

ESSEX BUS NEWS

June 2000

The monthly magazine of the ESSEX BUS ENTHUSIASTS GROUP

(Formerly the Eastern National Enthusiasts Group)

434



FORMER COLCHETER AND ARRIVA CYMRU LEYLAND LYNX NOW ON
MILLENNIUM DOME STANDY DUTIES WITH BLUE TRIANGLE
AT MILLENNIUM WAY ON 8-2-00 ROGER TUKE

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Essex Buses & S Essex small ops:

County Bus:

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ESSEX BUS NEWS

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EDITORIAL

434 FOCUS OF THE MONTH

CJN 434 C Leyland PD3/6 Massey H70R Southend Transport 334 was part of a batch purchased by Southend in 1965. They led a very active life at Southend. and were at times hired to other operators, namely Colchester Borough Transport, London Transport at Croydon. London Country Bus Services at Harlow. Cardiff City. and other smaller operators.

FREIGHT HOUSE ROCHFORD

The next meeting will be in September, full details will be published later. Suggestions for guest speakers or programmes will be most welcome.

SOUTHEND FLEETLINE FAREWELL1

Full details on page 3

EVENTS

June 25th	North Weald *
August 20th	Magnapps Farm Burnham on Crouch
September 3rd	Stanford Rivers Bus Rally
October 8th	Canvey Museum Open Day *
November 4th	LOTS Enfield *

* see you there ED *

SOUTHEND BUS RALLY

Although sponsored by f Eastern National and f Thamesway, only two vehicles appeared at Southchurch Park. What a shame the ex Westcliff Bristol K5G now at Basildon never made an appearance. Heddingham Omnibuses sent their new coach L311 W311CJN Volvo B10M Plaxton Paragon C53F, what a grand vehicle, a credit to the Company. Dave Arnold appeared with his ex Heddingham Bristol LH. Arriva were there in force with vehicles from Southend. Colchester and The Shires and Essex. Vehicles from the Canvey Museum were once again "thin on the ground", but it was good to see 3885 JYW430 Bristol K5G there and the two ex Eastern National Bristol KSW giving rides along the Sea Front.

HELP REQUIRED

The Editorial team are looking for a reporter in the Saffron Walden area, any member interested, would they please contact the Managing Editor

Contributions for this edition of Essex Bus News received with thanks from-----
Essex Buses, Arriva Colchester-Southend-The Shires, Essex County Council, First Enthusiasts Group, LOTS, PSV Circle. C Stewart, P Ford. C Sigston, B Lynch. M Evans R Delahoy. S Menzies, Mr D McGregor Heddingham Omnibuses.

Contributions for the July EBN should be with Sub Editors by 6th July and Man/Ed by 10th.

FLEETLINE FAREWELL TOUR - Sunday, July 2nd, 2000

To celebrate the end of 29 years' continuous operation of Daimler/Leyland Fleetlines by Southend Corporation/Southend Transport/Arriva Southend, a tour will be operated on Sunday July 2nd, covering many of the routes associated with these buses from 1971 to the present day. The tour will focus on routes and terminal points no longer served by Arriva Southend (or any bus operator, in some cases!) rather than the present day routes, which can be sampled 6 or 7 days a week by service bus.

The tour will - subject to availability - use Southend's oldest Fleetline remaining in service, 221 (XTE 221V), which will be specially fitted with traditional destination blinds for the day. We plan to visit Pier Hill, the Kursaal, Shoebury (Station, Cambridge Hotel, Towerfield Rd and Common), Wallasea Bay, Canewdon or Larks Hill, South Fambridge, Lower Hockley, Wickford, Canvey (Eastern Esplanade, Leigh Beck and Newlands), Benfleet station, Highlands, Leigh Rectory Grove and Eastwood (Eastwood Rise, Kent Elms and Western Approaches). There will be over 20 photo stops during the day, with a half-hour lunch/comfort break in Wickford.

Pick up times will be:	Central Bus Station	0900	
	Central Bus Station	0935	(after Pier Hill/Kursaal photos)
	Shoebury Station	1000	(for LTS Rail connections)
	Central Bus Station	1040	(final late pick up)

and the tour is expected to conclude in Central Bus Station at about 1645/1700.

(Please note that passengers may only board at CBS or Shoebury - NOT at the garage).

The tour is limited to 60 places only, so early booking is advised. The fare is £8 and all proceeds will go to the local charity supported by Arriva Southend staff, The Lancaster School.

TO BOOK:

Please send an SAE and a cheque for £8 (payable to Arriva Southend Ltd) to:

Mrs M Norman, "Fleetline Tour", Arriva Southend Ltd,
20 Short Street, Southend on Sea, SS2 5BY.

Telephoned bookings may be made (with payment by credit card) - call 01702 442444 between 1000 and 1630, Monday to Saturday. Remember to specify which pick up point and time you require. The tour will *not* wait for late passengers!

This tour is operated by kind permission of Arriva Southend and is subject to vehicle availability and access to the proposed photo stopping locations.

ARRIVA SOUTHEND

FLEET NEWS

ACQUIRED EX Arriva The Shires and Essex 6/00

3370 K320CVX Dennis Dart Plaxton B35F

There is a possibility that two more Darts are to follow 3349/50 J316/7 XVX. these are to replace the three Mercedes/Leicester C.B 2036-8 L326AUT.

Vehicle transferred out

3387 P257FPK Dennis Dart Plaxton B39F to Grays garage of Arriva The Shires and Essex. Former Southend Dennis Dart 3390 P260FPK was damaged by fire recently at Grays.

Fleetline 5340 and Dart 3225 were involved in an accident in The Deeping at Southend, subsequently 5340 has now been withdrawn and 3225 awaits repair.

