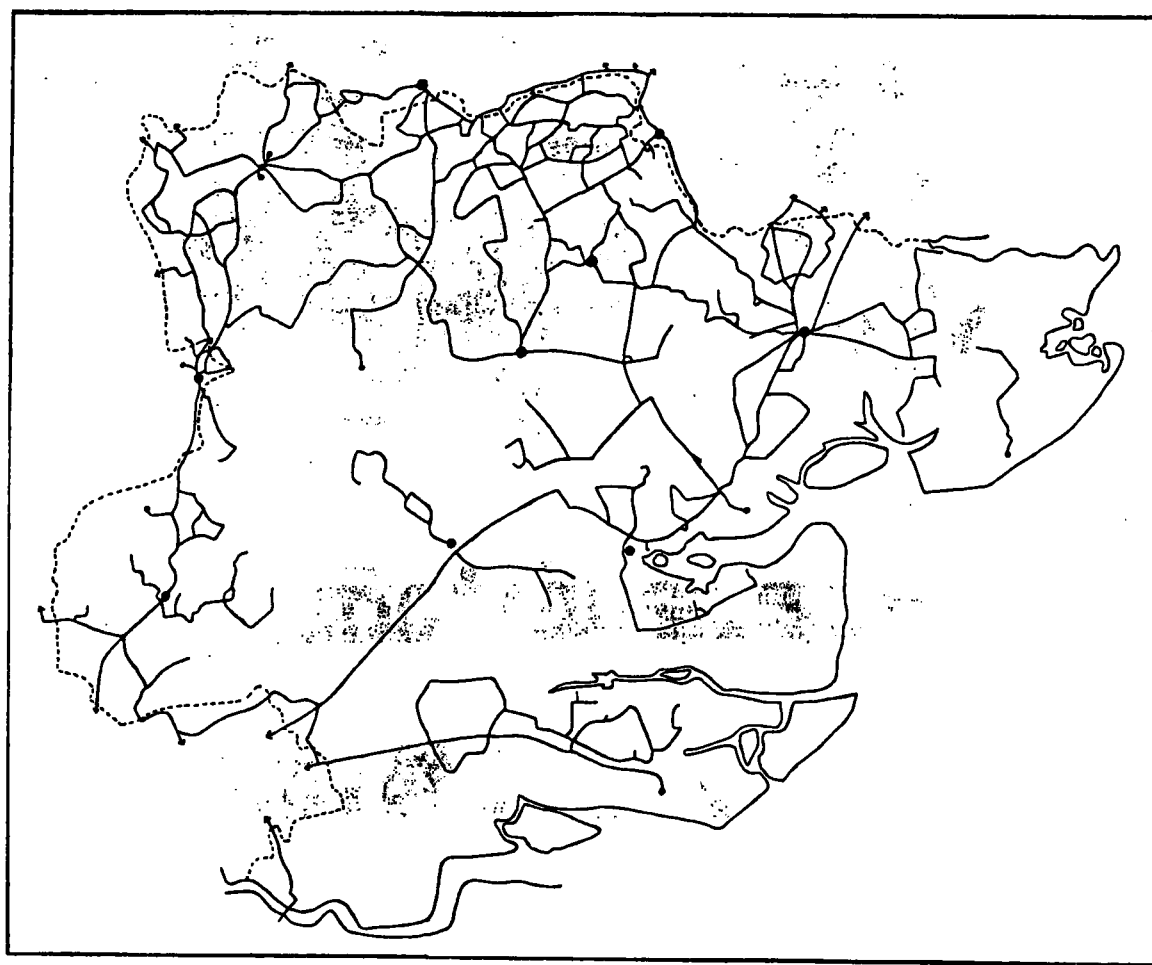


INDEPENDENT STAGE CARRIAGE OPERATORS OF ESSEX



Alan Osborne & Ian Taylor

E. N. E. G. £1.50

THE INDEPENDENT STAGE
CARRIAGE OPERATORS
OF ESSEX

by Alan Osborne and Ian Taylor

Eastern National Enthusiasts Group

1983

INTRODUCTION

The aim of this publication is to provide information about those independent operators who provide stage carriage services within the county of Essex. Their current services operated are shown in the timetable booklets issued by Essex County Council. Accordingly the publication has been divided into six sections corresponding to the areas covered by the six E.C.C. timetables. Where an operator provides services which appear in more than one timetable booklet, full details of all the operators services have been grouped under a single area ; suitable cross references appear at the end of each section. For each operator featured, there is included a history (not necessarily comprehensive) of the service(s), with basic timetable details. These include route terminals, days of operation, and number of return journeys. Area route maps are given together with a current fleet list shown in the Appendix. Also detailed is the availability of the operators own timetable information. It is interesting to note that although their services are shown in the E.C.C. timetables, many operators still provide their own information.

