

This month we celebrate the tenth anniversary of the foundation of the news sheet.

EDITORIALMain Committee of the Group

At the Annual General Meeting held on Saturday 19 January 1974 the main committee of the Group was elected as follows :

Organising Committee : A. G. Osborne (Sec.), T. L. Murphy, M. L. Weyell
together with : B. M. Barrett and R. Delahoy (M.180) making a
total committee of five.

Southend column of the news sheet

Members will recall that a Southend column appeared in the March 1973 news sheet to cater for more specific operations within the Southend co-ordination area. It was hoped that this feature would appear regularly but owing to a variety of reasons, such as lack of space or of notes, it has not done so. Our Southend area representative, Peter Snell, has now decided to publish these notes separately under the title "The Southend Busman" and issue number 1 (January 1974) has now been produced. Members who wish to be included on the circulation of this publication are asked to write for information to :

P. J. Snell Esq., 6, Mandeville Way, BENFLEET, Essex SS7 4LH.

New Publication

The following new publication is now available :

E.P.21 Eastern National fleet allocation as at September 1954
Price.....8p (postage extra)

This allocation occurred shortly after the fleet was renumbered in July 1954. Included in the publication are details of the garage codes used at the time and also chassis types of the vehicles.

Orders may be dispatched with the next published news sheet at no extra postal charge.

Southend meeting, Wednesday 13 February

At 58, Eastbourne Grove, Westcliff commencing at 1930.

Crosville Motor Services fleet list booklet

The above publication, current at 31 December 1973, is available from The Publicity Department, Crosville Motor Services Ltd., Crane Wharf, P.O. Box 15, CHESTER CH1 3SQ. It is an excellent pocket-sized booklet which contains 28 glossy printed pages and gives a fleet list in the Ian Allan "A.B.C." style. Also included is a short history, a list of garages and service vehicles and details of the fleet classification, in addition there are 16 illustrations. The price of the booklet is 38p (post free).

EASTERN NATIONAL OMNIBUS CO. LTD.New Vehicles

1725	NEV682M	Leyland National	1151/1R/0402	Leyland National	B49F	01026
1726	NEV683M	Leyland National	1151/1R/0402	Leyland National	B49F	01123
1727	NEV684M	Leyland National	1151/1R/0402	Leyland National	B49F	01124
1728	NEV685M	Leyland National	1151/1R/0402	Leyland National	B49F	01125
1729	NEV686M	Leyland National	1151/1R/0402	Leyland National	B49F	01149
1731	NEV688M	Leyland National	1151/1R/0402	Leyland National	B49F	01151

Delivery dates : 1725 - 12.73 1727 - 12.73 1729 - 1.74
 1726 - 12.73 1728 - 12.73 1731 - 1.74

The next batch of Bristol VRT's is expected in March.

Withdrawn Vehicles

2460/84 (322 GPU, 297 JHK) which were withdrawn in 12.73 have been acquired by the Eastern Counties Omnibus Co. Ltd., Norwich, Norfolk and have been numbered LKD218 and LKD219. They were on hire for a short period before being acquired. The vehicles entered service at Norwich in Eastern National livery with Eastern Counties fleetnumbers chalked on. It is understood that both are to be repainted poppy red in the near future. No further Bristol LD's are to be acquired from Eastern National by Eastern Counties.

Of the Bristol FLF's transferred to Eastern Counties recently, only FLF424 (MVX 884C) remains in Eastern National livery.

(We are indebted to the Eastern Counties Omnibus Society for certain of these notes).

Acquired Vehicles

All of the Bristol VRT's acquired from Eastern Counties, which were originally with the Scottish Bus Group (3042-7) have now entered service. 3043(LFS292F) has retained its Eastern Scottish livery, but the remainder have been repainted. All the vehicles were docked at Central Works but 3046/7 (NAG586G, OCS576H) were completed at Prittlewell. The vehicles are now all 70-seaters (see below). In addition, several minor modifications have been performed, to certain but not all of the vehicles. These include fitment of reflective registration number plates at the front, and modifications to the destination blind indicators, one vehicle is reported to have been fitted with standard "T" type indicators whilst others have had their Scottish style displays inverted and the frontal panels remodelled to produce a smaller "T" type blind. Could details of specific modifications be reported please.

