

BRENTWOOD 80 Part 2



FORMER EASTERN NATIONAL 4512 D512PPU LEYLAND OLYMPIAN/ECW AT NORWICH AFTER ARRIVING ON SANDERS HOLT SERVICE 50 FROM HOLT SANDERS ALSO ACQUIRED 4510. PHIL FORD.

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ESSEX BUS NEWS

431

EDITORIAL

431 FOCUS OF THE MONTH

FOP431 Daimler CWA6 Duple H56R originating with Birmingham City Transport No 1431 new in 1945, it was acquired by Benfleet/Canvey in 1950 and later taken over with the Benfleet and Canvey operations by Westcliff in 1952 and in turn passed to Eastern National as no 1200 and was sold in 1955.

IN THIS ISSUE

Brentwood 80 part 2 by Chris Stewart.
Goodbye London Rd by Richard Delahoy.

MEETINGS FREIGHT HOUSE ROCHFORD 8pm

April 11th Open Evening Guest speaker?

THAMESWAY to get jet propelled buses.

In recent timetable changes from March 6th. Service 3b Canvey Leigh Beck to Southend, it read the 7-46am Canvey to Southend will operate to a revised timetable and arrive at Southend 8-15, not bad, as the present journey time is 1hr 13mins. This evidently caused a few comments at Hadleigh Depot.

NEW PUBLICATION

Are you interested in the London DMS class then THE DMS FILE has a complete history of every DMS including the South Yorkshire PTE fleet. It gives the history of all Essex operators who operated these vehicles rejected by London Transport.

The book can be obtained from the author at £8 inc postage and packing .

JAMES PRINCE 57 PETERSHAM RD CREEKMOOR POOLE BH17 7DW.

Contributions for this edition of Essex Bus News received with thanks from Essex Buses, Arriva Southend, Arriva East Herts and Essex, Arriva Colchester, R Delahoy, C Stewart, P Ford, S Menzies, M Evans, Heddingham Omnibuses, B White, F Moncke, K Jennings, J Taylor,.

Contributions for the April edition should be with Sub-Editors by 6th April and Man-Editor by 10th April.

PART TIME WEEKEND BUS DRIVERS REQUIRED STEPHENSONS COACHES

TELEPHONE 01702 541511
ROCHFORD

ACQUIRED

All four Scania's 4351-4 are now in service.

WITHDRAWN

DISPOSALS 2/00

With the recent changes in the minibus fleet, it means that they are all now automatic

Dengie Renault 0333 V333J00 was noted in First Thamesway's Hadleigh depot on 8/3/00. It was having the tracking system looked at.

TRAINING FLEET.

3065 E965PME Leyland Lynx returned to Arriva EH&E
3339 E889KYW Leyland Lynx noted at Houston Ramm (dlr) Rochdale 1/00
1152 OJN375P Bedford YRQ Plaxton C36F returned to Arriva EH&E

Current Trainer
1148 DDX741T Bedford YLO Plaxton C45F

A tour is being planned to mark the end of almost thirty years of operation of Daimler/Leyland Fleetlines by Southend Transport/Arriva Southend. The tour will take place on SUNDAY July 2nd, hopefully using XTE221V, running a variety of routes typical of Fleetline operations from 1971 to the present day.

The tour is being organised privately by Arriva staff and is likely to cost about £8, with profits going to charity. Full details will be published nearer the date. Postal bookings can be made but **ONLY AFTER JUNE 1ST**, so please do not contact the Company yet. In the meanwhile, make a note of the date in your diary **SUNDAY JULY 1st**

Goodbye, London Road

Ninety-nine years of Southend's transport history ended on January 28th, 2000, with the closure of the Arriva Southend garage at 87 London Road. In May 1896 a plot of land behind 85 London Road had been bought by the Council, initially to erect a power station to supply electricity to the rapidly expanding town; in July 1901 the tram depot opened on the same site. The depot was progressively expanded over time and was adapted to house motor buses (in 1914-16 and then again from 1931 onwards) and trolleybuses (from 1925 until 1954), although the last trams had departed in 1942.

In the early 1960s a new garage was built fronting onto London Road itself, following the purchase of land south of the old depot site. The new garage - familiar to enthusiasts for the past almost 40 years - was opened in 1961*. In conjunction with the engineering works established two years earlier* at Tunbridge Avenue (subsequently renamed Tickfield Avenue), near Prittlewell station, SCT had very modern and well equipped premises. Subsequently, in the 1980s*, with the dramatic expansion of the coach fleet, additional land ("the annex") at the north western corner of the site was bought, to provide open air parking to supplement the covered garage.

The old garage site included electrical distribution equipment, a hang-over from the days when the Corporation had generated its own electricity here, and the site and buildings were taken over by Eastern Electricity as a depot. That use continued, in buildings which in some cases still had tram tracks in them, until Eastern Electricity moved out. The depot buildings were demolished and the site cleared in October & November 1978, to make way for a DIY store.

In the early 90s the maintenance area within the garage, previously only used for light running repairs, was substantially expanded, with additional pits constructed and workshop equipment installed. This allowed the closure of the Tickfield Avenue works towards the end of 1993*. Unfortunately, not all of the good facilities at the works could be replicated at London Road - the purpose built spray painting shop giving way to the brush painting of buses in the middle of the garage floor, surrounded by operational buses!

Garage sale

Following the British Bus take-over of Southend Transport, the London Road garage site was transferred from Southend Transport Ltd to British Bus Properties Ltd in 1995, paving the way for its subsequent sale for redevelopment. The sale, in September 1997, was to property developers the Grantchester Group plc and at the time, it was understood that Sainsburys were the intended future occupants, possibly involving the old garage site behind, occupied by a Texas DIY store, by then owned by Sainsbury's Homebase company. The deal was that Grantchester had to provide a replacement garage for Southend Transport.

There were very few suitable sites in the town centre for a garage that did not have potentially more valuable alternative uses than a bus garage but one derelict area was the old coal concentration yard to the north east of Southend Victoria station (and thus on the opposite side of the railway to the old Tickfield Avenue works), at the far end of Short Street. (Incidentally, don't be fooled by the name - the street is longer than you might expect!). It is understood that Southend Transport had relatively little input to the detailed design of the garage and certainly no control over the construction. Work started late in 1997 on the physical construction of the open-air parking, 12-road maintenance building, office block, pump and wash line.

(* confirmation of the precise dates would be welcomed - can you help?)

By one of those quirks of fate, I first photographed the construction work on January 28th, 1998, not knowing then that the move would take place two years later to the day. The earliest suggested date for the move had been March 1998, but construction work was still under way. However, by early May, it appeared virtually complete. I am not sure when the work was theoretically complete, but certainly by the autumn of 1998 more tentative dates for the move were announced to the staff. However, all was not well! Southend Transport (by now renamed Arriva Southend) refused to take occupation because of significant construction flaws. Much legal wrangling followed, during which no work took place.

