



FORMER SOUTHEND TRANSPORT DAIMLER FLEETLINE JTD 390P. NOW IN SERVICE WITH CROSVILLE WALES. NOW CARRYING FLFETNUMBER DDL 190, IT IS SEEN IN RHYL IN AUGUST 1993.

A HAMER
CROSVILLE ENTHUSIASTS GROUP.



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ESSEX BUS ENTHUSIASTS GROUP

EDITORIAL

ON BEHALF OF THE COMMITTEE I WOULD LIKE TO WISH ALL GROUP MEMBERS A HAPPY CHRISTMAS AND PROSPEROUS NEW YEAR.

ROCHFORD MEETINGS.

ROCHFORD MEETINGS FOR 1994 WILL COMMENCE ON FEBRUARY 8th AT THE FREIGHT HOUSE WITH A PRESENTATION BY Mr P B BLANCHARD, OPERATIONS MANAGER, COUNTY BUS & COACH COMPANY ENTITLED "FIVE YEARS OF COUNTY BUS."

THE MARCH MEETING WILL BE ON THE 8th MARCH, THIS WILL BE THE GROUPS AGM. A SLIDE SHOW WILL FOLLOW ON AN UNKNOWN DESTINATION, BY ALAN OSBORNE.

ALL MEETINGS COMMENCE AT 8pm.

THE GROUP WOULD LIKE TO THANK GRAHAM TORRANCE OF SOUTHEND TRANSPORT, JAMES FREEMAN OF BARGERLINE HOLDINGS STANDING IN FOR TREVOR SMALLWOOD AND RICHARD DELAHOYE FOR THEIR PRESENTATIONS RECENTLY AT OUR MEETINGS.



IN THE NEW EASTERN NATIONAL LIVRY IS LEYLAND LYNX 1425 F425 MJN. HAVING JUST WORKED ON CONTRACT SERVICE MALBUS 3, IT IS SEEN HERE PARKED IN THE OLD MALDON PEOPOT FORECOURT NOW AN OUTSTATION

D ARNOLD.

THAMESWAY

Acquired Vehicle (complete information)

202 C696 ECV Mercedes L608D 310327-20-699990, Reeve Burgess DP19F 13571 new 10.85 to Western National, acquired in 6.93 repainted and in service from Brentwood.

Allocations

801 New - PD (for increased 214 commitment from 4.12.93)
707/711 are both stored at BD - 707 is D/L(D) but 711 remained licensed when seen on 20.11.4
1820 (D/L(D)) has been stripped for spares at BD.
9005 (D/L(D)) has been stripped for spares at BD.
0121 (B259 CHK), the former Eastern National Peugeot 505 'Countrycar', is in store at BD with accident damage.

Service Revisions

3/A/C Minor changes to weekday timetable from 4.10.93.
24 Additional journey introduced from 4.10.93
73-78 Revised Saturday timetable with certain journeys extended to/from Brentwood Station and Warley from 9.10.93.
201 Certain journeys extended from Ongar to/from Brentwood from 27.9.93, however, these journeys will be withdrawn from 12.11.93.
214 Extended from Parliament Hill Fields via Highgate Road, Highgate West Hill and South Grove to Highgate Village (return via Highgate High Street) due to commence on 4.12.93.
239 Withdrawn

Publicity

New timetable leaflets have been issued for:-
40 (1.11.93), 70-75 (4.10.93) and 152-155 (1.11.93).

Badgerline Group News

The prospectus for the Stock Market floatation of the Badgerline Group was published on 10th November. The floatation (with shares priced at 1.15 each) is expected to raise £36 million which will finance further investment and expansion.

Avon County Council and Badgerline have submitted a bid to the Department of Transport for a grant of £16,000 to convert two double deckers to run on liquified petroleum gas (LPG). The vehicles will operate in Bath and on the Bath-Bristol route. If successful, the trials will form part of a nationwide experiment into the use of alternative fuels.

Appeal

Readers will have noticed that Andy Meadows is now the Thamesway News Editor. As Thamesway news can often be difficult to obtain, please send any information to me at 10 Harvard Court, Boston Avenue, Rayleigh, Essex, SS6 9ST.

Late news.

Vehicles on hire. 11/93

JTH 782P, JTH 783P Leyland National 11351/1R R52F Brewers 782/3

In all over white livery with Thamesway fleetnames allocated to Hadleigh Depot

My apologies for the layout and format of this months Eastern National and Other operators notes. They have been produced on a new PC and your sub editor has not yet got to grips with the word processing package.

EASTERN NATIONAL

Vehicles on Loan

The following Leyland Nationals are on loan from Badgerline, for use on the increased services at Colchester. All arrived in early November and retain Badgerline livery.

3017 (JHW 105P) 3019 (KHT 117P) 3027 (KHT 125P)

Acquired Vehicles

The body and chassis numbers for the ex Cityline and Western National Mercedes are as follows:-

	Body	Chassis
225	15497	707713
226	15498	708489
227	15499	707699
228	15500	707798
229	15493	707708
230	15502	705046
231	15503	705048
232	15506	708309
233	15494	705106
234	15495	706921
235	15525	709862
236	15522	710259
237	15353	635859
238	15362	661952
239	15363	699732
240	15359	653205
241	15360	653483
242	15370	700254
243	15372	699753
244	15373	700228
245	15375	705018
246	15384	712811

Allocations

The changes published in EBN 355 should be dated 10/93. In addition Ford Transit 710 moved from D/L(D) to Driver Trainer in the same month.