DISPOSALS

4306 A246SVW Irvine Salsburgh 4/00

4309 A249SVW Stephenson's Rochford [fleet]5/00

324 WRO434S and 337 CTM407T gone from Tramcourt Selsey 1/00

555 A155EPA Tramcourt Selsey by 10/98 ex Arriva Guildford and West Sussex, TPL44 gone by 1/00.

UNUSUAL WORKINGS

12/5 2384 rte 29

18/5 3223 rte 13

Double deck buses still appear regularly on Green Line services to London.

ARRIVA COLCHESTER

NEW CONTRACTED SERVICES

02/05/00 756, 1715 Colchester - Leavenheath and return, for Suffolk County Council.

28/05/00 133, Braintree - Stansted Airport [2 hourly] connecting with Arriva The Shires and Essex contracted service to Harlow, under contract to Essex County Council.

NEW COMMERCIAL SERVICE

28/05/00 70 Colchester - Braintree, These are positioning trips for service 133.

The last arrival at Braintree on the 133 runs dead to Colchester garage. Full details are contained in the Summer 2000 Essex Sunday Saver timetable book.

FLEET

3422 and 5388 duly attended the Southend Rally

DISPOSALS

Leyland Lynx 31/2 D31/2 RWC

Leyland Lynx 33/5/6 E33/5/6EVW

Leyland Lynx E34EVW

Atlantean 85 MEV85V

Lister Bolton 2/00 ex Arriva Cymru SLL31/2

Lister Bolton 2/00 ex Arriva Cymru SLC33/5/6

Blue Diamond Rainham

Arriva The Shires and Essex 5315 Staff Bus at Watford.

WHERE ARE THEY NOW No7
Southend Transport Ex London Transport DMS
Daimler CRL6 Park Royal H44/28D [305 CRG6LXB
MCW H44/28D]

- | | | | |
|-----|---------|--------------|---|
| 305 | MLH317L | Later no 301 | Ensignbus 251 scrapped PVS Carlton 5/90 |
| 311 | MLH476L | Later no 302 | Ensignbus 236 scrapped PVS Carlton 5/90 |
| 312 | MLK620L | Later no 303 | Lambeth Community Youth Band |
| 313 | GHV106N | Later no 308 | Ensignbus 206 scrapped 1/91 |
| 314 | GHV29N | Later no 307 | Big Bus Co Wimbledon 12/97 O44/27D |
| 315 | GHV15N | Later no 306 | Apple Tours New York No18 H45/26X to O45/26F 8/97
X off side door fitted |
| 316 | GHV8N | Later no 305 | Chicago Motor Coach 551 reg no 2095H O45/28D
probably scrapped 1996 |
| 317 | SMU926N | Later no 309 | Chicago Motor Coach 554 reg no 2037H O45/28X
withdrawn 8/97 |
| 318 | TGX822M | ----- | PVS Carlton scrapped 4/88 |
| 319 | KUC949P | Later no 310 | Chicago Motor Coach 553 reg no 8510H w/d 8/97
Initially used for spares, then completely rebuilt and fitted
with Detroit engine and rear suspension. The engine was
so large that the bonnet cover extended over the rear
window. |
| 320 | TGX820M | Later no 304 | Linkfast for spares scrapped 4/97 |

NORTH ESSEX BUS SCENE
HEDINGHAM OMNIBUSES

REPAINTS

L148	WPH135Y	Leyland Tiger	Sudbury
L178	DWU294T	Bristol VR	Clacton

DISPOSALS

L106	MJH275L	scrapped by Partridge Hadleigh Suffolk
L134	KAD347V	Nolan Dublin re reg 80D689
I220	DNK431T	scrapped by Partridge Hadleigh Suffolk

ALLOCATION CHANGES May 2000

364 Reserve – RD. 368 BN – Shuttle. 943 BN – Reserve.

ODD WORKINGS

4-4-2000 Mercedes 371 on Premier 100
28-4-2000 Dart 972 (Premier 100 livery) on route 80
15-5-2000 Dart 935 on Premier 100
19-5-2000 Leyland National 1803 on service 80
30-5-2000 Mercedes 2660 on service 77 (usually BT liveried 2662)
3-6-2000 Olympian 4027 on Canvey Clipper
Dart 916 on Village Link 5
Mercedes 312 on service 27

SERVICE CHANGES

99 Palmers College-Wickford; College Days. New route starting on June 26th offering one lunch time journey from Palmers College to Wickford.
864 Fyfield-Brentwood; School Days. Revised route and timetable from 2-5-00.

NEWS

First Capital Mercedes 800-804 are currently on loan to Thamesway and are being used on the new First Capital route W19. This is a replacement in the London area for the recently withdrawn route 251.

Thamesway 916 is on loan to Eastern National at Chelmsford. It is normally used on school service 646.

Romfords only Dennis Dart, 913, is a regular performer on Brentwood town services during the day.

CURRENT ALLOCATIONS

BASILDON

369, 371, 372, 374-376, 379-381, 601-603, 605, 607-611, 711, 734-738, 805, 809-811, 851-854, 914, 915, 918-922, 924-942, 959-972, 2660-2662, 3109, 3222, 4026, 4030, 4031. Total 80

HADLEIGH

310-321, 323-327, 701-710, 717-721, 944-958, 987, 1400, 1404-1406, 1409-1412, 1417-1424, 1430-1433, 1803, 3069, 3113, 3226, 4003-4005, 4027. Total 76

ROMFORD

345, 348, 353, 355, 357, 364, 401-410, 806-808, 913, 2657-2659. Total 23

RESERVE/PAINT SPARE 342, 943

SHUTTLE 368

DRIVER TRAINING 9016, 9017

DISPOSAL 309, 354

f EASTERN NATIONAL

ACQUIRED VEHICLES

19	PXI 8935	Leyland Tiger TRCL10/3RZA	Duple	C53F
20	NTL 655	Leyland Tiger TRCL10/3RZA	Duple	C53F

These were used from Chelmsford depot on schools services in late March and early April, but had departed to Stephensons (dealer), Rochford by the end of the month.

