

A week in the life of HVE 402 - Premier Travel duties

Another story from Alan M Watkins

August 1956, HVE 402 was allocated to Haverhill depot along with 403. 401 was at Chrishall for part of August and for a week or so at Godmanchester and then doesn't get a mention so presumably off the road under repair. (They did not record that).

HVE 402 for this time travel:

Monday Aug 20:

7. 10 am Sign On

Dead to Thurlow

7.35 am 38/X Thurlow-London Kings Cross

6.15 p.m. 38/X London Kings Cross-Thurlow

Dead to Haverhill

10.15 52 Haverhill-RAF Stradishall

Dead to Garage and Finish

Tuesday Aug 21

As above but nothing after Thurlow dead to Garage and Finish

Wednesday Aug 22

7 a.m. Sign On dead to Market Hill

7.10 a.m. Market Hill-Pyes Factory Contract

Dead to Haverhill

9.15 a.m. 55 Haverhill-Bury St Edmunds (via Wrattings)

2.15 p.m. 55 Bury St Edmunds-Haverhill (via Wrattings)

Dead to Drummer Street

4.15 p.m. 44/45 Cambridge-Great Bradley

Dead to Garage and Finish

Thursday Aug 23

As Tuesday

Friday Aug 24

Sign On 7. 10 a.m Dead to Great Thurlow

7.33 a.m. 44/45 Great Thurlow-Cambridge Relief (Wait for Service Bus)

Dead to Fulbourn

9.30 a.m 44 Fulbourn-Cambridge

Reliefs If Instructed

12.5 p.m. 44 Cambridge-Weston Colville (SHOW WEST WRATTING)

12.45 p.m. 49 West Wrattling-Haverhill (Pightle, not Market Hill) via Main Road not Nunn's Corner.

4.00 p.m. 49 Pightle-West Wrattling via Main Road not Nunn's Corner

Dead to Drummer Street

6.05 p.m. 45 Cambridge-Great Wrattling (Blunts Hall Corner)

Dead to Haverhill and Finish

Saturday Aug 25

7 a.m Sign On

Dead to RAF Stradishall

7.25 a.m 38/X RAF Stradishall-London Kings Cross

2.15 p.m. 38/X London Kings Cross-Cowlinge

5.15 p.m. 38/X Cowlinge-London Kings Cross

9.00 p.m. 38/X London Kings Cross-Cowlinge

Dead to Haverhill and Finish

(CONDUCTOR: If Office locked place Waybill through Letter box and pay in when next on Duty).

On the Saturday Duty there was a scheduled crew change at Haverhill on the 2 p.m. down at 4.50 p.m. or so when the "lates" took over. Unless there was a crisis in which case you just kept going - on Time and Three Quarters! The instruction to the Conductor is because it would have been close on 1 a.m. before HVE got back "home".

That was what HVE 402 was up to in this week, 51 years ago.