

ESSEX BUS NEWS

The Monthly Magazine Of The ESSEX BUS ENTHUSIASTS GROUP

(Formerly the EASTERN NATIONAL ENTHUSIASTS GROUP)

JULY 1989

ISSUE No. 303



New to Eastern National as 1640 (RWC 607) in 1963 and now owned by EBEG member Ted Miles, this Bristol FLF coach underwent restoration at ENE during April 1989 where this shot was taken. Essex Chronicle series.

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DATES FOR YOUR DIARYBristol FLF Tour, Sunday August 13th 1989

Seats are still available on this tour which will be by courtesy of Paul Harrison now run free of charge. Those who have already booked will have their cheques returned on the trip. If you wish to book please refer to the details in previous Essex Bus News and remember please state where you will be joining the tour.

North East England Tour, Friday 25th to Monday 28th August 1989

A number of seats are still available on this tour. Full details of this tour were distributed on a booking form last month.

CLIFF AGENCYBooks

London Bus Handbook Part 1 London Buses	£6.95
London Bus Handbook Part 2 Independants	£6.95
Bus Monographs 6 Leyland Titan PD3s	£8.95

Videos

WOTV1	RTs in and around London	£16.95
WOTV2	RFs in and around London	£16.95
WOTV3	Trolleybuses around Gt. Britain	£18.95
London Buses Remembered (On Line)		£16.95
Trams Around Britain (On Line)		£17.95

All books are now available post free from Andy Meadows whose address appears on the cover of the magazine. Videos are also available from Andy but please add £1 as they will be sent in a strong jiffy envelope.

ECC TIMETABLES

The following are or soon will be available from Mark Bullock, 219 Maplin Way North, Thorpe Bay, Southend SS1 3NY.

Area 1 & 2 combined	Bishops Stortford and Braintree
Area 4	Clacton
Area 7	Chelmsford
Area 8	Brentwood

All are priced at 40p plus 35p per book to cover post and packing.

EASTERN NATIONAL LIMITEDVehicle reallocations

7/89 2383 POOL - HH, 3500 POOL - SD, 3501 POOL - HH

The VRs will operate service 67 with the KSW acting as spare in the event of a failure.

Vehicle Repaints

3500 at CN and 3501 at HH have been repainted into fleet livery.

As a correction to last month 0201 is now in advert livery for Allen of Romford whilst 1864 is the Class 1 Travel all over advert.

General

In common with the CBT Lynx's all 30 are being sent to Leylands at Nottingham for floor repairs, with 1417 being noted heading south at Watford Gap by your news sheet editor on 30.6.89.

PUBLICITY

EN timetable leaflets for services A1- A6,B , 220/1/2 dated 5.6.89; 33/A dated 2.6.89. and 40/A dated 12.6.89.

National Express services between Felixstowe, Ipswich, Chelmsford and London dated 30.4.89 to 28.10.89.

Harris Bus leaflet for services 372, 375, 383 dated 26.6.89.

United Cinemas publish a weekly leaflet for their Lakeside complex which includes Harris Bus service 302.

SERVICE REVISIONS IN ESSEXHarlow

354 From 1.8.1989 is extended to and from Puckeridge. Departs Harlow 0910 and 1310 returning 1006 and 1406.

Chelmsford

Chelmsford Cab has amended its service so as one journey an hour runs to Baddow Hall Crescent instead of Maltings Road from 18.7.89.

Grays

302 NEW SERVICE. Operated by Harris Bus from Tilbury Civic Square to West Thurrock Cinema via Chadwell St Mary, Stifford Clays, North Stifford, Sth Ockendon and Aveley. Monday to Saturday from 4.6.89. departs 1900 returns 2330.

Brentwood

Minibus routes were all revised from 5.6.89. and now operate as follows:-

A1 Bishops Hall to Warley Mon to Sat.

A2 Bishops Hall to Warley via Woodman Road Mon to Fri peaks.

A3 Bishops Hall to Brook St Mon to Fri peaks.

A4 Stondon Massey to Warley via Bishops Hall Mon to Sat.