Repaints

10/93 225 226 227 228 229 230 231 232 233 235 236
11/93 212 1899 4021

All of the above are in the new style livery, except 1899 which has been repainted in the original yellow and green, it being company policy that no Nationals will appear in new livery. In addition 234 has been painted in overall white and is to receive an advert for an as yet unknown company. Recent repaints leave just 202 at Braintree in the Coastline livery, although all lettering has been removed and it carries a sticker proclaiming it to be a Little Green Bus!

Services

61/A/B Revised timetable and route for service 61B from 1.11.93.
88 Revised timetable introduced from 13.12.93.
133 Revised timetable introduced from 6.12.93.

General

The recent addition of vehicles for services in Colchester has seen the fleet expanded above the 221 operating discs available to the company. Therefore some vehicles have been sold on paper to Thamesway and are operating on loan to Eastern National. Two such vehicles are 1855 and 1910, although there may be others, could members observe the legal lettering on vehicles and report any further cases to the sub-editor. It is not intended to regard these movements as disposals as it is assumed to be a short term move until further discs become available.

Leyland National 1834 has received the front end from 1856 following accident damage, the latter has now been sold (see below). A further accident victim is 1923 which has a damaged rear end, following a meeting with a lorry. Mercedes 654 suffered flood damage at Framlingham, while operating a Suffolk County Council service in October. It is understood the vehicle was trapped for a couple of days.

Unusual Workings

9.10.93. CF 3083 on service 133 (normally BS National!)
11.10.93. CF 3083 on service 133 (on loan to BS)
20.10.93. HN 1938 on service 53
1.11.93. HN 1925 on service 53
22.11.93. HN 1927 on service 53

Service Vehicles

A report submitted some while ago has now come to light. Bristol Citybus trainer T3 (Q132 REU) was on loan during July.

COLCHESTER BOROUGH TRANSPORT

Eighty nine years of local-authority-owned passenger transport in Colchester came to an ignoble end on 22 November 1993, when Colchester Borough Transport Limited was sold to British Buses for only £1. The new owners intend to continue trading under the CBT name and with the same livery, although they will make changes to the network. CBT Coachways, however, is unlikely to survive; all the leased vehicles (105 to 109) were removed from Colchester by 26.11.93. As a result, CBT had to borrow coaches from sister company Southend Transport for the Inter-City railway replacement service on 28.11.93; CBT staff drove them. CBT managing director John Spilsbury and personnel manager Brian Wilding left the company on the change of owners.

The changes on 1.11.93 included a one minute *reduction* in running time on service 5 (not an *increase*, as stated in EBN 325). Services 2/2A and 9A are now interworked on Saturdays, using Lynxes. The Olympians are now usually restricted to services 5 and 7/7A/8 on Saturdays.

EASTERN NATIONAL

EASTERN NATIONAL

a NATIONAL bus company



SUBSEQUENT DISPOSALS

0755	(D755RWC)	Frontline, Dordon, Tamworth, 0755, 7/93 (T).
1404	(1252 EV)	Unknown dealer, by 7/93, ex Philips, Shiptonthorpe.
1524	(K VX570J)	"Gone" from Citybus Ltd., Belfast, Northern Ireland, 707, by 9/93; after malicious destruction. remains not traced further.
1528	(LVX116J)	Corry, Campsie (for scrap), by 5/86, ex Citybus Ltd., Belfast, Northern Ireland, 788. However, was reported as withdrawn by Citybus in 12/86 - see EBN309. Clarification of dates needed.
1530	(MHK912J)	As 1524, fleetnumber 791.
1533	(MHK915J)	As 1524, fleetnumber 792.
1534	(MHK916J)	As 1524, fleetnumber 793.
1539	(PEV501K)	As 1524, fleetnumber 707.
1541	(PEV503K)	As 1524, fleetnumber 710.
1542	(RPU882K)	As 1524, fleetnumber 711.
1545	(SVW273K)	O'Neill, Belfast (for scrap), 1/88, ex Citybus Ltd., Belfast, Northern Ireland, 712.
1546	(SVW274K)	Was acquired by Carter, Colchester, 4/93 (correction to EBN354)
1552	(WN0541L)	As 1524, fleetnumber 715.
1554	(WN0543L)	As 1524, fleetnumber 718.
1723	(NEV680M)	Numbered 1362 by Yorkshire Rider Ltd., ca. 7/93, previous report of vehicle withdrawn by 8/92 (EBN348) must presumably be in error.
1805	(TJN504R)	Hardwick (breaker), Carlton, 7/93.
1929	(MHJ725V)	Frontline, Dordon, Tamworth, 1929, 7/93.
1931	(MHJ727V)	Is numbered 1931 by Frontline (additional information to EBN354).
1937	(STW 18W)	As 1931, fleetnumber 1937.
3034	(NPU981M)	Returned after loan to Jones, Bontnewydd, 7/93, ex. Williams, Deiniolen. (see also EBN351)

3200	(JRP801L)	PVS (breaker), Carlton, by 2/92, ex Greyhound International (dealer), Bexleyheath.
3202	(HBD163N)	As 3200.
3205	(OBD841P)	PVS (breaker), Carlton, ex. Western National (for spares only), 11/92. (T)
3208	(RRP859R)	AJS (breaker), Carlton, by 8/91, ex. Badgerline (for spares). (T)

