

EDITORIALMain Committee of the Group

At the fifth Annual General Meeting held at Seven Kings on Saturday, 24th January, 1970 it was decided by ballot that there should be an alteration in the construction of the Main Committee of the Group. This should be extended from the present 3 members to a new total of 5 members. The new committee would consist of the present committee, A.G. Osbourne (Secretary), T.L. Murphy (M.1.), and M.L. Weyell (M.10), together with former committee member B.M. Barrett (M.2) and a fifth member to be elected from the general membership of the Group. This fifth membership is open to any fully-subscribed member of the Group and formal applications for the position (a letter of application with signature) are therefore invited, these should be sent to the Secretary. The closing date for applications will be 18th March 1970 and election of the fifth committee member will take place at a Special General Meeting to be held at 7 Cambridge Drive, Seven Kings on Saturday, 21st March 1970 commencing at 1430. It was also decided at the A.G.M. that the present committee should remain in office until the date of the Special General Meeting.

The duties of this committee member would involve attendance at committee meetings to decide future Group policies and additional special duties for the acquisition of information for the Group news sheet with particular references to the municipal operators. Preference will therefore be given to members resident in either North Essex or the Southend area.

Destination Blinds

The Chief Engineer has informed the Secretary that the stock of obsolete destination blinds has now been exhausted, and hence no more requests for these should be made. We would like to thank him for making these available to the Group.

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

419	GVV931H	Bristol RELH6G	4/270	E.C.W.	C42F	18142
1609	GVW979H	Bristol RELH6G	4/277	E.C.W.	DP47F	18146
Delivery dates - 419 : 2.70			1609 : 2.70			

Acquired Vehicles

300	VYO 765	Bristol MW6G	139.245	E.C.W.	C39F	11320	1959
301	VYO 766	Bristol MW6G	139.246	E.C.W.	C39F	11321	1959
302	NWC 16	Bristol MW6G	204.015	E.C.W.	C39F	13677	1962
307	NWC 17	Bristol MW6G	204.016	E.C.W.	C39F	13678	1962
308	BPU 22B	Bristol MW6G	213.150	E.C.W.	C39F	14469	1964
309	BPU 23B	Bristol MW6G	213.171	E.C.W.	C39F	14470	1964
310	BPU 24B	Bristol MW6G	213.172	E.C.W.	C39F	14471	1964
337	284 NHK	Bristol MW6G	139.254	E.C.W.	C39F	11297	1959
338	285 NHK	Bristol MW6G	139.255	E.C.W.	C39F	11298	1959
384	NWC 15	Bristol MW6G	204.014	E.C.W.	C39F	13676	1962
411	YHK728F	Bristol RELH6G	4/128	E.C.W.	C47F	17043	1968
412	YHK729F	Bristol RELH6G	4/129	E.C.W.	C47F	17044	1968
422	AOO 18B	Bristol RELH6G	212.025	E.C.W.	C47F	13679	1963
509	7 BXB	Bedford SB8	38057	Duple	C41F	1133/478	1961
510	19 POO	Bedford SB8	92268	Duple(N)	C41F	75423	1963
511	BPU 20B	Bedford SB13	93901	Duple(N)	C41F	155/7	1964
2606	BVX668B	Bristol FLF6B	217.139	E.C.W.	CLD37/18FD	13957	1964

These were acquired on 1.2.70 from Tillings Travel (N.B.C.) Ltd. nos. T300/1/6-10/5-7, 440-2, 540-2, 2606.

2605/7 (RWC 608, BVX669B) which were transferred from Tillings Travel in 6.69 were in fact still owned by Tillings until 1.2.70 and were on permanent hire to Eastern National. They are also included on the official list of vehicles transferred on 1.2.70.

T300-10 have been renumbered by the loss of their "T" prefix whilst T315-7 and T2606 have re-gained their original E.N. numbers. T440 and T540-2 have been given new E.N. numbers whilst T441/2 have been allocated the numbers 411/2 which were given to them by E.N. before they were diverted to Tillings.

A visual check on 17th/18th February showed several changes to the former Tilling vehicles. These are summarised below:

301(VYO 766) - this had been re-painted into E.N. livery with E.N. fleetname and legal owner. It has small yellow fleetnumber transfers in place of the former fleetplates and also similar transfers over the fuel filler cap.
 338(285 NHK), 412(YHK729F) - these still had Tillings fleetnames and legal owners but both had new fleetnumber transfers as 301.
 2606(BVX668B) - this still has Tilling legal owner and E.N. fleetname (it has always had this with Tillings). The "T" was painted over maroon on the fleetplate and the "T" transfer had been removed from over the fuel filler cap.
 308(BPU 22B) - this had been re-painted into E.N. livery as 301 but the original fleetplates of T308 with the "T" painted over in maroon were carried.

Rebuilt Vehicle

2764(RWC 606) has been undergoing repairs following extensive accidental damage to the roof. The repairs were carried by Al Body Finishers Ltd., Pillar Box Corner, Mundon, Essex.

Allocations and Transfers

2.70 300-TT, 301-TT, 306-TT(D/L), 307-TT(D/L), 308-TT, 309-TT(D/L), 310-TT(D/L), 330-CF, 331-D/L, 336-D/L, 337-TT, 338-TT, 340-HD, 346-D/L, 350-BN, 360-D/L, 364-D/L, 365-SD, 367-CR, 381-D/L, 382-D/L, 382-D/L, 383-D/L, 384-TT, 385-D/L, 387-D/L, 389-D/L, 391-D/L, 403-D/L, 407-CF, 408-D/L, 409-D/L, 410-D/L, 411-TT, 412-TT, 415-D/L, 416-D/L, 422-TT, 503-D/L, 508-D/L, 509-TT(D/L), 510-TT(D/L), 511-TT(D/L), 1302-MN, 1338-HD, 1342-CN, 1343-BD, 1344-HH, 1352-SD, 1359-BN, 1400-CN, 1420-D/L, 1424-D/L, 2361-HH, 2362-CF, 2380-CF, 2422-SD, 2451-D/L, 2602-D/L, 2606-TT, 2609-BN, 2612-D/L, 2747-CF, 2867-D/L, 2925-D/L.

