

EDITORIALTHE FUTURE OF THE GROUP

Members will be pleased to learn that following a lengthy and detailed meeting held at Seven Kings during November, a proposed new Group administration was decided. Officers to be appointed are Chairman & Founder, Tours Officer, News Sheet Editor, Administrative Officer, Publications Officer, Photographs Officer, Functions Officer and Production Officer. Details of the duties of these Officers and their formal election will be presented at the next Annual General Meeting in January 1979.

New Colour Photographs

A new range of 34 colour photographs has been prepared and these will be available at the A.G.M. in January 1979. The range includes most current types of Eastern National vehicles (including recent special liveries) with samples of Colchester and Southend Transport (including recent hires to other operators). Also featured are Eastern National vehicles operating for other Companies including Alexander (Midland), Hants & Dorest, United Automobile and South Wales.

Historical Section

This is an occasional feature dealing with route histories which appears in the news sheet when space is available. Articles are usually prepared in advance and used when required. However, since the Disposals section was started space has been at a premium with the result that an article on service 164 prepared over three years ago has not yet appeared. In order to remove this "over-matter" before the change of editorship this history has been issued as a special news sheet supplement. We hope that it will prove to be of interest.

Essex County Council Timetables

The following new timetables (all second editions) have recently been issued : Colchester/Harwich (July 1978), Chelmsford/Maldon (September 1978) and Bishops Stortford etc. (October 1978). All available from Essex County Council. (address in NS171)

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

1889	BN0679T	Leyland National	11351A/1R	05629	Leyland National	B49F
1891	BN0681T	Leyland National	11351A/1R	05656	Leyland National	B49F
1892	BN0682T	Leyland National	11351A/1R	05657	Leyland National	B49F
1893	BN0683T	Leyland National	11351A/1R	05712	Leyland National	B49F

Delivery dates :	1889 - 10.78	1892 - 10.78
	1891 - 10.78	1893 - 11.78

The remaining two Leyland Nationals from the 1978 order, 1894/5 (BN0684/5T) are expected shortly, these will have chassis numbers 05753/4.

The spectacular growth in the Leyland National fleet may readily be seen when it is recalled that the newest Leyland National delivered in November 1976 was 1784 (PEV696R), hence 109 such vehicles have been received in the past two years.

The outstanding Bedford YMT's (1212-7, BN0698-703T) are now expected in December (1212/3), January 1979 (1214-6) and February (1217). They will have chassis numbers 450556, 451014, 451497, 451513, 451543, 452317 and body numbers 918/2752, 2755, 2751, 2754, 2753 and 2756 respectively.

Acquired Vehicles

The outstanding two Bristol RELH coaches 1416/9 (GJD199/5N) are not expected to be acquired before Spring 1979.

Certain of the acquired coaches did not carry new fleetnumber plates when observed in late October. 1401 (PWC345K) was observed on 24.10.78 without fleetnumbers but with Eastern National legal ownership, the P.S.V. licence, however, was still credited to National Travel (South East) Ltd.

Most of the acquired coaches are operating without fleetnames, although 1410 (X00879L) carries 'EASTERN'.

Withdrawn Vehicles

10.78	1360 (OWC 609)	2751 (JWC 711)	2788 (AVX956B)
	1425 (204 YVX)	2777 (990 K00)	2789 (AVX957B)
	1430 (MOO 975)	2782 (995 K00)	2794 (BVX670B)
	1444 (LWC 869)	2786 (937 LWC)	2800 (BVX676B)
	2750 (JWC 710)		

Re-built / Re-seated Vehicles

Conversion of 2858 (OPU823D) to a driver training vehicle (9009) is still in progress, although virtually completed. Hence the transfer of this vehicle to the Driver Training Fleet was premature, the vehicle is still regarded as 2858. (additional notes to NS175)

Since Bristol FLF6B 2863 (RHK348D) was temporarily required for service during 11.78, the conversion of this vehicle to a driver training unit has been delayed. (additional notes to NS175)

Work has just commenced on the conversion of Bristol FLF6G 2861 (RHK346D) to a Driver Training Vehicle. Since this conversion will probably be completed before that of 2863 (RHK348D) then 2861 will most probably be numbered 9010.