COUNTY BUS & COACH

SERVICES

1 November	206	New Service. Chigwell Row to Loughton via Chigwell and Debden. 2 journeys each way on Tuesdays and Thursdays. Operated on behalf of Essex County Council.
	209	New service. Lambourne End to Loughton via Abridge and Theydon Bois. 2 journeys each way on Wednesdays and Fridays. Operated on behalf of Essex County Council.
	217	New service. Blake Hall to Ongar via Toot Hill and Stanford Rivers. 1 journey each way on Thursdays. Operated on behalf of Essex County Council.
	218	New service. Ongar to Blackmore via Stondon Massey. 1 journey each way on Tuesdays and Thursdays. Operated on behalf of Essex County Council.
	254	New service. Loughton to Epping (St. Margarets Hospital) via Debden, Waltham Abbey and Upshire. 5/6 journeys each way on Mondays to Fridays. Operated on behalf of Essex County Council.
	394	New Service. Abbess Roding to Epping via Fyfield, Moreton, Hastingwood and Tilegate Green. 1 journey each way on Mondays. Service operated on behalf of Essex County Council.
	396	New service. Hastingwood to Harlow via Tilegate Green. 1/2 journeys each way on Fridays. Operated on behalf of Essex County Council.
	397	New Service. Epping Town Service. 1 journey each way on Mondays and Fridays. Operated on behalf of Essex County Council.

NATIONAL EXPRESS >>

Services operated to/from Cambridge Drummer Street.

Cambridge Drummer Street is an interchange point for most National Express services from Essex, Suffolk and Norfolk. National Express has four coach stops in Drummer Street. There is normally one inspector on duty each day who comes from Premier Travel Services of Cambridge, also this is where Premier and other companies may change over drivers.

Service	Destination	Company
098	London-Cambridge	Premier
305	Liverpool-Southend	Paramount Leisure
746	Cambridge-Bournemouth	Premier
350	Liverpool-Clacton	Premier

Coach Station's operated by National Express.

National Express operates coach stations at Leeds, Birmingham, Bournemouth, and Manchester.

Birmingham Digbeth Coach Station: Is the hub of the National Express coach network offering interchange facilities to and from all parts of the UK. Around 200 coaches pass through the coach station everyday bringing around 10,000 passengers.

Victoria Coach Station: In London is operated by London Regional Transport with National Express paying a departure fee per coach.

What is a Rapide service.?.

The Rapide service is where the coach does not make any driver hour stops, but changes drivers on route normally at motorway services. On these services you will find either a Host or Hostess who will serve drinks, sweets and crisps etc during the journey.

The other services operated are:

A: Toilet/Washroom.

B: Headrest Covers.

C: Quicker service than non-rapide services.

In the January issue:

Types of Tickets.

National Express contract companies.



HEDINGHAM OMNIBUSES

Services

- 88 Revised timetable introduced from 11.12.93.
131 Revised to operate Tuesday and Friday only from 20.12.93.
700 Service withdrawn with effect from 11.12.93.



Further to EBN 353, the special service between Braintree and the Colne Valley Railway on 19.9.93. was operated by VRs L167 (JWT 757V) and L204 (AUD 461R).

OTHER OPERATORS - REST OF ESSEX

APT RAYLEIGH A further acquired vehicle is ?/Van Hool registered APT 42S. The former APT 42S had been sold to Brandons, Blackmore End and this must now be re-registered.

ASSOCIATED COACHWAYS HARLOW Leyland National LPB 204P has been acquired from County Bus for spares.

BARKER ROYDON Mercedes minicoach KSG 947X has been acquired. Further to EBN 353, the original SIB 3277 a Volvo/Duple, this vehicle was re-registered UHJ 989V and has now been sold.

BLACKWELL ABBESS RODING LHD 951T a Bedford VAS5/Plaxton has now left the fleet.

BORDACOACH HORNDON AEC Reliance NMJ 298V is being used for spares.

BUZZ HARLOW The companies first coach TND 414X has been sold. A new schools service between Sumners and Mark Hall School was introduced from 13.12.93.

CARTERS COLCHESTER A revised timetable was introduced on service 755 from 11.12.93.

CD CONTRACTORS HARLOW A new Ford Transit has entered service, L420 K VX.

CLINTONA BRENTWOOD Ford Transit D827 LVS has been sold, being noted in the Grays area on a schools contract.

FARGO RAYNE Volvo/Jonckhree A340 YDT has been sold.

FREEMANS A recent addition is Ford/Duple BCJ 733V.

GEMINI HARLOW An unusual addition is Leyland Cub/Reeve Burgess OWJ 460X. A more normal addition being Bova A856.TPU ex Southern Star, Harlow.

GRAHAMS KELVEDON Have acquired Mercedes minicoach F977 APW from Dereham Coachways.

HARRIS A number of ex Southampton City Atlanteans have been acquired, they are OCO 117/118/120S STK 122/123T, all have Roe H43/28F bodywork. Bristol VR VRP 36S has been withdrawn and is being used for spares.

Two new Setras have entered service K122/123 OCT and they replace Bovas FHV 504 and C146 NHJ. The Setras were dealer registered some months before entering service.

A Chelmsford Town service between the Bus Station and North Melbourne numbered 48 was introduced on sundays only from 5.12.93.

JACKSON BICKNACRE Have acquired F321 SMD a Mercedes/Optare from WHM. It has replaced Toyota Caetano F626 SAY. The Leopard/Duple UTR 705 now has a Paramount lower front panel.

LEE-ROY BRENTWOOD Bova Futura LIW 4078 was acquired from Ward, Harlow earlier in the year.

