

EDITORIALService vehicle numbering

Members may now be aware that service vehicles were numbered in November and that no information to this effect has yet been published in this news sheet whereas some details have appeared elsewhere. This was due to circumstances beyond the Secretary's control since the letter bearing this information was mis-delivered by the G.P.O. to 7 Cambridge Road, Seven Kings and consequently finally arrived after the draft of the December news sheet had been prepared. Any inconvenience to members is regretted.

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

3001	CPU980G	Bristol VRTSL6G	VRT/SL/131	E.C.W.	LD39/31FD	17265
3002	CPU981G	Bristol VRTSL6G	VRT/SL/132	E.C.W.	LD39/31FD	17266

Delivery dates - 3001 : 31.12.68.
3002 : 10.1.69.

3003/4 are to have chassis numbers VRT/SL/133 and 134. 3000, with the chassis exhibited at the Commercial Motor Show, will be the last to arrive.

Withdrawn Vehicles

NIL

Allocations & Transfers

1.69 414-D/L, 415-D/L, 416-D/L, 1221-D/L, 1229-D/L, 1327-SD, 1336-BE, 1342-CY, 1360-MN, 1362-SD, 2349-HH, 2350-D/L, 2365-D/L, 2704-CF

The above transfers include the first O.M.O. saloon to be allocated to Canvey. (1342)

Rebuilt & Renumbered Vehicles

352-5 have now returned to service (1.69) converted to DP41F saloons and renumbered 1435-8. Details of the vehicles are as follows:

1435	00 9543	Bristol MW6G	184.238	E.C.W.	DP41F	12810	New 1962
1436	00 9544	Bristol MW6G	184.239	E.C.W.	DP41F	12811	1962
1437	00 9545	Bristol MW6G	184.240	E.C.W.	DP41F	12812	1962
1438	00 9546	Bristol MW6G	184.241	E.C.W.	DP41F	12813	1962

Vehicle Order

The Company's vehicle order is at present still provisional. However, as some details of the requirements have appeared in other literature we now publish the correct information.

On order for 1969 are:

20 Bristol RELL 53-seat saloons with Gardner 6HLX engines and 5-speed semi-automatic gearboxes. These are to be numbered 1500-19. (This series was originally reserved for Bristol RELL buses in the 1964 renumbering but the order for them was later cancelled). This is the sole requirement for 1969, there are NO coaches on order. (It has been reported erroneously elsewhere that 4 Bristol LH or RESH coaches are on order. We can only presume that this in fact refers to 413-6 which were delivered last year).

Service Vehicles

"Identification numbers" were allocated to certain service vehicles in November 1968, and are applied either by a transfer or a painted number. In due course it is likely that the remaining vans will also be numbered. The numbers allocated to the former P.S.V. vehicles comprise the addition of an "O" before the registration number. Details of the numbering are as follows:

0101	(739 TW)	A.E.C. Matador	Breakdown Lorry
0102	7198 RO	" "	" "
0238	EBD 238	Bristol L6B	Stores Lorry
0485	WNO 485	" KSW5G	Tree Lopper
0555	JVX 555	Guy Arab	Clothing Lorry
0846	GBE 846	Bristol K5G	Publicity Vehicle

It can be seen from the above that the former tree lopper CAP 131 has not been numbered. This vehicle has been withdrawn and replaced by the new tree lopper, WNO 485, which was previously 2387.

A new Ford van is expected during 1969 which will replace HWC 399.

Allocation of delicensed coaches

The Chief Engineer has kindly provided an allocation of delicensed coaches. The list is correct at 1.1.69.

Central Works : 340/60/1/89/90, 414-6, 506.

Kelvedon : 362/87/8/91, 405, 500/3.

Prittlewell : 322/9/30/2/4/41-4/6-8/51/6-8/63/5/86/92/3, 404/10, 501/2/4, 505/7.

It is hoped to publish a complete vehicle allocation as soon as sufficient space is available.

Service Revisions

The following service revisions have been applied for recently:

126 Revised route to be from Arnold Road via Uplands Road, Kings Road, Freeland Road and Ellis Road to West Road thence as at present. (This modification came into effect on 6th January). Application has also been made to alter the Jaywick Sands terminal of this service to the E.N. Office.

262 Certain journeys are to be operated on Schooldays only to Saint Thomas Primary School. The route to be from Ingrave Road via Shenfield Road and Sawyers Hall Lane.

331/2 Revised route in Great Bardfield to be via Saling Road, Bendlowes Road to Alienor Avenue. Return from Alienor Avenue to Saling Road.

339 Terminal point in Witham to be Guithaven Street, Old School.

General

Eastern National services 86, 322 and 323 started to use the new Bus Station in Borehamgate, Sudbury as from 6th January. The services operate to the Bus Station from Market Hill via King Street, Great Eastern Road, Station Road and Meadow Lane and depart via Hamilton Road, Great Eastern Road and King Street to Market Hill. The new Bus Station is also used by Eastern Counties, Theobalds of Long Melford, Norfolks of Nayland, Jennings of Ashen, Blackwells Motor Services, Hedingham & District and Chambers of Bures.

A new facility recently introduced to operate on Saturdays only from 24th May to 20th September, 1969 as part of the Essex Coast Express service are direct coach services to and from holiday camps and caravan sites in the Clacton area. The services, which will be operated jointly by Eastern National, Grey Green and Suttons of Clacton will serve the following points:

Seawick Holiday Lido & St. Osyth Beach

Valley Farm Caravan Site

Dovercourt Caravan Site

Highfield Holiday Park

Sacketts Grove Caravan Park & Chester Holiday Park

A one-way system was introduced in Romford early in December. In the town centre there is now a rectangle of one-way streets formed by Market Place and Main Road (eastbound), Junction Road (southbound), Eastern Road (westbound) and South Street (northbound). Eastern National services 15/a, 26 now terminate in the bus bay in Mercury Gardens, a part of the new Ring Road, since Laurie Square is now closed.

Shortly after the introduction of the one-way system, part of North Street subsided after flooding and emergency diversions had to be introduced which have affected services 151, 251 and 351. With effect from 21st December 1968 journeys from Wood Green on these services now turn right at the "Moby Dick" on Eastern Avenue along Whalebone Lane and London Road to Romford, Market Place. In consequence the bus stops at Mawney Road, Hainault Road and Parkside Hotel are not observed in this direction. On journeys to Wood Green buses operate into North Street and then divert via Angel Way, Mawney Road, Olive Street, and Como Street to rejoin North Street just before the L.T. garage. These diversions are expected to last for at least three months.

TILLINGS TRANSPORT LTD.

Fleet Changes 1.69

NIL

IPSWICH CORPORATIONGeneral

The Leyland Atlanteans entered service during December.