Allocations & Transfers

11.78 1201-HD, 1203-BE, 1204-SE, 1340-D/L(D), 1347-CN, 1400-PL, 1401-HD, 1402-BD, 1403-MN, 1404-CN, 1405-CN, 1406-PL, 1407-PL, 1408-PL, 1409-PL, 1410-PL, 1411-PL, 1412-PL, 1413-PL, 1414-HD, 1415-CN, 1417-CR, 1418-PL, 1449-D/L(D), 1451-CN, 1510-BD, 1529-CN, 1800-BD, 1859-BD, 1865-CF, 1869-CR, 1875-CF, 1876-BD, 1882-MN, 1885-CF, 1886-MN, 1888-CR, 1889-D/L, 1890-D/L, 1891-D/L, 1892-D/L, 2820-D/L(D), 2825-D/L, 2861-D/L, 2863-D/L, 2891-HH, 2892-SD, 2905-CF, 3000-SE, 3003-CN, 3039-MN, 3057-HD, 3059-WG, 3063-BE.

Additional later allocation of new vehicle : 1891 - BN.

Allocation of D/L (D) vehicles by personal observation : HD - 2810/29 PL - 2379.

The open top Bristol KSW's are D/L in the following locations : 2382 - SD,
2383/4 - PL.

Only six Bristol MW's now remain in service, these are allocated as follows :

BS - 1361 ; CN - 1347, 1440/8/51 ; MN - 1443.

Service Vehicles

New Vehicles

The following additional information is now available :

BAR316T is a Ford Rigid Truck, chassis number BCDCUS22413, to be used as a Stores Lorry.

BAR317T has chassis number BDVVUM57261, to be used as Stores Van (Engineering).

CPU254T has chassis number BDVVUU38303, to be used as Stores Van (Publicity), colour white.

Delivery dates : BAR316T - 9.78 BAR317T - 9.78 CPU254T - 9.78

Acquired Vehicles

Please see Re-built / Re-seated Vehicles notes concerning 9009 (OPU823D).

Withdrawn Vehicles

10.78 9001 (MOO 177)

11.78 NVW561M Ford Lorry

Allocations & Transfers

11.78 9015 - CF, BAR316T - CW, BAR317T - CW, CPU254T - BE.

Service Revisions

The following revisions to services have recently been applied for :

40 Revised inward route to be from Savernake Road via Harewood Road, Forest Drive, thence as authorised.

57 One journey to commence from Woodham Mortimer (Oak Corner).

The following revisions to services have recently been introduced on the dates shown below, details will be found in the appropriate news sheets indicated :

31C (6.7.78, NS172), 36 (16.10.78, NS175), 93 (6.7.78, NS172), 94 (16.10.78, NS175), 97 (6.7.78, NS172), 233 (16.10.78, NS175).

Other revisions introduced recently are as follows :

40 Withdrawn between Westlands Estate and Oxney Green (Rollestons), also revised inward route (21.8.78, see also NS176).

82 Additional service introduced by Eastern National and Hedingham Omnibuses between Colchester and Eight Ash Green (Haymills Estate) on Mondays to Fridays. (4.9.78) (Hedingham & District now become joint operators on service 82)

98 Section of route via Bradwell Power Station withdrawn. (3.7.78)

330 Introduced 18.9.78, NS172. Terminals designated as Braintree (Bus Park) and Braintree (Great Bradfords Estate).

504/505 Extended to new terminal at Laindon (Victoria Road, VR1) following completion of widening of King Edward Road. (8.10.78)

In addition five free customer bus services are now operated by Eastern National to the new Asda Super Store which opened at South Woodham on 18 October. The services operate on Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays and involve one return journey in each direction (often duplicated, sometimes triplicated) which allow about one and a half hours at the store. Services commence from : BURNHAM (Clock Tower, 1000, 40); WITHAM (The George, 1000, 55); ROCHFORD (High Street, 1000, 50); GALLEYWOOD (Barnard Road, 0920, 55); SANDON (Crown, 1030, 40). Departure times and running times shown in parentheses.