MARINO ROYDON Have acquired former Badgerline Ford Transit B435 WTC. A new schools service between Roydon and Harlow was introduced from 13.12.93.

MIKES BASILDON A Mercedes minicoach new as B333 PNF has been acquired and re-registered KJI 1682.

ORION BRENTWOOD Acquired from fellow Brentwood operator Smith is VNK 547S a Ford/Plaxton. This was the only vehicle in the Smith fleet and he has now ceased operations.

OSBORNES TOLLESBURY Volvo/Duple MFK 768V has been numbered 68. All vehicles except 31 (5367 KU) are reported to be in fleet livery.

PRIORY LAINDON Bedford YMP/Wright B569 AHX has been re-registered 6853 TU. The previous holder of this plate has suffered accident damage (EBN 353 refers). Further fleet additions are C476 URS a Leyland Royal Tiger/Plaxton and E137 KRP a LAG Panoramic which now carries a green livery for Chariots. Vehicles sold are Mercedes mini F615 FNA, Bedford/Plaxton ADC 91A and Van Hool T815 BJI 1671.

RELANCE BENFLEET This months topic, the sale of Ford/Plaxton continues with the departure of BLJ 721Y.

RICHARDS TAKELEY Operate one minibus F288 MDP.

RIDGEON STANFORD LE HOPE With reference to EBN 354, NIW 3926 is in fact E238 AVX a Scania/Unicar re-registered. Also here is NIW 3927 a Scania/Plaxton new as D170 VVO. Volvo/Jonckhree AIB 8390 has been sold to Bulvan Taxis and carries B&C Travel fleetnames.

S&P ROCHFORD Ford/Plaxton PNB 803W has been sold.

STANS GT TOTHAM Mercedes mini HBH 419Y has been re-registered PJI 9139. As reported DPU 505T was indeed a short term addition and this Bedford/Plaxton has now passed to Glew, Colchester.

TIGERWAYS HARLOW Leyland Leopard/Plaxton DWK 411T was re-acquired from Bernards prior to being sold again, this time to Chambers, Stevenage.

TOWN TRAVEL SAFFRON WALDEN DAF/Duple E660 KCX has joined the small fleet.

VICEROY SAFFRON WALDEN The following Bedford/Plaxtons are no longer owned, HWB 817N, PWD 842R and TGW 895R. The timetable on service 29 was revised from 30.11.93.

WATSON TILBURY A recent fleet addition is K596 VBC a Toyota Caetano.

WAY MINI BOREHAM A new Leyland DAF Sherpa mini has arrived, L579 CND.

WHM LITTLE WALTHAM Bristol VR 22 has been re-registered HIL 8221 assuming that that there have been no more fleet number exchanges this was VPF 281S. HIL 8221 was carried by a Volvo/Plaxton which is thought to have been sold.

WIFFEN FINCHINGFIELD Toyota Caetano F863 TNH has been sold.

WILKINSON SHOTGATE A Ford/Plaxton VHJ 264L has been acquired from AMRAF Wickford. This was new as ATW 584L becoming BIL 4710 with Nelsons prior to becoming a trainer with AMRAF. Ford/Duple HJP 493V has been sold.

WOODS RAMSDEN HEATH Both LYU 556P a Bedford/Duple and EPC 896V a Ford/Duple have been sold through Chelmsford Auctions during October. Sold some while ago was BOVA HIL 3079 which was new as A354 JJU.

RAIL REPLACEMENT SERVICES

Going back a few months, but worth recording was a Rail Replacement service between Shenfield and Southend/Southminster on 20.8.93. Harris were contracted to provide the service and hired in vehicles and drivers from a number of other operators including:-

County Brentwood	1023 RU and 5919 RU.
Fargo Rayne	KHB 29W and KHB 35W.
Ford Althorne	XNV 882S
S&N Benfleet	AYF 864T, KUC 154P, MRR 804K, MRR 808K, LUA 288V, UFC 422K
Ipswich BT	B116 LDY
Blue Triangle	AYR 300T

SPECIAL BUS SERVICES IN ESSEX

Lakeside Shopping Centre

Golden Boy Coaches of Hoddesdon operate two services from Hertford and Puckeridge to the Lakeside Shopping Centre on Saturdays only. The times for these services is as follows:-

L1 Hertford - Lakeside

Ware College	0900	Lakeside Shopping Centre	1600
Hertford Bluecoats	0905	Hertford Bluecoats	1710
Lakeside Shopping Centre	1030	Ware Crossing	1715

L2 Puckeridge - Lakeside

Puckeridge Crown & Falcon	0850	Lakeside Bus Station Stand 15	1600
Harlow Bus Station	0940	Harlow Bus Station	1650
Lakeside Bus Station	1030	Puckeridge Crown & Falcon	1738

Please note that these services also serve other points on route L1 between Hertford and Wormley and on route L2 between Bishops Stortford and Harlow Potter Street.

Brookfield Centre, Cheshunt

Golden Boy Coaches operate the following free bus services to the Brookfield Centre in association with Marks & Spencer.

- MS1 Potters Bar & Cuffley. Mondays, Wednesdays, Fridays. Potters Bar High Street 0910, 1210 - Brookfield Centre 0945, 1245. Returns 1140, 1440.
- MS2 Loughton & Waltham Abbey. Mondays, Wednesdays, Fridays. Loughton Chester Road 1030, 1340 - Brookfield Centre 1128, 1438. Returns 1300, 1630.
- MS3 Hertford & Hoddesdon. Tuesdays, Thursdays. Hertford Sele Farm 0908, 1208 - Brookfield Centre 0945, 1245. Returns 1135, 1435.
- MS4 Ware & Stanstead Abbots. Tuesdays, Thursdays. Ware Watton Road 1030, 1330 - Brookfield Centre 1105, 1405. Returns 1255, 1615.