VEHICLES ON LOAN

Optare Solo demonstrator T343 FWR was in use on Chelmsford Town services during mid May.

ALLOCATIONS

3/00	358 D/L(D)-Tway
By 28.5.00.	386 D/L(D)-CN; 387 CN-D/L(D); 433 CF-Airport; 916/7 Tway-Reserve; 2607 CF-Airport

SERVICES

- 16 From 26.6.00 the 1630 ex Clacton (M-F) and the 0849 ex Little Clacton and 1458 ex Thorpe le Soken (both SO) will be withdrawn.
- 66/A Revised route and timetable introduced from 5.6.00.
- 70 Additional services introduced on Sunday operated by Arriva Colchester.
- 84B The one journey for Suffolk CC at 1745 from Colchester (M-F) withdrawn after 5.5.00. Has this passed to another operator?
- 93 Revised route and timetable introduced from 5.6.00.

From 5.6.00. the Diamond service has been revised. The section between Chelmsford and Bishops Stortford is now numbered 33, while the section between Chelmsford and Southend remains the Diamond service. Service 33 is to be worked by branded Dennis Darts. The first service 33 departs Chelmsford at 0435, is this the earliest bus ever to have been scheduled from Chelmsford depot?

Following the closure of the Sainsburys store in Chelmsford Town Centre, a free shuttle bus is being operated on behalf of the store to the Springfield supermarket. It runs from Galleywood on Mondays, Writtle on Tuesdays, Little Waltham on Wednesdays, Chignall Estate on Thursdays and the Town Centre on Fridays. A leaflet with timings is available from the store.

PUBLICITY

Timetable leaflets for services 33 dated 5.6.00; 350/1 dated 7.5.00; Diamond service dated 5.6.00.

Leaflet for Sainsbury's free bus dated 5.6.00.

UNUSUAL WORKINGS

8/4 CF 1413 on Diamond service (normally Dart SLF)
15/4 CF 2828 on service 42 (normally Dart SLF)
19/4 CF 1401 on Diamond service (normally Dart SLF)
18/5 ST 434 on service 32 (Normally on Village Link services)
24/5 CF 1850 on service 350 (normally on schools services)
26/5 CF 2826 on service 42 (normally Dart SLF)
3/6 CF 2826 on service 42 (normally Dart SLF)
3/6 CF 1401 on Diamond service (normally Dart SLF)
5/6 Tway 943 on service 36

REPAINTS

4/00 4015 4016
5/00 917 1501 1502 2823 2824 (carries Stansted Connection Branding) 4017

INITIAL DISPOSALS

329 (H337 LJN)	First Eastern Counties, Norwich, 4/00
333 (H342 LJN)	First Eastern Counties, Norwich, 4/00
1941 (NLP 391V)	Hardwick, Carlton (dealer), 2/00
1943 (KRS 538V)	Hardwick, Carlton (dealer), 9/99

The heavy duty wrecker that had been based at Chelmsford has also been sold. Recovery work is now handled by a contractor.

FIRST AIRPORT BUS AND COACH

Following a number of requests it has been decided to continue showing vehicles operated by this company under a separate heading.

ALLOCATIONS

By 26.5.00. 118 Stansted-D/L(D); 433 EN-Stansted; 2607 EN-Stansted

Volvo/Plaxton 35 (4750 WY) and Mercedes/Reeve Burgess 104 (BAZ 7349) are back in regular service, having been used as driver trainers.

REPAINTS

4/00 35 397
5/00 101

SERVICES

The Colchester to Stansted Airport service was extended from North Station to Colchester Bus Station from 11.6.00. Although it carries no number in practice, it is registered as service 222.

INITIAL DISPOSALS

105 (E290 OMG)	Hardwick, Carlton, (dealer) 3/00.
118 (L343 RWF)	Cooks, Southend, 4/00.
1870 (YEV 328S)	Hardwick, Carlton, (dealer) 3/00.

OTHER OPERATORS - REST OF ESSEX

AIRPORT EXPRESS SOUTHEND Another Ford Transit for this operator is N354 BML.
AMBER RAYLEIGH FAR 601T (C333 PEW) a Bedford YMP/Plaxton has been acquired from Glew, Colchester.

BLUE TRIANGLE Leyland Titan A655 THV has been the regular vehicle on service 265 since mid-May. Previously Metrobuses were used.

BRIANS MAYLANDSEA Ford Transit D586 PPU has been sold. It is now at The Barn PH in North Avenue, Chelmsford. H830 YGA a Mercedes/Scott has been acquired from Fords, Althorne.

BUZZ HARLOW Another Marshall minibus has arrived R103 VLX.

CEDRIC WIVENHOE Volvo/Jonckhree FSK 868 (K908 RGE) is now all white ex Travelsphere blue livery.

CHARIOTS CORRINGHAM MAN/Noge S606 VAY has been returned from a dealer and is back in service. Acquired is N591 GBW a DAF/Caetano.

CHELMSFORD TAXIBUS Toyota Caetano G170 XJF has been acquired from Octopus Travel, Chelmsford. V474 OJN is a new style Ford Transit now in use here. Ford Transit R455 HVW has transferred to the associated Excellent Connections fleet at Stansted. This normally uses new Ford Galaxys.

CLINTONA BRENTWOOD Another Mercedes minibus R84 EDW has been acquired. Also in is M40 MPS an Iveco/Marshall minibus fitted with a tail-lift.

COUNTY COACHES Another Bristol VR KKK 887V has been acquired from Brentwood Coaches and is in a cream/dark green livery.

ESSEXPRESS Commuter services 191 from Witham and 192 from Heybridge to London via Chelmsford were withdrawn after operation on 26.5.00.

FORD ALTHORNE New is W386 WPX a Dennis Javelin/Caetano (UVG style).

