

EDITORIALNew Publications

The following maps have been revised and re-issued. They have now been produced by Xerography resulting in a superior copy compared with that obtained by the previous spirit duplicating process. Since the Xerographic technique is more expensive the prices of these publications have been revised as shown:

E.P.8	Map of City Coach Co. (ca.1952-3)
E.P.9	Map of Hicks Bros. Ltd. (ca.1950)
E.P.12	Map of Moores of Kelvedon (at takeover, 1963)
E.P.13	Map of Campbells of Pitsea (ca. 1955)

These are 1/- (5p) each, or 3/- (15p) the set of four, postage EXTRA.

The Eastern National fleet list (E.P.1.) which was to have been published correct to 31 December 1970 has been delayed and will now be published correct to 31 January 1971 to incorporate the excessive number of fleet changes detailed in this news sheet.

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

1528	LVX116J	Bristol RELL6G	3/1349	E.C.W.	B53F	18497
1529	LVX117J	Bristol RELL6G	3/1350	E.C.W.	B53F	18498

Delivery dates: 1528 - 12.70 1529 - 12.70

Delivery of these vehicles completes the 1970 order.

Withdrawn Vehicles

12.70	351(YBD 202)	363(NWC 14)	402(AVX963B)	415(YTW539F)
	356(10 DLY)	387(4 BXB)	403(AVX964B)	416(YTW540F)
	357(12 DLY)	388(5 BXB)	404(AVX965B)	417(HVW241H)
	358(13 DLY)	389(9 DLY)	405(AVX966B)	418(HVW242H)
	360(OO 9548)	390(11 DLY)	406(AVX967B)	419(GVW981H)
	361(OO 9549)	391(OWC131D)	413(YTW537F)	420(GVW982H)
	362(OO 9550)	392(OWC132D)	414(YTW538F)	421(GVW983H)

These vehicles were transferred to Tillings Travel (N.B.C.) Ltd.

All remaining covered-top vehicles will be withdrawn by the end of the month. Those left in stock at present are 2359/60/2/7/8/70/5/6.

Rebuilt Vehicles

12.70	2603(RWC 604)	to CLD37/16FD	(see also NS75)
-------	---------------	---------------	-----------------

Following the notes given last month all double deckers are to have their rear destination indicators panelled over. This will apply to Bristol LD's, FS's and FLF's as well as to coach FLF's. Additional vehicles treated to date are 2470(817 HNO) and 2909(WWC939F). Certain vehicles have had the rear destination blinds painted over rather than panelled over, this is only a temporary measure and they will be panelled over at a later date.

2501(1846 F) had the front route number blind painted over about two months ago leaving only the destination blind visible. It has now been modified such that the route number blinds are visible but to a reduced extent, the sides being shaded over.

Vehicles in the 1400 class (Bristol MW5G, dual purpose) are being repainted into standard saloon livery as they become due for repaint. In addition to the livery change the tops of the seats are being removed and standard stage moquette is being fitted. As these vehicles are now employed almost exclusively on stage carriage services these modifications will make them more suitable for those duties. The vehicles will not be re-numbered, 1409(1257 EV) and 1413(804 WVW) have so far been dealt with.

Re-engined Vehicle

2502(1847 F) to LD5G previously LD6B

Date of conversion to follow.

Allocations & Transfers

12.70 (Additional)	2450-BN
--------------------	---------

1.71 307-WG, 308-D/L, 309-WG, 310-D/L, 340-CN, 343-D/L, 344-D/L, 393-D/L, 407-SD, 408-CF, 409-D/L, 1526-D/L, 1527-D/L, 1528-D/L, 1529-D/L, 1611-D/L, 1612-D/L, 1613-D/L.

Note that 1611-3 now appear on the allocations as such, the conversions being virtually complete at the time of writing.

411/2 are still outstationed at Kings Cross from Wood Green, despite re-commencement of Tillings.

1526-9, 1611-3 will probably be licensed for the service revisions to commence on 24.1.71.

Vehicle on Demonstration

A Ford demonstrator was operated recently. It was used at Basildon on 9.1.71 and operated O.M.O. on services 234 and 248. A destination blind was fitted but no service number was shown. Details of the vehicle, which was in a red livery, are as follows:

KEV951J Ford R192 BC04..48192 Plaxton B45F new 1970

Service Revisions

The following service revisions have recently been applied for:

- 19 Certain journeys to terminate at South Woodham (Rail Station)
- 53 Terminals to be Clacton (Bus Station) and Chelmsford (Bus Station).
- 91 Service to operate throughout the year
- 248 Service to be re-numbered 154.

