

JENNINGS COACHES of Ashen

FACT FILE 5

HISTORY

FLEET LIST

ROUTE MAP

TAKEOVER



ESSEX BUS
ENTHUSIASTS GROUP

JENNINGS FACTFILE

Compiled by Alan Osborne

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HISTORY OF JENNINGS COACHES OF ASHEN

The Essex village of Ashen is in that lovely and almost forgotten section of countryside never fully Essex, Suffolk or Cambridgeshire, which claims one of the 'most beautiful' villages in England, Finchingfield. Virtually every other village is a close runner up, Ashen did, however, have an additional feature, the hangar and the old school which served as the base for Jennings Coaches.

Barnabus Kingston Jennings was born into a prosperous farming family in County Cork in 1891. Unfortunately he suffered from an injured spinal column which had been caused by a fall from a horse when he was twelve, this limited the amount of farm work he could perform. Whilst on holiday in Deal, the World Golf championship was held at nearby Sandwich. Barnabus bought a motor car and used it very profitably as a taxi. He then married and settled with his wife in the Essex border country. He soon established a taxi business, driving being the one thing he could do well with relatively little pain. After the closure of the Ashen village school in 1923, in the following year Barnabus bought his first bus, thought to have been a model T Ford, to transport the schoolchildren to nearby Ridgewell. The business then grew locally, based largely on further school contract work together with shoppers bus services to the local markets, Braintree on Wednesday, Sudbury on Thursday and Haverhill on Friday. In the local area there were many other coach operators and Barnabus was always careful to maintain good relations with them and not to superimpose his routes over theirs. When road service licences were granted from 1930, Jennings withdrew his Braintree service via Little Yeldham in favour of Harry Rippingale of Gestingthorpe. With the construction of the air base at Wethersfield this replacement Braintree service had to be diverted via Cust Hall and Morris Green after the direct road between Gainsford End and Blackmore End was severed in 1943.

The London service started in 1930. This considerably stabilised the business since many duplicated coaches were often required to transport the village residents to the capital. This is dealt with elsewhere, see LONDON SERVICE, page 17.

In 1947, Richard Jennings, son of Barnabus, became involved with the business. However, after four years he emigrated to America and now lives in Flagstaff, Arizona. Barnabus was by then very keen to retire; some friends in Hedingham suggested their son, Hubert (Hugh) Springett, a foundry technician in an engineering firm in Braintree, should join the business as Manager, with an eventual option to purchase it. Hugh duly took up the post in 1952. The following year Barnabus went to America to see his son. He authorised Hugh to take full control, and subsequently took little interest in the operations from then on. Under the new management there continued to be few changes.

On 31 December 1961 the passenger service on the Colne Valley Railway ceased and several operators provided replacement services. Eastern National service 89 ran from Colchester to Haverhill via Halstead along the length of the route, with Premier Travel service 53 supplementing between Halstead and Haverhill. Jennings response from 1 January 1962 was a new Monday to Friday morning shopping facility from Ashen to Haverhill via Great Yeldham and Birdbrook which thus became their only bus service ever to operate on more than two days per week. This service survived, although in slightly revised form having swapped its Wednesday operation for Saturday. In contrast the replacement Eastern National and Premier Travel services have ceased.

Jennings re-started an excursion style Wednesday express service to Braintree service in 1949 picking up in the villages and then running from Ridgewell along the main road. In May 1956, Harry Rippingale retired and his business passed to Corona Coaches. They subsequently modified the route such that Gainsford End and Toppesfield were then served by a spur working. In December 1957 an agreement came into effect whereby Jennings and Corona return tickets were interavailable from Great Yeldham when this became their last picking up point. This arrangement was subsequently continued with Letchs Motor Services and with Hedingham Omnibuses.

The old concern of Claude Ross Pyman of Dyers End, Stambourne was acquired in April 1964. In the final days, this was a one man, one bus business based on Stambourne with school contracts and some stage services to Halstead (Tuesday, started in 1948) and also to Braintree (Wednesday) and Haverhill (Friday), the latter two having been acquired from Mr. W. D. Jones in 1932. To work the services Mr. Pyman's son, Ken, was taken on as fitter and driver, he stayed for eighteen years. Thus after an interval of some thirty three years, the original route into Braintree by way of Blackmore End and Beazley End was eventually re-gained by Jennings.

The occasional changes made to the services are detailed in the LOCAL SERVICES ROUTE LIST (see page 8).

On 1 January 1965 Hugh Springett assumed ownership of the business which then traded as Jennings Coaches. Over the years an established clientele had been built for private hire and there was considerable prestige attached to the hire of a Jennings coach for a local function. The reasons for this were very easy to ascertain, the service offered was first class, the coaches were always scrupulously clean, well maintained and the office administration was most efficient.

In November 1971, a new Monday service was started to serve the small market in Clare. Previously market services had not run on that day. Although the timings were arranged to facilitate attendance at the local doctors surgery the experiment was not successful and it was withdrawn after only a short period.

Jennings Coaches always maintained close relations with neighbouring operators including Hedingham Omnibuses, Amos of Belchamp St. Paul, Wiffen of Finchingfield and Burton Coaches of Haverhill which led to exchanges of vehicles and collaborations on private hires. In the early nineteen eighties, Hugh Springett was approaching retirement having successfully guided operations for thirty years. Informal conversations had been taking place with Hedingham Omnibuses over an extended period and it was duly agreed in December 1984 that they would purchase the assets of Jennings Coaches. This included the vehicles, ticket machines, sundries, licences and goodwill. Since Jennings was not a limited company there was no specific takeover day as such. Accordingly, operations ceased at Ashen on Friday 7 December 1984. Thereafter four of the vehicles were transferred to Wethersfield Road, Sible Hedingham, with the fifth being outstationed at Burton Coaches in Haverhill.

For some time afterwards the Jennings bus and coach services continued to be staffed by former Jennings drivers still in their duo green livery, and still charging the lower Jennings fares over common sections of route. Hugh Springett also turned out to work into Braintree on some Wednesdays. Thus apart from the change of legal ownership, to the travelling public there was really no external difference. Since the Jennings fleet just consisted of coaches destinations only continued to be shown as had always been the case. Donald MacGregor (Director, HO) indicated that the Jennings market day services provided infill between some of their school contracts, and also afforded Hedingham Omnibuses with further private hire clients.

Three of the acquired Jennings Coaches were soon withdrawn, and so a variety of Hedingham saloon buses started to appear on the services. The first vehicle to appear in the red & cream Hedingham livery was L133 (BHK710X) in January 1986, to be followed by the only other survivor, L131 (EVC213T) in March.

A new style London service was introduced on 1 April 1985 which offered additional travel opportunities. This was numbered X17, which followed on from X16 as used for the existing Hedingham express service into Bury St. Edmunds on Wednesdays. However, the former Jennings bus services still continued to run un-numbered for some time afterward. The first indication of the new Hedingham numbers appeared on a revised fare table dated 5 May 1986, this date has therefore been regarded as their date of introduction. The bus services were numbered from 1 upwards, and avoided those Hedingham numbers already in use, such as service 4 inherited from Letch Motor Services in June 1960.

Since the disappearance of Jennings, nearly twenty years ago, some of their routes have continued to thrive whilst other have fallen by the wayside. It is interesting to compare, for example, the Thursday Sudbury service (see page 22). In 1952 there were two journeys from Ashen at 0900 and 1300. Fifty one years later, according to the current 2003 timetable, on replacement Heddingham Omnibuses service 1 only the morning journey still survives which now runs 15 minutes later and follows the old established route, having recently been diverted to again run through Tilbury Juxta Clare (instead of Little Yeldham), a fitting tribute to the loyalty of generations of Jennings passengers.

PYMAN'S 'BUS SERVICES

TIME TABLE.

To BRAINTREE every Wednesday.

	Dept. at a.m.		Dept. at p.m.
Norton's Corner	10.10	Braintree ('Bus Park)	4.15
Stambourne (Butchers' Arms)	10.15	Bocking	4.25
Coleman's Corner	10.30	Beazley End	4.30
Gainsford's Corner	10.45	Blackmore End	4.35
Blackmore End	11. 5	Gainsford's Corner	4.50
Beazley End	11.10	Colman's Corner	5. 0
Bocking	11.15	Stambourne (Butchers' Arms)	5.15
Braintree ('Bus Park)	arr. 11.25	Norton's Corner	arr. 5.20
RETURN FARES:		SINGLE:	
Stambourne	2/3		1/3
Colman's Corner	1/6		10d.
Gainsford's Corner	1/6		10d.