GARDNERS CHELMSFORD Recently acquired is unusual DAF/LAG SIL 6721, previous registration is not known at present.

GOLDLINE TRAVEL ROCHFORD Further to EBN 432, NIL 1353 was previously NRH 91A and VJY 922V. Leyland Tiger/Berkhof HOI 7624 (JVW 157Y) has been sold.

GOLF EXECUTIVE TRAVEL BOREHAM This operator ceased operations during May 2000.

GRAHAMS KELVEDON Further to EBN 433, SIL 6705 is ex E108 GOO.

HANN HARLOW Despite previous reports Talbot Express C953 SHC is still here.

HARRIS COACHES WEST THURROCK DAF/Van Hool N603 EEV has been sold.

KINGSMaster RAYLEIGH Acquired is M683 LRU a Scania/Berkhof. Operations have moved to Rawreth Industrial Estate.

MYALL BASSINGBOURN Sunday service on route 102 revised and no longer serves Audley End Station.

NELSONS Former Harris Bus DAF/Ikarus J51/2 GCX are now in use in Nelsons livery.

PRESIDENTIAL COACHWAYS SHOEBOURNESS It is reported that a Metrobus GBU 5V has been acquired

RAYLEIGH ROADWAYS SHOTGATE Further to EBN 432, the registration of the Dennis Javelin is G856 VAY.

ROYAL MAIL Saffron Walden area Postbus services 1 and 6 are to be combined from 12.6.00. and will operate to a revised timetable, with no Saturday service.

RUFFLE CASTLE HEDINGHAM Acquired from Need-a-Bus, Bowers Gifford is Bedford YNT/Plaxton IAZ 6648 (YRS 94Y).

SM TRAVEL HARLOW Service SM19 had a revised route and timetable introduced from 8.6.00. Service T15 had a revised route and timetable from 22.6.00. Acquired is Metrobus KJW 318W.

STANWAY TRAVEL SERVICES LAYER DE LA HAYE Ford transit W476 YHK is new here, on a taxi plate.

STEPHENSONS ROCHFORD Service 50 was withdrawn with effect from 3.6.00.

ESSEX COUNTY COUNCIL

PUBLICITY

Issue 3 of the Village Link newspaper was published recently.



Bringing family and friend

TIMETABLE CHANGES

Service 14 07 15 ex Ramsden Heath to Wickford to 07 40.

Service 19 Route changes from May 3rd

Service 20 Route changes from May 4th

Service 21 Route changes from May 2nd

Dengie A B C D various changes to all routes. New Timetable dated May 30th.

Eastern National/Airport Bus are experiencing problems with the Mercedes Varios resulting in Dennis Darts appearing on the services, those reported have been Thamesway Dart now with Eastern National 916 on service 5 Bishops Stortford - Saffron Walden, Eastern National Dart 2638 on service 7 Bishops Stortford - Elsenham, these were seen on June 2nd.

TOWN AND COUNTRY TRAVEL

Fleet List ref EBN433

74 should read BYX174V

100 should read ORJ100W

213 should read R313NGM

257 should read E957GGX

58691 should read J586/91CUB

169 renumbered 202

Add 56 BYX156V

Metrobus

Add 244 EYE344V

Metrobus

A complete fleet renumbering is in progress full details will be printed when available.

ARRIVA THE SHIRES AND ESSEX

FLEET

Vehicles In / Transfers

3461-9	W461-9 KXX	Dennis Dart SLF, Alexander B29D
3471-9	W471-9 KXX	Dennis Dart SLF, Alexander B29D
3481	W481 KXX	Dennis Dart SLF, Alexander B29D
5260	BYX 290V	MCW Metrobus H43/28F
	BYX 230V	MCW Metrobus H43/28F
	T73 JBA	Dennis Dart MPD, Plaxton B29F
	V943 DNB	Dennis Dart MPD, Plaxton B29F
	W936/7 JNF	Dennis Dart MPD, Plaxton B29F
	W191 CDN	Mercedes Benz 814D, Plaxton B29F
	W192-4 CDN	Mercedes Benz 814D, Plaxton B27F
	T855 UOX	Mercedes Benz 110 CDI, M8

Liveries

Mar 00:	5260 (BYX 290V) to Arriva Outer London livery
	T73 JBA, V943 DNB, W936/7 JNF, W191-4 CDN in allover white livery
Apr 00:	3361 (K411 FHJ) to Arriva corporate livery
	T855 UOX in allover white with branding for "Zip" service 1 (Harlow-Milwards)
	3230/1(V230/1 HBH) branding for service 10 "Metro" (Harlow - Church Langley)
	3255/7 (V255/7 HBH) branding for service 4 "Metro" (Harlow-Latton Bush)
May 00:	3461-9/71-9/81 (W461-9/71-9/81 KXX) to Arriva corporate livery

General

Before delivery 5260 (BYX 290V) and BYX 230V were converted to H43/28F from H43/28D at Arriva London North's Enfield repair centre.

MCW Metrobus GBU 5V (5355) which was sold to West Kent Coach Sales in 11/99 (see EBN 430) is now operated by Presidential, Thorpe Bay on schools work.

Allocation Changes to March 2000

3348	H258 GEV	Withdrawn at Arriva the Shires, Dunstable (see EBN 433)
5260	BYX 290V	Arriva London South to Ware
	T73 JBA, V943 DNB, W936/7 JNF, W191-4 CDN	on loan from Mistral (Knutsford) to Harlow (for Debden outstation)

Allocation Changes to April 2000

3331	F61 SMC	Withdrawn to Sold (Lister, Bolton)
3338	E888 KYW	Harlow to Withdrawn at Arriva the Shires, Dunstable
	T855 UOX	on loan from Evobus (UK) (Coventry) to Harlow

Allocation Changes to May 2000

2063	H35 DGD	Harlow to Withdrawn
2381	R951 VPU	Harlow to Ware
3333	F63 SMC	Harlow to Sold (Lister, Bolton)
3461-9	W461-9 XKX	New to Harlow (for Debden outstation)
3471-9/81	W471-9/81 XKX	New to Harlow (for Debden outstation)
MD601/10	J601/10 WHJ	Harlow to Arriva London North (by May 00)
	T73 JBA, V943 DNB, W936/7 JNF	Harlow to Mistral (Knutsford)

SERVICES

8 May	10	Harlow - Church Langley. Extended to Harlow Town Station. Revised timetable.
21 May	622	Harlow - Braintree. Service withdrawn.