Certain categories of stage carriage service have not been included in this publication, viz :

- (i) special "contract" workings for factories, schools, etc.
- (ii) special free bus services, such as that for the Dagenham Sunday market provided by Avro 77 Coaches of Grays, and also those to certain Asda Superstores.
- (iii) stage services which run less frequently than once per week ; and which are therefore not included (as a matter of policy) in the E.C.C. timetables, these being more in the nature of regular excursions. Such an example is the fortnightly Friday service between South Ockendon and Basildon (Savacentre) run by County Coaches of Brentwood.

This is not an official publication, it has been compiled by Alan Osborne (Chairman & Founder) from an original idea by member Ian Taylor. Thanks must be extended to many of the operators included for valuable assistance received. During the course of preparation of this publication many people have contributed ideas and information. I should particularly like to thank Peter Clark, Martin Weyell, Bill Morrison and Derek Stebbing. Special thanks are also due to Robin Wheatcroft of Essex County Council for helpful and stimulating discussions and to Bob Palmer and Alan Simpkin for the fleet lists.

The operator histories contain information known as at December 1982, whilst the fleet lists contain all known information to February 1983.



GUIDE TO ESSEX COUNTY COUNCIL AREA TIMETABLE BOOKLETS

- 1 Bishops Stortford, Saffron Walden, Haverhill, Harlow, Epping, Loughton
- 2 Colchester, Clacton, Harwich
- 3 Braintree, Dunmow, Witham, Halstead
- 4 Brentwood, Chelmsford, South Woodham Ferrers, Maldon
- 5 Basildon, Thurrock
- 6 Southend, Castle Point, Rochford

EXPLANATION OF SYMBOLS USED ON AREA MAPS IN THIS PUBLICATION



Terminal point



Route and intermediate point



Service continued on map indicated



Service continues beyond county boundary to terminal indicated

Abbreviations for individual operators are shown on the appropriate map, express services are not included.

AREA NUMBER 1 (Bishops Stortford, Saffron Walden, Haverhill, Harlow,
Epping, Loughton)

ANITAS COACHES (See Map 1B) The Old Bakery, High Wych,
SAWBRIDGEWORTH

This operator commenced a minibus service between Blake Hall and Ongar via Toothill and Stanford Rivers on 6 December 1979, initially for the Christmas shopping period. The service is operated under contract to Epping Forest District Council and Essex County Council and has since continued virtually unaltered, the timings are unchanged but the terminal at Blake Hall is now Old Station Approach following the closure of the underground station on 24 October 1981. The last service to operate over the section between Toothill and Ongar was the experimental Saturday extension of London Transport route 381 which ran from 16 October 1958 until 18 January 1959.

It should perhaps be mentioned that the Thursday service on London Transport route 247B, which parallels the Ania service between Stanford Rivers and Ongar, was withdrawn on 25 July 1981 when the route was reduced to Wednesday, Friday and Saturday only. A weekday service was resumed from 4 December 1982 when London Country express route 339 replaced the 247B.

Timetable availability - none issued

BLAKE HALL - ONGAR

Th (1)

BISS BROS. LTD. (See Map 1A) Rye Street,
BISHOPS STORTFORD

Biss Bros. original sphere of operations was from a base at Waltham Cross, a bus service was worked from the Elephant & Castle (in south east London) to Wormley. After running with moderate success for a few years the route was withdrawn and in September 1927 other Biss services in the London area were transferred to the London Public Omnibus Co. Ltd.

Bus operations re-commenced in March 1950 following the take over of the long established business and vehicles of H. Monk of Northgate End, Bishops Stortford who traded as the "Wheatsheaf" Bus Service. Mr. Monk was also the licensee of the "Wheatsheaf" Inn and still maintains a local taxi service. The services acquired from Monk have since altered little, and are operated by one vehicle.

An attempt was also made to re-establish operations in the Waltham Cross area. A daily route to Roydon was started on 30 October 1952, however, the route was only a limited success and dwindled to Friday only operation by March 1953 before being withdrawn completely in February 1954.