Eventually, agreement was reached on the nature and extent of the remedial works (and on responsibility for the costs!) and - slowly - work began again. By December 1999 all was virtually ready, one of the last jobs being to rebuild and relay the new approach road, which (like other parts of the site) had been inadequate to take the weight of PSVs. So we come to the move itself.

Preparing to move - the last week

Moving an operational company, running 20 hours a day, 7 days a week, is never going to be easy and certainly cannot be achieved overnight, requiring months of planning. Thus, the final work started a week or more before the actual move. New schedules were brought in on Saturday January 22nd, eliminating the time-honoured practice of crew changes outside the garage. The consequences of this are discussed below.

One of the early tasks was to dismantle the bus wash and re-erect it at Short Street - by Wednesday work was well advanced and thankfully the weather was fine, as no vehicles could be washed for a fortnight! The garage also needed to be cleared of withdrawn and stored vehicles. This included 6 Tiger coaches, made redundant by the influx of Scania's and by the October coach service changes. Space is at a premium at Short Street and it was difficult to be certain exactly how many vehicles could be fitted in without hampering operations; this was exacerbated by the need to find room for some Portacabins, required to provide emergency office space whilst yet more remedial work was completed in the buildings.

Therefore, Stephenson's of Essex agreed to provide storage for 6 vehicles and on Wednesday 26th, 4307/8/9 and 4313/4 were removed to store in the Rochford area. The 6th coach, 4315, was in a poor condition and was still at London Road until Monday 31st as, although driveable, it was lacking lights. (The Tigers did not stay for long - all 6 were sold to dealer Houston Ramm and by February 4th, 4307/15 were already at the dealer's yard in Rochdale; one is to remain locally however, as 4309 has been acquired by Stephenson's for their operational fleet).

D-Day - January 28th

And so to Friday January 28th. Drivers on the early morning duties signed on at London Road as normal, until at around 0830 the Control Office and traffic log were taken over to Short Street. Thereafter, drivers signed on at Short Street and vehicles, which returned to garage during the day on layover, did so to Short Street. The last two vehicles to leave London Road to take up normal service are thought to have been Dart 3387 and Fleetline 5337, the latter on the Deanes school contract.

Meanwhile, specialist contractors were busy removing two key items - the fuel pump system, and the social club's snooker table!

Inside, work was busily under way to complete routine repairs to the remaining vehicles in the maintenance area and to remove all the engineering equipment to Short Street. Hired lorries and vans were supplemented by buses not required for service, but the work could not be completed on Friday. Thus, Friday night closed with the bulk of the fleet safely ensconced at Short Street but with the stragglers left in London Road. These comprised:

- Lance 3379, Mercedes 2086 (which was a recent transfer from The Shires and had not yet entered service in Southend), withdrawn Tiger 4315 and the open top Regent, KTF 594, all locked away in the maintenance area;
- withdrawn Fleetline 5330, dumped in the middle of the garage floor, in use as a store shed and most definitely not moveable under its own power, along with long withdrawn service van C471GNO.

The stragglers depart

The deadline to clear the site and hand over the keys had been midnight Friday, but this was relaxed to midday Monday and then to late on Monday. The movements of the Regent open top to more suitable covered accommodation at another Arriva depot had been the subject of a number of plans, but instead the sale of KTF to Taunton based preservationist company Rexquote Ltd was completed during the Friday. It was agreed to store the bus at London Road on the Friday night and on the dot of 1000 the next morning, new owners Stephen and Suzanne Morris arrived to collect the bus that they had bought without ever having seen it!

After a jump-start and replacement of a missing light, KTF was driven out for photos, a final run around the garage and roundabout, and then the lengthy drive back to Taunton. This was completed without a hitch, despite the bus having never ventured further than Purfleet during its stay at Southend (it had never been licenced as a PSV whilst at Southend)

The remaining buses were left until Monday morning, when the maintenance area was finally cleared. 5330 was more of a problem, until the arrival of a large wrecker from Service Garage. Helpfully (!), the bus had been parked with its front hard up against a pillar, but a quick shove backwards from a forklift truck enabled the wrecker to get into position. At 1055 on Monday morning, 5330 (more familiarly remembered as 230) became the last real Southend Transport bus to leave London Road, albeit on suspended tow and not about to take up service on the 7A, as its blinds suggested! It seemed wholly appropriate that it left its mark - literally - in London Road, when the rear end grounded briefly as the bus passed through the depot gates for the last time.

The demolition contractors were already busy securing the site, a job completed when the last equipment was removed to Short Street. By evening, London Road depot was fenced off and empty, an eerie sight after so many years full of buses.

Demolition

Demolition followed very quickly, BD Demolition having an 8 week contract to demolish the buildings and break up the concrete. By the end of the first week, part of the roof was down and the office block had already been stripped (although it was otherwise still intact at that point), whilst by the end of February the only part left standing was the skeleton of the old office block fronting onto London Road. A concrete crushing plant was installed in early March, to recycle the old garage floor into hardcore for the foundations of the new car park. The remaining demolition took place on the morning of Sunday March 5th, when, amid clouds of dust, the final corner of the building came down at 1125.

Operational issues

With many routes passing the garage, London Road was a very efficient site for operations. A driver could take over a bus only 10 minutes after signing on, and immediately after finishing a meal break. It was therefore inevitable than any other site would be less efficient. In fact, Arriva Southend had had a "dry run", so to speak, with the September 1998 service revisions, which had been prepared on the assumption that the move would have taken place by then and thus featured all crew changes taking place in the bus station. After the shambles of that experience, which saw the company run out of drivers and buses at critical points during each the day, London Road handovers had been resumed from the November 1998 mini revision.

The January 2000 move was better planned but nonetheless, costs an extra 9 drivers each day, because of the additional travelling time to and from Central Bus Station, where all handovers now take place. On Monday to Saturday daytimes, a regular minibus shuttle runs every 15/20 minutes between Short Street and CBS, crewed in the main by an additional four part time drivers, using a spare Dengie Link Renault (if available), a white LDV Convoy, P698 PRJ (PSV licenced and fitted with a Wayfarer, for emergency use on the Dengie routes) and a Ford Transit crewbus, R580 LVL, from the Arriva van rental fleet. This arrangement seems to work well and is far better than using spare buses for ad-hoc shuttles.

The future - London Road site

As the garage closed and demolition proceeded, planning notices could be seen on the lamp-post outside, drawing attention to the developer's latest plans for the site. These provide for two non-food retail units, at the west side of the site, flanked by parking for 128 cars. Although the adjacent Homebase site is owned by the same developers, it is not currently included in the redevelopment plans. The planning application is currently being considered by the Council and there is no indication who will take up the units.