To HAVERHILL every Friday.

	Dept. at p.m.		Dept. at p.m.
Colman's Corner	12.30	Haverhill	4.15
Stambourne	1.0	Sturmer	4.25
Steeple Bumpstead	1.20	New England	4.35
New England	1.30	Steeple Bumpstead	4.45
Sturmer	1.40	Stambourne	5.0
Haverhill	arr. 1.45	Colman's Corner	arr. 5.30
RETURN FARES:		SINGLE:	
Stambourne	1/4		9d.
Steeple Bumpstead	10d.		6d.
New England	6d.		6d.

C. R. PYMAN, Dyers End, Stambourne, Great Yeldham, Essex.

C. R. PYMAN, DYERS END, STAMBOURNE.

PYMAN, STAMBOURNE - pre war timetable

LIST OF SERVICE LICENCES

NOTE : All service licences were prefixed by the letters F/R (F is the code for the Eastern Traffic Area). Listings are shown below for B. K. Jennings and Jennings Coaches, a correlation between the two sets of licences is also given.

Barnabus Kingston Jennings

1967

79/3	Ashen (Garage) - Haverhill (Market Hill)	F	683/1
79/4	Kedington (Barnardiston Arms) - Haverhill (Market Hill)	F	683/2
79/5	Ashen (Garage) - London (Kings Cross) (Express Service)	D	683/3
79/6	Excursions and tours from Ashen (Garage)		683/4
79/7	Ashen (Garage) - Sudbury (Market Hill)	Th	683/5
79/12	Ashen (Garage) - Haverhill (Market Hill)	T	683/6
79/13	Ashen (Garage) - Braintree (Bus Park)	W	683/7
79/16	Stambourne (Nortons Corner) - Braintree (Bus Park)	W	683/8
79/17	Stambourne (Locksmiths Farm) - Haverhill (Market Hill)	F	683/9
79/18	Stambourne (Butchers Arms) - Halstead (Market Hill)	T	683/10

Hubert Stanley Springett (t/a Jennings Coaches) - as in 1967

683/1	Great Yeldham (Waggon & Horses) - Haverhill (Market Hill)	MTThFS
683/2	Kedington (Barnardiston Arms) - Haverhill (The Pightle)	F
683/3	Ashen (Garage) - London (Kings Cross Coach Station)	D
683/4	Excursions and tours from Ashen (Garage)	
683/5	Ashen (Garage) - Sudbury (Market Hill)	Th
683/6	Ashen (Garage) - Haverhill (Market Hill)	T
683/7	Ashen (Garage) - Braintree (Bus Park)	W
683/8	Stambourne (Nortons Corner) - Braintree (Bus Park)	W
683/9	Stambourne (Locksmiths Farm) - Haverhill (Market Hill)	F
683/10	Stambourne (Butchers Arms) - Halstead (Market Hill)	T

Numbering of Jennings Coaches services by Hedingham Omnibuses

Jennings Coaches lic. no. 1967		Hedingham Omnibuses no.	Date
	1984		
683/5	(a)	1	5/86
683/1	(a)	2	5/86
683/2	(a)	3	5/86
683/7 (E)	683/15 (S)	6	5/86
683/9	(a)	8	5/86
683/8 (E)	683/11 (S)	10	5/86
683/10 (E)	683/13 (S)	11	5/86
-	683/16 (b)	12	5/86
683/3	683/14 (S)	X17	4/85
683/4	683/17	E&T	

E - Original express service licence no.

S - Later stage service licence no.

(a) - Same as in 1967.

(b) - new service started in 1978.

**JENNINGS
ROUTE MAP
1984**

Legend:
 ○ Local Service
 □ London Service
 * - by arrangement

Key Locations and Stops:
 HAVERRHILL (1, 2, 9)
 Little Watting
 KEDINGTON (2)
 Sturmer
 Baythorne End
 New England
 Steeple Bumpstead
 Birdbrook
 STAMBOURNE (10)
 VH
 BA
 NC
 LF
 TOPPESFIELD (9)
 Gainsford End
 CC
 Finchingfield
 Great Bardfield (3)
 LONDON (Kings Cross)
 CLARE (7)
 Stoke by Clare
 Ashen (3, 5, 7)*
 Ovington
 Belchamp St. Paul
 Tilbury Juxta Clare
 GREAT YELDHAM (1)
 Little Yeldham
 Sible Hedingham
 Braintree (7, 8)
 Blackmore End
 Mushroom Farm
 Morris Green
 Cust Hall
 Twinstead (16)
 Halstead (10, 16)
 White Colne
 Bures
 Alphamstone
 Lamarsh
 Foxearth
 Pentlow
 Cavendish
 Sudbury (5)

Route Numbers:
 1, 2, 3, 5, 7, 8, 9, 10, 16

○ Local Service * - by arrangement
□ London Service

LOCAL SERVICES ROUTE LIST & HISTORY

Since Jennings Coaches services have never carried route numbers, the services have been listed in the order of the H. S. Springett (Jennings Coaches) licence numbers used in 1967 together with later additions (see page 6). The same designations have been used on the Route Map (see page 7).

The information given applies to the service operated in December 1984 immediately prior to the takeover by Hedingham Omnibuses. Historical notes are then provided for each service.

Before the opening of Haverhill (Bus Station) on Monday 14 November 1977 services terminated at Market Hill. However, when the market was being held on Fridays the buses actually turned at The Pigtle. The Haverhill terminal indicated is that given on the licence.

The following information is presented :

- Hedingham Omnibuses replacement number
- Other licence numbers applicable
- period of operation (see codes below)
- number of journeys operated
- running time of full route (hours, minutes). If times are different in each direction, the longest time is given

CODES USED:

M	-	Mondays	S	-	Saturdays
T	-	Tuesdays	Su	-	Sundays
W	-	Wednesdays	D	-	Daily
Th	-	Thursdays	WD	-	Weekdays
F	-	Fridays	M-F	-	Mon - Fri inclusive

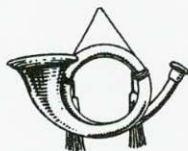
- 1 GREAT YELDHAM (The Green) - Ridgewell - Ashen - Stoke by Clare - Baythorne
End - Birdbrook - New England - Sturmer - HAVERHILL (Bus Station)
| HO 2 | | includes 79/3 |
MTThFS MTThS - 1 jny 0.40
F - 2 inys

- | | |
|--------|--|
| 1931 | The original service (79/3) was TILBURY JUXTA CLARE - Ovington - Ashen and thence as above to Haverhill (Market Hill), operating F. |
| 1949 | Withdrawn between Tilbury Juxta Clare and Ashen; F afternoon service with 1 jny. |
| 1/1/62 | New M-F service (1 morning return jny) introduced following withdrawal of Colne Valley Railway. Route revised : Ashen (Garage) - Tilbury Juxta Clare - Great Yeldham - Ridgewell - Ashen - Stoke by Clare, thence as above. The original F afternoon service (79/3) continued unchanged, starting from Ashen thence Stoke by Clare and as above. |
| 1962 | Withdrawn between Ashen and Great Yeldham and revised to start from Toppesfield, diverted via Ashen village between Ridgewell and Stoke by Clare. |
| 1966 | Withdrawn between Toppesfield and Great Yeldham (Waggon and Horses). Service revised as 1 morning journey from Great Yeldham (MTThF) and from Ridgewell (S) with F afternoon service starting from Ridgewell. |
| 4/75 | S service extended to Great Yeldham, new terminal now The Green. |
| 1977 | All journeys now start at Great Yeldham (The Green). |
| 11/77 | Haverhill terminal revised to Bus Station. |

- | | | | |
|---------------|---|--------|------|
| 2 | KEDINGTON (Barnardiston Arms) – Little Wratting – HAVERHILL (Bus Station)
[HO 3] [79/4] | 2 jnys | 0.15 |
| 1931
11/77 | KEDINGTON – HAVERHILL (Market Hill), operating F.
Haverhill terminal revised to Bus Station. | | |