THAMESWAY DENNIS DART 916 K916CVW SEEN IN SAFFRON WALDEN
ON VILLAGE LINK SERVICE 5 ON 2nd JUNE. PHIL FORD.

SAFFRON WALDEN

Saffron Walden is the centre of North West Essex, a Market Town and a growing commuter area and is an interesting place for bus enthusiasts. It is served by nine operators entering the town from all points.

Operators are

Viceroy Saffron Walden
Walden Travel Saffron Walden
First Eastern National
First Airport Buses Stansted Airport
Hedingham Omnibuses
Myall Bassingbourn
Biss Bros Harlow
Stagecoach Cambus Cambridge
Royal Mail Postbus Peterborough

As you can see two of these are based in the town, and they have kindly supplied their latest fleetlists. There are two important schools in the area at Newport and Saffron Walden and as you will see in the list of services many serve these two schools. The nearest railway is at Audley End which also generates a substantial amount of traffic. Two town services are operated, one by Viceroy and the other by Hedingham. Market days on Tuesday and Saturdays brings even more traffic to the town.

So for a good day out, with camera and note book visit Saffron Walden on a Tuesday.

BUS SERVICES SERVING SAFFRON WALDEN

1	Takeley-Saffron Walden	Mon-Sat	EN Village Link
5	Saffron Walden-Bishops Stortford	Mon-Sat	EN Village Link
11	Wendon Lofts-Saffron Walden	Tues	Viceroy
14	Saffron Walden Town Circular	Mon-Sat	Hedingham
17	Gt Bardfield-Saffron Walden	Tu F Sat	Hedingham
18	Haverhill-Radwinter-Saffron Walden	Mon-Sat	Viceroy
29	Linton-Saffron Walden	Tues	Viceroy
34	Saffron Walden Town Service	Mon-Fri	Viceroy
38	Linton-Haverhill-Saffron Walden-London	Mon-Sat	Biss
42	Royston-Saffron Walden	Tues	Myall
59	Haverhill-Saffron Walden-Audley End Stn	Mon -Fri	Hed/Viceroy
59	Haverhill-Saffron Walden-Audley End Stn-Clavering	Sats	Hedingham
102	Cambridge-Saffron Walden	M-S/Sun/BH	Myall/Cambus
118	Gt Yedham-Saffron Walden-Newport	School	Hedingham
134	Sewards End-Saffron Walden	School	Walden Travel
194	Thaxted-Wimbish-Sewards End-Saffron Walden	School	Walden Travel
301	Bishops Stortford-Newport-Saffron Walden	Mon-Sat	f Airport Bus
313	Saffron Walden-Great Dunmow	Mon-Sat	Walden Travel
322	Old Harlow-Newport-Saffron Walden-	School	Arriva S/E
417	Rayne-Saffron Walden-Newport	School	f E N
418	Great Saling-Saffron Walden-Newport	School	f E N
445	Barley-Newport-Saffron Walden	School	Viceroy
446	Manuden-Newport-Saffron Walden	School	Arriva S/E
504	Harlow-Bishops Stortford-Saffron Walden	Sun/BH	Arriva S/E
590	Saffron Walden-Audley End Stn	Peak Hours	Viceroy
PB1	Butts Green-Langley-Clavering-Saffron Walden	Mon-Sat	Post Office
PB2	Littlebury-Saffron Walden	Mon-Sat	Post Office

Additions for Summer 2000, contracted by Essex County Council, operated by Eastern National.

302	Bishops Stortford-Saffron Walden	Suns/BH	f EN
633	Saffron Walden-Gt Bardfield-Braintree	Suns/BH	f EN

WALDEN TRAVEL

Current Fleet List

1	TPJ278S	Bedford YMT	Plaxton	C53F
5	E559LVH	DAF SB2305	Duple 320	C57F
7	L655SVC	Thames Transit Executive		M8
8	M782NBA	Dennis Javelin	Plaxton	C57F
9	L848OTO	Dennis Javelin	Plaxton	C57F
10	V10VTL	Mercedes Vario 0814	Plaxton	DP25F
11	D604CUA	Leyland TRCTL11	Duple	C55F

VICEROY OF ESSEX

Current Fleet List

A234BHE	Neoplan N907		C25F
C141KGJ	Bedford YNV	Duple Lazer	C57F
F464SJD	Volvo B10M	Duple 340	C55F
G23HKY	Scania K93	Duple 320	C51F
G329SUU	Leyland TRCTL11	Plaxton	C53F
H29CFR	DAF SB2305	Duple	C57F
H433GUL	Setra S215HR		C53F
H434GUL	Setra S215HR		C53F
N990EAR	Mercedes 709D	Plaxton	B23F
HIL4349	Leyland Atlantean	East Lincs	B44F
V384NOA	Mercedes 405N	?	B57F

Next month will bring the history of National Omnibus and Eastern National in the Saffron Walden area

NATIONAL EXPRESS

With the introduction of the Summer 2000 timetable, effective from 22nd May the following changes to the Essex services are.

081 Felixstowe - London renumbered 481

084 Walton on the Naze - London renumbered 484

305 Southend - Liverpool extended to Birkenhead.

Southend Bus Station is the overnight parking point for the coach on the 305 service.