Sampsons Coaches operate the following free bus services to the Brookfield Centre in association with Tesco.

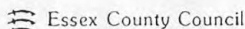
- TS1 Hertford Bus. Tuesdays, Thursdays and Fridays. Hertford Sele Farm 1040 - Brookfield Centre 1125. Returns 1330.
- TS2 Uphire Bus. Tuesdays, Wednesdays, Thursdays and Fridays. Ninefields Winters Way 0915, 1045, 1215, 1345, 1515 - Brookfield Centre 0955, 1125, 1255, 1425, 1555. Returns 1000, 1130, 1300, 1430, 1600.
- TS3 Cuffley Bus. Thursdays and Fridays. Cuffley Station 1100 - Brookfield Centre 1130. Returns 1300.
- TS4 Dobbs Weir Bus. Mondays, Tuesdays and Wednesdays. Dobbs Weir Caravan Park 0945 - Brookfield Centre 1015. Returns 1130.
- TS5 Hoddesdon Bus. Tuesdays and Fridays. Ware Road 1145 - Brookfield Centre 1205. Returns 1400.



Tesco Store, Epping

Sampsons Coaches operate the following free bus services on behalf of Tesco to their store in Epping.

- T1 Woodford Green, Loughton. Mondays, Wednesdays. Woodford Green 1015 - Tesco Epping 1057. Returns 1230. Mondays only Woodford Green 1145 - Tesco Epping 12.27. Returns 1400.
 - T2 High Ongar, Chipping Ongar. Mondays. High Ongar 1025 - Tesco Epping 1055. Returns 1215. Thursdays. High Ongar 1000 - Tesco Epping 1040. Returns 1200.
 - T3 Oakwood Hill, Loughton. Thursdays. Oakwood Hill 1100 - Tesco Epping 1125. Returns 1300.
-



Essex County Council - Busline

Essex County Council has now launched the Essex Busline to give information about bus services in Essex. The following is a newspaper report that appeared on page 19 of the Hoddesdon and Broxbourne Mercury dated 12th November 1993.

Ring for bus times...

Passengers from Waltham Abbey, Hazeing and Roydon will find it simpler in future to catch the buses. They can now plan their journeys through Essex Busline, the first comprehensive telephone bus timetable inquiry line for the county.

Launched by the county council's passenger transport branch, it will give information about bus routes, operators and times for services all over the county.

Said senior officer Robin Wheatcroft: "The beauty of the Busline service is that you only need make one call for your information, rather than having to ring each operator to get a full picture."

"Although we are unable to give information on bus fares or rail and underground information we feel the service will take a lot of the frustration out of a journey by helping people to plan the best route quickly and without fuss."

The Busline number is 0345 000333

Acknowledgements. I Burton. M Weyell P Harvey. LOTS. Essex C,C, Thamesway. E N Ltd. Southend Transport



Deadline Dates for January FRN is January 3rd. and for February the 4th.

Southend Transport

The End....

Southend Transport has announced that Routemaster operation will come to an end in January. This also brings to the end of the conductor; after several years of maintaining them in one form or another. All remaining conductors are to be offered employment as drivers, after passing the P.C.V test. Conductors without full licences will be given three chances to pass the P.C.V test. Therefore it is hoped that redundancies will be very minimal. So all Routemaster fans, this is your last chance to get any last photo,s of RM,s in Southend...

Routemasters in service at end of December 1993.

102 - 108/11/12/15- 17 & 120 - 123.

(VLT 172,WLT 577,VYJ542,WLT 937,XVS319,WLT 993,61 CLT,ALM 101B, CUV 124C,WLT 378,543 CLT,682 DYE,LDS 284A,CUV 256C,VLT 44 & CUV 162C.)

Vehicles.

VR 404 (LHG 448T) has passed to Stephensons,Rochford.
(it remains in S.T livery and on loan to S.T.)

Subsequent Disposals.

RM 109 (183 CLT) has been used by London & Country at Leatherhead on schools work during October on service 418 (Ashted-Banstead)

FL 304 (TGX 820M) to Linkfast ,Hadleigh 1/93. Ex Spence,dealer,
via Ensignbus, Purfleet.

LD 346 (XWX 186S) to NDY,Quarrington 6/93,ex Laidler,Wooler 7/88
via Hughes ,dealer.

TR 531/32 (BHK 209/10X) reinstated by Bell,Spennymoor,6/93.

VH 606 (C257 FHJ) to Tracks, Brookland. 4/93 . ex Transcity.

Services.

Christmas and New year services. Details next month.

Unusual Workings.

LN 745 (PJI 3745) on 18.30 X2 (ex Southend) 26/11/93.

THE BATTLE FOR NORTH EAST ESSEX

November 1st: For a change a big bus has been replaced by a mini with 0217 being noted on Service 66. The EG (Evening Gazette) reports that EN has withdrawn its planning application for the Haven Road premises as planning officers were recommending refusal of consent as there was insufficient room for the buses to turn and park. EN announce a Jumbo 10 ticket allowing ten journeys on the same section of route in a seven day period.