Additional service to operate from Basildon (Bus Station) to Tilbury Ferry via Corringham and Chadwell St. Mary to be numbered 155. Route to be Southernhay, Clayhill Road, A13, B1420, Giffords Cross Roads, A1014, A13, unclassified to B188, Heath Road, A128, Claudian Way, Waterson Road, St. Marys Road, Linford Road, River View, A128 and A126.

Details of the service revisions incorporated in the new edition of the timetable dated 24.1.71 will be given next month.

General

Bristol FLF's are not the only television stars! Following the appearance of several Eastern National Bristol FLF's in the London Weekend T.V. series "On the Buses" a former Eastern National vehicle appeared on the other channel in the BBC-1 production "Doomwatch" on 21 December 1970. The vehicle was one of several West Yorkshire coaches featured in the programme. The coach concerned was SLA 759 which is at present CUG44 in the W.Y. fleet. It was formerly Tillings Transport and Eastern National 378. The vehicle was originally an LS6B but was fitted a Gardner engine after acquisition by West Yorkshire in 1965.

An application for increased fares has been applied for, details are as follows:

Mileage	Single fare	Mileage	Single fare
0.7	2p	6.0	13p
1.2	3p		thence 1p per mile until
1.7	4p	11.0	18p
2.2	6p	12.0	20p
2.7	7p		thence 1p per mile until
3.2	8p	20.0	28p
3.7	9p	21.0	30p
4.0	10p		thence 1p per mile until
4.5	11p	71.0	80p
5.0	12p		

Return fares to commence at 21p for 5.0 miles, thence at increments of 2p. 2p per mile to £1.40 for 71.0 miles.

A new copy of the Company timetable has been published dated 24.1.71 until further notice. The cover design is identical to that of the last timetable (25.5.69), it has a blue cover and is priced at 10p (2/-). Express services have been completely eliminated from the timetable, the information about them now being in leaflet form only. The express services are not included in the "Index to Services" although they do appear in the "Index to Places Served." There is no express services map on the reverse side of the bus route map, its place being taken by the street plans which now appear here rather than in the main body of the timetable. There is also one additional map, that for Colchester

This map has been prepared by Colchester Corporation Transport and Eastern National is thereby referred to as one of the "other operators"! In the time-tables of other operators, a list of the services operated by Colchester Corporation is included for the first time.

Vehicles on Order

Vehicles on order for 1971 are given below, these have recently been slightly modified. (see also NS79)

1530 - 1554 Bristol REIL; E.C.W. B553F

3005 - 3008 Bristol VRT ; E.C.W. LD39/31FD

The above part of the order is unchanged.

Only 7 of the 16 coaches on order will now be delivered to Eastern National, these being as follows:

428 - 434 Bristol RELH; Plaxton C47F

The remaining coaches on order (423-7/35-8) are to be diverted to Tillings. (q.v.)

TILLINGS TRAVEL (N.B.C.) LTD.

Acquired Vehicles

9351	YBD 202	Bristol MW6G	184.058	E.C.W.	C34F	12231	1961
9356	10 DLY	Bristol MW6G	184.245	E.C.W.	C34F	12846	1962
9357	12 DLY	Bristol MW6G	195.001	E.C.W.	C34F	12848	1962
9358	13 DLY	Bristol MW6G	195.002	E.C.W.	C34F	12849	1962
9360	OO 9548	Bristol MW6G	195.028	E.C.W.	C34F	12815	1962
9361	OO 9549	Bristol MW6G	195.029	E.C.W.	C34F	12816	1962
9362	OO 9550	Bristol MW6G	195.030	E.C.W.	C34F	12817	1962
9363	NWC 14	Bristol MW6G	204.013	E.C.W.	C34F	13675	1962
9387	4 BXB	Bristol MW6G	184.047	E.C.W.	C34F	12222	1961
9388	5 BXB	Bristol MW6G	184.048	E.C.W.	C34F	12223	1961
9389	9 DLY	Bristol MW6G	184.244	E.C.W.	C34F	12845	1962
9390	11 DLY	Bristol MW6G	184.246	E.C.W.	C34F	12847	1962
9391	OWC181D	Bristol MW6G	225.145	E.C.W.	C34F	15755	1966
9391	OWC182D	Bristol MW6G	225.148	E.C.W.	C34F	15756	1966
9402	AVX963B	Bristol RELH6G	212.009	E.C.W.	C42F	13723	1964
9403	AVX964B	Bristol RELH6G	212.010	E.C.W.	C42F	13724	1964
9404	AVX965B	Bristol RELH6G	212.013	E.C.W.	C42F	13726	1964
9405	AVX966B	Bristol RELH6G	212.014	E.C.W.	C42F	13726	1964
9406	AVX967B	Bristol RELH6G	212.015	E.C.W.	C42F	13727	1964
9413	YTW537F	Bristol RESH6G	2/108	Duple	C36F	80875	1968
9414	YTW538F	Bristol RESH6G	2/109	Duple	C36F	80872	1968
9415	YTW539F	Bristol RESH6G	2/110	Duple	C36F	80873	1968
9416	YTW540F	Bristol RESH6G	2/111	Duple	C36F	80874	1968
9417	HVW241H	Bristol RELH6G	4/285	Duple	C42F	83547	1970
9418	HVW242H	Bristol RELH6G	4/286	Duple	C42F	83548	1970
9419	GVW981H	Bristol RELH6G	4/270	E.C.W.	C42F	18142	1970
9420	GVW982H	Bristol RELH6G	4/271	E.C.W.	C42F	18144	1970
9421	GVW983H	Bristol RELH6G	4/275	E.C.W.	C42F	18144	1970