The former Cambridge Coach Services route 76 Ipswich-Colchester-Braintree-Stansted-Heathrow is now Jetlink 737 with changes made on April 2nd, this is the only service that crosses Essex under this name, other services that serve Stansted Airport are.

747	Brighton-Gatwick-Heathrow-Stansted-Norwich
757	Cambridge-Stansted-High Wycombe-Oxford
777	Stansted-Hendon-Victoria-Gatwick-Crawley
797	Cambridge-Stansted-Heathrow-Gatwick-Brighton

ESSEX COUNTY COUNCIL TIMETABLES

Part 3 - 1990 to 1998

A review by Alan Osborne

In October 1989 Essex County Council decided that their eleven timetable booklets should be consolidated, such that just two larger volumes would be required to cover the county. This would considerably reduce the extent of duplication of administrative information, and of timetables of those services that operated between areas. Thus previous areas 1 - 7 were incorporated into the CENTRAL & NORTH ESSEX AREA (C&NE), first issued on 2 December 1990. Previous areas 8 - 11 were incorporated into the SOUTH ESSEX AREA (SE), first issued on 1 July 1990. An indication of the level of consolidation may be gauged from a comparison of the total number of pages of the old areas 1 - 11 (1496 pp) with the total number of pages of the two new areas (788 pp).

The new timetables were of the same size as the 1989 issues, viz 8.1" x 4.1" (205 mm x 103 mm), they were priced at 50p throughout the time period. It was planned to issue the timetables every two months, with service changes being reported in the monthly issues of "Bus Passenger News".

The cover design featured on the left hand side a montage of coloured drawings of locations throughout the appropriate area, whilst on the right hand side, there was a County map with the appropriate area shaded over. At the base of the montage was a transport drawing. The Essex County coat of arms (three scimitars) in red was also featured. Forming a rim to the cover was a listing of some of the places served, these being separated by "bullet points" (●). [For convenience, in the listings below the symbol ● has been replaced by a comma]

The rear cover featured a Contents List and a map of the area covered showing place names. Also featured was the ISSN (International Standard Serial Number - a library reference for a "non-book" publication) and a retail bar code. The rear cover was folded to form a pocket which contained a loose County & Local Bus Route Map.

Specific details for each timetable now follow :

CENTRAL & NORTH ESSEX (C&NE) AREA

The montage included Thaxted Moot Hall amongst the locations. The transport drawing featured a Metrorider in red & white livery, a class 321 electric unit, and a Leyland Lynx in red & white livery (Mr, 321, Lx). A jagged feature highlight was also shown on the map area which read "includes Loughton & West Essex".

The place names listed around the rim (reading clockwise from top left) were : Saffron Walden, Finchingfield, Halstead, Colchester, Harwich, Clacton, Mersea Island, Maldon, Burnham, Southminster, South Woodham Ferrers, Hatfield Peverel, Witham, Braintree, Chelmsford, Ongar, Waltham Abbey, Loughton, Epping, Harlow, Great Dunmow, Thaxted.

SOUTH ESSEX (SE) AREA

For the 1/7/90 issue the montage included Southend Pier amongst the locations. The transport drawing featured a Mercedes-type minibus in a red & white livery, a class 317 electric unit, and a Leyland National in a green livery.

The place names listed around the rim (reading clockwise from top left) were : Southend, Rochford, Canvey Island, Rayleigh, Basildon, Stanford-le-Hope, Tilbury, Grays, West Thurrock, Corringham, Ockendon, Laindon, West Horndon, Brentwood, Pilgrims Hatch, Blackmore, Kelvedon Hatch, Ingatestone, Wickford, Billericay, Hullbridge, Hockley.

For the 28/10/90 issue a different montage was used which included Grays Library & Thameside Theatre amongst the locations. The transport drawing used was that employed for the C&N area (Mr, 321, Lx).

For the 13/1/91 timetable and all subsequent issues, the original montage (which included Southend Pier) was employed with the now standard transport drawing (Mr, 321, Lx).

SERIES E

The initial series of two timetable areas (C&NE and SE), with the details shown above continued until 26 March 1995.

SERIES F

From 21 May 1995 the Central & North Essex area was split into two areas. The South Essex area remained unchanged, save for the county map on the cover now being divided into three areas).

The two revised timetable areas were :

WEST & NORTH WEST ESSEX (W&NWE) AREA which covered all of the Uttlesford, Harlow and Epping Forest Administrative Districts.

CENTRAL & NORTH ESSEX (C&NE2) AREA which covered the remaining area, viz the Administrative Districts of Braintree, Maldon and Tendring and the Boroughs of Chelmsford and Colchester..

To give an indication of the size of the split the respective page numbers for the old and new issues may be compared :

C&NE : 528 pp C&NE2 : 400 pp W&NWE : 252 pp

Changes to the cover designs are shown below :

CENTRAL & NORTH ESSEX (C&NE2) AREA

The montage of drawings remained the same as did the transport drawing. Although Thaxted was actually outside of the area covered, it was still served by cross area service 631. The Essex map was amended to show the three areas, the jagged feature concerning Loughton was deleted, since it no longer applied.

The place names listed around the rim were revised to be as follows (reading clockwise, from top left) :

The Bumpsteads, Finchingfield, Halstead, Colchester, Harwich, Clacton, St. Osyth, Mersea Island, Brightlingsea, Southminster, Burnham, South Woodham Ferrers, Hatfield Peverel, Kelvedon, Coggeshall, Witham, Chelmsford, Felsted, Margaretting, The Walthams, Gt. Bardfield.

WEST & NORTH WEST (W&NWE) AREA

A new montage was introduced which included Audley End House amongst the locations. The Essex map was divided into the three new areas. The now standard transport drawing was used (Mr, 321, Lx).

The place names listed around the rim (reading clockwise from top left) were : Saffron Walden, Thaxted, The Bumpsteads, Takeley, Great Dunmow, Ongar, Hatfield Heath, The Rodings, Moreton, Stapleford Abbots, Stanford Rivers, Theydon Bois, Abridge, Debden, Loughton, Buckhurst Hill, Waltham Abbey, Epping, Harlow, Stansted.

