EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER 39 — March 1967

EDITORIAL

Meetings

Many members in our recent questionnaire expressed a wish for indoor meetings, but as yet no members have contacted the Secretary to offer their homes for this purpose. If this new facility is to start in your town, please write in. Thank you.

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EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles

All thirty-three vehicles of this years order will have a reversed front staircase with seating for 76 passengers, and will be fitted with the Gardner 6LX engine with 5-speed semi-automatic gearbox, and will be constructed as one batch. For this reason the first is not scheduled to arrive until after the summer peak, but the total delivery time will be spread over a comparatively short period. The semi-automatic gearboxes will make the vehicles easier to drive, and it is the Companies intention to employ them on heavily congested routes.

The Company expect to receive five Bristol VR double deckers in 1968, and from 1969 onwards it is likely that the VR will become the standard Bristol double decker.

(We are greatly indebted to the Chief Engineer for the above information).

Withdrawn Vehicles

2.67	2243(1315,NNO 106)	2250(1322,ONO 63)	2259(1331,ONO 64)
3.67	2229(1301,NPU 25)	2239(1311,CJN 326)	2242(1314,NNO 104)
	2236(1308,CJN 323)	2241(1313,CJN 328)	2248(1320,ONO 53)

Allocations & Transfers

3.67 102-CN, 342-SD, 347-HD, 348-BD, 356-CN, 358-BD, 365-SD, 367-CN, 382-SD, 386-CN, 402-SD, 404-HD, 1231-BN, 1421-D/L, 1426-D/L, 1600-CR, 1601-SD, 2260-BN, 2539-SD. (Both Bristol FS's are now at SD).

2.67 (Corrections) 322-BN. Delete 384-D/L (Still at SD).

The following vehicles are licensed for use on extended tours, which will commence at Easter: 347/8/56/8, 404.

Service Revisions

Service revisions applied for recently are as follows:

89/A — Terminal in Haverhill to be Market Hill. On Fridays after 1000 it will be the Pightle.

302 — To be withdrawn between Debden Green (Post Office) and Debden, Elder Street.

322 — Terminals to be Great Cornard (School Corner) and London.

The extension of service 25 to Hadleigh (E.N. Depot) has not been granted, and so this service will continue to terminate at Leigh, Highlands Boulevard.

General

The former Westcliff-on-Sea Motor Services Coach Station at Pier Hill, Southend has been advertised for sale since the summer. Express services serving Southend have been revised to terminate as below:

At E.N. Terminal, Seaway : X1,10,11,28,28A,29,51.
At London Road, opposite E.N. Depot : X3,5,20,22,23,24,25,26,43.

Ironically service X24 continues to terminate at Ramsgate, Westcliff Coach Station.

Historical Section (By B.H.Barrett)

Clavering & District Services

Up to 1938, Eastern National Services in the Bishops Stortford were mainly restricted to trunk routes notably the Bishops Stortford - Chelmsford, service 8 and the Bishops Stortford - Saffron Walden, service 13 with its spur to Elsenham and Henham numbered 13A, but on Thursday, May 5th 1938 the eight stage routes and two excursion groups (Clavering & Henham) of Mr. H.Wilson of Clavering(trading as Clavering and District Services) were taken over. Mr. Wilson had built up a Comprehensive network of services linking numerous small villages with Saffron Walden and Bishops Stortford as well as providing a market day link to Royston. The premises at Clavering continued to be used

for a while as an Eastern National outstation until later closed. Here are a list of the services as taken over, with their amendments to date:

Service 13B. BISHOPS STORTFORD(South Street) - Henham - Rickling - CLAVERING (Brent Pelham Corner).

At the time of take-over a daily service was in operation, but wartime economies resulted in a reduction to Sunday only. However, in November, 1950 a Monday to Friday projection to Langley Lower Green was commenced with journeys serving the Ediswan Valve Factory at Stanstead. Consequent upon the general route renumbering in 1955 the service became 303 and remained unchanged until withdrawn on 17th April, 1964.

Service 13C. BISHOPS STORTFORD (South Street) - Debden - Widdington - Newport - CLAVERING(Garage).

This circuitous service had a running time of 95 minutes including the spur working to Widdington compared with the 25 minutes of the direct service to Clavering and operated on Thursday, Friday, Saturday and Sunday until June, 1939 when it was withdrawn. It was intended to replace it with a service between Saffron Walden and Bishops Stortford via Newport and Henham on Tuesday and Saturday, incorporating service 39C, but the outbreak of the war delayed its introduction, and on final materialisation it only served Saffron Walden and Elsenham (The Crown) on Tuesday, being curtailed at Widdington (Fleur de Lys)on Saturday. In 1955 the service became 304 and remained unchanged until April, 1965 when it was withdrawn, Widdington being served by a Tuesday and Saturday spur working of service 301.

Service 13D. BISHOPS STORTFORD(South Street) - Manuden - Clavering- LANGLEY UPPER GREEN(Chapel).

In its original form this service operated on Thursday and Saturday with certain journeys to Wicken Bonhunt (Three Horse Shoes). and also on Sunday when it was curtailed at Sheepcote Green(Waggon & Horses). The first modification involved an extension of the Sunday service to Langley Lower Green(Black Bull), and in November, 1950 an inward journey was introduced on Monday, Tuesday and Friday from Langley Lower Green, followed in June, 1952 by an outward journey on Wednesday as far as Clavering. Renumbered 305 in 1955 further adjustments occurred in April, 1964 when an enhanced service to Langley Lower Green was provided on Monday, Tuesday, Wednesday and Friday, at the same time the Saturday journey to Wicken Bonhunt was withdrawn although the Sunday journeys now terminated there. A year later the Weekday service operated only as far as Langley Lower Green, and the Sunday Service was withdrawn.

Service 13E. BISHOPS STORTFORD(South Street) - Ugley - Newport - Clavering - LANGLEY LOWER GREEN (Black Bull).

This was basically a schools service serving the Herts. & Essex High School) in Bishops Stortford running only as far as Clavering (Brent Pelham Corner) outside school terms. After the war a Saturday service was introduced with a journey operating via Sheepcote Green. Renumbered 306 in 1955, the only other modification occurred in April, 1964 when one Monday to Friday journey was diverted to operate via Stanstead (Queens Head).

Service 39A. SAFFRON WALDEN (Common) - Arkesden - Clavering - LANGLEY UPPER GREEN(Chapel).

This Saturday only service was soon curtailed at Clavering but apart from renumbered 307 in 1955 has been unaltered since, but in April, 1965 one of the two return journeys was incorporated in Premier Travel service 11.

Service 39B. SAFFRON WALDEN(Common) - Newport - Wicken Bonhunt - Clavering - LANGLEY LOWER GREEN (Black Bull).

Renumbered 308 in 1955, this Tuesday only service has remained unaltered, although one return journey to Sheepcote Green was incorporated in Premier Travel service 11 from April, 1965.

Service 39C. SAFFRON WALDEN(Common) - Widdington - Henham - ELSENHAM(Crown).

This service was incorporated in the revised service 13C. (See above).

Service 40. ROYSTON - Duddenhoe End - Clavering - Arkesden - WICKEN(Garage).

This interesting service which linked Eastern National's Midland and Eastern areas operated on Wednesday only, although only one return journey was provided. It was withdrawn in June, 1939.

TILLINGS TRANSPORT LTD.

Fleet Changes 3.67 Licensed: T306 Delicensed: T1642

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