A5 Blackmore or Ongar to Warley via Bishops Hall Mon to Sat.

A6 Warley to Blackmore via Coxtie Green and Bishops Hall Mon to Fri peaks.

220 Warley to Blackmore via Wyatts Green Mon to Fri peaks.

221 Warley to Blackmore via Tipps Cross Mon to Fri peaks.

222 Warley to Blackmore via Coxtie Green Mon to Fri peaks.

The B, C1 & C2 are unchanged. Services 220, 221, 222 run direct between Brentwood and Pilgrims Hatch which leaves a mile or so of Ongar Road with just the 239.

North Weald Market

Many thanks to all the members who have supplied details of these services which are worked by County Bus as follows:-

A. Five vehicles from the Sampsons base (now owned by County) which operate on the Hoddesdon and Loughton services.

B. Six vehicles (3 Harlow, 2 Grays, 1 Hertford) which operate the Brentwood and Bishops Stortford services.

Almost anything seems to be used with Iveco minibuses, Olympians, Tigers, Nationals and one of the former Sampsons Volvo/ Berkhofs having been reported.

FRONT RUNNER SOUTH EAST

East Midlands ECC & LRT operations came to an end on 30th of June when all operations were sold to Ensign Bus Services. However the Wyatts Green and Debden outstations

from which the Brentwood and Waltham Cross services operate were resold to County Bus. Rainham depot was closed after operation on 30.6.89. and Ensign acquired all the ex GMPTE Atlanteans plus assorted Nationals, REs and VRs. However it is expected that during July all these will return to Stagecoach and be replaced by 43 Bristol VRs from the Stagecoach empire. Service 550 passed to Ensigns from 27.6.89. using a National although on one rail strike day an open top DMS was noted.

Ensigns will operate the 248 & 252 for the next seven months until LRT retender the services, the tender for the 550 had been won for operation from September anyway.

County are understood to be acquiring five Leopard/Plaxtons from Southdown for operation from Debden with Nationals being used from Wyatts Green.

Timetables remain unchanged on all routes and more details will be published next month by when all should have become clearer.

SOUTHEND TRANSPORT LIMITED

These notes are correct to July 2.

Vehicles

NEW: 261 (F261 RHJ) finally entered normal service on 14/6.

ACQUIRED: 706 (TPL 292S) entered service on 21/6 and 709 (HPF 327N) on 22/6. This leaves 3 of the 10 LN's still not in service - repainted 705 (HPF 309N) and 708 (XPD 231N), and 710 (LPB 179P), which is still in 'as acquired' condition.

MODIFIED: no sooner had the Sub Editor written how much better 236 looked with a red band as part of its livery, than the band was removed! Fortunately this was only temporary, as the red band has been reapplied but a little higher than before, so that it is immediately below the top deck windows. The only Fleetline repaint to report this month is 221 (the subject of last month's rude comments!). It is intended that all Fleetlines already repainted will receive red bands (subject to the constraints of any advertising carried) in due course.

Routemaster 114 has been re-engined with an AEC power unit, but 113 retains its Leyland engine and now sports a modern Leyland script badge on the radiator grille; examination of the front of one of the Tiger coaches may reveal the origins of the badge!

WITHDRAWN & INITIAL DISPOSAL: 401 (E401 BHK) became the second City Pacer to go, on 14/6, passing to Martin (dealer), Middlewich, from whom it is on loan to an unidentified user for airside work at Manchester Airport.

General

The dispute between the NUR and British Rail had resulted in two strikes by our press date; ST's X services gained instant popularity with a number of duplicates being provided. In general these were coaches, although there were some appearances by Fleetlines and the Olympian. Not surprisingly, timekeeping became rather problematical! (As an aside, and to show what the traffic congestion was like, on the second strike day, a coach hired by the Sub-Editor's employers took over 5 hours to get from Romford to the City!!).

RM 102 attended the North Weald Rally on June 18 and was rewarded with the trophy for the 'Best Non-London Routemaster'; it also performed two round trips to Epping Station on the special service 339, with suitable blinds displayed. 102 has also now been fitted with an offside staircase route number box, returning the body to near original condition.