Short Street - AS's new home

Short Street provides facilities in the modern, minimalist, style. It lacks the character - and accessibility - of London Road, where enthusiasts were spoilt by being able to walk or drive past the whole length of the garage and to see most of the vehicles there. On the other hand, the new depot is in a more suitable site so far as environmental issues are concerned - no longer will there be a queue of buses waiting for the pumps, blocking access to other premises and sometimes, even the roundabout itself.

Not all of the construction defects have yet been addressed, so that it will probably be June or July before the last Portacabins are removed.

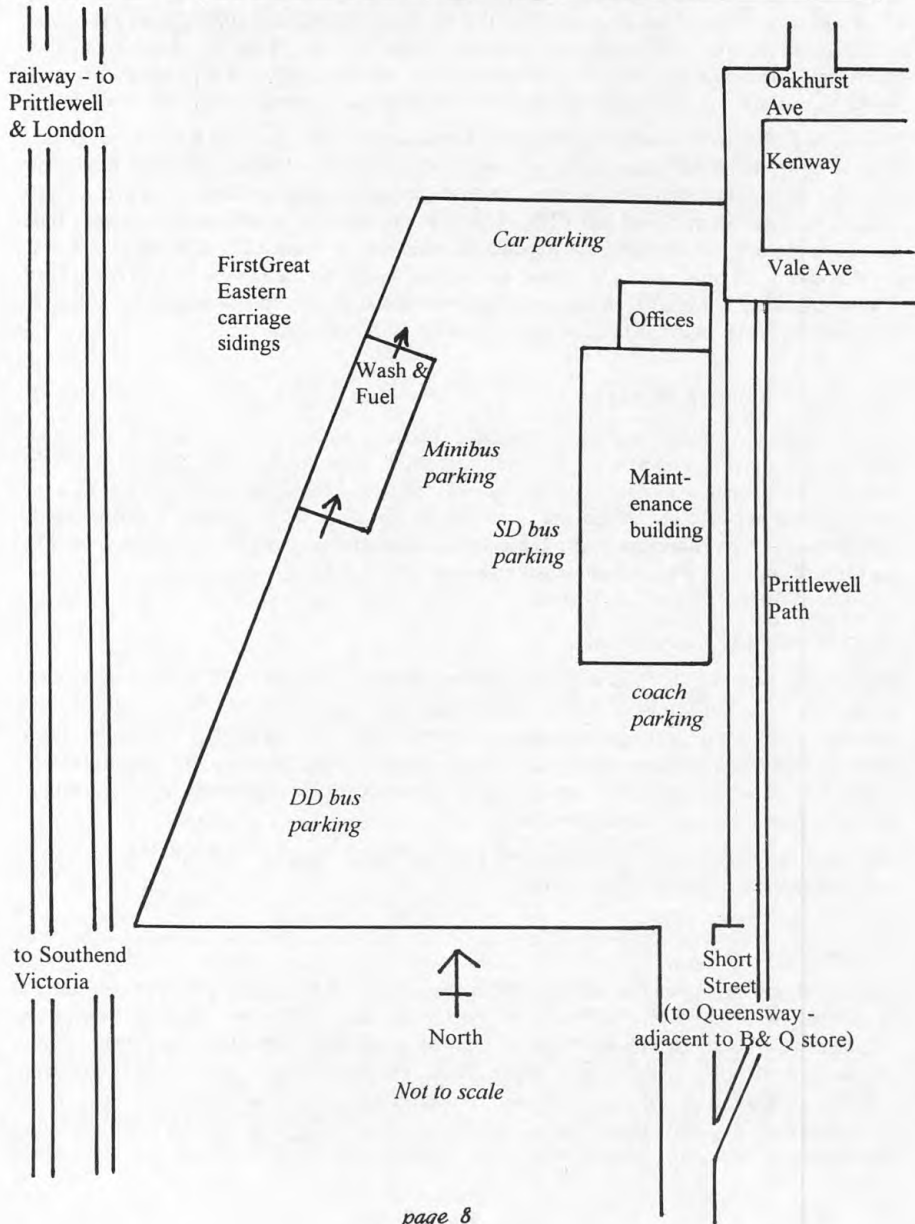
Tailpiece

We are almost at the end of an era. With the demise of the London Road premises, the traditional fleetname, livery and numbering system, there is little left to remind us of the Southend (Corporation) Transport that so many of us admired. When the last Fleetlines go in the summer, the only vehicles left to represent the pre-takeover fleet will be the H registered Olympians and some of those acquired second-hand. At least most still display the characteristic three part destination screen so typical of SCT since the 1955 co-ordination agreement, even if Arriva seems to have lost the plot regarding the rationale for intermediate blinds!

Finally, we must remind all enthusiasts that the new depot is private land and should not be entered without permission. Unlike London Road, there is no enquiry office at Short Street, timetable leaflets being available from the Arriva offices in Chichester Road and the Bus Station.

Richard Delahoy, March 2000

ARRIVA Southend Ltd - Short Street Depot plan





BRENTWOOD 80 Part 2

by Chris Stewart

EASTERN NATIONAL

Eastern National inherited National's Chelmsford to Brentwood service, worked by Chelmsford depot until after 1955. It was extended to Bow when Hillman's were taken over by LPTB in 1934. As service 351 from 1968, the truncated Romford to Chelmsford section survives to this day whilst the Tilbury Ferry variant later became service 40 from Brentwood, the forerunner of the current First Thamesway service 269 to Grays. In 1925, National began service 41 which took a circuitous route from Grays to Romford via Orsett, Laindon, Herongate and Brentwood, but it did not last long. Also that year the much longer-lived 43 started between Brentwood, Hutton and Billericay. Briefly extended to Stock in May 1938, it was curtailed again at Billericay in March 1939 only to be withdrawn altogether in October 1939.

On the fringe of the Brentwood area, Fryerning and Mill Green were served by a new service 10B (later 30B) from Chelmsford via Ingatestone from June 1935. Blackmore had service 2A to both Brentwood and Chelmsford from July 1929, National having extended the route through to Brentwood in an attempt to win passengers from Ongar & District and others. Having failed to do so, the Brentwood section was withdrawn again in April 1932. The present-day First Eastern National service 32 from Chelmsford to Ongar via Blackmore and Nine Ashes incorporates part of the old National service, and also that of Lion Coaches Ltd of Ongar. The Ongar road again saw Eastern National services after 1940, when Simpson's of Leaden Roding were acquired along with their Dunmow to Brentwood service. Originally numbered 3A, it became the 33A in 1955 but was curtailed at Ongar in 1958, the Brentwood section being served by the 260. For a short while in 1965, service 266 from Brentwood via Stondon Massey to Ongar was extended to Fyfield, over the old Simpson's route.

