

EDITORIALTHE FUTURE OF THE GROUP

This is the most difficult and the most far reaching editorial that I have ever had to write. It is now seventeen years since the Eastern National Enthusiasts Group was formed, initially as a local section of the M&D and East Kent Bus Club and later as a separate Society. From its shaky beginnings the organisation has now grown to its present sound position.

During this period there have been great changes, not only in the transport industry but in the whole world, and of course everyone is getting older. In my own case, with added business responsibilities, the time available for Group work has become less, but the volume of work has increased, resulting in greater pressures and many late nights, and more early mornings. For my parents, who have endured the expansion of the Group with fortitude, the lengthening hours of Group work has caused a fall in my ability to partake of their Company. As they advance in years (they are now both aged over seventy) the pressure of the Group around them has now become too much to bear, and at a risk of not wishing to damage their health a decision has been reached such that my own position of Secretary has to be relinquished. It is a decision that has not been easy to make, but we feel that my seventeen years of service to the Group is enough and it is time for some new blood.

Therefore, I formally give notice that I will not be applying for the position of Secretary at the Annual General Meeting in 1979. Preliminary discussions have taken place with a group of members and it is envisaged that in future the Group will be run by an expanded committee, with each member performing a specific job (such as editor, publications officer, photographs officer, tours organiser, enrolment secretary etc.) This will mean some dissemination of the Groups activities but this is now inevitable as the volume of administrative work becomes too much for a single person to cope with. We therefore invite applications from any member who is interested in performing a small amount of the Group workload or is able to offer any other valuable service - such as provision of storage space. We anticipate a transitional period of about three months in 1979 and members forbearance during this difficult time would be appreciated. I hope, however, to remain on the committee in a non-administrative capacity for as long as the membership should wish to elect me.

May I thank all those persons who have helped the Group and myself during my seventeen years, and especially my parents, and I hope I may be able to re-pay them for their assistance by becoming a son again to them during the period of their lives when they most need to cherish it.

Photographic Competition - 1978

This competition has been organised by the Southend Group and a copy of the rules and conditions for entry is enclosed with this news sheet. Two especially engraved trophies have been obtained and these will be presented to the two class winners for their retention. Why not send in your entry now!

Southend meeting, Wednesday October 18

At the Committee Rooms, Southend Civic Centre, Victoria Avenue commencing at 2000. The photographic competition entries will be judged and discussed at this meeting, and the prizes will be presented. Refreshments will be available.

Visits to Central Works, Chelmsford and to Sudbury, Saturday October 7

The visit to Central Works is now fully booked, our condolences to the many members who were unlucky. Another visit will be organised soon, so better luck next time. There are still a few places available on the trip to Sudbury.

Group Membership

The Groups 350th new member was enrolled recently, he is Mr. M. Stubbings of Cambridge.

Transport Spectacular 1978, Saturday October 21

At Central Hall, Westminster (opposite the Abbey), organised by the London Omnibus Traction Society. Open from 1100 until 1530, admission 30p. The Group will have an enlarged stand at this event this year and all Group publications and photographs will be available. Also available will be our vast collection of other items including back numbers of Buses Illustrated and Buses, London Bus Magazine and Buses Annual as well as many old Ian Allan A.B.C. booklets. Also available will be a newly acquired collection of about 3000 "one-off" black & white photographs.

New Colour Photographs

A new collection of colour prints is being prepared. There will be about 35 views in the list including most types of Eastern National vehicle in N.B.C. livery as well as examples of Eastern National vehicles operating for South Wales, Hants & Dorset, United Automobile Services and Alexander (Midland). Colchester and Southend Transport views will also be featured. It is hoped that these new prints will be available during November.

EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles

1202	BN0688T	Bedford YMT	HW454151	Duple	818/2764	DP53F
1883	BN0673T	Leyland National	11351A/1R	05481	Leyland National	B49F
1884	BN0674T	Leyland National	11351A/1R	05490	Leyland National	B49F
1885	BN0675T	Leyland National	11351A/1R	05492	Leyland National	B49F
1886	BN0676T	Leyland National	11351A/1R	05514	Leyland National	B49F
1887	BN0677T	Leyland National	11351A/1R	05515	Leyland National	B49F
1888	BN0678T	Leyland National	11351A/1R	05516	Leyland National	B49F
Delivery dates:		1202 - 9.78	1885 - 9.78	1887 - 8.78		
		1883 - 8.78	1886 - 8.78	1888 - 9.78		
		1884 - 9.78				

It has been noted that the previous batch of Eastern National Bedfords were also registered in the BN0 series. (585-90, BN0109-14B)

Acquired Vehicles

A total of twenty Bristol RELH coaches is to be acquired from National Travel (South East), the actual vehicles to be transferred has not yet been decided, however, the vehicles are to be numbered 1400 - 1419. For administrative purposes all vehicles now carry four figure fleetnumbers, however, it will be recalled that the RELH coaches were previously numbered in the 400 series. It should be noted that Bristol MW 1417 (2742 VX) is still in stock, although withdrawn from service. For members information, the following Bristol RELH coaches were owned by National Travel (South East) in September 1978 :

HWV241/2H, PWC339-45K, VHK175-8L, XWV631/2L, X00877-82L, GJD194-9N (27)

Vehicles on Loan

Bristol KSW open toppers 2383/4 (WNO 479/80) and Bristol FLF open topper 2300 (RWC 608) were on hire to Southend Transport from 19.8.78 (2300), and from 20.8.78 (2383/4). (q.v.)

Re-built/Re-seated Vehicles

The conversion of 2862 (RHK347D) to a driver training vehicle is nearing completion. This vehicle is to be re-numbered 9008.

Conversion of 2863 (RHK348D) will now not take place (See also NS173), instead 2858 (OPU823D) will be converted and will be re-numbered 9009.

The Leyland National to be converted for the driver training fleet will be 1703 (WNO552L). (additional notes to NS173)

Allocations & Transfers

9.78 1200-DT, 1203-CN, 1205-CR, 1206-CR, 1207-BE, 1211-BD, 1358-D/L(D),

1362-D/L(D), 1423-D/L(D), 1429-D/L(D), 1430-D/L(D), 1438-D/L(D), 1447-D/L(D), 1448-CN, 1702-CF(CWDS), 1703-CF(D.T.), 1708-CF(CWDS), 1869-HH, 1871-CF, 1875-SD, 1877-BN, 1881-D/L, 1882-D/L, 1883-D/L, 1886-D/L, 2382-D/L, 2751-D/L(D), 2761-D/L(D), 2772-CF(CWDS), 2782-D/L(D), 2786-D/L(D), 2796-D/L(D), 2800-D/L(D), 2862-D/L(D), 3000-SD, 3011-MN, 3012-D/L, 3040-HH, 3056-HD, 3059-BN.

Additional later allocations of new vehicles : 1202-MN, 1204-CN, 1210-BD, 1874-BN, 1878-BN, 1879-BN, 1880-BN, 1881-BD, 1884-BN, 1887-BN.

Proposed allocations of new vehicles not yet entered service : 1201-SE, 1208-BN, 1209-BD.

A complete fleet allocation appears at the end of this news sheet.

Service Revisions

The following revisions to services have recently been applied for :

14A NEW SERVICE : BASILDON (Bus Station) - SOUTHEND (Victoria Bus Station) via Southernhay, Broadmayne, Ghyllgrove, Whitmore Way, Eastmayne, Nevendon, Wickford, Rayleigh and Eastwood. (Mondays to Fridays only)

47, 49/A, 59/A Proposed London Country 'Harlowide' tickets to be accepted.

402 A 10p surcharge to be charged for all journeys through the Dartford tunnel.

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

26 - (20.8.78., NS173), 315 - (3.8.78., NS173), 316 - (4.8.78., NS173), 329 - (31.7.78., NS173).

In addition from 24.7.78 service 151 now operates beyond ROMFORD (St. Edwards Way) to ROMFORD (Southern Way) on special journeys only in connection with schools and evening greyhound meetings. (see also NS168) This service is to be converted to O.M.O. operation from 1 October.

Temporary weekend timetables for Basildon local services were introduced on 20.8.78. The services affected are 500 - 505, and the temporary timetables mean fewer buses on Saturday evenings and on Sundays in order to alleviate the severe staff shortage of operating staff at Basildon. Certain other local measures have also been necessitated. (see General Notes)

General

Due to severe staff shortage at Basildon a number of crew worked duties have been replaced by O.M.O. workings. In particular service 2 has been converted to Bristol VRT operation from Basildon and is now usually crew operated between Southend and Basildon and O.M.O. operated between Basildon and Grays. In addition O.M.O. saloons have replaced crew operated Bristol FLF's on a number of other workings on an 'ad hoc' basis.