General

Leyland National 1715 (WNO564L) has now re-entered service with the modified rear end. (see NS175) The rear number plate is on the right hand side of the waistband with a centrally placed fleetnumber plate and garage code. The unladen weight as rebuilt is 8738 Kg. This modification is to be performed with all Leyland Nationals passing through Central Works, Chelmsford. Another vehicle dealt with is 1768 (MAR790P), unladen weight 9020 Kg. It is not proposed to list all subsequent modifications individually.

Bristol FLF's 2782/6 (995 K00, 937 LWC) recently withdrawn, have been acquired by Ensign Bus Co., Grays and are on loan to Southend Transport. (q.v.)

COLCHESTER TRANSPORT

Vehicle on Hire

Bristol RELL saloon 23 (OWC723M) was returned from Southend Transport in early November. (exact date not known - but between 8.11.78 and 11.11.78)

SOUTHEND TRANSPORT

New Vehicle

204	UTD204T	Leyland Leopard	Duple Dominant	051F
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Delivery date : 204 - 10.78

203/4 (UTD203/4T) have been stored at Tickfield Road Works since delivery, apart from test trials, and hence details are still lacking. The new coaches differ from 201/2 (LBN201/2P) in having two speed rear axles. The Duple body is the deep windscreen Dominant 2, with destination box and three track number blind above the windscreen. The vehicles incorporate the two shades of blue applied to the other coaches except that the application differs in some detail points. The seats are not covered with Southend Transport moquette, being red and brown. (presumably a Duple standard type) The vehicles are expected to be licensed in 12.78.

Three more Leyland Fleetline chassis have been delivered, there are now five chassis in store at London Road garage awaiting bodies. It has been reported that the body-work will be of highbridge type and not fitted for O.M.O. operation.

Vehicles on Hire

2717 HJ	Leyland L1	612501	Weymann	B43D	new 1961
2718 HJ	Leyland L1	612502	Weymann	B43D	1961
995 K00	Bristol FLF6B	217.050	E.C.W.	LD38/32FD	1963
937 LWC	Bristol FLF6B	217.077	E.C.W.	LD38/32FD	1963

2717/8 HJ are on hire from Smith & May, Benfleet from 11.78. The vehicles were originally Southend Transport, nos. 206/7. They are fitted with Southend Transport destination blinds (after removal of the covering paintwork), Southend Transport number blinds were still retained.

995 K00/937 LWC are on hire from Ensign Bus Co., Grays from 11.78. The vehicles were originally Eastern National Omnibus Co. Ltd., nos. 2782/6.

The above vehicles are being used by Southend Transport to cover certain Eastern National workings which cannot be operated owing to severe local staff shortage. The open top Leyland PD3's have also been kept licensed to assist when required. It is thought that a total of six Bristol FLF's from Ensign will be used. Further details will follow when available.

Colchester Transport 23 (OWC723M) was returned to Colchester in early November.

General

The old Southend Corporation garage, the former tram depot, at the rear of the present premises in London Road is being demolished and the site is to be used for a large D.I.Y. shop. The depot had latterly been used by Eastern Electricity, who moved to a new location in Rayleigh about one year ago.

Daimler Fleetline 356 (WJN356J) reverted to normal fleet livery in October, it previously carried the overall Victoria Circus Shopping Precinct livery.

The following vehicles were noted at Tickfield Road Works recently :

Leyland PD3 344 (CJN444C) minus engine ; 336 (CJN436C) now converted to a playbus in orange / cream livery and named Lulu II. The former playbus, ex. Nottingham Transport Leyland PD2 10 ATO was still in evidence although out of use.

EASTERN NATIONAL DISPOSALS (By kind courtesy of The P.S.V. Circle, continued from NS175)