Eastern National's foothold in Brentwood was strengthened decisively in 1955 upon absorption of Westcliff and hence the former City network. There were soon several fundamental changes to the Ongar/Stondon Massey/Blackmore group of services, and again to the Herongate/Bulphan routes. The 264 to Hutton Drive started in 1961, remaining virtually unchanged until the 1980's when it was combined with the 253 to Hutton Industrial Estate to form circular services 272/273, then minibus routes C1/C2 in 1986 and now local services 81/82. The through services from Brentwood to Laindon were all gradually shortened as Basildon New Town developed in its own right, although service 265 via Herongate did retain a through Saturday service to Basildon in the 1970's. In 1964, the biggest change of all was to the Wood Green to Southend service 251, which was split so that alternate journeys operated via Basildon as service 151. Later still this was re-routed to Canvey rather than Southend.

In 1969, ENOC's first 36' omo saloon was allocated to Brentwood in the form of RELL 1500 (CVW854G) - this bus was the first of many at BD and spent most of its 13 years there. That year there were only four KSW's left (2362/3/72/3), but with 10 LD's, the LDL and 23 FLF's the omo vehicles were still greatly outnumbered (6 MW's and 5 LS's). The last KSW's went in October 1970, with LD6B withdrawals starting in September 1971. On Boxing Day that year, the 251 was worked not by EN but by Southend Corporation, using their then-new WJN-J registered Fleetlines; this arrangement lasted several years, newer buses appearing as delivered (it seems appropriate therefore that ex Southend MRJ231W should be seen regularly in the town in 1999 on school contracts). In 1973, LDL 2510 moved to Colchester and by the end of the year only two LD's remained (2533/5), generally on the cross-town service 262. November 1973 saw omo saloons outnumber crew-operated double deckers for the first time, with the first two VRT's arriving in April 1974. The first Leyland Nationals were allocated in November 1975, and by 1981 no fewer than 22 of these accounted for over half the total vehicle allocation. As already noted, crew operation came to an end that year as well.

1986 saw the greatest shake-up to bus services since the 1930 Road Traffic Act came into force. De-regulation in October of that year brought the concept of 'commercial' services and 'tendered' journeys, the latter funded by the County Council and bringing many new operators onto the scene. Perhaps the oddest result locally was the setting up by East Midland of an outstation at Wyatt's Green, Doddinghurst under the 'Fronrunner South East' name. Local services 239 (Brentwood to Ongar) and 261 (Brentwood to Blackmore) were operated for 3 years, using Bristol RE's and Leyland Nationals, along with the 347 to Romford which used VRT's. Some vehicles and crews changed weekly by means of a Wyatt's Green to Chesterfield service X90. Also new to the bus scene locally were Clintona, whose well-known minibuses worked the town service 262; Harris of Grays, who ran the 265 to Bulphan and the 269 to Grays (with a mixture of coaches and Duple-bodied Volvo buses); and Vantage Coach Hire, who operated the Fridays only Herongate (Old Dog) to Brentwood 266. Nelson's (NIBS) of Wickford have been regular visitors to Brentwood for some years on school-related services as well as the Sunday 222 to Southend. Bordabus operated to South Weald, Harold Hill and Abridge after Eastern National withdrew the 263 to St Vincent's Hamlet, using ex East Kent Reliances and a former Thames Valley RELH coach.

In 1990, Eastern National was split with the Brentwood operations forming part of Thamesway. Gradually the familiar green livery was replaced by one of maroon and yellow, whilst since 1986 there has been a considerable growth in the number of minibuses. Somewhat surprisingly, many of these are actually bigger than the buses of the 1930's and 1940's. Both operators are now part of Essex Buses Ltd which in turn is a FirstGroup subsidiary, the same parent company of the local train operator Great Eastern. As a result, some through ticketing arrangements have recently been introduced. Brentwood depot finally closed in 1997, after which minibuses were outstationed at Brentwood railway station yard for a while but are now housed (with the odd Dennis Dart) in a depot at Bryant Avenue, Romford. Local services are operated partly from there and partly from Basildon depot, with visitors from Hadleigh on schools workings. First Eastern National continue to work the 351 from Chelmsford to Romford, after a short period when it ran through to Lakeside via Romford and Upminster.

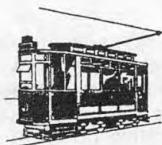
Recent developments have included the Village Link network of one or two day a week services, reintroducing buses to South Weald, Mill Green and many other rural communities. These are funded as part of the Government's Rural Transport Initiative which includes other (better-used) networks elsewhere in Essex; Mercedes minibuses are operated locally on these routes by First Thamesway. Further significant changes are promised in 2001 with the introduction of new low-floor Darts on the Warley - Bishop's Hall Estate services as part of a Quality Partnership. It seems appropriate that Warley (although the terminus is at Ford's European HQ, not the *Thatcher's Arms*) should figure prominently in plans for the new Century.

Coach Operators

Since the 1920's Brentwood has also been a stopping point for a host of express coach operators heading for the outer parts of Essex, East Anglia and elsewhere. Since 1965 much of this traffic has used the Brentwood bypass, whilst coach travel has also declined considerably with the rise in private motoring. There are too many to list them all, but Blackwell's, Corona, Eastern Counties (who themselves took over the United Automobile/Eastern Motorways routes to Cromer, Sheringham and Yarmouth), the Geo Ewer Group (Batten's, Fallowfield & Britten, Grey-Green and Orange Luxury Coaches), Sutton's and Primrose are just some of the once-commonplace and long-serving names (many of whose services dated back to about 1928) which are no longer to be seen. Even National Travel (South East) seems like a distant memory. Eastern National express services took in those of National together with Bird Motors, Horn of Braintree and Quest (Gozzett) of Maldon. Curiously Bird's 1930's AEC Regal coach AEV88 was used on publicity leaflets by EN when they took over the Hedingham to London service, only to find itself allocated to Brentwood around 1954 having been rebodied as a bus during World War II. EN's destinations and services included Clacton (A), Halstead (B) and Maldon (C), bringing coach-seated L's and later MW's on a regular basis, whilst in the 1960's the X12 passed through on its way to Jaywick, the X14 to Bury St Edmunds and the X15 to West Mersea. The X29 was a joint service with Barton, Skills and Trent from Southend to Nottingham while in 1972 there was an X13 to Brixham, X16 to Ilfracombe and X26 to the Isle of Wight. A Summer 1975 timetable shows 11 National Express services routed via Brentwood town centre, but in 1999 there is just one. National Express 081 from Felixstowe and Ipswich, worked by Galloway's of Mendlesham, once again has a stopping point in the town after a period when there were none at all. Shearings and Wallace Arnold coaches are, however, fairly frequent visitors on holiday work.