Bedford YMT 1205 (BNO691T) is fitted with a Tachograph, whilst 1206 (BNO692T) is not so fitted.

The former Moore Bros. (Kelvedon) and Eastern National garage at Kelvedon is to be closed by National Travel (South East) after operation on October 7.

Owing to engineering work between Shenfield and Southend in connection with electrification, British Rail services will be interrupted on several forthcoming Sundays between certain points and substitute bus services provided. On Sunday September 17, substitute buses operated between Shenfield and Wickford, the vehicles supplied included the following :

2816 (HEV994B), 2837 (LWC663C), 2841 (MVX878C), 3002 (CPU981G), 3017/9 (SMS 43/5H), 3032 (NPU979M), 3040 (PWC515M), 3050 (JNO191N), and 3063 (LJN658P).

COLCHESTER TRANSPORT

New Vehicles

It has been reported that the two coaches on order will be Leyland Leopards with

Duple Dominant Express II coachwork. They will be numbered 101/2. (additional information to NS168)

Vehicle on Hire

Bristol RELL saloon 23 (OWC723M) was loaned to Southend Transport from 29.8.78. (q.v.)

SOUTHEND TRANSPORT

New Vehicles

203 UTD203T Leyland Leopard Duple Dominant C51F

Delivery date : 203 - 9.78

204 (UTD204T) is to follow shortly, full details will be given when available.

Vehicle on Hire

WNO 479	Bristol KSW5G	98.140	E.C.W.	033/28R	6548	new 1953
WNO 480	Bristol KSW5G	98.141	E.C.W.	033/28R	6549	1953
RWC 608	Bristol FLF6B	210.614	E.C.W.	038/32F	13150	1963
OWC723M	Bristol RELL6L	3/2014	E.C.W.	B53F	20821	1973

WNO 479/80 on hire from Eastern National Omnibus Co. Ltd., nos. 2383/4 from 20.8.78.,
RWC on hire from Eastern National Omnibus Co. Ltd., no. 2300 from 19.8.78.,
OWC723M on hire from Colchester Borough Transport, no. 23 from 29.8.78.

General

Owing to a shortage of staff at the Southend garage of Eastern National, Southend Transport assumed responsibility for sea front service 67 during August, for which the above open top vehicles were hired.

Eastern National Bristol KSW5G 2382 (WNO 483) was not hired by Southend Transport. The hired open top vehicles have mainly been used on service 67, but they have also appeared infrequently on service 68.

The Colchester saloon was hired initially as a spare vehicle for sea front use only, however, after about one week it was in general service and has been noted on services 3, 3A, 5, 5A, 16, 24, 25, 25A, 65, 67 and 68 - both O.M.O. and crew operated. No Southend blinds have been fitted although certain Colchester destinations such as 'BUS STATION' have been displayed.

The operation of the sea front services has been subject to further operational difficulties following mechanical failures of the open top Leyland PD3's.

INDEPENDENT OPERATORS NOTES

COUNTRYBUS

Countrybus is a new rural transport service sponsored jointly by Essex County Council and Braintree District Council. It is designed to give people living in villages a chance to visit a nearby town at least once a week. The service is at present experimental and its continuance will depend upon the support received. The services provided are as follows :

LITTLE HENNY - Great Henny - Lamarsh - Alphamstone - Bures - White Colne - Earls Colne - HALSTEAD. (Thursdays only, operated by Jennings, Ashen)

STURMER - Steeple Bumpstead - Helions Bumpstead - Hempstead - Great Sampford - Little Sampford - Little Bardfield - Great Bardfield - Bardfield Saling - Great Saling - Blake End - Rayne - BRAINTREE. (Wednesdays only, operated by Wiffen, Finchingfield)

RANKS GREEN - Fuller Street - Fairstead - Terling - Gambles Green - Flacks Green - Terling - WITHAM, also WHITE NOTLEY - Faulkbourne - WITHAM. (Each service Thursdays only, operated by Boon, Boreham)

Special leaflets have been prepared advertising the services, each with a map, timetable, faretable and illustration of the vehicle used to operate the service :

Jennings, Ashen - UPT936N (Ford Transit); Wiffen, Finchingfield - LN0142P (Ford Transit); Boon, Boreham - SN0398R (Bedford VAS5).