102 will be operating an excursion to the Norwich Rally ('British Bus Day') on Sunday September 10; departure is from Central Bus Station at 0800 and the fare is remarkably cheap at only £4. For further details and to book, call Southend 355711.

ST have copies of their up-to-date fleet list available for 10p plus an SAE, from 87 London Road, Southend on Sea, Essex, SS1 1PP.

Finally, we suspect that our friends in LOTS may not have got it quite right in their last edition, wherein ST are reported to have acquired ex London Country North West Atlantean AN218! (which was converted to open

top by Ensign after a low bridge accident). ST have no need for another open topper (especially with 901 still on the books) and even if they did, it is very unlikely that they would chose an Atlantean. It may well be that the bus came to Southend for some engineering work or a repaint - can anyone clarify, please?

Unusual workings: Leyland Nationals have been reported on X services on various occasions, eg 13/6 (703/4) and 16/6 (LN and Fleetline). Certainly the most bizarre unusual working this month saw open top Fleetline 902 on the 1430 X1 on 14/6. It was filling in for a late running Astromega, which replaced 902 at Westcliff.

OTHER OPERATORS - South East Essex

District Bus (Tomlin), Wickford: to cope with the expanding workload (the back page of last month's edition reported additional 223's, replacing EN's withdrawn 550), this operator has acquired its first full size bus - HPF 325N, a DP39F Leyland National ex County Bus & Coach (orig LCBS SNC 175). It looks very smart in the operator's yellow livery. Yet another commercial service registration is 116, for journeys between Shotgate and Rochford in connection with the similarly numbered ECC contract (see 302/13), running Tuesdays only from 6/6.

Stephensons, Southend: services 60/60A were to be revised from 22/7, with some timing changes. Two journeys Mon-Fri will start at Hullbridge (but there is no working beyond Rayleigh TO Hullbridge), and in the evening two journeys will run from Rayleigh Station to Eastwood for rail commuters. At the same time the main evening peak operation is reduced to 2 buses (ex 3) by more efficient scheduling. The Saturday Lynxline operation has revised times, and a 2 hourly Sunday service is introduced between Southend and Newington Avenue or Hamstel Road, running until October 22 only.

T V Taxis, Southend: further changes to their taxi bus services see the Southend - Woodgrange Drive service reduced in frequency but extended over ST 7/8 to Thorpedene Library, thence via EN 3 to Shoebury (Osprey) from 3/7. The 9S to Nobles Green is withdrawn on Saturdays after 15/7. We have no further news yet of where the minibuses will be used (302/13), but a new full standard national operator's licence (5 vehicles) has been applied for by TV Taxis and Transport Services Ltd.

Non PSV's: the DMS owned by Wickford Youth Band and Majorettes, JGF 303K, was completely destroyed by fire on June 25.

COLCHESTER BOROUGH TRANSPORT

Ipswich 117 left during the week commencing 19.6.89. and was replaced by similar vehicle 116 (E116 KDX), both are Bristol B21/Alexander (Belfast).

Metrolider 12 has had its sides and rear painted in a white and blue livery for the Colchester Mortgage Centre. Atlantean 85 re-entered service during the week commencing 19.6.89. repainted into the latest livery as applied to 89. Lynx 32 was noted back in service on 28.6.89.

The Guided Sightseeing Tour stated on 3.7.89. with depatures at 1400 on Mondays to Fridays, with an additional 1130 depature from 24.7.89. The tour operates until 1.9.89. During June services were disrupted due to a number of bomb scares. The closure of roads usually affected Head St or High St which meant that services still manage to operate, although a number of town centre stops were not served and long delays occur. On 26.6.89. St John's Street car park was closed as a result of a bomb scare, this meant that St John's Steet and Southway were closed and as a result services ran from St Botolphs roundabout and via army roads to Butt Road, then via the best route to rejoin the normal route. As a result by early evening some services were running 90 minutes late. Some one off routes also ran including a 4A Prettygate (St Michaels- Shrub End- Leather Bottle- Ambrose Avenue- Prettygate).