8	CORNISH HALL END - Stambourne - Gainsford End - Cust Hall - Bar Hall Road - Morris Green - Mushroom Farm - Blackmore End - Beazley End - Bocking - BRAINTREE (Bus Park)	[HO 10]	[79/16, subsequently 683/11]	1.05
	W	1 jny		
4/64	Operation passed from C. R. Pyman (F/R 921/1) to B. K. Jennings. No local passengers carried between Blackmore End and Braintree.			
1/72	Restriction removed following withdrawal of W service on Eastern National service 319 (Braintree - Wethersfield, via Beazley End).			
4/75	Extended to Cornish Hall End.			
9	TOPPESFIELD (Pump) - Stambourne - Cornish Hall End - Steeple Bumpstead - New England - Sturmer - HAVERHILL (Bus Station)	[HO 8]	[79/17]	0.40
	F	1 jny		
4/64	Operation passed from C. R. Pyman (F/R 921/2) to B. K. Jennings			
1977	Haverhill terminal revised to Bus Station.			
1980	Diverted at Stambourne to operate to Toppesfield, section to Locksmiths Farm withdrawn.			
10	STAMBOURNE (Butchers Arms) - Toppesfield - Great Yeldham - Castle Hedingham - Sible Hedingham - HALSTEAD (High Street)	[HO 11]	[79/18, subsequently 683/13]	0.30
	T	1 jny		
4/64	Operation passed from C. R. Pyman (F/R 921/3) to B. K. Jennings. Original route included spur working via Gainsford End. Terminal in Halstead was Market Hill, no local passengers carried between Great Yeldham and Halstead.			
1968	Halstead terminal revised to Old Rail Station, spur working via Gainsford End withdrawn.			
3/84	Halstead terminal revised to High Street.			
16	TWINSTEAD (Lodge Farm) - Alhamstone - Lamarsh - Bures - White Colne - HALSTEAD (High Street) (Countrybus service)	[HO 12]	[new 1978]	0.50
	T	1 jny		
19/9/78	New 'countrybus' service supported by Braintree District Council and Essex County Council, from Little Henny (Ryes Lane) via Great Henny to Alhamstone thence as above. Operation restricted to a minibus. No local passengers carried between White Colne and Halstead. Halstead (Old Rail Station) terminal described as (Bus Park) in E.C.C. timetable leaflet.			
1980	Service revised to start from Twinstead, thence via Twinstead Green to Alhamstone and thence as original route. Minibus restriction removed.			
3/84	Halstead terminal revised to High Street.			
SP	KEDINGTON (Barnardiston Arms) - Hundon - Chilton Street - CLARE (Market Hill)		[new 1971]	??
	M	1 jny		
15/11/71	New service to serve Clare market and doctors surgery. Short Period licence only applied for.			
1972	Service withdrawn.			

HORN COACHES



DAILY SERVICE

BETWEEN

GT. BARDFIELD, BRAINTREE,
CHELMSFORD, ROMFORD,
STRATFORD, ALDGATE

AND

KING'S CROSS

WINTER TIME TABLE

To Operate from 1st November, 1931.

The alternative Finchingfield connection

ESSEX BUS ENTHUSIASTS GROUP

The Essex Bus Enthusiasts Group was formed in 1964 to provide facilities for local bus enthusiasts. We publish a monthly illustrated magazine ESSEX BUS NEWS which contains news about all operators in the county as well as articles of general interest. Other facilities on offer include a photographic service, timetable distribution network, local meetings and coach tours. Membership costs either £15 or £16 per annum, dependent on the postal rate required.

For full details, and a sample magazine, please contact :

Membership Secretary, EBEG, "Conifers", Thorpe Road, Weeley, CLACTON-ON-SEA, Essex CO16 9JJ (S. A. E. please)

www.essexbus.org.uk

E - Mail : essexbusnews@hotmail.com

PHOTOGRAPH CAPTIONS

FRONT COVER

KOC 233 - The Leyland Olympics were perhaps the most memorable vehicles in the Jennings fleet. Their former demonstrator awaits departure from Sudbury (Market Hill) on the Thursday service to Ashen.
(F. Church)

PAGE 13 - UPPER

GV 6208 - Jennings Duple bodied Leyland Cub is seen in this line up at Judd Street Coach Station, London. Note the boards indicating the villages along the return route.
(R. Marshall, courtesy EPTG)

PAGE 13 - LOWER

MVW 595 - Another view at Judd Street, this time showing a Duple bodied Leyland Tiger, the last half cab to join the fleet. It carries 'B. K. Jennings' fleetnames as used on the express service timetables (see rear cover).
(N. G. Turner collection)

PAGE 14 - UPPER

ENR 262 - A view outside Ashen garage of a Bedford OB, with classic Duple Vista coachwork, it carries the 'circle J' fleet logo.
(G. R. Mills)

PAGE 14 - LOWER

OLD 95 - This Harrington bodied Bedford SBO was acquired from Orange Luxury Coaches in 1959 and was a regular performer on the express service to London. It later passed to Norfolk of Nayland.
(G. R. Mills)

PAGE 15 - UPPER

936 GMH - The only A.E.C. Reliance ever to be owned by Jennings is seen in the Pentonville Road Coach Station in 1964, it was acquired from Empires Best.
(G. R. Mills)

PAGE 15 - LOWER

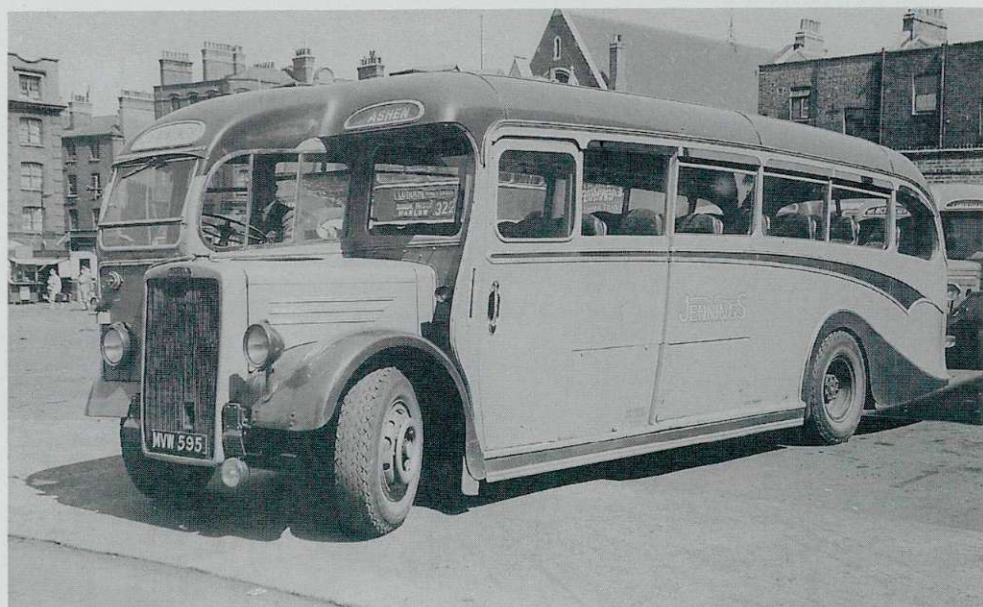
GVO 266D - Laying over in Sudbury is one of two twin steer Bedford models operated by Jennings, it is a VAL14 example with Duple coachwork.
(G. R. Mills)

PAGE 16 - UPPER

TTW675K - A 1981 Haverhill view showing a Plaxton bodied Bedford YRQ which was acquired from Hedingham & District. It is operating the former Pyman service to Toppesfield via Stambourne.
(G. R. Mills)

PAGE 16 - LOWER

BHK701X - The final scene, captured in Sudbury Bus Station in 1990, shows this Bedford YNT/Plaxton coach in its new guise as Hedingham & District L133. Appropriately it is working the former Jennings Thursday service to Ashen.
(A. G. Osborne)









LONDON SERVICE ROUTE HISTORY

During the nineteen twenties considerable advances were made in the development of the motor coach. It rapidly evolved from the early solid tyred charabanc in terms of speed, comfort and reliability. Towards the end of the decade a network of express coach services was beginning to take shape. In East Anglia a number of smaller operators took advantage of the absence of direct railway services to London to open medium-distance services. In the Essex/Suffolk/Cambridgeshire border country the two main railway lines connected London with Cambridge via Bishops Stortford to the north and London with Colchester via Chelmsford to the east. This left the smaller towns in the middle served only by branch lines many of which were cross country byways. The Colne Valley & Halstead Railway ran from Cambridge across to Colchester via Haverhill and Halstead, there was also another line via the Stour valley through Sudbury to Marks Tey. Another cross country line ran from Bishops Stortford to Witham via Dunmow and Braintree, whilst Thaxted was the terminus of a light railway from Elsenham. Railway journeys to London from the local towns were very slow and required a number of changes of train. Thus a journey from Haverhill to London (55 rail miles) via Bartlow and Audley End occupied about two and a quarter hours; from Halstead the 56 mile journey via Marks Tey generally took around 2 hours (see page 5).