November 2nd: A feature article in the EG covers Colchester Tramways system and wonders if the buses will go the same way. A letter praises the minibuses as the writer can now leave home later, she requests however that those with children, buggies or shopping trolleys wait for CBT buses so that she can travel quickly and in peace.

November 3rd. Heddingham commence enhanced services in Clacton and Walton.

November 4th. The EG front page headline, *Pay cut threat in bus sell-off*. It is revealed that BB (British Bus) is the preferred purchaser of CBT and that a list of non-negotiable terms has been issued to the workforce. These include the tearing up of all existing agreements, pay cut by £1 to £4.62 per hour, holidays cut from 26 to 15 days per year, changes to sick pay, flexible rostering and the refueling of buses to be carried out by drivers. In addition jobs would go and the radio system removed. David Martin of BB confirmed the proposals and said that to put the company on a stable footing costs had to be reduced, he added "we are not going to acquire a company and take on all its debts if we are going to loose a fortune" It was reported that a meeting of staff was to be held that evening. The EG understood that EN paid drivers £5.15 per hour for double deckers and £4.51 per hour for minibuses. An editorial stated that the council knew that sooner or later CBT would have to be sold but should recognise that it had, beyond the need to obtain the best price, a responsibility to ensure a good deal for the workers.

Michael Holden, EN NE Essex manager was reported as saying that they had noticed no difference since HO commenced Clacton services. Robert MacGregor admitted the opposition seemed to have taken the upper hand; "things went fairly smoothly and loadings were pretty average.

November 5th: The Clacton Gazette contains a HO advertisement listing services and fares. The ECS (Essex County Standard) front page headline *Revolt brews on the buses* reveals that only two bids had been received for CBT, the BB offer being the only one acceptable to the council. Robin Orbell of EN and Peter Edwards of Thamesway took part in a phone in on BBC Essex, surprisingly no calls were dealt with from the NE of the county. The EG takes nearly two pages to cover a consumer test undertaken by one of their reporters complete with infant, pushchair and shopping. Both EN and CBT are marked out of five on Politeness (3/4), Comfort (3/4), Punctuality (4/5), Customer Care (4/4), Cleanliness (4/4) and Local Knowledge (4/3). Totals EN 22 out of 30 and CBT 24 out of 30. Your correspondent must cast some doubt on the credibility of this survey, for instance one of the local knowledge questions involved asking for a road served only by EN a couple of times a day. CBT drivers appeared to use the radio at every opportunity, a strange coincidence since BB wants to remove them. The classic must however be a photograph of an EN driver standing out of his vehicle having unloaded the shopping and pushchair - on that mornings phone-in it was stated in reply to a question about rear destination blinds that manual ones meant the driver leaving his seat which was not allowed. Was the photo posed? At the rear of 237 is another minibus showing "Sorry - Not in Service", photographers transport?

The EG also reported that the CBT staff meeting the previous evening had been put back to the following Tuesday.

November 8th: *Off the road by Thursday* was the front page EG headline. It was revealed that the CBT debt was around £750,000 and that unless a sale to BB could be agreed by the end of the week the only option was liquidation or receivership. Negotiations were continuing. A letter from a CBT driver claimed the BB deal was equivalent to a wage reduction of £93 per week.

November 10th: *CBT Buses: Next stop liquidation* was the bleak news on the front page of EG. The previous evenings meeting (held in St Botolphs St canteen) had voted 58 - 38 to reject the BB offer. A last ditch meeting was due that evening, David Martin of BB would address the meeting and if 50% of the staff agreed to his terms the takeover would proceed. Both About Anglia and Look East cover the story in some detail with filmed reports. EN meanwhile announced that it would be introducing evening services and a new route to parts of Lexden, Stanway and St Johns not currently served. This would appear to duplicate CBTs 9/9A, if EN number in the Colchester Town series it could lead to some dubious comments at the bus stop regarding what one is waiting for!!!

November 11th: The morning news from Anglia TV contains footage of the previous evenings meeting. The EG reported that the BB offer was just £1 (plus liability for £750,000 of debt), and that the council had "drip-fed" CBT an amount of more than £200,000 in the previous month to keep it going. In addition BB were to give an undertaking to maintain a comprehensive network across the borough, voluntary redundancies were to be offered to those over 50. If the deal did not go through administrative receivers were to be called in to decide what if anything could be saved. The other offer received left the council with £500,000 of debt. Following the meeting held the previous evening in No. 1 garage, the original tram shed, workers were still deciding on the offer and the choice of a job with a reduced wage or the dole. The letters page contained a number of letters mostly blaming government policy for the situation. EN took space to advertise their services.

BBC Essex news at 6pm announced that minutes earlier CBT staff had accepted the BB offer.

November 12th: The ECS headlined "*Buses: it's in the balance*" and reported that it was believed that BB had reached agreement with the unions. The East Anglian also covered the story and clearly had the advantage of a later deadline as it reported that only 14 votes had been cast in rejection of the takeover. While full details of the final deal were not available it understood that some improvement in pay and flexible rostering had been agreed and that about 18 drivers had opted for early retirement. The EG announced that EN were to cut fares from Monday until Christmas; the peak return fare would now be 25% of two singles while after 9am a return would be the same price as a single. The Colchester Day Ranger was slashed by half. Ironically alongside this item was an EN advert publicising the current fare structure. According to the EG only 11 CBT staff voted against the BB takeover with 7 abstentions and two absent on long term sick leave. The TGWU spokesman stated "everything was non-negotiable until the deal was made. Now David Martin has said we can negotiate on holidays owed - the only thing which isn't negotiable is the wages".

