of the four former Thamesway Olympians H101-104HVX were in service and the recent motor restrictions in Castle Meadow gave easy photograph opportunities, including the recently extended Park and Ride services.

It was interesting to see the former depot building in Surrey Street back in limited use for the storage of minibuses and four new Dennis Dart SLFS yet to enter service.

From Norwich it was on to Holt via the B1149 road, passing through a sparsely populated area of the county, where the number of wheat fields exceeded the number of houses. In order to reach Sanders new Holt premises it was necessary to travel a short distance along the Holt by-pass, built on the course of the former Midland and Great Northern Railway and we were able to view Sanders former premises, situated where once was Holt Station yard.

Sanders new depot is on the Hempstead Rd Industrial Estate and like Galloways has a modern Workshop facility with a large parking area. Over 30 vehicles were present, a cross section of this operators expanding fleet. Two of their Bedford Plaxton Derwent buses used on stage services were present and a variety of vehicles were moved for photographs. However despite the efforts of Sanders staff, the Bedford VAL refused to move.

The weather which, until now had been fairly bright (somewhat better than forecast) deteriorated as we headed south towards Wymondham via East Dereham. At Dereham, interest was provided as we passed the Railway Station, now occupied by the Mid-Norfolk Railway Preservation Trust who have recently started a service to Yaxham and hope to reinstate a service to Wymondham in the foreseeable future.

As we spent somewhat longer than planned at Holt we were late arriving at Semmences's premises. Here vehicles seemed to be parked everywhere in an array of small industrial buildings. Highlights were a former Western Scottish Dennis Javelin J14 WSB and two former Wright bodied Bedfords CKM140/1Y, formerly of Maidstone Borough Transport and now out of use.

The visit here was slightly curtailed by the increasing drizzle and rain and in view of the late running it was decided to omit the planned stop at Bury St Edmunds. A wet return journey was by way of Garboldisham, Ixworth, enabling a passing view of Mulleys depot and via the A14 and A12..

Although support for this tour was rather limited, it proved an interesting day out and our thanks to go to operators concerned, to our coach drivers Geoff and Dave and to Ian and Dave for the organisation. Also to Geoff, special thanks for retrieving the writers camera, inadvertently left on the coach after the tour.

Richard Huggins



ACQUIRED

MB45	D45OKH	Iveco Daily	49.10	Robon Hood	DP19F
MB154	F154DKU	Iveco Daily	49.10	Reeve Burgess	B25F

ex County Bus Lea Valley.

These are for possible use as staff shuttle buses.

FLEET

Leyland Nationals 12 BVP812V and 25 EON825V withdrawn.

REPAINTS

MB45 to ST livery red blue and white
LSL003 to Arriva livery

STORE/DELICENSED VEHICLES

ex County Bus MR367/667 F367CHE.E667YDT
TDL60 C260SPC
ex Colchester 26
and ST 208/216

DISPOSALS

Bristol VR	311 CBV15S	Scrapped ex Happy AL's Birkenhead.
Bristol VR	307 WTU473W	East End Motors Clydach via L & C
Bristol VR	401 LHG440T	Day & Ellwood Chatteris via Howard Halstead.

Most Bus and Coach fares were revised from Saturday 11th July 98.

ITINERARY FOR FIRST GROUP BUS RANGER TICKET TRIP ON SATURDAY 20 JUNE 1998 £5.50.

Def.	ROUTE DETAILS			ARR	SERVICE NO	NUMBER OF PASSENGERS	VEHICLE DETAILS		
	From	To	Stop				Reg	Make	Model
7.58	LAINDON Rail Station	BASILDON Town Centre	8.10	33	13	(TW) 361	H 372	OHK	Mercedes 709
8.16	BASILDON Town Centre	RAYLEIGH High Street	8.51	15	10	(TW) 310	H 311	LJN	do do
9.09	RAYLEIGH Rail Station	BISHOPS STORTFORD Interchange	11.04	DIA-MOND	57	(EN) 716	R 716	BJN	DS Daimler Plaxton DP 37 F
11.40	BISHOPS STORTFORD Interchange	BRANDREGE Coggeshall Road	12.52	133	5	(EN) 2670	J 630	UTW	Mercedes 709 Plaxton B23F
13.10	BRANDREGE High Street	COLCHESTER Bus Station	14.10	70	28	(EN) 4707	L 307	PWR	Volvo ON N. Counties H45/31 F ex - Calderdale (Halifax) Yorkshire Riders S307
14.50	COLCHESTER Bus Station	IPSWICH Old Cable Market Bus Stn	15.32	92	9	(EC) 102	XHK 230X	Leysland ON/ECW	H. 45/32 F. ex - Eastern National 4001
16.05	IPSWICH Old Cable Market Bus Stn	MANNINGTREE Skimmers Arms	16.52	96	18	(EC) 309	PRC 855 X	Bristol VRT LXB/ECW	H 43/31 F. ex Trent Motor Traction 855
16.59	MANNINGTREE Skimmers Arms	COLCHESTER Bus Station	17.25	103	14	(EN) 1513	P 513	MNO	DS. Lance N. Counties B49 F.
17.35	COLCHESTER Bus Station	CHELMERSFORD Bus Station	18.55	713	41	(EN) 4501	B 689	BPU	Leysland ON/ECW CH 45/28 F
19.50	CHELMERSFORD Bus Station	BASILDON Bus Station	20.36	100	16	(TW) 961	N 961	CPJ	DS. Daimler Plaxton B37 F
20.55	BASILDON Bus Station	LAINDON Victoria Road	21.06	241	3	(TW) 942	M 942	TEV	DS. Daimler Plaxton B39 F.