With the prospect of road service licensing looming, many operators were keen to establish their services at the earliest opportunity. There were already a number of local coach services into London as shown below :

BIRD MOTOR SERVICE Halstead	Hedingham - Halstead - Braintree - London
BLACKWELLS MOTOR COACH SERVICE Earls Colne	Coggeshall - Earls Colne - Halstead - Braintree - London
BURGOIN GREY PULLMAN SALOONS Haverhill	Haverhill - Steeple Bumpstead - Hempstead - Radwinter - Saffron Walden - London
CORONA COACHES Acton, Sudbury	Stowmarket - Sudbury - Halstead - Braintree - London
HICKS BROS. Braintree	Braintree - Dunmow - Takeley - Hatfield Heath - Harlow - London
HORN MOTOR COACH CO. Braintree	Great Bardfield - Finchingfield - Braintree - Chelmsford - London

Having seen that these services were particularly successful, Barnabus Jennings was keen to try his hand at a London service which started in 1930, just before the implementation of the Road Traffic Act. Being careful never to superimpose his route over those being operated by his neighbours the course of his London service had to be carefully planned. After serving the local villages and then running down to Stambourne his route then went by way of Cornish Hall End and Great Sampford. To the north there was the 'Burgoin' service running along the B1054 through Hempstead and Radwinter, whilst to the south Great Bardfield and Finchingfield already had a London connection provided by 'Horn' Coaches. Through serving the centre of the historical town of Thaxted traffic could be gained from the railway, since the station was inconveniently situated high on a hill about a mile distant. Moreover, since the branch was classified as a light railway, services were particularly slow, about 28 minutes being scheduled to cover the 5½ miles to the main line at Elsenham. After Thaxted the coaches then went through the village of Broxted. Here the local railway station was Sibleys (for Chickney and Broxted), however, it was about 2½ miles away, needless to say the coach was more convenient.

The London service was initially marketed as the 'Blue Saloon Coach Service', Barnabus having seen the name on a coach whilst on a holiday. However, from 1935 it was henceforth

referred to in the 'Roadway' express timetables as the Jennings Coach Service (see page 24). The Blue Saloon name continued to be used for excursions and tours but appears to have gone out of use post war, when the fleet livery was changed from blue to green.

The businesses of 'Bird' and 'Horn' were absorbed by Eastern National on 19 December 1933 and 24 August 1935 respectively, their operations being consolidated into what was to become express service 'B'. The 'Burgoin' service was acquired by Premier Travel in December 1949 becoming their express service 38.

From September 1942, because of severe shortages of fuel and rubber, the Ministry of War Transport suspended all express coach services. The Jennings service then ran locally only as far as Bishops Stortford for train connections. The through service was restored within six months of the cessation of hostilities with a revised route. In 1948, a feeder service from Stambourne to serve Great Bardfield and Finchingfield was introduced. In the early days the residents of these villages had their direct 'Horn' service to London which Barnabus did not wish to poach. However, under the auspices of Eastern National a journey from Great Bardfield required a bus ride into Braintree (service 21) followed by a transfer to express service 'B' resulting in a total journey time of about 3 hr. 15 min. Jennings was able to offer London in 2 hr. 22 min. with coach transfer at Thaxted. The Finchingfield feeder proved so successful that in 1952 the London service was revised to run in two parts. The main route that had come from Ashen via Clare was now diverted to run via Finchingfield with Cornish Hall End served by the feeder route which also served other villages along its route. Further changes involved the withdrawal of the Tuesday and Thursday journeys and a diversion via Stansted Airport for pre-booked passengers. In 1974 the main route was diverted via Cornish Hall End and the transfer point amended to Stambourne, which left Great Sampford unserved. The start of retrenchment came in 1981 when first the Sunday service and then the feeder route were withdrawn.

After the Heddingham takeover the route initially continued on Monday, Wednesday, Friday and Saturday at the same timings. From 1 April 1985 a new service, the X17 'Heddingham Express' was launched which started from Great Cornard and served Sudbury and the Heddinghams as well as the majority of the Jennings pick ups before finally traversing the M11 motorway for a quicker journey. Unfortunately this new service did not prove sufficiently popular and it was soon withdrawn. So it was on Wednesday 28 May 1986 that the final journey was fittingly operated by Bedford coach BHK710X, with former Jennings driver Bill Perkins at the wheel, thus ending the Ashen - London connection.

The LONDON (Kings Cross) terminus

The London terminal point has included a number of sites that have served as the Kings Cross Coach Station over the years. It is thought that, in common with the express service of A. Akers 'Bird Motor Services' that the first London terminal used by Jennings was the Central London Coaching Station in Crescent Place, Cartwright Gardens, Kings Cross. The starting point was later changed to the new Kings Cross Motor Coach Station which opened in 1931 and provided undercover accommodation for departures. The site at 17, Euston Road (along Belgrave Street, since re-named Belgrove Street) was directly opposite Kings Cross underground station and was operated by Motor Coach Stations Ltd., it served until September 1947 when the lease expired. Incidentally, this impressive building still stands. Now known as Belgrove House, it was initially used as a garage for G.P.O. vehicles. The Post Office continues to trade from the Euston Road frontage shared with a branch of McDonalds. The rear of the premises is now occupied by Access Storage Solutions.

The next terminal was in nearby Judd Street, on the corner of Cromer Street. Unlike the previous grand premises, this was very much a temporary location, the open site having been surfaced with cinders and a prefabricated booking office and waiting room rapidly erected. Green Line route 727 from Luton also terminated at the Judd Street Coach Station until 30 September 1951 when it was replaced by an extension of route 714.

In 1949, responsibility for the management of the Kings Cross Coach Station passed to PSV Operators Ltd., a joint organisation of members using the station. Later on the lease for their temporary facility expired and a new Coach Station was opened in Pentonville Road in January 1954, where the facilities offered were still somewhat primitive. Some years later the

site owners, Brixton Estates Ltd., announced that they wished to develop the location and so another terminal was needed. After a considerable period of uncertainty and with no solution found, the coaches were ousted to nearby street terminals from 1 November 1965. The location favoured by Jennings was the Coach Stop in Pancras Road which had long been used by Birch Bros. Ltd. for their 203 service to Rushden. PSV Operators Ltd. eventually announced that a new Kings Cross Coach Station would open on 4 July 1966 in Caledonia Street. The new site was leased from Yorkway Motors and although smaller in size it was very conveniently located adjacent to Kings Cross station. This terminal remained in use until December 1973, when the Jennings service transferred to the nearby National Coach Station in Northdown Street. This station had been opened by Eastern National in May 1963 following refurbishment of the former Tillings Transport garage which included pedestrian access from 250, Pentonville Road. The premises were re-named the Britannia Airways terminal from October 1976, when they acquired the lease. The next change occurred early in 1980 when it was back to the street terminal in Pancras Road. This location did not last for long since in October, the recently formed British Coachways emerged on the scene. This was a consortium of independent coach operators, notably Grey Green and Wallace Arnold. They established their London terminal on the derelict site of the former Somers Town goods depot. The Euston Road Coach Park as it was known included two caravans, one serving as a waiting room the other as a booking office. Sadly, this brave attempt to inject a new spirit into Britain's coach services by independent operators did not survive for very long. So from January 1982 Jennings Coaches were once again back at the 57, Pancras Road Coach Stop where they remained until the takeover. The replacement Hedingham Omnibuses X17 service also used this point throughout its existence.

LONDON SERVICE - THE DETAILS

The London service was never numbered and over the years has followed a variety of different routes. In order to describe the changes reference numbers have been allocated to facilitate description (see London service diagram, page 21 and rear cover), these numbers have no other significance. Some minor service variations have not been included.

