

A FRIDAY DUTY AT BN DEPOT JULY 1962

BY TED MILES.

I was late turn with driver "Roy Hipple" (now deceased). Sign on 2.00pm. 2-10pm car from (Gar) dead to Laindon Hotel, Where we handed this car over, for crew to return to BN Garage whom we relieved. We were to take over the 11.30am departure service 53 from Clacton, due at Laindon Hotel at 2.35pm. The crew handed over to us 10 minutes late due to delays in Chelmsford as it was Market Day there. After a few words with the other crew we were on our way with the (LS) leaving Laindon Hotel with a standing load, stopping at every stop on Langdon Hills, where by the time we reached The Crown we were 14 minutes late. Roy was a flapper & very niggly as a result, it couldn't be helped, due to all the ladies with very much shopping, wound our way through to West Horndon and on to Orsett where we copped a load from the Hospital for Grays (mainly), always a busy stretch of road this. Departed Grays 12 minutes late and "flew" to Tilbury Ferry. Arrived 3.32pm, departed 3.34pm (4 mins late) lightly loaded, However at Grays FULL UP, many left behind, including passengers for Butlins at Clacton. This was often a problem on the 53's. Long riders left behind between Grays and Orsett, and so frustrating as on leaving Orsett only a handful of passengers. We kept this motor all the way to Chelmsford arriving 5.10pm on time and handed over to a Colchester crew. We now had time for a well earned cup of tea and a cake. We had a paid meal relief and took over the 5.45pm (service 53) which was the 3.30pm ex Clacton and lo and behold the bus was 25 minutes late arriving at C.F. "Roy Hipple" was fuming! This was due to delays on the A12 which were numerous at this time. Anyway this helped us quite a bit as the 6.05 Service 34 was ahead of us to Billericay which cleared most of the road. Roy really chased on and got to Laindon Hotel at 6.50pm (15 mins late) where we handed over to a late turn BN crew also. It was now passenger on Service 244 to BN Garage. walk to Town Centre. Now for some Town work. 7.30pm BN Town Centre to Pitsea Stn, then 7.55pm Pitsea to Basildon (244 Dup this was on Fridays only for some reason) 8.18 BN Town Centre to Garage.

8.30pm Finish.

Pay Hours 6hrs 30 mins. So not a bad duty this one although the 53's were always a chase. With the 53's 5 depots had cars allocated. Clacton (Dovercourt 1 car) for the one through journey from Harwich Colchester *Kelvedon -Chelmsford and Basildon depots all had vehicles allocated. Clacton depot, always the cleanest vehicles, Colchester the best mechanically, Basildon, well we had the wooden spoon, re cleanliness and maintainence at this time, due to the fact BN seemed to get all the other depots "rubbish".

Big money was taken on the 53's especially *kn from 1963* after Moore's take over.

If you picked up a lot of long riders as was the case at weekends, what a game with all the "fare charts", you can imagine looking up a return from West Horndon to Wivenhoe! You could always work out how many tickets were issued by looking at the auxiliary waybill, which would be with the vehicle when you took it over..

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