

EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER

November 1975

EDITORIAL

The 'Southend Busman'

The 'Southend Busman' is an additional news sheet publication produced by our Southend Area Representative, Peter Snell. It gives details of the activities of local independent operators in the Southend area and also additional local notes about Eastern National and Southend Transport (hired vehicles, unusual route workings etc.). In addition detailed coverage is also given on the Anglian Division of National Travel (South East). Those members who would like to be included in the circulation of this publication should contact the Secretary. The 'Southend Busman' may be sent to any member (whether resident in the Southend area or not). It is published bi-monthly and is circulated gratis with the main Group news sheet. Some back numbers are available and these may also be obtained from the Secretary. (please enclose 10p for return postage if you require back numbers)

EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles

1752	LJN660P	Leyland National	11351/1R	Leyland National	B49F	02762
1753	LJN661P	Leyland National	11351/1R	Leyland National	B49F	02863
1754	LJN662P	Leyland National	11351/1R	Leyland National	B49F	02764
1756	LJN664P	Leyland National	11351/1R	Leyland National	B49F	02766
1757	LJN665P	Leyland National	11351/1R	Leyland National	B49F	02767
3052	LJN647P	Bristol VRTSL6L	3/178	E.C.W.	LD39/31FD	21191
3057	LJN652P	Bristol VRTSL6L	3/183	E.C.W.	LD39/31FD	21196
3058	LJN653P	Bristol VRTSL6L	3/184	E.C.W.	LD39/31FD	21197

Delivery dates: 1752 - 10.75 1756 - 10.75 3052 - 11.75
 1753 - 10.75 1757 - 10.75 3057 - 11.75
 1754 - 11.75 3058 - 11.75

The batch of Bristol VRTSL6L's (3052-63) will all be registered in a single block, LJN647 - 658P, immediately preceding the Leyland Nationals.

The five Ford R1014's on order (see NS139) will have Duple Dominant B43F bodywork and will be numbered 1000 - 1004. The chassis have already been built (BC04RK 66846-50) and have passed to Duple for bodying.

The 1976 vehicle order has been announced. Initially this called for 23 Leyland Nationals of type 11351/1R but the total has now been reduced to 20. The vehicles will be numbered 1776 - 1795.

Withdrawn Vehicles

1453/4 (572/69 UVX) finally passed to the vehicle cannibalisation unit at Lincoln in 11.75. (further notes to NS139)

Re-built Vehicles

11.75 1605 (BN0106B) 1612 (AVX962B)

Both converted to B49F (O.M.O.). 1602(BN0103B) was in progress of conversion during November.

Allocations & Transfers

11.75 1302-D/L, 1304-D/L, 1306-D/L(D), 1407-MN, 1431-MN, 1506-D/L, 1530-BN, 1721-SD, 1722-D/L, 1751-BD, 1752-D/L, 1753-D/L, 1754-D/L, 1756-CN, 1757-D/L, 2521-D/L(D), 2722-CF, 2748-CR, 2941-BN. (1453/4 were included on the list)

General

2833 (LWC659C) after repainting has emerged with a reflective registration numberplate at the front and also a green painted radiator grille. Since mid-October it is now the policy that radiator grilles of Bristol FLF's will be painted green on re-paint.

A Bristol Omnibus Co. service vehicle; Bristol KSW training unit W136 (NAE 54) which is in a blue livery similar to that used by Eastern National for the driver tuition fleet, has spent some time at Southend garage during October and November. The vehicle is being used for instruction in connection with the new Health and Safety at Work Act and is equipped internally as a classroom/demonstration unit.

The remaining data on Eastern National paint dates (with subsequent up-dating) will be published in December.

COLCHESTER TRANSPORT

Withdrawn Vehicle

7.75 30 (MWC 130)

SOUTHEND TRANSPORT

New Vehicles

386	JTD386P	Daimler CRL6	68786	N.C.M.E.	7985	H49/31D + 18
387	JTD387P	Daimler CRL6	68787	N.C.M.E.	7984	H49/31D + 18
388	JTD388P	Daimler CRL6	68788	N.C.M.E.	7982	H49/31D + 18
389	JTD389P	Daimler CRL6	68789	N.C.M.E.	7983	H49/31D + 18
390	JTD390P	Daimler CRL6	68790	N.C.M.E.	7981	H49/31D + 18
393	JTD393P	Daimler CRL6	68793	N.C.M.E.	7986	H49/31D + 18

Delivery dates: 386 - 11.11.75 388 - 12.11.75 390 - 10.11.75
387 - 11.11.75 389 - 10.11.75 393 - 11.11.75

These vehicles have been registered by the body builders, Northern Counties being based at Wigan, Lancs. have used the Bolton Local Vehicle Licensing Office hence the TD series marks. This was apparently done since Chelmsford L.V.L.O. could not guarantee to provide matching numbers as was required by Southend Transport. A directive has now been issued to L.V.L.O.'s to the effect that matching registration numbers must be supplied if requested, hence future orders could be registered locally once again. 390 (JTD390P) was the first vehicle to enter service on 19.11.75. It is thought that the remaining six vehicles will not now be delivered until April 1976.

Externally, the vehicles resemble the Greater Manchester design (see illustration in Buses, 1975, 26, 401), the only differences being standard destination blind layout to Southend style and the use of a flat two piece windscreen set in a V shape. At the rear, the route number is carried between decks at the extreme nearside with the registration number in a corresponding position on the offside. The vehicles were delivered without "no change given" signs, fareboxes or Videmat ticket machines, which have all been subsequently added.

It is interesting to note that registration JTD 386 has been previously used for a P.S.V. This was the mark carried by Lytham St. Annes Corporation Transport, no. 15, a Leyland PD2/1 new in 1948.

The two coaches on order (Leyland Leopards with Plaxton Panorama Elite 3 bodywork) are due in the Spring of 1976, it is thought that these will be numbered 250/1.

General

As a result of the arrival of the new Daimler Fleetlines the three ex. Ribble Leyland PD3's 317-9 (KCK 879, LCK 739, KCK 920) are to be disposed of shortly, probably at the end of November. It is thought that these are to be sent to an operator in Hong Kong or Macau.

There are to be changes to the special services to be operated on Boxing Day this year which extend beyond the co-ordination area. The service to Colchester will be truncated at Chelmsford and it is thought that the services to Grays and Romford will be truncated at Basildon. These changes have been introduced following the proposed cessation of British Rail services on Boxing Day and also of the proposed introduction of a service on the 400 route. (see also NS139)