Timetable availability

Traditionally a timetable sheet was issued, at the present time a xerox copy of the E.C.C. timetable page is used.

BISHOPS STORTFORD	-	FURNEUX PELHAM	TThS	(2-4)
BISHOPS STORTFORD	-	FARNHAM	TTh	(2)
BISHOPS STORTFORD	-	BIRCHANGER	Th	(2)

BORDABUS LTD. (See Map 1B)

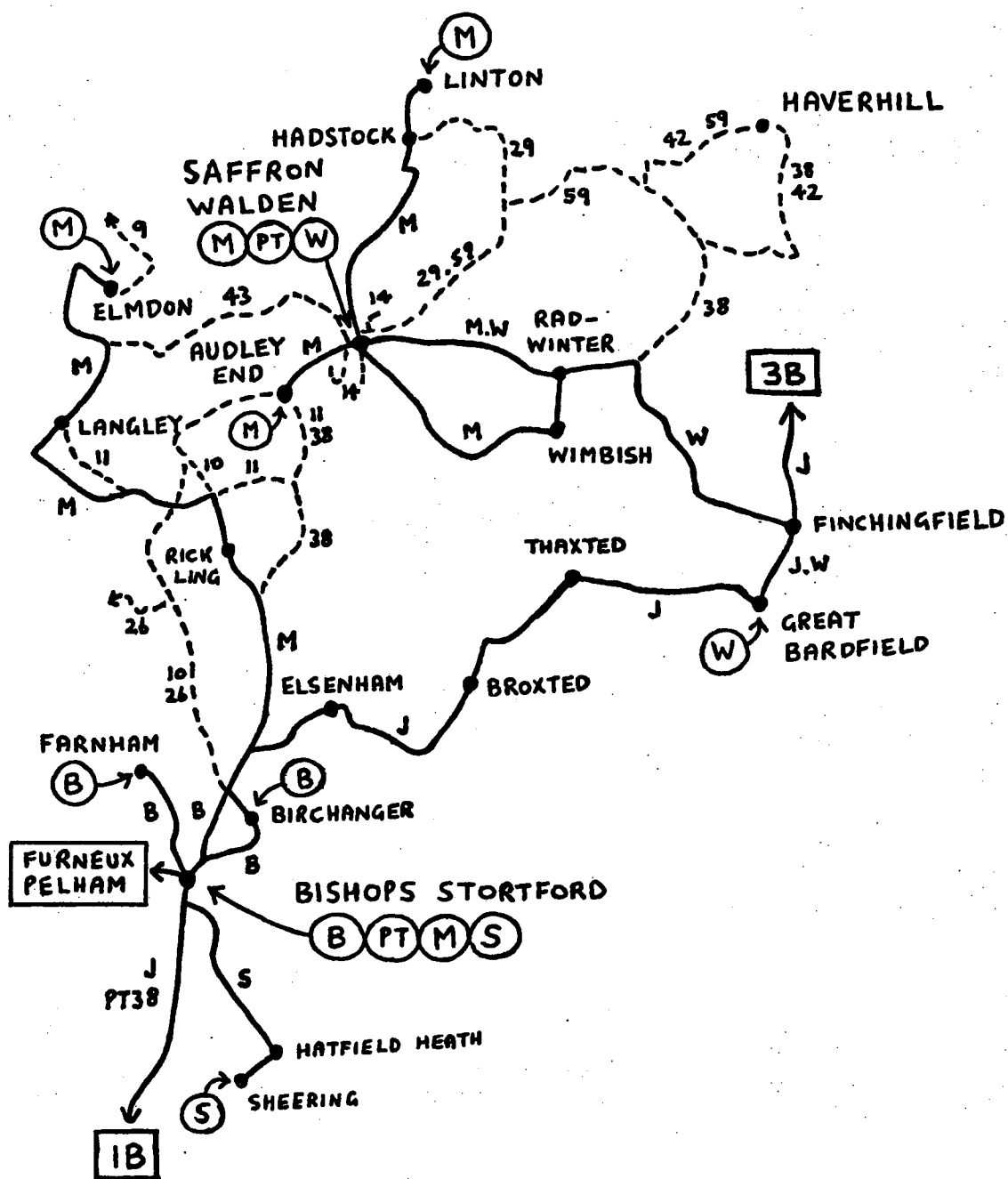
Highview Road,
THUNDERSLEY

The history of the Bordabus network can be traced back to the London bus strike of 1958. Following the resolution of the dispute a number of bus routes were withdrawn from 20 August as an economy measure, these included the 238 which ran between Emerson Park and Noak Hill. The Sterling Bus Service implemented a replacement facility between Emerson Park and Hornchurch (Hacton Estate) from 5 August 1959, which later passed to Super Coaches of Upminster on 27 February 1960. This operator introduced further local services, based on County Park Estate, during the following years. Route numbers were allocated in 1963, the numbers used (7,8,9,15,16) being the last digit(s) of the licence number. In later years the services have been operated by a succession of different concerns ; Upminster & District, City Coach Lines, Blue Line Coaches and Coppins Coaches of Havering-atte-Bower, the operations being somewhat unreliable at times.

The services were acquired by Stubbington of Thundersley, initially in collaboration with Williams of Hutton, trading as Doyrame Travel in October 1976. The services then operated all radiated from County Park Estate and comprised former Super Coaches routes 9, 8 and 7, now re-numbered 1 - 3 and a Schooldays only route 4. Saturday operation on route 2 ceased in December, but these were re-introduced from 29 October 1977 when the Lewington connection first became apparent, since on this day route 2 was maintained by vehicles owned by Lewingtons but operated 'on hire' to Dorayme Travel. The Saturday services were revised from 7 January 1978 to also include route 1, but these ceased after 17 February 1979 due to low patronage. A new route 5 started on 1 October 1980 running from County Park Estate to Romford on Wednesday and Friday only. All of the Dorayme Travel services, of course, operate within the London Borough of Havering.

On 13 April 1981 a new venture was started which served the County of Essex. This was a daily route from Brentwood to Collier Row via South Weald, Noak Hill, Harold Hill and Chase Cross. Certain journeys ran beyond Collier Row via Abridge to Patch Park. The Sunday service was provided on an experimental

MAP NUMBER 1A



B - Biss
J - Jennings
M - Moore (Viceroy)

PT - Premier Travel