All the vehicles are operating with small grey or white fleetnumber transfers as a temporary measure, pending delivery of suitable fleetnumber plates.

Rebuilt/Reseated Vehicles

By 1.74	3042(LFS287F)	3043(LFS292F)	3044(LFS295F)
	All to LD42/28FD (O.M.O.)		
	3045(NAG583G)	3046(NAG586G)	3047(OCS576H)
	All to LD39/31FD (O.M.O.)		

1.74 2942(AVW401F) to LD37/30FD (O.M.O.)
 2943(AVW402F) was still in the course of being converted to LD40/30FD in mid January.

3042-4 now only seat 28 passengers in the lower saloon, the rear bench seat has been removed and a rail erected across the width of the saloon at the back. In some of the VRT's re-trimmed seats have been used.

The conversion of 2942 to O.M.O. has involved some additional features to earlier conversions, these include reversal of the staircase and the provision of a door from the cab to the staircase.

Allocations & Transfers

1.74 451-D/L, 1233-D/L(D), 1235-D/L(D), 1239-D/L(D), 1240-D/L(D), 1310-BD, 1321-CF, 1334-CF, 1425-CN, 1506-BD, 1725-CY, 1726-LWA, 1727-KN, 1728-LWA, 2483-LWA, 2488-LWA, 2489-LWA, 2491-LWA, 2942-LWA, 3042-CF, 3043-CF, 3044-CF, 3045-HH, 3046-HH, 3047-LWA.

By members observation (mid January) : 1726-HH, 1728-MN, 1729-SD, 1731-BE, 3047-WG.

Service Vehicles

New Vehicles

Further details are now available concerning the vehicles reported last month :

OVW337M	Ford Transit 90	BDO5NK61576	BE
OVW338M	Ford Transit 90	BDO5NK61577	SD
NVW561M	Ford Rigid Truck D 0607	BCOING65814	CW Green livery

Driver training vehicle 0538(538 HVX) has received fleetnumber plates for its new number, these have a blue background. 0976(976 DHK) was still carrying its original 2441 numberplates early in the new year.

Service Revisions

The following revision to services has recently been applied for :

- 78 Certain journeys to operate to and from Brightlingsea(Astralux Factory) on Mondays to Fridays.

The following service revision commenced with effect from 4th December 1973 :

- 260 Additional service introduced between Brentwood and Navestock Side on Tuesdays only (2 return journeys). (see NS115) This new venture has been introduced at the request of the local authority.

Express Services

Suttons Coaches of Clacton ceased to be part of the Essex Coast Express pool at the end of the year, the last journey being operated on December 29. The service will be maintained in the future by Eastern National and Grey Green only.

(We are indebted to the Ewer Group Enthusiasts Club for this information)

Eastern National express services were allocated new service numbers as part of the 'National' network on 1 October 1973. Details of the new numbers are :

Essex Coast Express 4/37/39/80 renumbered to 084/184/180/080

East Anglian Express 1-3/12/35 renumbered to 081-3/186/181

Eastern National express services have generally been renumbered by the deletion of the "X" and addition of 100 to the number. The complete details are shown below

X13/4/20/2-7/30-6 renumbered to 113/4/20/2-7/30-6

X40 renumbered to 129

X45/50/1 new numbers not yet allocated.

General

Following the transfer of Kelvedon garage to Tillings Travel recently, the Eastern National allocation at Kelvedon is now considered as a sub-depot to Colchester, for purposes of maintenance etc.

3002(CPU981G) was decapitated at Braintree on 14 January whilst operating "dead" after operating a schools contract journey. At is likely to be out of service for some time whilst undergoing repairs.

An interesting place to observe Eastern National Bristol FLF's outside the Company operating area is at Peterborough. Here it is possible to see poppy red Eastern National FLF's acquired by Eastern Counties and also dual purpose FLF's operating on loan to United Counties which make their appearance on service 266 (Nettering to Peterborough).

Commencing on 1 February 1974 Eastern National season tickets will be able to be purchased with "Access" or "Barclaycard" credit cards at any of the Company's local offices.