These vehicles were acquired on 1.1.71 from Eastern Nations Omnibus Co.Ltd.(q.v.)

4/5 BXB, 9-13 DLY, NWC 14 and OWC181/2D were originally Tillings Transport Ltd. vehicles. The batch 9-13 DLY are now all with Tillings once more. They were delivered in 1962 and entered service in 1963, but 10/2/3 DLY passed to Eastern National in November 1963.

Allocation

Complete Tillings Travel fleet allocation at 1.71.

Delicensed : 9351/6/7/60-3/87-92, 9402-6/13/7-21.

E.N. Brentwood : 9358

E.N. Central Pool: 9414-6

Total fleet 28.

General

Tillings Travel (N.B.C.) Ltd. became operational again when 28 vehicles were transferred from Eastern National on 1 January 1971. The vehicles are numbered in a 9000 series by the addition of a "9" to their former Eastern National number. The addition of a number rather than a letter "T" is to facilitate computerisation. The vehicles will retain Eastern National fleetname and livery but will have Tillings legal ownership. Tillings Travel will remain under Eastern National administration and will be

responsible for operation of extended coach tours. It is proposed that Tillings will be based at Prittlewell and will be a self-sufficient entity with its own garage and workshops.

Additional details of future Tillings operations will be given next month.

The pseudo-new fleetnumbers are being applied in the form of transfers, these look like standard Eastern National fleetplates. Standard maroon fleetnumber plates will be fitted at a later date.

Vehicles on Order

Vehicles on order for 1971 are given below, these are a diverted order from Eastern National.

9423 - 9427	Bristol RELH ; Plaxton C42F
9435 - 9438	Bristol RELH ; Plaxton C47F

(for details see NS79)

COLCHESTER CORPORATION

General

An application for increased fares has been made recently, details are shown below:

	<u>No. of stages</u>	<u>Mileage</u>	<u>Fare</u>
	1	0.5	2p (5d)
	2	1.0	3p (8d)
	3	1.5	4p (10d)
	5	2.5	5p (1/-)
	8	4.0	6p (1/3d)
	12	6.0	7p (1/5d)
	16	8.0	8p (1/3d)

Details of service revisions, introduced in early January will be given next month.

A new map of the revised services has been produced and it now appears in the Eastern National timetable, also included in the latter publication is a list of services with route numbers, terminals, passing points and frequencies. (q.v.)

SOUTHEND CORPORATION

Rebuilt Vehicles

Conversion of 312(PHJ 951) has now been completed, it is now 041/33R. The upper deck has been fitted with wooden seats from the previous Daimler open toppers. The layout is similar with a split upper widnscreen and hand-rails (also from the Daimlers) all around. The sunken gangway has been bridged over and not removed. This gives a highbridge appearance to the upper deck and lowbridge appearance to the lower deck. The rear destination box has been removed and panelled over flush with the existing bodywork, this tends to over emphasise the curve of the bodywork styling and gives the appearance of the vehicle tilting forwards. The rest of the vehicle remains unaltered.

Conversion work has now started on 314(PHJ 953), it is intended to convert 311-4 to open-top.

Body-Numbers

With regard to the Massey body numbers published recently it should be noted that these are allocated to batches rather than to individual vehicles. The actual numbers carried by the vehicles appears to have been left to the discretion of the number stamper.

e.g.	334	carries	2600	at the front and	2602	at the rear
	335	"	2602	" " " "	2597	" " "
	339	"	2597	" " " "	2600	" " "

General

An application for increased fares has recently been applied for. This is identical with that proposed by Eastern National. (q.v.)