S - Stag
W - Wiffen

basis until 13 September only. The service was operated by Lewingtons Coach Hire Services in association with Dorayme Travel, and together with the local Emerson Park area routes was marketed under the "Bordabus" banner, it was allocated route number 6. The Dorayme name was then discontinued.

Also on 13 April 1981 Eastern National extended service 261 to Collier Row via Brook Street and Harold Hill which partially paralleled the new Bordabus route. Following the introduction of route 6, Eastern National service 263 (Brentwood - St. Vincents Hamlet, Friday only) ceased after 10 April.

Further changes were effective from 25 July. On this date London Transport withdrew route 247 (Epping - Romford - Brentwood) and Green Line route 712 was diverted between Abridge and Romford from its former route via Chigwell Row and Collier Row to operate via Passingford Bridge and Stapleford Abbotts to cover the withdrawn route 247. Green Line route 713 (which ran via Chigwell Row and Hainault) was completely withdrawn at the same time. In order to cover part of the withdrawn sections of Green Line routes 712/713 Bordabus route 6 was revised such that all journeys were extended beyond Collier Row via Chigwell Row, Manor Road, Chigwell Station, Rolls Park, Debden Broadway (spur working), and Abridge to Patch Park. The experimental Sunday service was withdrawn prematurely on 19 July.

A new Bordabus route, numbered 7, was introduced on 25 July. This did not last long, however, and was withdrawn in mid August only to start again on 8 September running on Schooldays only, but this too ceased after 17 days. The route was a local service in Harold Hill. Although route 7 was not a success, other ventures were then tried. Route 8 (Waltham Cross - Romford) started on 28 October, this comprised 2 - 3 journeys on Wednesday and Friday, which later expanded to 5 journeys on Wednesday, Friday and Saturday from 18 November. A service from Waltham Cross to Southend, numbered 9, commenced on 19 November running on Thursday only with one return journey.

Service 6 was subjected to frequent timetable revisions which culminated with the withdrawal of the Saturday service from 30 January 1982. Lewingtons Coach Hire Services was declared bankrupt at the end of February, and on 1 March Bordabus routes 6, 8 and 9 were taken over completely by Stubbington, still based at Thundersley, with vehicles garaged at the former Lewingtons premises at Patch Park, Abridge. Service 6 was then much reduced to provide a two hourly off peak frequency, augmented at peak hours whilst services 8 and 9 continued unaltered.

