

EASTERN NATIONAL ENTHUSIASTS GROUP

NEWS SHEET NUMBER 121

April 1974

EDITORIAL

Essex & Suffolk Coach Tour, Sunday April 28

There are still a few seats left on this tour, please book soon to avoid dissatisfaction. If there are any members in the Southend area who are participating on the tour or who have yet to book and require transport to the picking-up points then please telephone Peter Snell (South Benfleet 53491) or Richard Delahoy (Southend 42894) who can arrange transport.

Ilford meeting, Tuesday 14 May

At 7 Farley Drive, Seven Kings commencing at 1930.

EASTERN NATIONAL OMNIBUS CO. LTD.

New Vehicles

The two coaches due in the near future will be 453/4 (RPU868/9M).

Withdrawn Vehicles

NIL

Rebuilt/Reseated Vehicles

4.74 1431 (MOO 976) to B45F (O.M.O.)

The conversion of the above vehicle, and also those referred to last month has been achieved by the use of bus seats from Bristol LS's of the 1200 class. It will be recalled that other vehicles in the 1400 class have had their existing dual purpose style seats altered and re-trimmed to make the vehicles suitable for bus work. Owing to problems in obtaining further supplies of the necessary trimming materials, vehicles which have not been treated to date will instead be equipped with bus seats from redundant Bristol LS's. It is thought that about 10 vehicles remain to be so treated.

364 (LWC 869) a Bristol MW6G coach is in the process of being repainted into bus livery. The vehicle will eventually be equipped with bus seats and be re-numbered in the 1400 series, the conversion will be similar to those performed on 00 9543-7 which became 1435-9. A total of 12 such conversions is envisaged in the programme.

1513 (FVX615H) the Bristol RE11 saloon which was recently damaged by fire, is to be re-bodied.

Allocations & Transfers

4.74 365-CN, 367-CN, 429-CF, 447-SD, 448-SD, 450-SD, 451-HD, 1309-BD, 1349-D/L, 2014-D/L(D), 2016-D/L(D), 2453-D/L(D), 2495-D/L, 2496-D/L, 2509-CN, 2736-D/L, 2768-SD, 2775-SD, 2927-HD, 2928-D/L, 2933-SD, 3002-CF, 3037-KN, 3038-SD, 3039-KN, 3040-BD, 3041-BD.

It should be especially noted that two Guys are now scheduled for disposal. The allocation of 3038 to HH in last months news sheet was an error, although the vehicle was seen in Hadleigh garage it was only under repair having previously been on temporary loan to Canvey.

Service Revisions

The following revisions to services have recently been applied for :

15A To be withdrawn on Sundays. Application has been made for a new replacement service (number not known) to operate on Sundays only from Southend(Central Bus Station) to Basildon(Hospital) via Eastwood, Rayleigh and Wickford.

53 Service to be re-numbered as Follows :

74 - Chelmsford - Colchester - Clacton
74A - Colchester - Wivenhoe

- 77 New service, to operate between Colchester(Bus Station) and Lawford Place
via Parsons Heath, Crockleford, Bromley Cross and Little Bromley, weekdays.
- 129 To be extended from Valley Farm Caravan Camp to Holland(Brighton Road)
via Frinton Road.

Permanent operation on service 79 (see NS120), with minor timetable revisions, commenced on 25 March. On the same date service 77 was introduced, there is one journey in each direction on Mondays to Fridays only. (cf. above)

General

Correction to NS120: In the notes concerning 331(7017 HK) an unfortunate typographical error was made, and we apologise for any misunderstandings that this may have caused. The fourth line should have read: grateful thanks are expressed by the owning member to Eastern National ...

As stated previously (see NS120) only four Bristol KSW open-top vehicles are to be repainted, these are 2379/82-4(WNO 475/83/79/80). 2386(WNO 484) the damaged vehicle is not to be used and will not be re-painted, it will remain in stock to provide spare parts when necessary. It was contemplated that the open-top vehicles would be replaced by convertible open-top vehicles from Brighton, Hove & District but these plans did not materialise and so the Bristol KSW open-toppers are now being prepared.