THE CLACTON SAGA or CHAOS - ON - SEA

Since the closure of Clacton Bus Station the Clacton Gazette has been carrying many stories and letters from readers. The situation at the end of June is that all services apart from 100 towards Highfields, are departing from stops on the East side of Station Road in place of the Bus Station. All mini bus services depart from stops outside Tescos, these are short mini bus sized bays and the spacing appears to be inadequate, what would happen if a "big" bus was substituting as was the case on some Saturdays last summer remains to be seen. Services using full sized buses use a stand between Pallister Road and Pier Avenue. The bay is barely long enough for two buses, and drivers have to turn sharp right immediately on leaving the stand cutting across the traffic, a manoeuvre which must eventually lead to an accident. The problem occurs when more than two buses wish to use the stand, at xx35 past the hour Services 4, 100 and 106 all have departures.

A taxi rank is situated the railway station side of the bus stops and there appears to be some friction - a mini bus was cut up by a taxi driver in Rosemary Road, both stopped, insults were hurled as were claims that taxis were poaching bus passengers at Point Clear.

The press has carried the views of both sides, one councillor even called for buses to be banned from the Town Centre completely so that traffic could flow freely. Drivers are far from happy and the CN depot delegate Derek Griggs said that the drivers had as much an upheaval as the passengers. He said that there had been a lack of publicity and to introduce the new system on a Bank Holiday was bad timing as was the departure of the local manager on holiday. Jackson Road is still being used for signing on/paying in, and Mr Plod has been having a jolly time issuing parking tickets to minibuses left on double yellow lines!

Latest news is that conventional buses may move back to Jackson Road but this could cause problems as National Express are using this for pick ups. Apparently there is hope that the normal 42 day period for any changes can be waived if police and the county support any proposals.

The letters to the paper have been varied with one writer wanting the buses moved as they were a health hazard to food shops and another shop keeper who had a bad throat because of the fumes - presumably cars in Clacton don't emit exhaust fumes only buses! Most letters accused the company of asset stripping and failing to give proper publicity while others homed in on failures to run to time and lost mileage.

EN Director of Operations R W J Orbell wrote a long letter stating the companies view; and quite rightly pointed out that few towns used a Bus Station for town services. The sale of Castle Road and Jackson Road had enabled the company to move to a modern depot and in the last three years around £1 million had been invested in Clacton. He was sure that customers would rather retain a high frequency service without a bus station than have infrequent services and higher fares.

This matter I feel has only just started and will run for sometime, let us hope that all concerned learn from the mistakes that have obviously been made.

The above report was submitted by group member Cæoff Toon from his own observations and newspaper reports.

FOCUS ON COUNTY BUS AND COACHGRAYS DEPOTAllocation 5/89

AN 244- 52, 254, 256
 SNB 72, 81, 138, 149, 162, 201, 221, 224, 227, 277, 286, 296, 338
 TL 6, 17, 18, 20, 24, 27 TF75 TDL65
 LYNX E371 YRO, E840 EUT, E420 EBH, F359 JVS

Services

Full details of most routes operated are given in ECC timetable 10 with basic details of other services given below. Operation of services is normally as follows :-

AN 370, 373
 SNB 373, 375, 376, 377, 378
 COACH 722, 723, 733
 LYNX 352

Service 370 is normally SNB operated on Sundays.
 Services not included are 352 (see Basildon book), 375 (see 302/8) plus the following Tesco contacts. West Thurrock store ex South Ockendon (T3), Dagenham (T6), Brentwood (T7) and Herongate (T8). Roneo Corner from Cranham (TR1), Dagenham (TR2). Gallows Corner from Harold Hill (T1) and Shenfield (T2). These services use AN or SNB vehicles as available. All services operate Monday to Friday except T1, T2 (M-W), T7 (TuTh), T8(MWF).