November 15th: The size of the EN advert in the EG is doubled, today the new return fares are featured. Two letters appear commenting on the Council Leaders allegation that CBT staff were militants.

November 16th: EN advert in EG features Day Ranger tickets.

November 17th: EN advert in EG features Jumbo 10 tickets. 10 CBT drivers are yet to accept an offer of employment by BB and three are interviewed. EN revealed that several applications for jobs had been received from CBT drivers, Robin Orbell said numbers were into double figures.

November 18th: EN advert in EG details all types of ticket available. It is announced that HO will withdraw all the recently introduced services between December 15th and January 4th but was hoping to bounce back in the New Year with extra services.

November 19th. More letters appear in the EG, with most of a page being taken up by a contribution from the leader of the council, Steve Cawley. He outlines the requirements of the Transport Act 1985. It appears that until financial year 1990/91 CBT was breaking even but while the first four months of 1990/1 saw fare revenue exceeding expectations it then fell sharply leaving the year end income £160,000 below expectations. As a result services were reviewed and cost cutting measures including redundancies introduced. The cost of redundancy payments, distortion in fuel pricing arrangements as a result of the Gulf War and losses in the fledgling Coachways operation saw an accumulated loss of £289,000. The cost cutting measures were designed to achieve a break even by the end of 1991/2 and then return profitability but unforeseen circumstances led to a year end loss of £96,000. The factors involved included the cancellation of contracts by BR and Tesco, liquidation of an advertising contractor owing CBT money, the failure of MMI which led to a 70% increase in insurance premiums and an adjustment in fuel duty not advised until after the year end. With the accumulated deficit now £386,000 at the request of the council and the companys bankers a recovery programme was produced and agreed by auditors appointed by the bank. Before this could take effect EN introduced their new srvcies, which had extracted £60,000 a month from CBT income. The DOT gave permission for the council to fund the operation while a buyer was found and £325,000 had been input to date. Only two bids had been received the BB bid and one from Lynton Travel offering staff a broadly similar deal but worth to the council some £675,000 less.

November 19th; The EG advert by EN advises that for every Castle Card purchased the following week, 50p would be given to BBC Children in Need. A letter claims CBT was stabbed in the back by the travelling public. The Clacton Gazette quotes Robert MacGregor of HO. "We are fairly stretched but things are picking up. Revenue is picking up but it is early days yet". EN said they had noticed little difference but had slashed prices by a third and would keep them at this level until March. The ECS has an item comparing the bus war with a soap opera and also repeats letters and items appearing in the EG earlier in the week.

November 20th: Coach & Bus Week carry the news of the sale of CBT to BB accompanied by a photo of 47.

November 22nd: Around 4pm three BLB (Badgerline Bath) LNs were seen in Colchester Bus Station. The EG reported that CBT was to be sold to BB that evening after contracts had been signed in London during the afternoon. 17 employees over 50 would be made redundant under the terms of their contract but most would be re-employed by BB.

November 23rd: It was reported by the EG that a BB representative had handed over a £1 coin to seal the deal at 8pm the previous evening. Although BB had been expected to hold a press conference or issue a statement neither was forthcoming. No BB representative could be found in Colchester and head office in Salisbury would not comment. Further letters appear blaming the council for the situation.

November 26th: The Yellow Advertiser for once has some exclusive news. Those redundant were made so by the council so that they could take advantage of their current pension scheme. Ten more jobs were to go with the administration and managerial staff unlikely to survive the change of ownership beyond the three months notice period necessary. Ten drivers were understood to still be refusing the terms offered by BB. The future of CBT Coachways was said to be in the balance as it was unlikely BB would wish to pay the monthly leasing charges on the five coaches.

November 27th: 3128 noted on 64.

November 29th: A letter in EG from a LD councillor blames the 1985 Transport Act for allowing a free for all with no obligation to maintain networks rather than a structured network within which regulated competition would operate.

November 30th: The EG reveals that at the handover of the £1 coin by BB to purchase CBT Cllr Russell suggest the price should be £1.50 to be paid in 5p coins - 30 pieces of silver. BLB KHT 125P noted on 64A.

December 1st: EN advertise their Santa Special return fares in the EG.

December 2nd. The EN advert in EG details the Colchester Day Rover. An inside page headline *Budget forces surprise bus rise* covers a fare rise to be introduced from Monday. Robin Orbell said "The Chancellors decision to increase the cost of bus fuel by the same amount as car fuel caught us by surprise because fuel used by buses is exempt from fuel tax. The change increases our fuel costs by 30%....." He adds that this action does nothing to encourage use of public transport and consequently the majority of fares in urban areas such as Colchester, Braintree and Clacton will not be raised. BLB KHT 125P noted on 61B.

Hedingham Omnibuses have produced two full.colour timetables price 20p dated 1st November, both feature L198 on the front. That for Sudbury and Nayland covers services X15, 80, 84 and 84A. The Clacton booklet gives times for X15, 131, 600 and 700 as well as photos of L201 and L202. The photos are about 5" x 3" and are well worth the price of the leaflet. The index of the Clacton booklet lists the following services:

131 Clacton - Jaywick
700 Walton - Holland - Clacton
600 Holland - Clacton - Colchester
800 Harwich - Colchester (Mondays, Thursdays, Fridays)
900 Harwich - Clacton (Thursdays)
500 Harwich - Ipswich (Wednesdays)
400 Point Clear - St Osyth - Clacton
300 Burrsville - Clacton
200 Bocking Elm - Clacton
X15 Clacton - Cambridge (Fridays)

My thanks to HO for supplying the publications, they also advise that a new Sudbury will appear for 4th January.