Series F continued until 11 January 1998.

SERIES G

The Central & North Essex and West & North West Essex areas remained unchanged.

With effect from 1 April 1998 Thurrock Borough Council and Southend Borough Council became Unitary Authorities. They thus assumed the power (and budget) previously held by Essex County Council for the support and promotion of public transport within their respective Authority. Although Southend B.C. agreed to join with E.C.C. to fund future timetables, Thurrock B.C. did not. As a consequence the South Essex area timetable was re-named the SOUTH ESSEX & SOUTHEND (SE&S) area and no longer included timetables of bus services entirely within Thurrock. These services were henceforth to be featured in a separate timetable booklet produced by Thurrock Borough Council. The first edition of the "Thurrock Bus, Train & Ferry Timetable" was dated Summer 1998, being correct from 4/88.

The place names around the rim were also revised. Between Basildon and Laindon, Stanford-le-Hope, Tilbury, Grays, West Thurrock, Corringham and Ockendon were replaced by Pitsea.

Series G continued until 6 September 1998 (Reprint issue).

CHANGES TO TIMETABLE BOOKLETS

In the timetables dated 6 September 1998 it was announced by Essex County Council that they were to change the way in which they handled the timetable and route information received from bus and train operators. In future the information would be treated as data and entered into a database, thus replacing the word processing package employed for the last nine years. The new database would provide the capability to produce printed matter in a range of different styles. Accordingly a new style of timetable booklet would be issued in the future. These would be in a larger A5 size, using an upright (portrait) presentation. The database was also to be utilised to produce corridor timetables of the 'Buses From This Stop' type, and it would also be the 'drive' for electronic journey planners and electronic display screens at Bus Stations. It was hoped to publish a new style W&NWE timetable on 1 November 1998, to be followed by new style C&NE2 and SE&S booklets about 10/17 January 1999. In the event it did not prove possible to publish the new editions of the three timetable booklets, and hence as an interim measure REPRINT 6 September 1998 issues of SERIES G were produced. These contained revised train times from 27 September and a yellow supplement giving revision information about bus and coach services. The first of the new style timetables was then re-scheduled to appear on 17 January 1999. In the event computing delays continued to be experienced, and accordingly interim timetables (to the new size, but with the old timetable format) were produced in early 1999. The first completely new style issue, using the new database, did not appear until 5 September 1999. These issues will be dealt with in a future review.

LISTING OF TIMETABLES ISSUED

Each timetable cover featured a different colour shade, which was deeper at the base and became progressively lighter towards the binding. The Essex county map also featured a similar outline colour shade. Many colours were used over the years some of which showed quite subtle variations. The colours appeared to have been used at random with no obvious sequence being discernible. The colours thus served to immediately differentiate one area booklet from another and also the current issue from a preceding timetable. Bright red was not used as the base colour since this would have clashed with the Essex County shield which always shown in red.

A complete timetable listing, showing all the cover colours used, will be published as the final Part 4 of this series.

MOTORWAYS AND TRUNK ROADS IN ESSEX (BY IAN TAYLOR)

Compared to my previous bus articles which have appeared in EBN over the past few months which have an obvious place in our magazine, some members may find this piece somewhat obscure by comparison. However this is intended to be a "one off" article and I feel it is relevant to our Group all the same as I doubt that there are many members who have never travelled on roads like the A12 or A127. Likewise, whether you love it or loathe it, how many people in the South East generally have never had cause to use the M25 Motorway?

My interest in railway/road architecture was first triggered around 1985/86, following electrification of the Bishops Stortford to Cambridge and the Colchester to Norwich railway lines. Oval metal plates were affixed to bridges on these sections bearing the former GER bridge numbers and also their distances from Liverpool Street. Even in these days of almost universal metrification the railways are still measured in the imperial system of miles and chains which coincide with the line side quarter mile posts. (There are 80 chains to one mile, therefore 1 chain = 22 yards and as an example the St Johns Road bridge in Colchester is number 211 situated 53 miles 44 chains from Liverpool Street).

Once fired my interest knew no bounds and thanks to the co-operation of BR I was allowed access to their official records and to make notes of bridges and viaducts on all operational and closed lines throughout the whole country. Just for good measure I thought I would include Ireland in my survey as well and the result was a fully comprehensive library of 40 books listing over 90,000 railway structures in England, Scotland, Wales and Ireland. (Think of all that typing which was involved!)

Just as my railway project was drawing to a close around 1992, whilst travelling on the M23 Motorway one day, I noticed that figures were being applied to bridges over and under the motorway. A closer inspection revealed that a similar system was in place on motorways as on railways except that the distances were measured in metric rather than in imperial and in the main the information painted on the bridges fitted in with the 100 metre distance posts planted in the verge alongside the hard shoulder.

Travels in other counties revealed distances on motorway bridges in Kent, Surrey, Essex and Greater London at this time although today they have been applied across virtually the whole of the country's motorway network.

In addition to motorways, bridges on "A" class trunk roads also have their distances painted on them although these roads do not always have 100m posts throughout their entire length, if at all. An "A" class road can be either a trunk road (i.e. one which is maintained by the Dept of Transport, nowadays via an executive agency known as "The Highways Agency") or a primary road (i.e. where maintenance is the responsibility of the county council or another local authority). Some A roads can be a mixture of trunk and primary, the A120 being a classic example. Although the road runs from the A10 at Puckeridge to Harwich it is only a trunk road between the A12 interchange at Kilnwood (near Severalls Hall) and Harwich. Trunk roads are not necessarily dual carriageways for the whole of their length, as any motorist who has used the A12 in Suffolk will know.