Meanwhile Brentwood supports a number of independent coach operators, the longest-established of which are County Coaches and Brentwood Coaches (which can trace their roots back to 1959), Clintona Minicoaches and DMA Coaches. Gone now are Tiffin's, Midas (with their ex Ribble Titan CCK652 and Silver Star Atlantean TMW853) and Super Coaches of Upminster who, although based outside the town, ran an extraordinary fleet of vehicles in the 1960's, many of them reaching Brentwood School on a daily contract. There are also a number of preserved vehicles not far away, adding to the variety of buses and coaches to be seen occasionally on Brentwood's roads.

This article draws from material chronicling the history of bus and coach services in Brentwood, which may one day form a book or video. Help so far has come from a wide variety of sources, too many to name here but to all of whom I am very grateful. I must particularly acknowledge the contribution of the late Mr Ken Taylor of City/Eastern National and staff at all levels at Brentwood and Head Office in the 1970's. Much help has come from Peter Snell, Alan Osborne, Richard Delahoy and other members of the ENEG/EBEG (both recently and as far back as 1971-81), John Bush (Green Line), Terry Dendy, John Rugg, Frank Simpson and other members of the Omnibus Society, Martin Farmer (First Thamesway) and the late John Farmer (Hicks and City information). I would also acknowledge the considerable assistance of a number of well-known transport photographers, LOTS, the PSV Circle and my brother John and friends with whom I share my interests. If you think you can add anything, especially to the 'human' angle (staff photographs, reminiscences or memorabilia) or else in the way of photographs (particularly the 1920-39 period, express coaches or pictures of the depot before closure) or if you know I have said something which is wrong, please let me know via your Managing Editor.



6th Annual Bus & Vintage Vehicle Rally **Saturday 10th June 2000**

Trade Stand Booking Form

ARRIVA COLCHESTER

ACQUIRED

From Arriva The Shires Luton 4/2/00

5030 CBD904T Bristol VRT ECW H43/31F

This vehicle arrived in Luton Bus livery as a loan vehicle for use on school services.

However after a few days use it failed and on 29/2/00 was towed to Barnsley for scrap

DISPOSALS

5315 MEV 85V Arriva The Shires 1/00

Subsequent movements

5305	TPU 71R	Converted to OT 43/31F by 5/99 by Guide Friday.
5306	TPU 75R	Converted to OT 43/31F by 5/99 by Guide Friday.
5316	MEV86V	Constable Long Melford by 11/99 via Beeston Hadleigh Suffolk
5318	MEV88W	gone from Beeston by 11/99.

REPAINTS

to Arriva corporate.

3309 4303 1/00

4302 2/00

E.C.C temporary contract award.

The Cattawade Bridge contract lasted approximately three weeks when the road was opened for normal traffic.

5030 CBD904T was exhibited at the 1978 Commercial Motor Show as United Counties 904.

A new Operations Manager, Mr Chris Moseley, has been appointed, to whom we bid a welcome. Concurrently Mr Ray Giles has been appointed to the new position of Engineering Manager.

COLCHESTER BOROUGH TRANSPORT

Subsequent movements

34 E34EVW Blue Triangle Rainham 12/99 ex Arrive Cymru SLC34.

WESTCLIFF-ON-SEA
MOTOR SERVICES LIMITED

In the March edition of Bus and Coach Preservation is a photo of former Westcliff/Eastern National Bristol KSW5G 2379 WNO475, this now resident in Holland and very active on promotional work and weddings etc., now operated by Prins Classic Transport of Ammerzoden who operate a variety of former British buses, Now carrying the Dutch registration BE 33 61 it is seen in the photo attending a wedding, alterations to the interior have been made and it is fitted with table on both decks.

NORTH ESSEX BUS SCENE

Hedingham Omnibuses

Vehicles In

<u>Fleet No.</u>	<u>Registration No.</u>	<u>Details</u>
L309	R453 FWT	Volvo B10M Plaxton Premier C53F ex Wallace Arnold.

Vehicles Out

L138	B273 AMG	Leyland Tiger Plaxton Paramount C57F ex Goldenport, London 1987.
L205	E668 UNE	Leyland Tiger Plaxton Paramount ex Shearings 1994.
L280	JIL 5623	Leyland Tiger Plaxton Paramount ex Osbourne's 1997.

Repaints

L197	GGM 108W	Bristol VRT ex City of Oxford 1992.
L248	HJB 455W	Bristol VRT ex City of Oxford 1996.

On order is a Plaxton Paragon-bodied coach which it is hoped will be ready to display at the Brighton Coach Rally to be held on 15th & 16th April.

First Eastern National

In the yard at Clacton depot are all the Thamesway liveried Mercedes 709D's which have been withdrawn due to replacement by Eastern National liveried 709's transferred from other depots.

Also, still in the yard is the remains of Leyland Olympian, Fleet No. 4021, (C421 HJN) which was destroyed by fire at Hatfield Peveral in August of last year.

I would like to thank Mr. D.R. MacGregor MBE B.Sc.(Econ) MCTT of Hedingham Omnibuses for supplying information for this column.

SCANIA COACH SALES

Lodges, High Easter act as a local base for this company, recorded here during late 1999 were:-

G32 HKY a Scania/Plaxton ex Grahams, Kelvedon.
K5 SUP a MAN/Jonckhree ex Supreme, Southend
N898 KFA a Dennis Javelin/Plaxton ex Happy Days, Staffordshire
IAZ 8157 (F254 BHF, NXI 9008) a Volvo/Plaxton ex Reliance, Gravesend
PBZ 7052 (H52 FDB) ex Mayne, Greater Manchester
K965 EUJ a Scania/Van Hool ex Happy Days, Staffordshire
M499 XWF a Scania, Irizar ex Buddens, Romsey
P194 KJM a Dennis Javelin/Berkhof ex Buddens, Romsey
105 AHY (F411 DUG) a Volvo/Plaxton ex Plastow, Wheatley, Oxfordshire.
A new and unregistered Scania/Van Hool (body 33343)

Lodge also undertake accident repairs and repaints on behalf of a number of Independent local operators.

FIRST GROUP NEWS

Apologies for the non-appearance of this section for some while, I hope to make this a monthly feature from now on. Please send any contributions to Ian Ransom at the address on the cover.