HARLOW DEPOTAllocation 5/89

AN 190, 194, 199
 LR 9, 10, 15, 19, 44, 57-61, 64-69
 LRC 11-15
 SNB 76, 83, 87, 88, 90, 91, 96, 115, 143, 150, 158, 178, 180, 182, 203, 204, 206, 212
 SNB 213, 215, 216, 229, 232, 249, 251, 266, 267, 278, 290, 306, 308, 319
 IVECO D45/6 OKH, E352-4/6/7 NEG, F795/6 JKK, E347-52 SWY
 TP 69, 70, 72 TPL82
 TDB 62, 63

Services

Full details of most routes operated are given in ECC timetable 5 with basic details of other services given below. Operation of services is normally as follows:-

AN/LR T9, 383
 LRC 711, 874
 SNB M1, T2, T3, 310A, 311, 354, 500, 501, 502, 503, 511, 895
 IVECO M1, M2, M4, M5, M11, M12, 504
 TP 724

In addition one decker works certain journeys on services 310, 316, 360 and 395.
 The Tiger buses can be seen on almost anything.
 Services operated but not included in the ECC timetable are 310, 316, 360, 395 all of which are services based on Hertford, although the exact journeys operated are unknown by your news sheet editor. 310A Hertford- Waltham Cross via Ware, Broxbourne and Cheshunt. 311 (see 302/7), 383 Hammond Street- Waltham Cross. Service 724 is worked jointly with Sovereigns Hatfield depot.
 It also is responsible for the Hertford outstations which total 6 SNB and 2 Iveco.
 Tesco contracts are also operated to the Goodmayes store from Claybury (R1), Billet Road (R2) and Becontree (R3) which operate on a variety of days, using deckers.

Service 511

This service was introduced on 3.5.89. from Romford via Mawneys Road, White Hart Road, Hog Hill Road, Hainhault Forest, Chigwell Row then oneway loop via Lambourne Road, Manor Way, The Lowe, New North Road, Hainault Forest and then back to Romford. Operates Wed, Fri, Sat only at 1035, 1250, 1525 with the last journey terminating at Hainault.

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VISIT TO HEDINGHAM & DISTRICT 20th JUNE 1989

By kind invitation of the Omnibus Society, we were met at Kelvedon depot by Mr Mc Gregor Jnr. and were shown around the garage. Some vehicles were made available for photography including ex Eastern National Bristol LH UVX 4S and a recent addition to the Hedingham fleet L157 TJN 982W one of the ex Eastern National Bedford YMQS vehicles looking superb in its new owners livery.

The party were then taken by L157 to the Great Tey depot where most of the fleets front line coach fleet is allocated. Great Tey operates mainly tours, excursions and private hire with a small amount of stage work on service 105.

After visiting here and with dusk falling L157 returned the party to Kelvedon. Our thanks to Hedinghams and the Omnibus Society for a most enjoyable visit.

OTHER OPERATORS REST OF ESSEX

CHAMBERS Are now using Wayfarer ticket equipment.

RS EXPRESS Further to 300/5 the normal vehicle on service 381 is Mercedes D195 SJX.

Contributions to the June magazine were received from J Cooper, R Delahoy, R Dennis, P Halls, I Harden, I Mayoh, P Snell, P Oughton, G Toon, L Watson, M Weyell, A Osborne, District Bus, Eastern National, Grey Green Enthusiasts Club, Southend Transport and Southend Transport.

Contributions for the July magazine were received from M Bullock, J Cooper, R Delahoy, R Dennis, M Harrison, J Lidstone, A Meadows, J Simpkin, P Snell, D Stebbing, G Toon, L Watson, Eastern National, Grey Green Enthusiasts Club, Southend Transport and very special thanks to LOTS whose notes were used in preparing the County feature.

CONTRIBUTION DEADLINES FOR THE NEXT TWO ISSUES ARE JULY 28th AND SEPTEMBER 1st.

As a correction to the County feature services T2 & T3 at Harlow are AN/LR operated. Please also note that details of services to North Weald and operations taken over from Frontrunner were not included in the feature as it had been typed before these details became available.