NOTE: 7.42 LAINDON (Station) - BASILDON (Town Centre) Service 151 did not appear on time } 2 BLACK MARKS
19.00 CHELMERSFORD (Bus Stn) - BASILDON (Town Centre) Service 100 did not operate } FOR
BASILDON DEPT.!

FAREWELL TO THE 795 (BY IAN TAYLOR)

In EBN 410 you will have read of the sudden withdrawal of the Southend to Brighton route 795, a familiar service which has re-appeared summer after summer although it started life as a daily, year round operation joint between no less than four operators!

Introduced on 1st April 1984, the route offered five journeys in each direction and London Country, Southdown, Eastern National and Southend Transport all had an involvement in it's operation. The service was of a limited stop nature and ran via Hadleigh, Tarpots Corner, Pitsea, Basildon, Vange, Corringham, Stanford-le-Hope, Socketts Heath, Grays, A1012, A13, A282, M25, Swanley, Ruxley Corner, Sevenoaks Way, Orpington, A21, M25, M23, Gatwick Airport, Crawley, A23, Handcross, A23. Initially London Country used a mixture of RS/RB/TD coaches on it's share of the workings but this was changed to BTLs in Flightline livery from 26.1.85.

On the 11.6.84 a minor alteration took place at Gatwick Airport which saw coaches using the lower level coach station rather than the upper level. However more significant changes took place on 26.1.85 when the Southdown involvement ceased and the service was reduced from five to four journeys each way. Furthermore only one EN/ST operated journey each way ran to/from Brighton with the others terminating at Crawley; although connections were available on route 773. In Basildon the 795 was re-routed via Southmayne and Broadmayne and both Corringham and Stanford-le-Hope centre were omitted in favour of direct running via the A13.

On the 26.10.85 London Country workings were suspended for the winter season although EN/ST continued to work a single return journey from Southend to Brighton on Fridays, Saturdays, Sundays and Mondays through the winter. On the 27.4.86 the summer service was re-introduced daily once more joint between LC/EN/ST with four return journeys daily until 27.9.86. This year however after Grays, the service was re-routed via Dartford, Crayford, Bexley, North Cray, Orpington, Pratts Bottom, Sevenoaks then as before via M25, M23, Gatwick, Crawley, A23. Winter operation during 1986/87 was identical to the previous year's but when the summer service was resumed on 21.6.87 extra stops were provided between Pitsea and Basildon, and these continued when winter arrangements came into force on 21.9.87. Following de-regulation, although London Country South West registered it's involvement with the 795 it did not participate from the 1987 season which saw EN running the Monday to Friday service whilst ST covered the Saturday and Sunday workings, year round.

On the 2.4.88 ST re-routed it's weekend workings via Bexley and Foots Cray although the weekday EN workings were not affected. 1988 was to be the last year of EN involvement as the following year saw operation restricted to Fridays, Saturdays, Sundays and Bank Holidays only between 25.3.89 and 24.9.89 by ST only. A more direct route was adopted in Kent at the same time, omitting Bexley and Sevenoaks.

When the service returned for 1990 the days of operation were every Saturday and Sunday between 26.5.90 and 26.8.90 with a winter Saturday service continuing to operate after 1.9.90.

In 1991, initially operations were to take place between 26.5.91 and 25.8.91 but in the event Saturday workings continued until 26.10.91 whereupon the service

closed down completely for the winter. 1990 proved to be the last time that the 795 operated during the winter months and likewise 1992 was to be the last year that a Sunday service was provided (between 24.5.92 and 30.8.92) although this was of course accompanied by a Saturday service between 18.4.92 and 24.10.92.

During the years 1993-1997 days of operation became more stable with the season beginning on the first Saturday of April and closing on the last Saturday in September accompanied by Friday and Monday operations on occasions of Bank Holiday weekends.

Ironically 1998 was going to boast an expanded operation as in addition to Saturdays between 11.4.98 and 26.9.98 there was to be a Wednesday service between 15.7.98 and 26.8.98 for the first time in addition to the Friday and Monday appearances for Bank Holiday weekends. For the first time in a number of years services were planned for the Christmas/New Year period; on Thursday 24/12 and 31/12, Sunday 27/12 and Saturday 2.1.99! However 30.5.98 proved to be the last day of operation although I find it very strange that the service should suddenly cease mid season, especially as it had completed so many previously successful summers. Ironically I did see a ST coach laying over at Old Steine on Saturday 11.4.98 and remember thinking how the service had become part of the Brighton bus scene. I also recall thinking that it would be useful if the Brighton & Hove Bus Company could run a reciprocal service to enable Brightonians to visit Southend for the day as it was of little use to Sussex people in its final form.

So why the sudden withdrawal I wonder? The most obvious reason must be a catastrophic down turn in passenger numbers and a reluctance to loose any more money, not to mention the tying up of valuable staff resources on summer Saturdays. On the other hand, perhaps the answer lies in the unlucky location of the foreword to this year's Essex Summer Saver booklet: "long distance services (over 50km) have had to be divided up into shorter sections with different route numbers and separate timetables". The Suffolk County Council publication embroiders this point a little more, as it has suffered on a greater scale than Essex: "Due to a recent court judgement on European legislation, specifically affecting longer bus services, it has been necessary to re-design much of the Sunday Bus Network at very short notice," hence the reason for the truncation of a number of routes this year. Although the 795 did not lend itself very easily to division, it could nevertheless have been done unless of course the route's untimely demise has something to do with the Arriva arrival? Whatever the reason I, for one, will miss seeing "a stranger in the Camp" down here in Brighton each summer!