EASTERN NATIONAL vehicle allocation

This list is correct as at 1 September 1978 and includes the transfers listed in this news sheet.

Basildon (BN)	: 1513/4/30/8/45/8/50/1/4, 1704/9/11-7/32/6/8/40-2/6/63/7/72/6 1786/94/5, 1808/18/20/2/30/43/4/7-9/52-4/77, 2807/29/45/55/8 2886/9, 2908/19/20/2/6/7/31/6/9/41/5, 3007/8/10/5/6/34/6/44/9 3051/4/9/64. (77)
Bishops Stortford (BS)	: 1000-4, 1361, 1553, 2783, 2810/34, 3005/41 (12)
Braintree (BE)	: 1207, 1340, 1542/3, 1731/48/77/9, 1813/57/63, 2770/81/99, 2824/53/76, 3001/4/43/6/63. (22)
Brentwood (BD)	: 1211, 1446/9, 1500/6/8/11/7/24/31/40, 1608, 1751/4/85/96/7, 1809/10/23/37-40/5/6/59, 2891/2, 2905/6/16, 3050. (33)
Chelmsford (CF)	: 1509/15/6, 1610, 1710/8/28/30/4/52/62/71/4/5/8, 1800-2/4/5 1811/5/9/27/9/32/41/2/50/1/5/6/60/6/7/70/1, 2785/97/8, 2804/9/11/2/4/6/26/31/2/5/7/51/4/6/7/61/75/7/85/7, 3018/9/29/33/5. (65)
Clacton (CN)	: 1203, 1440/8/51, 1505/19/20/3/6/7/32, 1756/68/80/91/2, 1825/6/34/58, 2753/74/84, 2802/6/8/19/22/60/4/98, 3003/31. (33)
Colchester (CR)	: 1100-3, 1205/6, 1431, 1503/7/12/28, 1609, 1724/33/60/9/89/90/3, 1803/16/28/65/72, 2813/5/27/8/43/74, 2913, 3022/32. (33)
Hadleigh (HH)	: 1501/18/37/41/6/9, 1719/25/6/37/43/53/65/84, 1817/21/35/69, 2801/5/17/25/49/90/4/6/7/9, 2900/2/7/9/24/5/43/4, 3014/20/45/7/60/1. (42)
Halstead (HD)	: 1544, 1757/9/82, 2838/52, 3056/8. (8)
Harwich (DT)	: 1200, 1521/2, 1755/61/81/3, 2754, 2842, 3027. (10)
Maldon (MN)	: 1443/5, 1525/35/9, 1722/3/50/8/64, 1806/31/3/64, 2821, 2928/35, 3011/30/40. (20)
Silver End (SE)	: 1347, 1534/6, 1727/39/45/9, 1812/61/2, 3037/9/55. (13)
Southend (SD)	: 1504/10/29/33/47/52, 1729/35/44/7/66/70/3/87/8/98/9, 1807/14/36/68/73/5, 2300/83/4, 2749/52/75/8/90-2/5, 2818/20/3/33/41/4/8/50/9/84/8/93/5, 2901/3/4/18/21/3/9 2930/40/6, 3000/13/23-6/8/38/42/52/3/62/4/5. (71)
Wood Green (WG)	: 2910-2/4/5/7, 3021/48/57. (9)
Delicensed for maintenance (D/L)	: 1201/2/4/8-10, 1874/6/8-83/6, 2382, 3012. (17)
Delicensed for disposal (D/L(D))	: 1358/60/2, 1417/23/5/29/30/4/8/44/7, 2379, 2750/1/61/77/82/6/8/9/94/6, 2800/62. (25)
Central Works docking spares (CF(CWDS))	: 1700-2/5/7*/8, 1824, 2771/2, 3002/17. (11)
Prittlewell Works docking spares (SD(PLDS))	: 1502, 1720/1, 2773/6, 3006/9. (7)

Total fleet strength 508

NOTES Chelmsford allocation includes Dunmow outstation (DW, 1 dd)
Clacton allocation includes Walton-on-Naze (WN, 3 sd, 2 dd)
* - Accident pool vehicle.