2791(AVX959B) the Bristol FLF overall advertising vehicle for the National Coal Board has now entered service at Brentwood and has been observed operating on service 252. It is in an orange (tangerine) livery and bears slogans such as "Come home to a real coal fire", the vehicle will be used at several different garages during the advertising campaign. The Eastern Counties example, FLF457(JPW457D) has also been completed. 2837(LWC663C), the overall advertising vehicle for the HVCA Home Heating Group was repainted green at Prittlewell during April.

IPSWICH BOROUGH TRANSPORT

New Vehicles

94	TRT-94M	Leyland Atlantean	AN68/1R	7302214	Roe	H43/29D
95	TRT 95M	Leyland Atlantean	AN68/1R	7302215	Roe	H43/29D
96	TRT 96M	Leyland Atlantean	AN68/1R	7302216	Roe	H43/29D
97	TRT 97M	Leyland Atlantean	AN68/1R	7302217	Roe	H43/29D
98	TRT 98M	Leyland Atlantean	AN68/1R	7302218	Roe	H43/29D

Delivery dates : 94 - 1.3.74 96 - 22.2.74 98 - 7.3.74
 95 - 22.2.74 97 - 1.3.74

Correction to NS120 : Delete all reference to 93 (TRT 93M), 93 is of course DDX 93L.

Withdrawn Vehicles

By 4.74 7 {BPV 7} 18 {DDX 18} 20 {DDX 20}

 17 {DDX 17} 19 {DDX 19}

These withdrawals include the last of the A.E.C. Regal IV's, only four A.E.C. Regent III's now remain, 21 - 4 (EPV 21 - 4).

General

Ipswich Borough Transport is the new name of the undertaking following the local authority revisions which came into effect on April 1st.

SOUTHBEND TRANSPORT

Vehicles on Hire

317(KCK 879) does not carry a fleetname and had not been used by early April. It will not go under the High Street bridge after all under normal conditions but can pass under if driven very slowly in the centre of the road ! 318(LCK 739) is currently being repainted by Ensign whilst 319(KCK 920) is still at Tickfield Road, it has been fitted with standard Southend Transport blind apertures.

Service Revisions

The application for an express service between Southend (Central Bus Station) and London (Victoria, Buckingham Palace Road) has been withdrawn. (see also NS116)

General

10 ATO, a Leyland PD2/40 formerly Nottingham City Transport, no. 10 is not to be acquired. The vehicle is to undergo conversion to a mobile playbus. (see NS120)

The new fleetname is now SOUTHEND TRANSPORT since under the local authority revisions of 1st April the controlling authority is now the Southend District Council. It is interesting to note that the Videmat ticket machines that were introduced in 1971 have always issued tickets with SOUTHEND TRANSPORT printed on them.

The following item of news is also of interest since it concerns extension of a service into the Eastern National operating area :

LONDON COUNTRY BUS SERVICES LTD.

Service Revision

The following service revision will come into effect on 4th May :

720 To be extended from Bishops Stortford to Stansted Airport, as a result of this extension the working in Bishops Stortford to the Bricklayers Arms will be discontinued.

As we have some space available this month we publish another article in our historical section, we hope that members will find this of interest.

Service 37 Chelmsford - Little Baddow - Woodham Walter - Maldon

By A. G. Osborne

Eastern National operation between Chelmsford and Maldon has always centred on service 31 operating at regular intervals along the main A414 road through Danbury and Woodham Mortimer. (for a history of this service see NS38) However, there are other services linking the two towns, such as the 95-98 group of services operating via Hatfield Peverel. This route was taken over from Moore Bros., of Kelvedon in February 1963 and initially numbered 38. Later in May 1966 it was combined with services 91 and 92, which operated between Maldon and Burnham-on-Crouch and Bradwell-on-Sea to become the present 95-98 group of services which then afforded direct facilities from Chelmsford to the above destinations.