The codes are the same as those used in the LOCAL SERVICES ROUTE LIST. (see page 8)

1930 Introduction of stage service (1) between Ovington and London :

OVINGTON - Tilbury Juxta Clare - Belchamp St. Paul - Clare - Stoke by Clare - Baythorne End - Ridgewell - Stambourne - Cornish Hall End - Great Sampford - Thaxted - Elsenham - Bishops Stortford - Woodford Wells - Leyton - **LONDON** (Kings Cross Coach Station)

(No local passengers carried between Elsenham and London)

D	1 jny	3.45
1934	Service now licensed as express, minimum fare over Elsenham - Ovington section increased to 1/- (5p).	
1936	Extended to start from ASHEN, thence via Ovington and as 1930 route.	
1937	Diverted via Molehill Green with additional picking up point at Broxsted.	
1942	Through service to London withdrawn due to wartime restrictions. Operated locally only as far as Bishops Stortford for train connections.	
11/45	Through London service re-introduced on WD. Route revised to commence from ASHEN thence via Great Yeldham, Tilbury Juxta Clare, Mashey Wood, Belchamp St. Paul and Ovington to Clare and thence as original route.	
1946	Period of operation restored to D.	
1948	Feeder service introduced from STAMBOURNE via Finchingfield, Great Bardfield and Little Bardfield to THAXTED (D).	
1952	Service revised to run in 2 parts both starting from ASHEN. MAIN route (2) direct to Clare thence as original route (1) to Stambourne, thence via Finchingfield, Great Bardfield, Little Bardfield to THAXTED (feeder link) and thence as previously to LONDON. FEEDER route (3) via Ovington, Belchamp	

St. Paul, Tilbury Juxta Clare, Great Yeldham, Stambourne, Cornish Hall End and Great Sampford to transfer to main route at THAXTED.

D 1-2 jnys 3.06

7/54 MAIN route (2) diverted between Ashen and Clare via Pentlow and Cavendish. Inward services to London otherwise unchanged. Return service revised such that MAIN and FEEDER routes only operate during M-F and S daytime. Late S and Su service revised as ALTERNATIVE MAIN route only (4) from Finchingfield via Great Sampford and Cornish Hall End to Stambourne and thence as inward route (2) with no FEEDER service operated via Great Yeldham.

1960 Certain journeys diverted via Henham (School) on FSu.
12/66 Service revised with introduction of additional interchange point. Operates either as previously as MAIN ROUTE (2) with normal FEEDER route (3) interchange at THAXTED (Pattern A) or as ALTERNATIVE MAIN ROUTE (4) with truncated FEEDER route (3) interchange at STAMBOURNE (Pattern B). Pattern A operates F and SSu (to London only) and early S (from London), Pattern B operates M-Th throughout and late S & Su (from London).

1968 Diversion of certain journeys via Henham (School) ceased.

1968 Diverted via Stansted Airport for pre-booked passengers only.

2/70 TTh and early S service withdrawn, reduced to 1 return journey only on each operating day. Pattern A operates F (from London) and Su (to London), Pattern B operates at all other times.

1973 Express service licence (683/3) replaced by stage service licence (683/14).

1974 Service revised with interchange point now at STAMBOURNE only. MAIN route from ASHEN as previously (2) via Clare to STAMBOURNE then diverted via Cornish Hall End (5) to Finchingfield and thence as previous main route (2). FEEDER route from ASHEN as previously (3) via Belchamp St. Paul to terminate (6) at STAMBOURNE. These changes left Great Sampford unserved.

MWFSsu 1 jny 3.03

2/81 Su service withdrawn.

9/81 MAIN route (7) revised to operate direct from ASHEN to Cavendish omitting Pentlow, thence via Ridgewell and Great Yeldham to Stambourne and thence as previous main route (5). FEEDER route withdrawn leaving Belchamp St. Paul and Ovington unserved.

MWFS 1 jny 3.10

12/84 Passed to Hedingham Omnibuses, continued at same timings.

1/4/85 Revised service X17 introduced by Hedingham Omnibuses entitled 'Hedingham Express'.

GREAT CORNARD (Shopping Centre) - Sudbury - Long Melford - Stanstead - Glemsford - Cavendish - Clare - Stoke by Clare - Ashen - Ridgewell - Stambourne - Great Yeldham - Castle Hedingham - Sible Hedingham - Wethersfield - Finchingfield - Great Bardfield - Little Bardfield - Thaxted - Broxton - Molehill Green - Elsenham - Stansted Airport+ - Bishops Stortford* - Old Harlow* - Epping* - Woodford* - Leyton* - LONDON (Kings Cross)

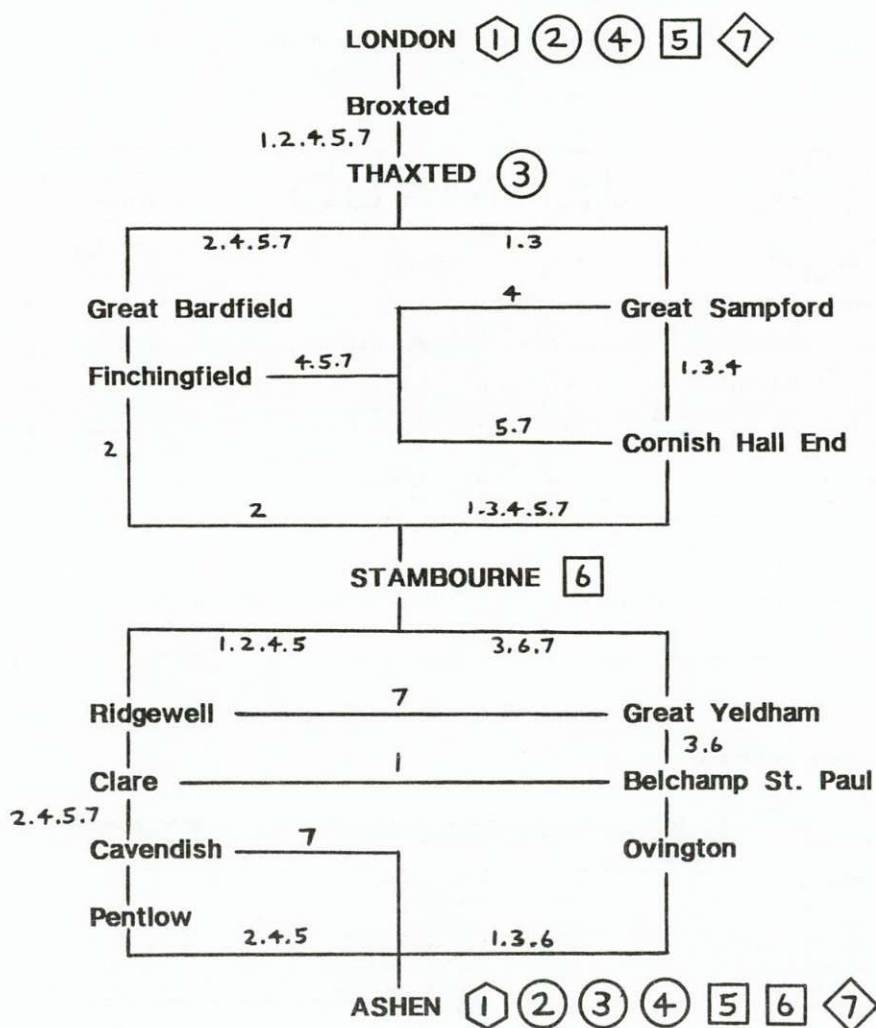
+ - for pre-booked passengers only * - on request

WD 1 jny 3.00

9/85 Reduced to MWF only.

28/5/86 Last day of operation.

LONDON SERVICE DIAGRAM



1937 ⬡

1954 ○

1974 □

1981 ◇

ASHEN - SUDBURY TIMETABLES

Over fifty years apart but still very similar !