During the summer of 1982 the subsidiary Bordacoach began operation of regular weekly excursions from Waltham Cross to Walton-on-Naze (route 14) and from Upshire to Clacton (route 15). For the winter season, service 6 was further reduced from 20 September. From 13 October route 14 was replaced by the 14A operating between Cheshunt and Colchester on Wednesday. The previous day

service 16 was inaugurated operating to Maidstone. On 14 October another Southend service, numbered 99, starting from Cheshunt and running non-stop from Epping Forest (Wake Arms) was introduced. Routes 9, 14A and 16 operate via Ninefields South, this diversion applying on route 9 since 23 September.

Timetable availability - Timesheets are available

6	ABRIDGE (Patch Park) - BRENTWOOD	M - F	(6-7)
8	WALTHAM CROSS - ROMFORD	WFS	(3-4)
9	WALTHAM CROSS - SOUTHEND	Th	(1)
14A	CHESHUNT - COLCHESTER (*)	W	(1)
99	CHESHUNT - SOUTHEND (*)	Th	(1)

(Services in the Emerson Park area are not included)

(*) - express service

CRUSADER COACHES (HARLOW) LTD. (see Map 1B) Birchanger Lane,
BIRCHANGER

Three stage services are operated using a minibus. Operations commenced on 6 March 1978 and are supported by the Epping Forest District Council.

Passengers are only carried to and from the area to the east of Hastingwood.

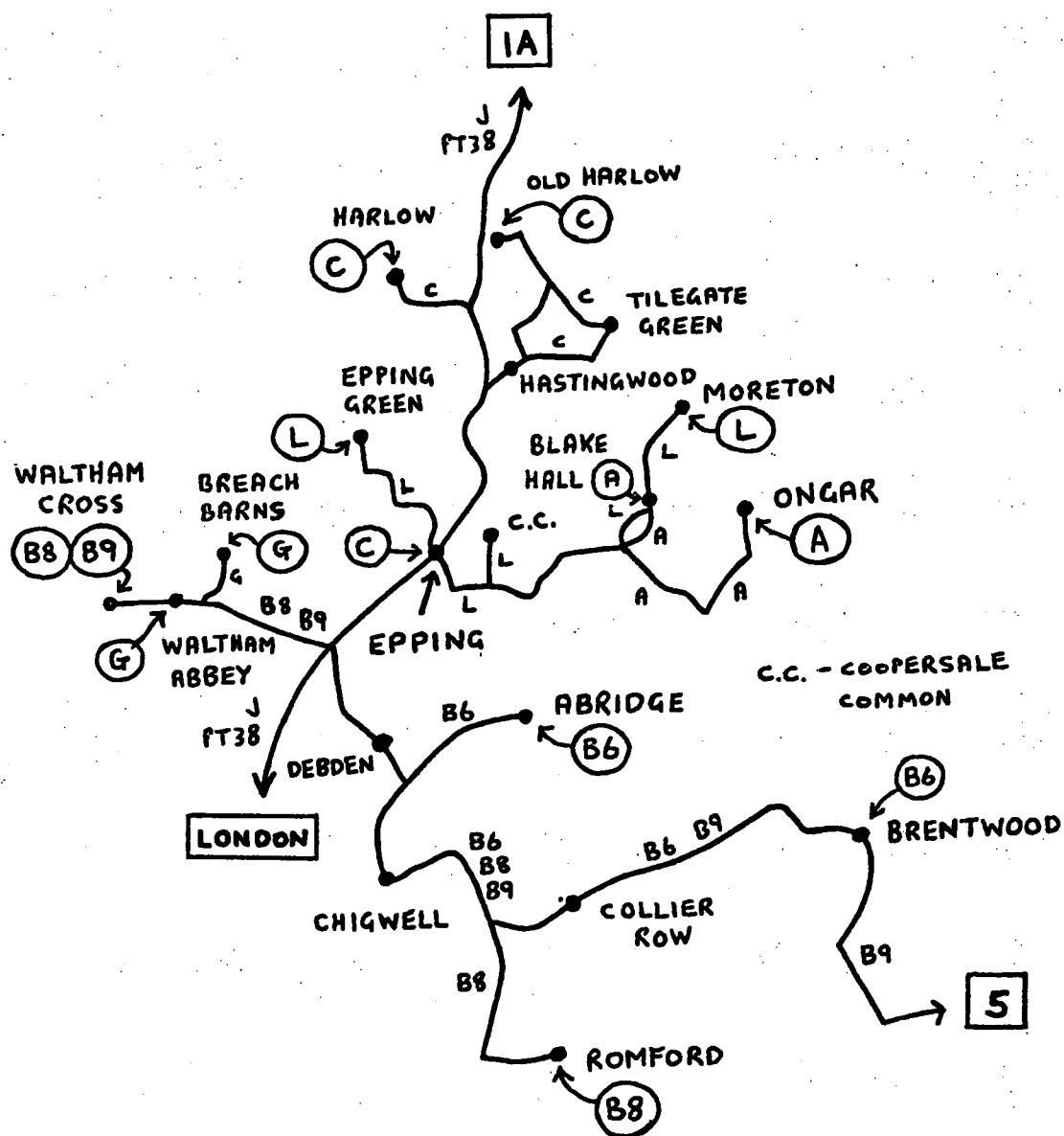
Timetable availability - A leaflet was produced by the Epping Forest District Council to advertise the inauguration of the service, but these are now exhausted and no further timetables have been produced, the timings remain unaltered.