However, there is yet another route that operates between Chelmsford and Maldon, this is service 37 which ambles through the country lanes by way of Little Baddow and Woodham Walter. Although this is only a minimal service it has a short, but interesting history.

Prior to 1952 services in this intermediate area between Chelmsford and Maldon had been provided by two small independent operators. Harold Lyon Stracy of Little Baddow operated between Little Baddow (Paper Mills Bridge) and Chelmsford under reference F/R 430/1. The service operated on Weekdays (except Wednesdays) and departed from Victoria Road, Chelmsford, and returned to the Railway Station.

Thomas Walter Rolfe of Woodham Walter had operated a service since about 1921 between Woodham Walter (Spring Elms) and Maldon (Warwick Arms). This service was given reference F/R 486/1 under the Road Traffic Act of 1930 and operated on Mondays, Wednesdays, Fridays and Saturdays only.

During 1952 both these operators were desirous to dispose of their businesses and approaches were made to Eastern National to take-over their services. Subsequent to these discussions, Stracy abandoned his service later in the year and Eastern National was requested at short notice to operate substitute journeys, these commenced on 4th October 1952 between Chelmsford and Little Baddow on

Weekdays(except Wednesdays) as service 37. Soon afterward the service was revised on 8th December 1952 when Monday and Thursday operation was withdrawn and certain other journeys were altered. The revised service then operated on Tuesdays, Fridays and Saturdays only between Chelmsford(Bus Station) and Little Baddow(Paper Mills Bridge) via Great Baddow and Hammonds Farm. There were two return journeys on Tuesdays and Fridays and three on Saturdays, one inward and one outward journey was diverted via Little Baddow(Old Post Office) on Tuesdays and Fridays only. The service was renumbered 7 and appeared for the first time as such in the Eastern National timetable dated 4th January 1953.

The diversion of certain journeys via the Old Post Office was withdrawn on 29th June 1953 and Tuesday operation ceased after 30th March 1954. By mid-1954 the service was therefore operating on Fridays and Saturdays only between Chelmsford and Little Baddow(Paper Mills Bridge) with two return journeys each day.

About a year after service 7 had been started at Chelmsford, the service previously provided by Rolfe was discontinued and on 4th December 1953 Eastern National commenced a replacement service between Maldon(Warwick Arms) and Woodham Walter(Spring Elms) via Curling Tye Green. This service was numbered 67 and operated on Mondays, Wednesdays and Fridays (one return journey) and on Saturdays (four return journeys). The service was numbered 67 since at that time services in the Maldon area were numbered in a common 60 series. (see Publication E.P.15 for full details). At a later date the service operated to Maldon(Bus Station).

The two services referred to above (7 and 67) were then amalgamated to provide through journeys between Chelmsford and Maldon as service 7, as from 29th September 1954. The service operated between Woodham Walter and Maldon only on Wednesdays, and over the complete route from Chelmsford to Maldon via Little Baddow and Woodham Walter on Fridays and Saturdays. The amalgamation of the two services left the short spur to Little Baddow(Paper Mills Bridge) unserved.

After this initial period of considerable change there has been little subsequent alteration to the service. With the renumbering of Eastern National services in 1955 the service acquired its present number, 37, by which it was previously known at its inception. In 1965, following a local council request, the Wednesday service between Woodham Walter and Maldon was withdrawn and replaced by equivalent journeys on Tuesdays. Apart from minor timetable adjustments the service has thus remained the same to the present day.

Although the names of Stracy, Little Baddow and Rolfe, Woodham Walter are now but memories, their routes remain as the present service 37.

(The author is indebted to R. Hanley, Traffic Manager, Eastern National Omnibus Co. Ltd. and to his staff, for valuable assistance with information used in the preparation of this article.)