JENNINGS

ASHEN, SUDBURY, Suffolk

'Phone - - Ridgewell 257

DAILY
SERVICES
TO
LONDON

ASHEN — YELDHAM — BELCHAMP — SUDBURY

	a.m.	p.m.
Ashen	dep. 9.0	1.0
Ridgewell	9.05	1.05
Great Yeldham (Oak)	9.10	1.10
Tilbury	9.15	1.15
Mashey Wood	9.17	1.17
Belchamp	9.20	1.20
Pentlow	9.30	1.30
Foxearth	9.40	1.40
Sudbury	arr. 9.50	1.50

THURSDAYS ONLY

	a.m.	p.m.
Sudbury	dep. 11.30	4.45
Foxearth	11.40	4.55
Pentlow	11.50	5.05
Belchamp	12.0	5.15
Mashey Wood	12.3	5.18
Tilbury	12.05	5.20
Great Yeldham (Oak)	12.10	5.25
Ridgewell	12.15	5.30
Ashen	arr. 12.20	5.35

JENNINGS OF ASHEN - 1952 TIMINGS (from a 1960 timetable)

Heddingham Omnibuses

ASHEN - SUDBURY

Thursdays only

From: 29/05/2003

	Notes :
Ashen, Village Hall	0915
Ridgewell, Memorial	0920
Great Yeldham, Oak	0925
Tilbury juxta Clare, Garage	0930
Little Yeldham, Mashey Wood	0932
Belchamp St. Paul, Green	0935
Pentlow Forge	0945
Foxearth, School	0955
Sudbury, Bus Station	1005

	Notes :
Sudbury, Bus Station	1215
Foxearth, School	1225
Pentlow Forge	1235
Belchamp St. Paul, Green	1245
Little Yeldham, Mashey Wood	1248
Tilbury juxta Clare, Garage	1250
Great Yeldham, Oak	1255
Ridgewell, Memorial	1300
Ashen, Village Hall	1305

NOTES

≠ Bus stop near Rail Station

HEDDINGHAM OMNIBUSES SERVICE 1

ESSEX COUNTY COUNCIL - CENTRAL AREA TIMETABLE : 11 May 2003

JENNINGS BUS & COACH FLEET

Barnabus Jennings started as a taxi operator, first in Deal and later in Essex. He then turned to buses. It is thought that the first in the line in 1924 was, in common with many other small operators just starting up in business, a Ford T, however, no details are known. The first vehicle bought new was a Chevrolet which arrived in March 1929. Apart from the purchase of a handsome Harrington bodied A.E.C. Regal in 1936, there was then a preference for Leyland chassis with some Cubs and a couple of Tigers joining the fleet. However, the Jennings fleet is best remembered for its famous pair of Leyland Olympics.

This model was introduced as an integral underfloor engined single decker and was exhibited at the 1948 Commercial Motor show. It was named after the games that were held in the U.K. that year. The vehicle was a joint project with Metropolitan-Cammell-Weymann, and used the same engine as fitted to the PD2. The Olympic was also available for export, the solitary home model being designated HR40, *i.e.* "Home Range 40-seater". A group of demonstrators toured British operators and created great interest. Registered KOC 233/234/241/242 they were the only home market examples built at the M.C.C.W. works in Birmingham. KOC 233, running unit 0600/45/1, worked with several operators, including Edinburgh before being sold to Jennings in April 1951. After twelve months in service it was returned to the manufacturers at their request, thoroughly stripped down and every part checked. It was then re-assembled and re-sprayed before being returned to Jennings. One of the Olympic demonstrators was finished in Green Line livery and demonstrated to London Transport. However, since it had a 4-speed constant-mesh gearbox and a dry-plate clutch, it was rejected without a test. London Transport instead opted for the A.E.C. Regal IV with pre-selective gears and fluid flywheel clutch which eventually evolved as the RF class.

The domestic Olympic range, which were all constructed at the Weymann factory at Addlestone, near Weybridge, was extended to take advantage of the new maximum dimensions permitted under the 1951 Construction and Use regulations. Two models both with the 0.600 engine and 15' 7" wheelbase were offered, they were the 7' 6" (or 90") wide HR44/90/S and the 8' 0" (or 96") wide HR44/96/S. Jennings purchased one HR44/96/S example which was delivered in October 1951; SPU 985 was the only Olympic ever to carry an Essex C.C. registration mark. Both Olympics were regular performers on the London service before being relegated to other duties in later life.

The demonstrator KOC 233 was withdrawn in 1972, it was initially retained on the Jennings premises and offered as a preservation candidate in view of its pedigree, however, there were no takers. It then passed to Amos of Belchamp St. Paul and was used as a seat store, finally ending its days with a group of gypsies. The production example SPU 985 also went to Amos and was subsequently secured for preservation by the Ribble Vehicle Preservation Group (now Trust), of Bolton which might seem at first sight to be an unexpected destination.

The first example of a batch of HR44/96/S Leyland Olympics destined for Ribble Motor Services of Preston was exhibited at the 1950 Commercial Motor show, their intake amounted to 30 vehicles numbered 248-277 (DRN 112 - 141) with Weymann B44F bodywork. They mainly operated in the Cumbria area, from garages such as Ulverston. The RVPG was able to obtain four of the batch for their collection (numbers 264, 271, 275 & 277) between 1974 and 1976 but unfortunately three of these had to be scrapped at an early stage. Eventually the last example 264 (DRN 128) had to go as well. The Jennings model, which had benefited from excellent care by the Essex operator is still owned, although its eventual fate is uncertain. Perhaps it may appear in Ribble livery at some time, but at least it remains as an example of an interesting vehicle type once operated by the Lancashire concern.

Enough of the Olympics, the last heavyweight chassis purchased was an A.E.C. Reliance which came from Empires Best in October 1980.

In the later days when Hugh Springett was managing the operation, the fleet was stabilised at six to eight vehicles, just large enough for him to run effectively. The fleet was standardised on Bedford chassis with SB, VAS and a couple of twin steer VAL models entering the fleet. The first new Bedford purchased under his ownership was ANO634L which arrived in May 1973. Minibuses have never featured to any extent in the operation with only two examples

ever being owned, the Ford Transit being required for the Tuesday 'countrybus' service into Halstead. The first 53-seater to join the fleet was OPU367P which arrived in 1976. In 1980 a couple of vehicles were bought secondhand from Heddingham Omnibuses, one having been on loan for some time. It was perhaps fitting that the very last coach supplied by the Arlington Motors dealership in Sudbury should go to Jennings in the shape of BHK710X, a Plaxton bodied Bedford YNT. The last acquisition marked a departure from policy when YTN203V, a Ford R1014 formerly with O.K. Motor Services of Bishop Auckland, joined the fleet.

When the business was taken over, five vehicles passed to Heddingham Omnibuses with fleetnumbers L129 - L133. However, three of these were disposed of within a few months including the solitary non-standard Ford so that only two coaches, L131 (EVC213T) and L133 (BHK710X) gained the Heddingham livery of red and cream replacing the former Jennings duo green scheme. L133 was finally withdrawn in July 2001 after nearly twenty years of Essex service.

A noteworthy Jennings survivor is EJD 510, a Duple bodied Bedford SB which was new in 1952 to Essex County Coaches of Stratford, London E.15. This vehicle was acquired with the business of Pyman of Stambourne in April 1964 and spent four years at Ashen. After sale it soon returned to East Anglia in April 1969 to become the very first vehicle purchased by Alan Towler of Elm, Cambridgeshire and is now in store at his Emneth, Norfolk garage. It is complete and has been retained for sentimental reasons.

It is perhaps most appropriate that the Jennings base should have been at the Old School House in Ashen, since the cessation of its educational activities provided the initial trigger for the starting of local bus operations.

BLUE SALOON COACH SERVICE.										
(R. K. JENNINGS)										
LONDON, THAXTED, CLARE AND OVINGTON										
WEEKDAYS ONLY										
14J										
FARES		DOWN		LONDON		UP		TERMINAL AGENTS		
B	DN	PR	SO	SK	LONDON		LONDON :		THAXTED :	
..	..	..	200	800	..	..	1115	..	..	..
..	..	..	230	830	..	..	1100	..	..	..
4/8	8/8	8/-	..	..	..	..	900	..	..	..
8/8	8/8	8/8	..	..	..	..	845	..	..	..
8/8	8/-	8/-	..	..	..	..	851	..	..	..
8/8	8/8	8/8	..	..	..	..	825	..	..	..
8/8	7/8	10/-	..	..	..	..	815	..	..	..
8/8	7/8	10/-	..	..	..	..	810	..	..	..
8/8	7/8	10/-	..	..	..	..	805	..	..	..
8/8	8/-	10/-	..	..	..	..	755	..	..	..
8/8	8/-	10/-	..	..	..	..	745	..	..	..
8/8	8/-	10/-	..	..	..	..	740	..	..	..
8/8	8/-	10/-	..	..	..	..	735	..	..	..
8/8	8/-	10/-	..	..	..	..	730	..	..	..
SO SATS. ONLY. SK NOT SATS.										