- 1352 (212 YVX) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1353 (MOO 174) - Dealer, Sherburn, 2/78.
- 1354 (MOO 175) - Tarmac Roadstone (Contractor), Stockton, 5/78, via dealer, Sherburn.
- 1357 (OWC 606) - Thompson, Garforth (farmer, N-PSV), 5/78, via dealer, Sherburn.
- 1359 (OWC 608) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1410 (2735 VX) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1412 (2737 VX) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1415 (2740 VX) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1416 (2741 VX) - Kinross Plant Hire (N-PSV), 4/78, ex. dealer, Sherburn.
- 1600 (BNO101B) - Dealer, Sherburn, 2/78.
- 1601 (BNO102B) - Breaker, Carlton, 2/78.
- 1607 (BNO108B) - Dealer, Sherburn, 2/78.
- 2466 (268 GVW) - Withdrawn by Lewis, Llanerchymedd, 7/77.
- 2476 (508 HTW) - Exported to Austria, 5/78, ex. dealer, London W.10.
- 2484 (297 JHK) - Exported to U.S.A., 4/78 ex. dealer, London W.10.
- 2722 (803 VVW) - Breaker, Rotherham, 6/78, ex. United Automobile Services, 304.
- 2737 (EOO 579) - Hedingham & District, Sible Hedingham, L91, 4/78, ex. dealer, Sherburn.
- 2742 (EOO 584) - Correction to NS172 : 2741 (EOO 583) should read 2742.

Service 164 : Royston - Buntingford - Bishops Stortford

Service 164 is one of the most unusual (geographically speaking) services that Eastern National has ever operated. Although it was withdrawn in 1953 its history is very interesting and encompasses the changes in organisation of many bus Companies over several years. In order to trace its history we must start in 1921.

At this time services in the country area to the north of London were operated by the National Omnibus and Transport Co. Ltd. These services were maintained by "National" on behalf of the London General Omnibus Co. Ltd. as the result of an agreement signed on 21 July 1921. London General vehicles were used to operate the services, these carried "National" fleetnames.

The history of service 164 had its beginnings in Hertford when the first bus services from that town started on 1 January 1921 by Harvey & Burrows (Hertford - Wormley, service 1). A "National" application in March 1921 to operate services in the Hertford area was refused by Hertford Council since they wished to support local industry. By 1924 many services were operated by Harvey and Burrows with their "Hertford & District Motor Services" vehicles in a dark brown and cream livery to destinations including Buntingford and Royston. However, in June of that year all their services were taken over by "General" and "National" was now to operate them in accordance with the 1921 agreement. Operation commenced on 7 July 1924 as route N31, Hertford to Buntingford via Puckeridge and Westmill, daily, extended to Royston on Wednesday, Saturday and Sunday via Buckland. There was also another infrequent service, also numbered N31, between Hertford and Royston via Puckeridge, Braughing and Barkway, daily.

Another operator in the Hertford area in later days was Peoples Motor Services Ltd., of Ware which was founded by W. L. Thurgood. Mr. Thurgood still continued as a coach builder and coach dealer after the eventual demise of his omnibus Company. Several services were operated by Peoples including a daily service from Hertford to Royston via Standon, Puckeridge, Braughing, Hare Street, Buntingford and Buckland. Certain journeys were diverted to serve Great Horstead and Peoples were the only operator over the Hare Street - Buntingford road which was not served by "National".

In 1929, "National" service N31 was improved to become daily throughout by both routes and in 1930 part of the Sunday service from Royston (by either route) was diverted at Ware and extended to Enfield over "National" service 310. Since this Sunday extension extended into the Metropolitan Police area it was given service number 316 under the scheme introduced by Chief Constable Bassom.

In 1932, the London General Omnibus Co. Ltd., formed a new subsidiary, London General Country Services Ltd., to operate its country services north and south of the River Thames. Consequently the "National" operated services passed to the new management on 1 March 1932. This arrangement did not last very long, however, as the London Passenger Transport Board assumed control on 1 July 1933. Subsequently the services operated by Peoples Motor Services were transferred to the L.P.T.B. on 30 November.

Meanwhile "National" did not limit themselves to expansion in the area immediately north of London. Networks of services were built up in Essex and also in the West Country. As the operator expanded it became evident that some de-centralisation of the undertakings administration was necessary. In 1929, when several railway Companies acquired holdings in the firm the provincial fleet were given more independence and re-named after the railway Company whose territory was served by the particular fleet. Thus on 28 February 1929, "Eastern National" (after the London & North Eastern Railway) was formed, along with Western National etc.