The prospectus issued for the floatation of the Badgerline Group makes interesting reading giving an insight into the costs involved in operating buses. The section on Eastern National states "The company's recent expansion of services in and around Colchester offers an opportunity for further growth.

OLD ENOCHS PREDICTIONS FOR 1994

JANUARY: Having seen that a large area of land between the Rivers Crouch and Blackwater is poorly served the All Mexico Bus Inc announce they are to commence bus operations in the UK. They will trade as Coastal Orange from a depot at Bradwell. Five high bridge ANs are obtained, (AN1 - AN5), the fleet name will appear only on the ticket machine.

FEBRUARY: Traffic is banned from all streets in Witham town centre, Wickham Bishops residents welcome the 20 minute service provided by the rerouted 39 but residents in Allectus Way claim it is now quicker and cheaper to go to Chelmsford. AlMex start services and claim that it was always their intention for the fleet to be in "day-glo" orange; that the buses are parked next to the power station has nothing to do with it.

MARCH: Bonzos Better Bread expect to create over 100 new jobs when their new Dunmow factory opens. They will make a big saving by buying a dealers stock of surplus minibuses and converting them to bread vans.

APRIL: Coastal Orange expands to cover an area to the south of the River Crouch. AN 1 has to be pulled from the mud at the mouth of the River Roach after the Bradwell to Canewdon via Foulness service proves to be a mistake. A spokesman said, "Someone should have told us ze blue on the map, she is water". A ferry service is started to cover the Burnham to Foulness section but the company suspends operations when AN4, operating the southern section disappears without trace.

MAY: The NE Essex bus war hots up as new services are registered in Clacton operating 60 times per hour per route using vehicles with a body type T2. A spokesman who gave his name as Richard Shore said "Fares low as costs low, no road tax." After failing to secure the contract for the Southend sea-front service, AlMex state that they will start commercial operation as service 167 on 1st June, following the same route. This will be more popular as passengers will much prefer to stay dry and in the warm during "zee lousy summer you englazie have". The buses will be repainted and they will be known as Coastal Yellow.

JUNE: AlMex advise that AN1, AN3 and AN5 have been renumbered to OT1, OT3 and OT5. A spokesman claims that the use of open top buses on service 167 is in reponse to requests from the public. Southend Pier reopens on 7th June following repairs. The Whang Ho Rickshaw Co commences its services in Clacton. Eastern National decide to split into three separate operating companies; Bishops Stortford and Braintree depots are to operate as Hicks Brothers. A new depot will be opened in the Witham area.

JULY: The Southend Transport contract to operate Wickford - Southminster rail replacements is terminated after a driver refuses to operate the 1250 ThO ex Southminster. BR award the new contract to AlMex who state "There will be no staff problems as we employ only our own countrymen, we tell them it is luggage and the ticking is a clock". He also denied that the appearance of their buses in Ipswich was due to drivers following their customary habit of "heading across ze border Señor." Hicks new depot opens at Silver End. Whango Ho run into difficulties as passenger levels do not match expectations. Citibus are the preferred bidders with an offer of \$HK1 in return for pay reduced to two bowls of rice a day.

AUGUST: Planners announce that a new town to be built north of Stansted Airport will be called Service. A spokesman said "With increasing costs bus operators favour this name as it will avoid the need for new desination blinds". There is a protest by some drivers who claim they had not changed a blind in years and were not going to start now; even worse was the fact that passengers would now know where they were going. Coastal Yellow increase their open top fleet to five after two London buses on a day trip take a drive along the front at Southend.

SEPTEMBER: Service 167 is withdrawn for the winter and operations move to Chelmsford. AN2 is noted on route learning in Duke Street a few minutes before British Rail launch a major rail replacement between Shenfield and Witham. The company announces that their fleet, now consisting of six open top buses, will be known as the Blue and Yellow Bus Co. Following heavy rain problems occur. Eastern National threaten court action claiming passing off as the buses are now Green and Yellow. An AlMex spokesman said they would be contacting their paint supplier, a Mr A Daley.

OCTOBER: Plans for new bus stations in St Johns Street, Colchester and Tylers Avenue, Southend are unveiled. Spokesmen for both councils stated that they felt these locations were ideally sited. The disappearance of Coastal Orange AN4 is solved at a Court Martial when 7034611 Pte Smith K, charged with wrongly identifying an orange bus as the target, is given 14 days.

NOVEMBER: The proposal for EN Clacton operations to use the name of one of the towns original operators results in a strike. A union spokesman said the proposed name was unacceptable, already drivers were worried at the number of theatricals seen outside the depot. Because of roadworks services in Colchester cannot operate along North Station Road; British Rail provides a bus replacement service between St Botolphs and North Station. Passengers complain when, "because of operating difficulties in the Colchester area", they go to Marks Tey and a bus takes them back to North Station.

DECEMBER: EN/Thamesway announce a new system that will enable the home depot of vehicles to be easily identified. Coloured circles for EN and triangles for Thamesway will be fixed adjacent to the fleet number, eg a white triangle would be used for Hadleigh. Essex County Council say reports that a contract is to be operated by a tandem are untrue, sometimes as many as three people use the service. The Clacton dispute is settled; the name of another early operator, Enterprise will now be used. Bus services in Chelmsford are brought to a standstill as the queue for parking space at Lakeside reaches the town.

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Happy

Christmas