HASTINGWOOD	- EPPING	M	(1)
HASTINGWOOD	- OLD HARLOW	F	(1)
HASTINGWOOD	- EPPING	F	(1)

GODFREY DAVIS (HOME ESTATES) LTD. (See Map 1B) Stirling Corner,
ELSTREE, Herts.

This short service is provided for the residents of the Breach Barns mobile home park and provides a link with nearby Waltham Abbey. The ownership of the home park has varied over the years, and is now in the hands of Godfrey Davis (Home Estates) Ltd.

The service was inaugurated in May 1959 by two of the residents of the park, J. C. and S. M. Turner, with a service of 5 - 12 journeys daily. It later passed to E. J. Green (Breach Barns) Ltd. on 25 April 1965, based at the former Epping L. T. garage, at which time the route reached a maximum weekday

MAP NUMBER 1B

A - Anita
 B - Bordabus
 C - Crusader
 G - Godfrey Davis

J - Jennings
 L - Lee Roy
 PT - Premier Travel

frequency of every 20 - 60 minutes. However, only 2 journeys were provided on Sunday, these being withdrawn in January 1969.

The ownership changed title to Greens (Parks) Ltd. in February 1972 and later passed to Godfrey Davis (Parks) Ltd., and finally to the present title. The route was extended from Waltham Abbey (Green Man) to Waltham Abbey Town Centre (Sun Street) in February 1981. The present weekday service comprises a Monday to Friday peak hour service, two Tuesday and Friday shopping journeys and two Saturday morning journeys.

Timetable availability - Timesheet showing departure times from each terminal is issued to residents.

BREACH BARNS - WALTHAM ABBEY WD (M-F, 8-10)
(S, 2)

THE STAG BUS (see Map 1A)

E. C. W. Halls, Downfield House,
HATFIELD HEATH.

This route was started in the 1930's. It is a Thursday only market day service from Sheering to Bishops Stortford via Hatfield Heath. The route parallels Eastern National services 49/A as far as Little Hallingbury, the independent then diverts via Pig Lane (otherwise unserved) to enter Bishops Stortford via London Road. The service is named after the "Stag" public house in Hatfield Heath where Mr. Halls father was the publican in the early thirties. Naturally, the "Stag" is still preferred as the Hatfield Heath timing point as opposed to the "White Horse" used by Eastern National.

Timetable availability - A duplicated timetable sheet is available

SHEERING - BISHOPS STORTFORD Th (4-5)

LEE-ROY COACHES (see Map 1B)

Ongar Road,
Kelvedon Hatch, BRENTWOOD.

On Sunday 7 August 1971 London Country Bus Services Ltd. withdrew route 381 (Eastwick - Harlow - Tylers Cross - Epping Green - Epping - Coopersale Common - Epping - Tothill, Weekdays). Two days later Wards Coaches of Epping introduced a partial replacement service, also numbered 381 which ran from Epping Green to Fiddlers Hamlet, and thence to either Coopersale Common or Tothill. Certain journeys also operated direct from Coopersale Common to Epping. The route was extended from Epping Green to Broadley Common on Schooldays only from April 1974. In 1978 application was made for an extension of the route beyond Tothill via Blake Hall, Bovinger, Pedlars End and Moreton to Shelley (Red Cow), near Ongar, to operate Monday to Friday

only. Although a timetable (dated January 1978) was issued for the extension it did not in fact start until about March 1979, and then ran on Monday, Friday and Saturday only operating to Moreton only. Saturday operations finally ceased on 13 October 1980.