Vehicle orders for 1999/2000 include the following:-

60	Mercedes Benz Citaro integral single deckers
105	Volvo B10BLE/Wright
75	Scania L94/Wright
100	Volvo B7/Alexander double deckers
87	Dennis Trident/Plaxton President
100	Dennis Dart SLF/Alexander
80	Dennis Dart SLF/Marshall
60	Volvo B6BLE/Wright
10	Dennis Dart SPD/Plaxton
30	Optare Solos
20	Volvo B7LA/Wright articulated

Bill Hiron, Managing Director of Essex Buses was appointed Divisional Director - Midlands & East Anglia in the summer. His responsibility covers Eastern National, Thamesway, Eastern Counties, Leicester and Northampton.

Michael Payne formerly Commercial Director at Eastern Counties, has been appointed Marketing Director for Eastern National, Thamesway and Eastern Counties.

Geoff Wilcox, Finance Director of Essex Buses is to leave the company. He is replaced by Matthew Dolphin who comes from Chelmsford.

New uniforms have been issued to Eastern National and Thamesway staff. It consists of a jacket, a waterproof, trousers, fleece, a choice of four shirts, belt, tie and shoes. Women staff can have skirts and a waistcoat with necktie.

Old news that may be of interest is that the business of Bruce Transportation Group of New England in USA was bought in July. Around 1000 school buses are operated in New Hampshire, Massachusetts and Vermont, with an annual turnover of £5m. The company operates five year contracts, but unlike the schools buses here, most are less than five years old!

Later in the same month the business of Ryder Public Transportation Services was bought. This is the second largest school bus operator in the USA (Ryder Student Transport Services) with a fleet of 10,200 buses. Also acquired as part of the deal was Ryder ATE, who provide a public transport contracting and management service in the USA and Ryder MLS thought to be the largest provider of fleet maintenance in the USA. First Group envisage that 50% of Group Turnover will come from USA operations by the year 2005.

The operations of Lowland, Midland Bluebird and SMT have been combined under the First Edinburgh name. A yellow livery with blue and green bands will be used on older vehicles not in corporate livery.

Also in 1999 it was announced that First Group was the preferred bidder for the ConCERT system in Edinburgh. This will use low floor, articulated, guided buses.

FirstGroup chief executive Moir Lockhead accepted the first of the new Wrights' Eclipse Fusion articulated buses, built on Volvo chassis from Wrights MD, Jeff Wright at the Coach & Bus 99 exhibition. This together with the 12 metre Solar built on Scania chassis are set to become standard First Group vehicles.

BP Amoco and FirstGroup have announced the launch of the first, nationwide Schools Environmental Charter. The Charter will encourage children to consider the importance of their contribution to the environment. The announcement was made at the launch of a £400

million integrated transport deal between FirstGroup and BP Amoco at Herbert Morrison Primary School in Stockwell, London in December.

Trevor Smallwood has taken early retirement from First Group. He was involved in the purchase of Badgerline, when that company was sold off at deregulation and saw it expand to become one of the largest operators in the country, which then merged with Grampian Holdings to form First Group. Trevor is an enthusiast himself, many of us met him on the EBEG tour to Bath, Bristol and Weston which saw him rolling up his sleeves and moving vehicles for us. We wish him a long and happy retirement.

Work on the new terminal at Bristol Airport is now very advanced. More airlines have moved in and as a result executive lounges are being introduced.

Interim results show that turnover was up 10% to £757m, with profit before tax up 21% to £55m. This compares with the last full year of £1470m turnover and profit before tax of £95.9m. Bus volumes were maintained, while there was an increase of 4% in Glasgow, following the introduction of the Overground concept. Rail passenger volume remains strong. Corporate information is available from the Internet site at WWW.FirstGroup.Com

ESSEX NON PSV'S

The following have been noted since October:-

The Aveley School H451 LHJ a Leyland DAF 400.

The Business Link Essex Partnership Leyland Lynx F305 AWW has been acquired as a mobile exhibition vehicle. It is kept at Lodges, High Easter and replaces Leyland National SGR 550R.

Braintree Gospel Hall C23 RPH a Freight Rover Sherpa 310 has been sold to a private owner in Clacton.

Braintree Locality Youth Service Have Ford Transit R781 NPR.

Brightlingsea Rotary Club Have Ford Transit G743 OAA.

Convoy Commercial's Rawreth Seen here in 11.99 was KGT 423T (672 DYA, MEC 176T) a Bedford VAS/Plaxton.

Davey Motorsport Orsett Omni H394 KPY is parked at a house in Baker Street.

Flag Inn Wivenhoe Own F830 NVW a Ford Transit. It also carries the name 'The Rumsey Runner'.

Globe Hotel Colchester Have Omni H206 BKM ex Michaelstowe Hall, Ramsey.

Salvation Army Chelmsford Have two Ford Transits G394 YHJ and P375 JWC.

Salvation Army Shoeburyness Have T109 LJN a Renault Master.

SARAH Thurrock Iveco J578 FMA is here.

St Clere's School Stanford-le-Hope L195 OJN a LDV 400 is owned.

Thurrock Borough Council P962 HTW (numbered TB 2206) an ex Essex County Council Ford Transit. Fleetnumbers for other vehicles are F135 RWC (TB2190), K127 HPU (TB2196) and G378 BEV (TB2207)

Thurrock Swimming Club Fleetline GHV 63N has been sold and is now at Witham Field Farm, Hatfield Peverel. It is adjacent to where the eastbound slip road joins the A12.

Tile Kiln Chapel Chelmsford Renault Master L559 FMO is based here.

Leyland Leopard/Plaxton TUB 1M appeared in Wilson Marriage Road, Colchester during 1999 and was the subject of a number of letters and a photograph in the local papers. By the end of the year, the body had gone, but the chassis was still here!

Q394 MPU a Dodge/Rootes last with Tee-Jays, Wivenhoe is currently abandoned at the rear of Una Road, Parkeston, It has 'Police Aware' and 'We are investigating' stickers.

ALLOCATION CHANGES

No changes reported in the current official list dated 20-2-00

ODD WORKINGS

10-2-2000 1432 on route 80
 15-2-2000 706 on school route 560
 17-2-2000 1418 on route 80
 07-3-2000 720 "Canvey Clipper" livery on route 21

SERVICE CHANGES

15/A/B/C/16/A Southend – Basildon/Canvey; Mons. – Sats. From March 6th all service 16A journeys withdrawn on Mons – Fris. The entire Saturday services also withdrawn.
 22 Canvey – Basildon; Mons – Fris. Minor timetable revisions from March 6th.
 24/A/B/C Southchurch – Rawreth; Mons. – Sats. From March 6th these services will be reduced to service
 24 Southchurch to Southend every 30 mins. and 24C Southchurch to Rawreth every 30 mins.
 27 Southend – Canvey; Mons. – Sats. Revised timetable from March 6th with some journeys
 28 re-routed via Hart Road and numbered 27A.
 29B Southend – Southchurch; Mons. – Sats. Revised timetable from March 6th.
 63 Southend – Temple Sutton; Mons. – Sats. Revised timetable from March 6th.
 709/10/21/22/23 Southend – London; Daily. Minor timetable revision from March 6th.