1932 'Roadway' timetable
for
BLUE SALOON
COACH SERVICE

Suffolk

J. D. W. TRANSPORT CO. LTD.
11 Northgate Street, Ipswich. Phone: 52895,
51849. Dirs.: L. G. Leeks (Gen. Man.), F. C. Pyett
(Ch. Eng.), R. Deeks (Sec.), M. J. Noble (Traf. Man.).
Rolling stock: 20 coaches. Chassis: Bedford.
Bodies: Duple, Plaxton. Licence: S; Exp.; E and T;
Cont. tours. Fleet livery: Black/Yellow/White.

JENNINGS COACHES

Ashen, Clare, Sudbury CO10 8JN. Phone: Ridge-
well (044 085) 257. Prop.: H. S. Springett. Rolling
stock: 8 coaches, 1 minibus. Chassis: Bedford.
Bodies: 8 Duple, 1 Martin Walter. Licence: S;
E and T. Fleet livery: Green. Ticket system: Set-
right.

1977 LITTLE RED BOOK

Entry under SUFFOLK

FLEET LIST

JENNINGS COACHES

ASHEN, SUDBURY, SUFFOLK CO10 8JN

LIVERY : initially light blue, later two shades of green (a)

1	2	3	4	5	6 (b)	7	8
?	Ford T ?	?	?	?	?	1924	
VW 9015	Chev LQ	50554	?	B14	3/29*	2/35	
MY 4217	Reo Pullman	GE140	Sn	C24D	?	1/37	
FV 4429	Ld SKP3	2669	Bm	C26	2/34*	6/36	
DPU 850	A.E.C. RI	6621343	Hn	C32F	5/36*	8/55	
EHK 69	Bd WTB	110952	Du	C25F	12/36*	6/38	
GV 6208	Ld KP	200207	Du	C20F	6/38*	11/56	c
CXM 715	Ld KP3A	4454		25	12/38	11/55	d
MNO 273	Ld PSI	461192	Du	C35F	9/47*	5/59	
MVW 595	Ld PSI/1	472997	Du	C35F	3/48*	9/60	
KOC 233	Ld HR40	481327	MCCW	DP40F	4/51	8/72	e
SPU 985	Ld HR44/96/S	512421	Wey	DP40F	10/51*	3/75	
900 BNO	Bd SBG	32444	Du	C36F	2/54*	2/78	
ENR 262	Bd OB	70733	Du	C29F	11/56	8/67	
OLD 95	Bd SBO	26096	Hn	C38F	9/59	9/65	
936 GMH	A.E.C. Re	MU3RV424	Du	C41C	10/60	7/72	
MUM 276	Bd OB	117071	Du	C29F	10/62	6/70	
EJD 510	Bd SB	3946	Du	C33F	4/64	7/68	
421 DAC	Bd SB5	89371	Du	C41F	9/65	6/73	
EDJ976C	Bd VAS1	1920	Du	C29F	6/68	1/78	
FMX597B	Bd SB13	94087	Du	C41F	11/69	9/80	
GVO266D	Bd VAL14	6825077	Du	C52F	6/71	11/76	
FML518B	Bd SB13	94494	Du	C41F	7/72	12/76	
ANO634L	Bd YRQ	CW451248	Du	C45F	5/73*	8/82	
VGVI39K	Bd CFL	836764	Do	12	11/73	11/77	
GOO543N	Bd YRQ	DW456760	Du	C45F	10/74*	12/84	
OPU367P	Bd YMT	FW453754	Du	C53F	5/76*	12/84	
AEG564J	Bd VAL70	1T483212	Pn	C53F	10/76	10/78	
UPT936N	Fd Tt	BDO5NG53784	Mo	12	12/77	6/82	
NMJ 22H	Bd VAS5	9T468124	Du	C29F	12/77	12/79	
ORV 73M	Bd YRT	DW450658	Pn	C53F	11/78	2/83	
SWT987M	Bd VAS5	CW453809	Du	C29F	11/79	6/82	
NPU 80M	Bd YRQ	CW451134	Pn	C45F	8/80	6/83	
TTW675K	Bd YRQ	2T470661	Pn	C45F	11/80	4/82	f
BHK710X	Bd YNT	LW452552	Pn	C53F	4/82*	12/84	
EVC213T	Bd YMT	JW453046	Du	C53F	11/82	12/84	
YTN203V	Fd R1014	BCRSWC430730	Du	C35F	6/83	12/84	

Column headings :

1	Registration number	5	Seating capacity
2	Chassis type (see note g)	6	Date acquired
3	Chassis number	7	Date withdrawn
4	Body builder (see note h)	8	Notes

NOTES:

- (a) the prominent green shade has been described as 'Land Rover green', both green paint colours were especially mixed to order in London, and then transported back to Ashen in the boot of a coach.

- (b) * - vehicle purchased new

- (c) Seating later increased to 25
- (d) New Burlingham B25F body fitted in 1942
- (e) Running unit number 0600/45/1
- (f) Previously on loan from 1/78
- (g) Chassis type abbreviations :

Bd	-	Bedford	Fd	-	Ford
Chev	-	Chevrolet	Ld	-	Leyland

- (h) Body builder abbreviations :

Bm	-	Burlingham	Mo	-	Moseley
Do	-	Dormobile	Pn	-	Plaxton
Du	-	Duple	Sn	-	Strachan
Hn	-	Harrington	Wey	-	Weymann
MCCW	-	Metro Cammell			

FORMER OWNERS :

MY 4217	:	Valliant, London, W.5
CXM 715	:	Luxury Landcruisers, London, W.1, 12/38
KOC 233	:	M.C.C.W. Demonstrator, 4/51
ENR 262	:	Beacon, St. Austell, 11/56
OLD 95	:	Orange, London, N.16, 9/59
936 GMH	:	Webber (Empires Best), London, N.22, 10/60
MUM 276	:	Pyman, Stambourne, 10/62
EJD 510	:	Pyman, Stambourne, 4/64
421 DAC	:	Lloyd, Nuneaton, 9/65
EDJ976C	:	Eckersley, St. Helens, 6/68
FMX597B	:	Wiffen, Finchingfield, 11/69
GVO266D	:	Wiffen, Finchingfield, 6/71
FML518B	:	Lodge, High Easter, 7/72
VG139K	:	Squirrel, Hitcham, 11/73
AEG564J	:	Whippet, Hilton, 10/76
UPT936N	:	Annis, Felling, 12/77
NMJ 22H	:	Wiffen, Finchingfield, 12/77
ORV 73M	:	Parnaby, Tolworth, 11/78
SWT987M	:	Annis, North Shields, 11/79
NPU 80M	:	Heddingham & District, L80, 8/80
TTW 675K	:	Heddingham & District, L75, 11/80
EVC213T	:	Wainfleet, Nuneaton, 11/82
YTN203V	:	O.K., Bishop Auckland, 6/83

SUBSEQUENT OWNERS :

VW 9015	:	Harris (Progressive), Cambridge, 2/35
FV 4429	:	Tye, Mendlesham, 6/36
MY 4217	:	Norfolk, Nayland, 7/37
EHK 69	:	Simonds, Botesdale, 6/38
DPU 850	:	Arlington (dealer), Sudbury, 8/55
CXM 715	:	Scrapped, 11/55
GV 6208	:	Scrapped, 11/56
MNO 273	:	Ozalid Ltd., (N-P.S.V.), Debden, 5/59
MVW 595	:	Severn Valley, Avonmouth, 9/60
OLD 95	:	Norfolk, Nayland, 9/65
ENR 262	:	Ulph (fruit farmer, N-P.S.V.), White Colne, 8/67
EJD 510	:	Grainge, Westbury, 7/68 (see also page 24)
MUM 276	:	Jones, Great Yeldham, 6/70