TT - Tillings Travel

2380 has been licensed at CF to augment the Tree Lopping Vehicle.

Service Vehicles

New Vehicles

Dates new and chassis numbers of the two Morris Mini Vans placed in service last month (1.70) are as follows:

TJN346H	MAV 4/1357832	11.69
TJN506H	MAV 4/1372245	12.69 (correction)

Withdrawn Vehicle

KEVC56C, the sister vehicle to that withdrawn, is to be retained for the moment but has not yet been re-allocated.

Transfers

2.70 UEV493E - CW

Service Revisions

The following service revisions have recently been applied for:

1,2/B/C,3/A, 24A,151	} Revised route and stopping arrangements in connection with new one-way traffic scheme in Hadleigh
82	
	Terminal point at Wormingford Aerodrome to be 'Rotchfords'.

Express Services

X46 To be curtailed at Cromer (Bus Station).

General

In response to members request we publish a list of vehicles fitted with loadmeters, these are as under:

1358/9, 2533/5, 2831/2/5.

In addition 1327/62, 2532/4 are wired up but no loadmeter is fitted and arrangements are in hand for 2833-8 to be similarly fitted.

A new holiday brochure "Holidays 1970" has recently been issued. It is of the same general style as the holiday brochure issued last year but incorporates a glossy cover of a new design. As previously, tours in Britain (100-122), continental tours (200-219) and centred holidays in Britain (301-316) are offered. New direct departures have been provided from Ipswich, Sudbury, Bury St. Edmunds, Newmarket and Hertford, and continental tours also have direct departures from London, Cambridge and Harlow. The brochure is well illustrated throughout with many scenic views, one of which features 413(YTW537F) outside the Hotel Scholastika in Achensee, Austria.

The tours in the United Kingdom have again been extended and new itineraries include a combined tour of the Lake District, Wales and Devon and also a tour of the

South Coast resorts including the Isle of Wight, the tour of the Island being operated by Southern Vectis.

Many of the Continental tours remain the same but those to Scandinavia have generally been curtailed, and greater use has been made of the ferry services operating from Harwich. The day excursion to Sweden, a part of the 8-day tour to Denmark, and the complete tour to Norway have been withdrawn. Tours to central Europe, on the other hand, have been extended even further and several new itineraries have been introduced. These include a new tour to Italy which includes the capital, Rome, and also the canal city of Venice; another new tour visits Czechoslovakia, a country not previously included in a Company tour.

There is also a completely new venture, a combined coach tour and cruise of the Mediterranean in conjunction with P. & O. Lines Ltd. The cruise, operated by the 45,000 ton 'Canberra' departs from Southampton and calls at Naples before proceeding to San Remo, Italy where connection is made with an Eastern National coach which crossed the Channel at Dover and travelled through France and Switzerland. The coach passengers join the cruise which leaves San Remo and makes intermediate stops at the Spanish ports of Barcelona and Vigo before returning to Southampton. The coach picks up passengers from the first section of the cruise and returns from San Remo by a similar route to its outward journey. There is also a connecting coach service provided to and from Southampton.

A late addition to the range of tours is a Special Rail Enthusiasts Tour of Wales operated in conjunction with Ian Allan(Travel) Ltd. which visits all the narrow gauge railways in the Principality.

A new ENSign holiday book for Summer 1970 has also been produced recently. With the abolition of the £50 foreign travel allowance opportunity has been taken to extend tours further into Europe. There is a tour to Russian, Poland and Czechoslovakia visiting Moscow and Warsaw which is operated jointly with Excelsior European Motorways. There are two other tours operated jointly with Sheffield United Tours one tour is to Brussels and Amsterdam whilst the other visits Hamburg.

TILLINGS TRAVEL LTD.

Withdrawn Vehicles

1.2.7C T300/1/6-10/5-7, 440-2, 540-2, 2606. Total...17

These vehicles have been transferred to Eastern National Omnibus Co. Ltd. (q.v.)

General

Tillings Travel(N.B.C.) Ltd. has now become only a travel agent Company within the N.B.C. at 250 Pentonville Road, London N.1. (Kings Cross Coach Station address). The driving and garage staff of Tillings will be transferred to Eastern National's Wood Green garage on 1st March and Kings Cross will in future function just as a Coach Station. A few ex.Tilling coaches will probably be outstationed at Kings Cross as a matter of convenience.

Tillings have retained all their licenses for licensed operation but some of the private hire work previously undertaken by Tillings will probably pass to Timpsons of Catford.

(We are indebted to I.R. Kydd, Esq., Chief Engineer for much of the information in this news sheet)

COLCHESTER CORPORATION

General

The services which are now partially O.M.O. operated should have read 2,5/A,6 and 7 and not as given last month.

INDEPENDENTS

Following the news that the stage carriage service operated by F.C. Moore, Saffron Walden (Viceroy Coaches) between Saffron Walden and Dunmow was to be taken over by Eastern National (see NS71) comes the news that a service operated by another independent serving Saffron Walden is to change hands. The service previously operated by Griffin, Debden from Debden Green to Saffron Walden on Tuesdays and Saturdays is now to be operated by Dons Coaches (Hale Bros.), Dunmow. It should be recalled that the premises of Dons Coaches in Dunmow is also used by Eastern National to garage the vehicle outstationed in the town.