Mr. Ward retired in 1982 and from 3 May Lee-Roy Coaches of Kelvedon Hatch assumed responsibility for the service. The timetable initially remained unchanged, but from November 1982 the Moreton section was reduced to one single journey in each direction on Monday and Friday only.

Timetable availability - Wards issued a timesheet, no timesheet yet produced by Lee-Roy.

381 BROADLEY COMMON (Schooldays only) - EPPING GREEN -
COOPERSALE COMMON - MORETON M-F (7-9)

VICEROY COACHES (See Map 1A)

F. C. Moore, 12, Bridge Street,
SAFFRON WALDEN.

Viceroy Coaches was formed in 1936 when the fleets of F. C. Moore and A. V. Britten were amalgamated, the fleetname emanating from the Morris Viceroy coaches in the Moore fleet. In the following years a sizeable network of stage carriage services was built up. The main route ran daily between Saffron Walden and Dunmow via Thaxted, which necessitated the use of double deckers on certain journeys. The other services were mainly market day routes from the local villages. A Sunday service to the nearby Audley End Railway Station was also provided, since there were no Sunday trains on the branch line through Saffron Walden. This service was later withdrawn, although an express service featuring late Sunday evening journeys to R. A. F. Debden survived until 1974.

Following the closure of the branch railway line on 7 September 1964 a replacement Weekday bus service to Audley End Station was introduced, which was jointly operated with Premier Travel. Viceroy's Saturday contribution later ceased.

The main Saffron Walden - Dunmow service was reduced to Weekdays only during 1965, and on Thursday 11 December 1969 the service was completely withdrawn at short notice. Four days later Eastern National introduced a replacement facility, service 33A worked from Dunmow outstation. On 17 May 1971 service 33A was replaced by an extension of service 33 (Chelmsford - Dunmow) to provide a through Chelmsford - Saffron Walden facility.

Somewhat later certain journeys on Eastern National service 33 were diverted via Debden Village from 2 December 1974, this time to replace the withdrawn Viceroy peak hour facility. On 5 September 1977 all journeys on

the 33 were diverted to serve Debden Village, and following this change Viceroy amended their Saffron Walden - Wimbish - Radwinter circular service to operate outward via the A130 and Howlett End, and also introduced a Saturday service. Accordingly Eastern National and the independent have exchanged their routings out of Saffron Walden.

The present Viceroy stage operation now amounts to Monday to Friday journeys to Audley End Station, co-ordinated with Premier Travel service 59, and the aforementioned Radwinter circular service, all that remains of a once large network of routes. However, recently some new ventures have been introduced. These include a Thursday only market day service from Elmdon to Bishops Stortford which started on 7 May 1981 and a Saturday morning service between Linton and Saffron Walden via Hadstock; the Tuesday service over this section still being provided by Premier Travel service 29.

Timetable availability - Printed timetable sheets for the main Saffron Walden - Dunmow service were produced at regular intervals, but no timetables were issued for the local market day services. Journeys to Audley End Station appear in the Premier Travel timetable.

SAFFRON WALDEN - AUDLEY END (Station)	M-F	(5-7)
SAFFRON WALDEN - RADWINTER - SAFFRON WALDEN (Circular)	TS	(2-3)
ELMDON - BISHOPS STORTFORD	Th	(1)
LINTON - SAFFRON WALDEN	S	(1)

OTHER OPERATORS INCLUDED IN THIS TIMETABLE

Burton Coaches, Haverhill (note a)

Stoke-by-Clare - Haverhill	(M-F)
Clare - Haverhill	(F)
Clare - Bury St. Edmunds	(W)
Kedington - Sudbury	(Th)

Heddingham Omnibuses, Sibley Heddingham

See Area Number 3 timetable

Jennings Coaches, Ashen

See Area Number 3 timetable

Premier Travel Services Ltd., Cambridge (note b)

9 Great Chishill - Cambridge	(D)
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10	Arkesden - Bishops Stortford	(ThS)
11	Wendens Loft - Saffron Walden	(T)
14	Saffron Walden Town Service	(WD)
26	Royston - Bishops Stortford	(ThS)
29	Linton - Saffron Walden	(T)
38	Haverhill - London / Heathrow Airport	(D)
42	Haverhill - Steeple Bumpstead - Haverhill	(M-F)
43	Royston - Saffron Walden	(WD)
59	Haverhill - Clavering	(WD)

Richmond, Barley (note a)

Royston Town Service

(WS)

Sandon - Royston

(WS)

Smith, Buntingford (note a)

Buntingford - Bishops Stortford

(Th)

(service previously operated by Cannon, Puckeridge)

Theobald, Long Melford

See Area Number 3 timetable

Wiffen, Finchingfield

See Area Number 3 timetable

Notes

- (a) - This operator does not operate any stage carriage services WITHIN the county of Essex.
- (b) - It is NOT proposed to cover this large operator in detail, since the main sphere of its activities lie beyond the county of Essex. The services listed are only those which run WITHIN the county of Essex.