NEWS

Thamesway has sought the agreement of LT Buses to the withdrawal of route 251 Walthamstow Central to Basildon. Within London the route is paralleled over long sections by alternative bus services and no part of route 251 in London would be left without a service as a result of its withdrawal. LT Buses has given consideration to the replacement of this through facility. However, in view of the relatively small number of passengers likely to be disadvantaged by its withdrawal LT Buses considers that it would be an inappropriate use of its resources to maintain this direct service when those resources could be put to better use in improving the reliability of the parallel services and others in the area for the benefit of more people. LT Buses is currently funding an extra bus on route 551 Walthamstow Central to Basildon. This route would continue to operate until the summer pending a review being undertaken in partnership with the London Borough of Waltham Forest of options for its partial replacement. Subject to the outcome of consultations it is proposed to discontinue route 251 after Saturday May 6th which would be its last day of operation.

From February 14th for about a month Ongar Road in Brentwood is closed to northbound traffic because of sewage works. Service 73 towards Bishops Hall Estate is diverted via Kings Road, Weald Road, Western Avenue and North Road then on to its normal line of route.

Mercedes 2662 is shown in the official company list to be in BT advert livery, however it has been reported by correspondents to still be in fleet livery.

CAN YOU HELP?

The following have been observed in Essex recently, owners unknown. If you can help, please write to Ian Ransom at the address on the cover:-

BAZ 7360 (G860 RNC) a Volvo/Van Hool, thought to be with BJS Gt Waking.
 E565 DMA a Toyota/Cactano seen in Grays
 E807 OEE a Mercedes 609/Coachcraft seen in Halstead.
 G821 SMV a Freight Rover 300 ex Transcity, Kent seen in Stanford-le-Hope.

ARRIVA EAST HERTS & ESSEX

FLEET

Vehicles In / Transfers

3230/1 V230/1 HBH Dennis Dart SLF, Plaxton B37F

Liveries

Jan 00: 3370 (K320 CVX) to Arriva corporate livery

Feb 00: 3230/1 (V230/1 HBH) new in Arriva corporate livery

Arriva corporate: 2055/63, 2167/86-8/90-3, 2243/73/4/85/98, 2311/34/7/45/8,
2359-61/3/4/73/6/8-80/2, 3230/1/50-7, 3341-8/51-4/6-9,
3364/5/8/9/70/6-8/88-90, 3416/31/5, 4320, 5349/53/72/4

Arriva outer london: 2224/88, 5250-3/5/69, 5348/54/63/7/70

County Bus green & cream: 2287/90/9, 2313-9/20/22-5/7-33/6/8-41/6/7/9-58/62/70/1/4/5/7,
3328/9/31-3/39/40/9/50/5/60-3/6/7/71-5/85, 3404-14/21/3-9,
3439/40, 5356/71/8/9/82

County Bus red & cream: 4335-7/9, 5359/68

Greenline: 3441-9

Allover advertisement: 2369/72, 5380/3

Other: 0865, 1148/9/52, 2280, 3337/8

General

Leyland Olympians 5380/2/3 (TPD 110/5/23X) are still undergoing refurbishment.

KYV 771X (see EBN 430) does not appear to have arrived from Arriva London North as yet.

Add vehicle 0365 to the Ware fleet allocation (correction to EBN 430).

Allocation Changes to December 1999

2190/1 R190/1 DNM Harlow to Ware

Allocation Changes to January 2000

2285 G85 SKR Harlow to Sold (Ramm, Sudden)

Allocation Changes to February 2000

2288 G928 WGS Harlow to Sold (Ramm, Sudden)

3230/1 V230/1 HBH New to Harlow

3340 E257 TUB Harlow to Sold (Ramm, Sudden)

SERVICES

20 December 5 Harlow Town Circular. The peak extension route to Pinnacles was revised.

15 January 510 Harlow-Stansted Airport. Additional early morning journeys introduced.

26 February 531/2 South Chingford - Debden. Services renumbered 397 operating to a revised timetable.

POST-WAR VEHICLE LOANS TO LONDON

After the war London Transport was faced with a very severe shortage of serviceable buses. This was due to the run down fleet due to the pressure of the war and the slow delivery of new vehicles. To cover the temporary shortage until the delivery of new RTs and RTLs speeded up buses were hired from all over the country. From December 1948 to June 1950 Eastern National loaned 13 double deckers and

Westcliff-on-Sea provided 3, all Bristol K5Gs to help London Transport over the temporary shortage. Thanks to LOTS and the London Bus Magazine the following list shows the vehicles involved and the garages at which they were used with the respective dates.

4000	NNO 100	CAMBERWELL (Q)	13-12-48 TO 11-11-49
4001	NNO 101	CAMBERWELL (Q)	13-12-48 TO 10-11-49
4002	NNO 102	CAMBERWELL (Q)	13-12-48 TO 10-11-49
4003	NNO 103	NUNHEAD (AH)	25-3-49 TO 11-11-49
4004	NNO 104	NUNHEAD (AH)	25-3-49 TO 10-11-49
4005	NNO 105	NORWOOD (N)	25-3-49 TO 10-11-49
4006	NNO 106	NORWOOD (N)	25-3-49 TO 9-3-50
4007	NNO 107	NORWOOD (N)	25-3-49 TO 9-3-50
4030	ONO 51	CATFORD (TL)	9-6-49 TO 25-4-50
4031	ONO 52	CATFORD (TL)	10-6-49 TO 12-5-50
4032	ONO 53	CATFORD (TL)	16-6-49 TO 18-5-50
4033	ONO 54	NUNHEAD (AH)	16-6-49 TO 26-5-50
4034	ONO 55	NUNHEAD (AH)	16-6-49 TO 2-6-50
	CJN 324	LEYTON (T)	16-2-49 TO 2-1-50
	CJN 325	HOLLOWAY (J)	2-3-49
		RIVERSIDE (R)	1-1-50 TO 23-2-50
	CJN 326	HOLLOWAY (J)	9-3-49
		RIVERSIDE (R)	1-1-50 TO 3-3-50

HARRIS for HAULAGE

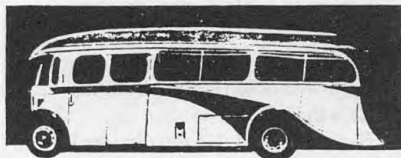
First-class 1-15 Ton Lorries for Hire



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8 PARKER ROAD, GRAYS

EASTERN NATIONAL ENTHUSIASTS GUILD

THE ORIGINAL EASTERN NATIONAL

EASTERN NATIONAL WARTIME GAS BUSES.

