

EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER 13

January 1965

EDITORIAL

Independents Coach Tour, February 14th 1965

The arrangements for this tour have now been finalised and a booking form is included with this news sheet. Please reserve seats early as there is only limited accomodation.

Southern Area E.N. Garage Tour

This tour will be run in late March and will include Southend Corporation as well as independents. Full details will be circulated with the February news sheet.

Payment of monies to the Secretary

Will members please note that from 1/1/65 an alteration to the present procedure has occurred. All Postal Orders sent to the Group should be made payable to "The Eastern National Enthusiasts Group" and should be 'crossed'.

Photograph List and Other Publications

It is hoped to produce a photograph list in the near future containing views of Company vehicles and also selected views of other operators both British and Foreign. Also certain publications which have not yet appeared to date will be produced including Municipal fleet lists and a Depot Directory for East Anglia. Most of the above publications have not appeared earlier due to lack of necessary funds, and when they are completed notification will be made in the news sheet.

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EASTERN NATIONAL OMNIBUS CO.LTD.

2820	JHK452C	Bristol FLF6B	224.123	E.C.W.	LD38/32FD	14928	8.7.2.
2822	JHK454C	Bristol FLF6B	224.131	E.C.W.	LD38/32FD	14929	8.7.2.
2823	JHK455C	Bristol FLF6B	224.132	E.C.W.	LD38/32FD	14930	8.7.2.
2827	JHK462C	Bristol FLF6B	224.137	E.C.W.	LD38/32FD	14931	8.7.2.

<u>Delivery dates:</u>	2820	1.1.65	2823	8.1.65
	2822	15.1.65	2827	8.1.65

Note: 2820/3/7 have 1964 chasis and 1964 bodies.
2822 has 1964 chassis and 1965 body.

Registering of new vehicles

1432-4, the three MW5G vehicles delivered recently have been allocated registration numbers JHK 456-8 C, although the plates have not yet been fitted.

New Vehicle Orders.

The 1964 double-deck vehicle programme is now complete and the 1965 programme includes 32 Bristol FLF's with 70-seat bus bodywork and 2 Bristol FLF's with 59-seat coach bodywork(having less luggage space than the earlier 55-seat models). Of the 1965 programme 4 vehicles have so far been delivered (2820/2/3/7). At least 4 MW5G dual purpose vehicles are still outstanding (1435-8).

Withdrawn Vehicles

1.65	200(021,MXB 739)	207(018,MXB 746)	2214(1286, CHJ 250)
	201(041,MXB 740);	208(019,MXB 747)	2217(1289, CHJ 252)
	202(042,MXB 741)	209(020,MXB 748)	2218(1290, CHJ 253)
	204(022,MXB 743)	1107(309,ONO 49)	2220(1292, CHJ 254)
	205(016,MXB 744)	2208(1056,EAM 613)	2221(1293, MPU 15)
	206(017,MXB 745)	2213(1285,MPU 7)	

With the above withdrawals only one Bristol LL6G coach is left in stock (203 - which is allocated to Basildon and it is hoped to use this vehicle on the next club garage tour) and only one ex. Wilts & Dorset Bristol K remains (2207, the only K6B acquired which is allocated to Southend).

Allocations & Transfers

1.65 100-D/L, 331-D/L, 337-HD, 367-D/L, 400-D/L, 402-SD, 1210-D/L
1428-D/L, 2488-HH, 2538-SD, 2819-CF, 2820-HH.

By members observation 1432 is unlicensed at Kelvedon.

Vehicles temporarily hired to G.P.O.

A member has supplied the following additional information on the operations. 1107, was minus fleet name and number, the latter being chalked on. 100 worked from Southend at times, together with 1123/9/32/6/9.

Route Workings

- 94/5 From 3.1.65 these services were withdrawn and transferred to Osbornes, Tollesbury.
- X.10 Passengers may now be picked up and set down at ISLINGTON GREEN (Essex Road) throughout the year.

GENERALOutstations

The continued operation of a number of the Companies outstations is at present under review. In the event of the closing of any of them full details will be given.

Coach Touring Holidays Film Shows

The Traffic Manager has again arranged a programme of film shows (the 7th in the series) which will visit towns throughout the companies area to explain coaching plans for the coming season. If members wish to visit any of these shows, for which there is no charge but seats must be pre-booked, they should write to the Traffic Manager quoting reference 3/3/BB/100.

Fares

An application has been made to increase fares on the Companies stage carriage services (except in the Southend co-ordination area). The proposed new scales are set out below.

Distance(miles)	Single Fare	Distance(miles)	Single Fare
0.66	3d	5.00	1/2
1.00	4d	6.00	1/4
1.33	5d	7.00	1/6
1.66	6d	8.50	1/9
2.00	7d	10.00	2/-
2.33	8d	13.00	2/3
2.66	9d	16.00	2/6
3.00	10d	And for every 3 miles thereafter an additional 3d.	
4.00	1/-		

Return fares are $1\frac{1}{2}$ times the single fare with a minimum of 1/9 (1/- single)

TILLINGS TRANSPORT LTD

Fleet Changes: Licensed: T322 Delicensed: T320

Livery Change: A number of Tillings Transport coaches are being repainted at Prittlewell in Eastern National livery but still retaining their Tillings fleet numbers. So far noted are most of the LS6D's from T300-12 and a few MW's.

IPSWICH CORPORATION

Ipswich Borough Council have approved the purchase of 4 AEC Regent/East Lancs H65R buses for delivery in October/November 1965.

INDEPENDENTSHedingham & District

L.34 referred to last month is registered MRR 301.

Osbornes, Tollesbury

From 3.1.65 this operator has taken over services 94/5 from Eastern National. The routes were:-

- 94 Maldon-Heybridge-Heybridge Basin-Mill Beach-Goldhanger.
- 95 Maldon-Heybridge-Mill Beach-Goldhanger.

These services are now covered by additional short journeys between Maldon & Goldhanger on Osbornes existing Maldon-Heybridge-Mill Beach-Goldhanger-Little Totham-Tolleshunt D'Arcy-Tollesbury service and also spur workings to and via Heybridge Basin.

This operator is also using the medium of pirate radio Invicta to advertise its coach tours.

REGISTRATION NOTES

Essex: By the end of 1964 the latest mark was KPU-B (possibly HTW-B). JEV-C appeared at the beginning of 1965 and the latest mark in mid January was JWV-C.

Southend: By the end of 1964 the latest mark was about CHJ550B. CJN-C appeared at the beginning of 1965.

Ipswich: By the end of 1964 the latest mark was about APV750B for all vehicles (the m/c series being completed and combined with the main series at about APV700B). BDX-C appeared at the beginning of 1965 and has currently reached BDX35C(m/c) and BDX450C(Cars etc.)

In all cases vehicles with 1965 registrations were noted in showrooms or running at the end of 1964. The authorities all curtailed certain registrations to allow for re-registering.