Returning to the Hertford area in 1933, after the formation of the L.P.T.B. and the absorption of Peoples the services to Royston were all operated under the route number 331. Therefore for a very short period, the services of London Transport and Eastern Counties connected at Royston, the only instance of such a meeting. Operation to Royston was soon withdrawn and all services were curtailed at Buntingford since further north was beyond the L.P.T.B. special area. Since Eastern National was the established operator it provided replacement services 64 (Royston - Buckland - Buntingford) and 65 (Royston - Barley - Puckeridge), both daily. Service 65, however, was shortlived and was withdrawn in 1937. Service 64 was extended to Standon (The Windmill) on weekdays from August 1935 and in July 1937 it was re-numbered 164 and operated daily throughout. At the beginning

of the war, the service was reduced to Wednesday only. A Saturday service between Buntingford and Royston was re-introduced in 1948, and by 1949 a daily service was once more in operation throughout. At about this time short workings displayed service numbers as follows : 164A (Royston - Buntingford) and 164B (Royston - Chipping). The next year the service was extended to Bishops Stortford when the outward garage journey in the morning and return journey in the evening were operated as passenger journeys. The main part of the service operated between Royston and Buntingford (Monday to Friday 3 journeys, Saturday 6 journeys, Sunday 2 journeys) with two single garage journeys between Buntingford and Bishops Stortford. The service operated via Buckland, Buntingford, Hare Street, Great Hornead, Hare Street, Braughing, Puckeridge, Standon, Horse Cross and Little Hadham. The section to Great Hornead was operated as a return spur working. By 1951 the Sunday service had been withdrawn.

On 1 May 1952 the Midland area of Eastern National was transferred to the United Counties Omnibus Co. Ltd., including the routes serving Royston, 35B (Royston - Guilden Morden - Ashwell - Biggleswade, Wednesday and Saturday) and 41 (Cambridge - Royston - Ashwell - Baldock - Hitchin, daily). The services from the Eastern National Midland area were initially operated by United Counties under their original service numbers, but on 15 March 1953 the former E.N. services were re-numbered, accordingly 35B became United Counties 188, but 41 retained its former number. (see also Group publication E.P.16) However, service 164 was in a curious position, it was considered to be a Midland area service (although it did appear in both Midland and Eastern area E.N. timetables) but it was operated from an Eastern area garage. The service was not transferred to United Counties on 1 May 1952 but continued to be worked by Eastern National. There was also an even more intriguing situation with this curious service. On Saturdays, a second vehicle was required for the 164 to operate on the section between Royston and Buntingford. This bus interworked with service 35B between Royston and Biggleswade and was provided by the Eastern National garage at Biggleswade. After the transfer of the Midland area to United Counties, the same pattern of operation was continued with the second vehicle still worked by Biggleswade. Accordingly, Eastern National service 164 was, on Saturdays, partially operated by a United Counties vehicle ! In mid-1953, however, the section between Buntingford and Royston passed to United Counties and was combined with service 188 to provide a through Biggleswade - Royston - Buntingford service (as 188) on Wednesday and Saturday only, and it has remained as such to date. The section eastward from Buntingford, which was operated only as garage workings was completely withdrawn.

It should perhaps be mentioned at this point that 164 was not the only Eastern National service which has connected the Eastern and Midland area territories. After the takeover of 'Clavering & District' in May 1938 several replacement Eastern National routes were introduced including service 40 which operated between Wicken and Royston via Arkesden, Clavering and Duddenhoe End. This service, which operated on Wednesdays only, was short lived and was withdrawn in June 1939. (see also NS39)

The portion of withdrawn section between Buntingford and Standon was covered by London Transport service 331. The short spur working to Great Hornead was not covered, however, this village was still served by another spur working of Premier Travel route 26 (from Brent Pelham in the opposite direction). The section between Standon and Albury Turn was duplicated on Thursday only by the service of B.C.Cannon of Puckeridge between Braughing and Bishops Stortford which had been operated continuously by this concern since the late twenties/early thirties. The short section between Albury Turn and Little Hadham remained unserved but from the latter point into Bishops Stortford the 164 had been paralleled by London Transport services 350/A and 386 as well as by the service of Cannon (which diverts between Albury Turn and Little Hadham via Albury village) and also the service provided by Biss Brothers of Bishops Stortford between their home town and Furneux Pelham.

Thus the connection between the Eastern and Midland areas became severed, nearly twenty years after the formation of the London Passenger Transport Board, the event which initially led to its introduction.