You may recall that we have endeavoured to trace the vehicles that were converted to gas during the war. It is recorded that Eastern National converted thirty eight in total. After a lot of research and correspondence we believe we have what could be the final list, apart from two numbers

2875	VX1017	Leyland TS2	
2980	TM6315	Leyland LT2	*
2996	TM6309	Leyland LT2	*
2997	TM6310	Leyland LT2	*
2998	TM6312	Leyland LT2	*
2999	TM6311	Leyland LT2	*
3001	TM6313	Leyland LT2	
3003	TM6905	Leyland TS3	
3006	TM6918	Leyland TS3	
3007	TM6909	Leyland TS3	
3008	TM6316	Leyland TS3	
3009	TM6314	Leyland TS3	
3010	TM6405	Leyland TD1	
3014	TM6409	Leyland TD1	
3072	EV1489	Leyland TD1	
3074	TM9152	Leyland TD1	
3088	EV1224	Leyland TS1	
3089	EV1309	Leyland TS1	
3148	TM9049	Leyland TD1	
3150	TM9051	Leyland TD1	
3217	VX1592	Leyland TS1	
3304	MJ 401	Leyland TS4	
3305	MJ 402	Leyland TS4	
3306	MJ 403	Leyland TS4	
3307	MJ 404	Leyland TS4	
3308	MJ 405	Leyland TS4	
3424	AEV794	Leyland TS4	
3437	KR4997	AEC Regent	
3455	GN5141	Leyland TS3	
3459	GN5146	Leyland TS3	
3510	AEV 88	AEC Regal	
3520	AHK792	AEC Regal	
3532	BTW471	Dennis Lancet	
3542	BTW481	Dennis Lancet	
3562	EV6296	AEC Regal	
3577	MV2272	AEC Regal	
3607	CTW203	Dennis Ace	
3663	ENO941	Leyland TS7	
3664	ENO942	Leyland TS7	
3665	ENO943	Leyland TS7	

See also list of trailers
in issue 432

* NOTE ONLY 3 OF THESE 5 were converted, but at this time we are unable to confirm.

I wish to thank Frank Moncke, John Taylor, Bill White, and Ken Jennings for their help and patience in compiling this list,

pjs

EASTERN NATIONAL



Express Coach Service

via Cambridge to LANCASHIRE & YORKSHIRE

26th May to 25th September, 1967

	Mon Thurs*	Sat Sun	Sat Sun	Fri Sat	Adult Fares to Cambridge DAILY	PR
	MR	EN	EN	EN	S	
SOUTHEND, Seaway E.N. Terminal	dep 0750	1300	14/-			22/6
Southend, Airport	" 0800	1310				
Rayleigh, Weir	" 0810	1320	13/6			21/6
Westcliff-on-Sea, Co-op, 515 London Road ..	" 0728					
Leigh-on-Sea, Elm Hotel	" 0734					
Hadleigh, Church	" 0741	14/-				22/6
Hadleigh, E.N. Depot	" 0743					
South Benfleet, Tarpois Corner	" 0750					
Pitsea Broadway, Century Cinema	" 0755					
Basildon, Bus Station	" 0803	13/6				21/6
Billericay, High Street, opposite Vere's ..	" 0813					
Galleywood, Eagle	" 0828	13/-				21/-
Chelmsford, Bus Station	" 0838	1348	12/-			20/-
Dunmow, High Street	" 0906	0906	14/6			14/6
Thaxted, Town Street	" 0920	0920	7/6			14/-
Saffron Walden, De Barrs	" 0937	0937	1447	6/-		8/6
CAMBRIDGE, Drummer Street	arr 1010	1010	1520			
Adult Fares ex Cambridge						
			Sats	Other Days		
			S	PR	S	PR
CAMBRIDGE, Drummer Street	dep 1025	1025	14/-	24/-	12/-	23/-
Market Harborough, Bus Stn., Northampton Rd.	" 1258	1258				
LEICESTER, 'Midland Red' Southgate Street						
Coach Station ..	" 1411	1411	17/-	27/-	13/6	24/-
Loughborough, Bus Station	" 1441	1441	18/6	30/-	15/-	27/-
Leek, Bus Station	" 1614	1614	27/-	44/-	24/-	40/-
Macclesfield, Park Green	" 1640	1640	30/-	48/-	27/-	43/-
Stockport, War Memorial	" 1710	1710	31/-	49/-	28/-	45/-
MANCHESTER, L.M.S. Coach Stn., East St. ..	" 1744	1744	32/-	51/-	28/-	46/-
Oldham, Yelloway Coach Station, 3 Mumps ..	" 1809	1809	32/-	51/-	28/-	46/-
Rochdale, Yelloway Coach Stn., Weir Street ..	" 1831	1831	33/-	52/-	30/-	47/-
Bacup, St. James' Street	" 1850	1850	33/-	52/-	30/-	47/-
Rawtestall, Queen's Square	" 1901	1901	33/-	52/-	30/-	47/-
Accrington, Opposite 1a Peel Street	" 1919	1919	33/-	52/-	30/-	47/-
Blackburn, Corporation Coach Station	" 1932	1932	33/-	52/-	30/-	47/-
Bolton, Moor Lane Bus Stn., (A.E. Hargreaves						
Kiosk) ..	" 1812	1812	32/-	51/-	29/-	48/-
Chorley, Bus Station	" 1854	1854	34/-	54/-	30/-	48/-
Preston, Ribble Coach Station	" 1914	1914	35/-	55/-	30/-	48/-
St. Annes, Fairhaven Hotel	" 1946	1946	36/-	59/-	32/-	51/-
BLACKPOOL, Squires Gate Airport (Forecourt)	" 1958	1958	36/-	59/-	32/-	51/-
BLACKPOOL, Yelloway Coach Station,						
Bloomfield Road ..	" 2004	2004	36/-	59/-	32/-	51/-
CAMBRIDGE, Drummer Street	dep		1550			
Doncaster, Waterdale Coach Park	"		2010	19/6	34/-	16/6
Wakefield, Bus Station	"		2120	23/-	39/-	20/-
LEEDS, Wellington Street Bus Station	"		2150	25/-	39/-	22/-
Halifax, Harrison Road	"		2200	25/-	42/-	22/-
BRADFORD, Chester Street Bus Station	"		2220	25/-	42/-	22/-

* - 6th July to 7th September only. S - Single. PR - Period Return. MR - Operated by
Midland Red. EN - Operated by Eastern National.
Children's Fares: Southend - Cambridge section 2/3 Adult.
Cambridge - Lancashire & Yorkshire 1/2 Adult.