936 GMH	:	Rules, Boxford, 7/72
KOC 233	:	Withdrawn on premises, 8/72, Amos, Belchamp St. Paul (as seat store), 1973, gypsy encampment, Boreham, Essex, 8/76, scrapped, 9/76
421 DAC	:	Wiffen, Finchingfield, 6/73
SPU 985	:	Amos, Belchamp St. Paul, 3/75 (not used), Ribble Preservation Group, Bolton, 9/76. Still owned 2003
GVO266D	:	Grayscroft, Mablethorpe, 11/76
FML518B	:	Safford, Little Gransden, 12/76
VGV139K	:	Arlington (dealer), Sudbury, 11/77, thence to local fruit farmer.
EDJ976C	:	Wiffen, Finchingfield, 1/78 (as dealer), Wells, Thorndon, 6/78
900 BNO	:	Arlington (dealer), Sudbury, 2/78
AEG564J	:	Moseley (dealer), Loughborough, 10/78, Smurthwaite, Copthorne, 11/78
NMJ 22H	:	Burrells (dealer), Ipswich, 12/79, Carter, Lowestoft, 2/80
FMX597B	:	Amos, Belchamp St. Paul, 9/80
TTW675K	:	Morgan, Ingatestone, 4/82, re-registered REW 941
UPT936N	:	Venner, Minehead, 6/82
SWT987M	:	Baker (Petch's), Hopton, 6/82
ANO634L	:	Venner, Minehead, 8/82
ORV 73M	:	Caerleon, Blaenavon, 2/83
NPU 80M	:	Morgan, Ingatestone, 6/83
GOO543N	:	Hedingham & District, L129, 12/84
OPU367P	:	Hedingham & District, L130, 12/84
EVC213T	:	Hedingham & District, L131, 12/84
YTN203V	:	Hedingham & District, L132, 12/84
BHK710X	:	Hedingham & District, L133, 12/84

TAILPIECE

When Alan Osborne invited me to write this short tailpiece to his book I was most happy to oblige. Over the past year Alan and I have had many conversations that have brought back a whole series of pleasant memories for me about my time running Jennings Coaches. Some transatlantic e-mails have also been exchanged with Richard Jennings in America which have re-kindled more recollections of the old days.

Alan has done an excellent job in researching the book which should be a must for all bus and coach enthusiasts and I wish it the great success it so richly deserves.

Hugh Springett,
Ashen, Essex

July 2003

TIMETABLES

Over the years Jennings Coaches have published a number of timetable leaflets in various formats, the local and London services were usually issued separately. Various printers have been used including W. T. Ward of Clare and the "Echo" Office in Haverhill.

Jennings London service timetables have featured in the London Transport Epping and Bishops Stortford area booklets as well as in the Roadway, ABC Coach & Bus and National Express guides.

Jennings timetables were included in the booklets published by Essex C.C. and Suffolk C.C.

TICKETS

Jennings Coaches initially used 'Bell Punch' tickets which were produced by the Bell Punch Company of London. Single and return tickets on white, grey or buff paper entitled JENNINGS' COACH SERVICES were issued, they were blank on the reverse. The denominations were printed in red, these covered a great range to cater for short local journeys costing a few pence up to return London tickets. Needless to say extra large ticket racks were needed for the full range of tickets.

Following decimalisation in 1971, Setright 'Speed' ticket machines were used, the ticket rolls being grey-green in colour with JENNINGS COACHES printed in red. Since fare stages were not used these were instead set to the date.

Examples of tickets are shown below :

- | | |
|--------|--|
| A 1703 | Bell Punch, 9d Single, white paper, unused (LOCAL) |
| 1300 | Bell Punch, 1/10d Return, cream paper, unused (LOCAL) |
| 2781 | Bell Punch, 11/- Return , pale buff, cancelled in centre (LONDON) |
| 615 | Setright 'Speed' ticket, 50p single, machine no. 790 issued on August 25th proceeding inwards, stage number set to 25 (date) |

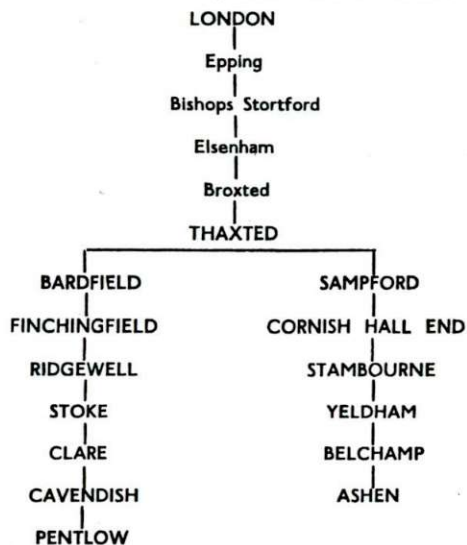


B. K. JENNINGS

DAILY EXPRESS SERVICES

LONDON — THAXTED — BARDFIELD — CLARE

FROM JULY 1st, 1954, UNTIL FURTHER NOTICE



Head Office :

B. K. JENNINGS, ASHEN, CLARE, Sudbury, Sfk.

'Phone: Ridgewell 257 (8 a.m. to 6 p.m. only)

Terminus :

KING'S CROSS COACH STATION, Pentonville Rd.

'Phone: TERminus 7373

- 3 ASHEN (Garage) - LONDON (Kings Cross)
[HO X17] [79/5, 683/3, 683/14]

This service is shown under the LONDON SERVICE, see page 17.

- 5 ASHEN (Garage) - Ridgewell - Great Yeldham - Tilbury Juxta Clare - Mashey Wood - Belchamp St. Paul - Pentlow - Foxearth - SUDBURY (Bus Station)
[HO 1] [79/7]

Th 1 jny 0.50

- 1931 Original service (79/2) was ASHEN - Ovington - Tilbury Juxta Clare and thence as above to Sudbury (Market Hill), operating Th.
1934 Service revised (79/7) to operate ASHEN - Ridgewell - Ashen - Ovington - Tilbury Juxta Clare and thence as above, operating Th
1936 Section between Ashen and Ridgewell withdrawn.
1937 Route revised to as 1984 above, Ovington no longer served.
1947 T service introduced.
1950 T service withdrawn. Th service with 2 jnys.
1962 Th afternoon service diverted via Stoke by Clare and Baythorne End.
1/69 Sudbury terminal revised to Bus Station.
1979 Th afternoon diversion via Stoke by Clare and Baythorne End withdrawn.
1982 Th afternoon service withdrawn, reduced to 1 jny.

- 6 ASHEN (Garage) - Ridgewell - Stoke by Clare - Baythorne End - Birdbrook - New England - Sturmer - HAVERHILL (Market Hill)
T 1 jny 0.35

- 1968 Withdrawal of this T winter evening cinema service occurred before Hedingham takeover.

- 7 ASHEN (Garage) (a) - CLARE (Market Hill) - Stoke by Clare - Baythorne End - New England - Birdbrook - Ridgewell - Great Yeldham - BRAINTREE (Bus Park)
[HO 6] [79/13, subsequently 683/15]
W 1 jny 0.58 (a)

(a) - Passengers picked and set down at Ashen by arrangement, running time quoted is Clare - Braintree.

- 1931 Original route (79/1) was ASHEN - Ovington - Tilbury Juxta Clare - Little Yeldham - Great Yeldham - Toppesfield - Gainsford End - Blackmore End - Beazley End - BRAINTREE, operating W. Route withdrawn in favour of H. Rippingale, Gestingthorpe.
1949 New express service (79/13) : ASHEN - Stoke by Clare and thence as 1984 route above to Ridgewell - thence direct to BRAINTREE, operating W.
1951 Revised to start from CLARE, thence via Stoke by Clare and as above to Ridgewell - thence direct to Braintree.
5/56 Rippingale service taken over by *Corona Coaches* of Sudbury, numbered 17.
11/56 *Corona* service 17 extended to Sudbury. Section between Gainsford End and Braintree withdrawn. Revised to operate as spur working to/from Gainsford End from Great Yeldham and thence direct to Braintree.
12/57 *Corona* service 17 further revised, section between Gainsford End and Toppesfield withdrawn. Additional post-spur picking up point introduced at Great Yeldham together with interavailability of return tickets with Jennings Coaches. (q.v.)
12/57 Jennings service revised to start from ASHEN, thence via Clare and as above. Last picking up point changed from Ridgewell to Great Yeldham (Pool Farm). Return tickets interavailable between Great Yeldham and Braintree with *Corona Coaches* 17 (from 12/57), Letchs Motor Services 17 (from 8/59) and finally with Hedingham Omnibuses 17 (from 6/60 until 4/66).
1980 Revised to start from CLARE, Ashen passengers picked up or set down by prior arrangement.