EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER 68 — September 1969

EDITORIAL

Essex Coach Tour, Sunday, 5th October

There are still a number of seats still available on this tour. Please book seats as soon as possible.

Weekend Coach Tour, May 1970

A weekend coach/rail tour to the Newcastle-on-Tyne area is under consideration for May 1970. The total inclusive cost will be about £10. Full details will appear toward the end of the year. It would be of assistance if members who would be interested in this tour would inform the Secretary so that the possible support may be assessed.

Destination Blinds

A provisional arrangement has been made with the Company whereby members will be able to purchase old destination blinds. Full details will follow.

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EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles NIL

Withdrawn Vehicles NIL

Rebuilt Vehicles

3001/4 (CPU980/3G) have been converted to O.M.O. operation and have been equipped with the Lock passenger counting equipment. The conversion of 3001 was completed during the week ending 30/8/69 and 3004 during the week ending 6/9/69.

3002 (CPU981G) is at present being converted to O.M.O. operation using SBK passenger counting equipment.

Allocations & Transfers

9.69 The September allocation sheet has not yet been published. It has been delayed to incorporate revisions which occurred with the introduction of the winter timetable on 7th September. Full details will appear next month.

3001-BE, 3004-BE. (to operate service 321)

Vehicles on Order

Full details of the 1970 vehicle order are now available and are given below:

10 Bristol RELL6G saloons with E.C.W. B53F bodywork.
To be numbered 1520-1529 inclusive.

3 Bristol RELH6G coaches with E.C.W. C42F bodywork.

3 Bristol RELH6G dual purpose with E.C.W. DP47F bodywork.

2 Bristol RELH coaches with Duple C42F bodywork.

The 42-seat E.C.W. and Duple coaches will be allocated fleet numbers in the 400 series and the dual purpose vehicles will have fleet numbers in the 1600 series. All the vehicles will be fitted with semi-automatic gearboxes.

Service Revisions

The following service revisions have recently been applied for:

111 Clacton terminal to be Bockings Elm, St. Johns Road.

125 To operate throughout the year.

315 Thursday extension from Dunmow to Bishops Stortford to be withdrawn.

321 Revised route to operate in the centre of Braintree. As from Monday, September 8th, this service is to be operated by one-man operated double deckers.

X20 To be operated on Sat. & Sun. throughout the winter period, also on Tues. & Thurs. in October 1969 and on Weds. in April and May 1970.

X34 To be operated on Sats. & Suns. throughout the winter period.

General

O.M.O. vehicles are being fitted with ONE MAN OPERATED BUS signs at the rear. These are in the form of metallic letters on a black background and normally appear just below the cream band.

Redevelopment work in the centre of Southend has caused some changes to the traffic flow in the vicinity of Victoria Circus, further details will follow. There is now a "Buses Only" lane in the Chichester Road (formerly Milton Street) in the south-bound direction.

Former 2255 (ONO 59) has recently returned from a round the world tour and is to be exhibited at Southend Bus Station. Pictures of the vehicle appeared in the 4th September edition of the "Southend Standard".

Historical Section

This section first appeared in February 1967 to describe the history of Eastern National services. It has not appeared recently due to lack of space and will continue to appear in the future when space permits.

"Nearly but not quite" (By A. G. Osborne)

The purpose of this article is to answer a question posed by the current and recent issues of the Company timetable. In all issues of the timetable from 20th November 1955 to date there have been included timetables of services 58 and 58C. The question then arises, why the gap, and whatever happened to the 58A and 58B?

To answer this question we must go back to the very beginnings of road transport in Essex. The Great Eastern Railway first operated services in the Chelmsford area in September 1905 and these later passed to the National Steam Car Co. Ltd. By 1919 a service to Bishops Stortford had commenced and in the following year the title of the company was changed to the National Omnibus & Transport Co. Ltd. The service between Chelmsford and Bishops Stortford was numbered 8 and then control passed to the Eastern National Omnibus Co. in 1929. At this time the service operated on Thursdays, Fridays, Saturdays and Sundays only and it was one of only three Eastern National services operating into Bishops Stortford, the others being 13 (Bishops Stortford - Saffron Walden) and 13A (Bishops Stortford - Henham). In 1938 after acquisition of the services of Clavering & District the number of Eastern National services operating into the Hertfordshire town was considerably increased. (for details see E.N.E.G. NS39). More expansion in the Bishops Stortford area came in 1940 when the services of Simpson of Leaden Roding were acquired. This meant an increased service and daily operation on service 8 and also several new services including the following:

8A	Bishops Stortford - Matching Green
8B	Bishops Stortford - Hatfield Broad Oak
8C	Chelmsford - Good Easter

Ten years later, on January 1st, 1950 one of the largest independent operators in Essex, Hicks Bros. of Braintree sold out to the British Transport Commission and Eastern National were directed to administer its operations. Shortly after, Eastern National services in the Grays and Midland areas were transferred to the London Transport Executive and to the United Counties Omnibus Co. Ltd. respectively. The services of Westcliff-on-Sea Motor Services including those of the City Coach Co. were then acquired and it became necessary to renumber the majority of the services to avoid duplication of numbers.

It is in this renumbering of services that the answer to the original problem may be found. Services in the Chelmsford area were generally renumbered by the addition of 30 to the original service number, thus 1 became 31, 2 became 32 but service 8 did not become 38, being renumbered 58 instead. This was presumably so as to avoid confusion with new service 38 (Bishops Stortford - Thaxted) which had recently commenced operation after the closure of the Elsenham - Thaxted branch railway line. In accordance with this renumbering service 8C, since it served Chelmsford, was duly renumbered 58C.

Services in the Bishops Stortford area were generally numbered in a common 3xx series. The Eastern National services 13/A-E and 38 became 301-6 and 338 respectively, whilst the former Hicks Bros. services 10, 15 and 49 which operated into the town became 310, 315 and 349. In accordance with this renumbering services 8A and 8B, since they served Bishops Stortford were given the new numbers 347 and 348.

Thus the present gap between 58 and 58C is explained. Recently, in 1967, a new circular local service was due to commence in Bishops Stortford and was to be numbered 58A in one direction and 58B in the other. However, when the service commenced on 30th May it was numbered 299 and 300. The gap between 58 and 58C was almost filled - nearly but not quite.

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