In most cases the distances carried by the bridges are measured from the start of the road so I will now look at each motorway and trunk road in Essex individually. Any other A class roads not described below (e.g. A130) are primary roads throughout their length and are thus beyond the scope of this article.

M11 Motorway

This motorway runs from Redbridge to Girton, north west of Cambridge where it meets the A14 (formerly A45). The Essex section stretches from the Greater London boundary at 14.4km to Cambridgeshire at 69.0km. There is a spur from Junction 9 to the A11 at Stump Cross although this location is in Cambridgeshire. Following the opening of the

motorway the former A11 route in Essex was de-trunked and downgraded to A104, B1393, A1184 and B1383. The remaining sections of the A11 are either in Greater London (between Aldgate and Woodford Green), Cambridgeshire, Suffolk and Norfolk. There are a total of 77 bridges over or under the Essex section of the M11.

M25 Motorway/A282 Trunk Road

The M25 is the world's longest by-pass at 188.6km but contrary to many people's belief it is not a circular motorway. The section from Junction 31 through the Dartford Tunnel (opened 1967) or over the Queen Elizabeth Bridge (opened 1991) to Junction 2 forms the A282 Trunk Road (Canterbury Way) although it has been re-built to motorway standard.

Distances on the M25 are measured from Dartford Tunnel and progress clockwise so that the Essex boundary is crossed at 150.0km, near Waltham Abbey. If you are travelling anti-clockwise you may notice that the Hertfordshire county sign is not passed until 145.7km due to the complications of the Herts/Greater London boundary in this area. Between 145.7km and 150.0km the county boundary runs along the central reservation of the motorway so that if one is driving on the anti-clockwise carriageway one is in Greater London whilst vehicles travelling clockwise cross directly from Herts into Essex at 150.0km without entering Greater London!

Tunnels on English motorways are very rare but between Junction 25 and Junction 27 there are two. Holmesdale Tunnel (700m long) immediately east of Junction 25 is named after a residential thoroughfare in Waltham Cross adjacent to the anti-clockwise carriageway; the tunnel being necessary for sound-proofing reasons as the motorway is running through an urban area at this point. Once again there is no physical necessity to have a tunnel at Bell Common near Epping, this 500m long tunnel was built to preserve the environment in the area.

Both tunnels were built using the "cut and cover" method in the early 1980s. As a point of interest the lighting was installed by men working from the top decks of two open top Bristol FLF buses which still retained their former NBC leaf green livery! Although I could never get close enough to them to read their registration numbers I recall someone saying that he believed them to be ex Bristol Omnibus Company. If anyone knows exactly which vehicles they were I'd be very interested to solve this mystery after all these years.

There are 49 structures on the Essex section of the M25/A282 taking the Herts/Essex border as 150.0km and counting the Dartford Tunnel, Queen Elizabeth Bridge and Bell Common Tunnel as one structure each.

A12 Trunk Road

This road is trunk throughout it's entire length from the Green Man Roundabout in Leytonstone to a junction with the A47 at Great Yarmouth. A point of interest in Norfolk is that the section of the A12 which forms the Gorleston By-Pass has taken over the former alignment of the old Norfolk & Suffolk Joint railway line which ran from Lowestoft (Coke Ovens Junction) to Yarmouth Southtown.

Upon leaving Leytonstone the A12 is known as Cambridge Park Road, Cambridge Park and Eastern Avenue as far as Gallows Corner before striking in a north easterly direction as Main Road to enter Essex at Weald Brook (18.3km from the Green Man) close to Junction 28 of the M25. Nowadays the A12 by-passes Brentwood, Chelmsford, Witham, Kelvedon and Colchester before crossing the Suffolk border at Dedham Lodge at 86.5km. The road has 83 bridges on it's Essex section, it's major interchanges are with the A127 at 14.9km (Gallows Corner), the M25 at 18.6km and the A120 at 81.2km (Kilnwood).

A13 Trunk Road

The A13 is a trunk road only from it's start at London Aldgate as far as Orsett becoming a primary route for the remainder of the journey to Southend and Shoeburyness. There is a huge amount of road re-alignment work currently taking place which will result in Rainham, Wennington and Purfleet all being by-passed. Traffic will re-join the established route at the Mardyke Interchange (Junction 30 of the M25). The Greater London/Essex boundary is crossed at the Beam River Bridge, east of the Ford Main Works (17.4km from Aldgate) with 25 bridges east thereof on the trunk road section to Orsett at 34.4km travelling via the old course of the A13 through Rainham.

A120 Trunk Road

As stated earlier this road is only trunk from the A12 interchange at Kilnwood (near Severalls Hall) to Harwich despite starting at Puckeridge on the A10, from where it's distances are measured. The trunk section leaves the A12 at 69.9km from Puckeridge and ends at Harwich (96.3km from Puckeridge). There are 15 bridges on the trunk road section.

A127 Trunk Road

Gallows Corner is the official starting point for this road, where the large flyover joins it to the A12 to/from London. Once again the road is part trunk/part primary; the boundary being at Rayleigh Weir (28.3km from Gallows Corner) although the road's final destination is Southend. There are 28 bridges on it's trunk section.

A1089 Trunk Road

This is a very short trunk road linking Tilbury Ferry with the A13 at Baker Street, near Orsett. It is 7km in length and has 7 bridges.

The distances themselves are painted on the bridges in large black figures on white rectangular backgrounds, one does not have to strain one's eyes to see them, although I don't advise that anyone tries to spot them whilst they are driving! As an example the bridge which carries the A128 Brentwood to Ongar road over the A12 carries 21 90. In addition to bridges, sign gantries carry their distances (e.g. Bell Common Tunnel West End Sign Gantry carries 157 00/S), as well as culverts (e.g. Little Warley Culvert under the A127 carries 7 60/Q - Q represents a Quifer incidentally) and even retaining walls (e.g. Marks Tey Retaining Wall on the A12 carries 68 70/R) but for the purposes of this article I think that's taking things a bit too far!