2790(AVX958B) the overall advertising vehicle for Typhoo Tea has received an Eastern National fleetname and an N.B.C. symbol over the front radiator grille. The double "N" symbol is not as oblique as usual and appears to be painted on by hand.

COLCHESTER CORPORATION

New Vehicles

19	OWC719M	Bristol RELL6L	3/2010	E.C.W.	B53F	20817
20	OWC720M	Bristol RELL6L	3/2011	E.C.W.	B53F	20818
21	OWC721M	Bristol RELL6L	3/2012	E.C.W.	B53F	20819
22	OWC722M	Bristol RELL6L	3/2013	E.C.W.	B53F	20820
23	OWC723M	Bristol RELL6L	3/2014	E.C.W.	B53F	20821

These vehicles were all new in 12.73, the E.C.W. body numbers continue on from the previous batch 14-8 (YWC 14-8L).

SOUTHEND CORPORATION

Acquired Vehicles

It now transpires that the Ribble Leyland PD3's are only to be on hire rather than to be acquired. (further notes to NS117)

Vehicles on Hire

The two Ribble Leyland PD3/4's (KCK879, LCK739) are now only to be hired from Ensign Bus Company, Hornchurch. They are expected to be on hire for about one year until the next batch of Daimler Fleetlines is delivered (current estimated delivery dates are 6 in 12/74 and 6 in 7/75). The Leyland PD3's were initially delivered to Southend to have standard Corporation destination blinds fitted, they have since returned to Ensign for repainting. Whilst at Southend the fleet-numbers 317/8 were observed chalked in the cab. The other two vehicles to be acquired are thought to be KCK 920 and LCK 746. The vehicles are able to pass under Southend High Street railway bridge.

Other vehicles on hire, to cover vehicle shortages, include the following :

YJG 808	A.E.C. Bridgemaster	2B3RA145	Park Royal	H43/29F	1962
STP 996	Leyland PD3/6	583942	Metro Cammell	H38/32R	1959

These vehicles are on loan from Ensign Bus Co., Hornchurch from 11/12.73. YJG 808 was originally owned by East Kent and was later Osborne, Tollesbury, no. 6. STP 996 was originally Portsmouth Corporation, no. 124. The vehicles have mainly been used on schools contracts but both vehicles have been observed operating peak hour journeys on service 3A.

In addition some coaches have been hired to operate schools contracts, these include TR0711E and EMH821B (Bedford VAL) from Brightways of Southend and FTM723E (Ford R226) from Channel Coachways.

Following disruption of rail services from Southend as a result of the A.S.L.E.F. dispute a number of Daimler Fleetlines have been hired to commercial banks to transport their staffs to London. This has caused a further vehicle shortage and in order to alleviate this a number of vehicles have been hired from other operators. These were all collected on 8 January 1974 and are as follows :

125 AHR	Leyland PD2A/24	620984	Weymann	H37/28R	1962
128 AHR	Leyland PD2A/24	621004	Weymann	H37/28R	1962
JMW142F	Leyland PSU4/2R	700905	Pennine	B41D	1967

On loan from Swindon Corporation, nos. 125/8/42.

PEX174K	A.E.C. Swift	3MP2R1378	Willowbrook	B43D+25	1972
PEX177K	A.E.C. Swift	3MP2R1381	Willowbrook	B43D+25	1972
PEX178K	A.E.C. Swift	3MP2R1382	Willowbrook	B43D+25	1972

on loan from Great Yarmouth Corporation, nos. 74/7/8, 74 and 78 had recently been on loan to Colchester Corporation.

It is noteworthy that all these vehicles on hire were also blue, as per the Corporation livery ! The Swindon PD2A's were reported not to be able to pass under the High Street railway bridge and were consequently only operated on service 62. The remaining vehicles were used mainly in peak hours only on a variety of services including 3, 16 and 29/a. Following the easing of the dispute the Swindon vehicles were returned on 17 January, but at that time the Great Yarmouth vehicles were still on loan.

General

Boxing day services operated outside the co-ordination area were the same as those operated in the previous year, except for a slight terminal alteration at Grays on service 2, as per the Eastern National revision introduced on 27 May 1973.