AREA NUMBER 2 (Colchester, Clacton, Harwich)BARNES COACHES LTD. (see Map 2)Pier Avenue,
CLACTON.

Barnes Coaches, following the demise of Suttons, is now Clacton's oldest established operator. The stage service to Tendring Heath Hospital has been provided on Sunday only since about 1923, the Weekday facility currently being provided by Eastern National / Eastern Counties joint service 123. One return journey is provided for hospital visitors. The concern runs the only independent bus service into Clacton and one of only three Essex independent bus services to run on the sabbath.

Timetable availability - No timetable issued.

CLACTON - TENDRING HEATH HOSPITAL - Su (1)

H. C. CHAMBERS & SON (See Map 2)

BURES, Suffolk.

Founded in 1877 as a saddlery business in the village of Bures, on the Suffolk side of the River Stour, the present Chambers organisation maintains a lengthy stage carriage service from Colchester to Bury St. Edmunds via Bures and Sudbury. At thirty four miles, it is the longest regular independent bus service in East Anglia.

Horse drawn omnibuses were first introduced on routes to Colchester and Sudbury, to be followed later by motor vehicles in the early nineteen twenties. The northwards extension to Bury St. Edmunds was then started. Further services in this Essex / Suffolk border area followed, and by 1955 a total of seven routes was operated, numbered 1 - 3 and 5 - 8. At the present time only routes 1, 2 and 8 survive, the latter two running between Bures and Bury St. Edmunds via alternative routes to the main trunk service, their timetables have remained almost unaltered in the intervening twenty five years.

Service 1, the trunk Colchester - Bury service, is the mainstay of the business, it was diverted via the G. L. C. 'overspill' housing estate at Great Cornard around 1964 and further supplemented by local Sudbury - Great Cornard journeys. Following the withdrawal of Eastern National service 86 (Colchester - Sudbury), the parallel Chambers service was further strengthened to leave the Bures road the exclusive domain of the independent.

Service which have now ceased comprised route 3 (Sudbury - Pebmarsh - Colchester, Saturday), started in 1930 and withdrawn by 1965; route 5 (Bures - Althamstone - Halstead, Tuesday) also dating from 1930 and last operated on 31 May 1972; route 6 (Bures - Lamarsh - Sudbury, Thursday and Saturday), later reduced to Thursday only by 1965 and finally withdrawn in 1977 when it was

partially replaced by a new Sudbury Coaches facility. Route 7, inaugurated in 1921, was a long Friday service to Haverhill running via Sudbury, Little Maplestead, Halstead, Sible Hedingham and Great Yeldham, it ceased in 1963. Incidentally service numbers are not carried on the vehicles.

No Sunday services have ever been operated by Chambers, since the founders being devout Methodists, could not contemplate their staff toiling on the sabbath. This tradition has been perpetuated to the present time and possibly explains why the Sudbury branch railway still supports a Sunday service, to provide the only remaining public transport link to Sudbury on that day.

<u>Timetable availability</u>		- Timetable booklet issued.	
1	COLCHESTER - SUDBURY - BURY ST. EDMUNDS	WD	(12-14)(a)
2	BURES - ALPHETON - BURY ST. EDMUNDS	W	(2)
8	BURES - ACTON - BURY ST. EDMUNDS	WS	(2)

(a) - includes many short journeys, with 3-5 through journeys.

W. NORFOLK & SONS (see Map 2) NAYLAND, Suffolk.

This is now the oldest extant East Anglian bus operator. The business has been in the hands of the Norfolk family since the 1850's when horse-drawn carriers carts were employed to convey goods and passengers. Motorbuses were introduced just after the first World War on the Stoke-by-Nayland to Colchester service which was operated in conjunction with 'National' from 1920. Other services to Colchester and also to Ipswich and Sudbury were soon added.

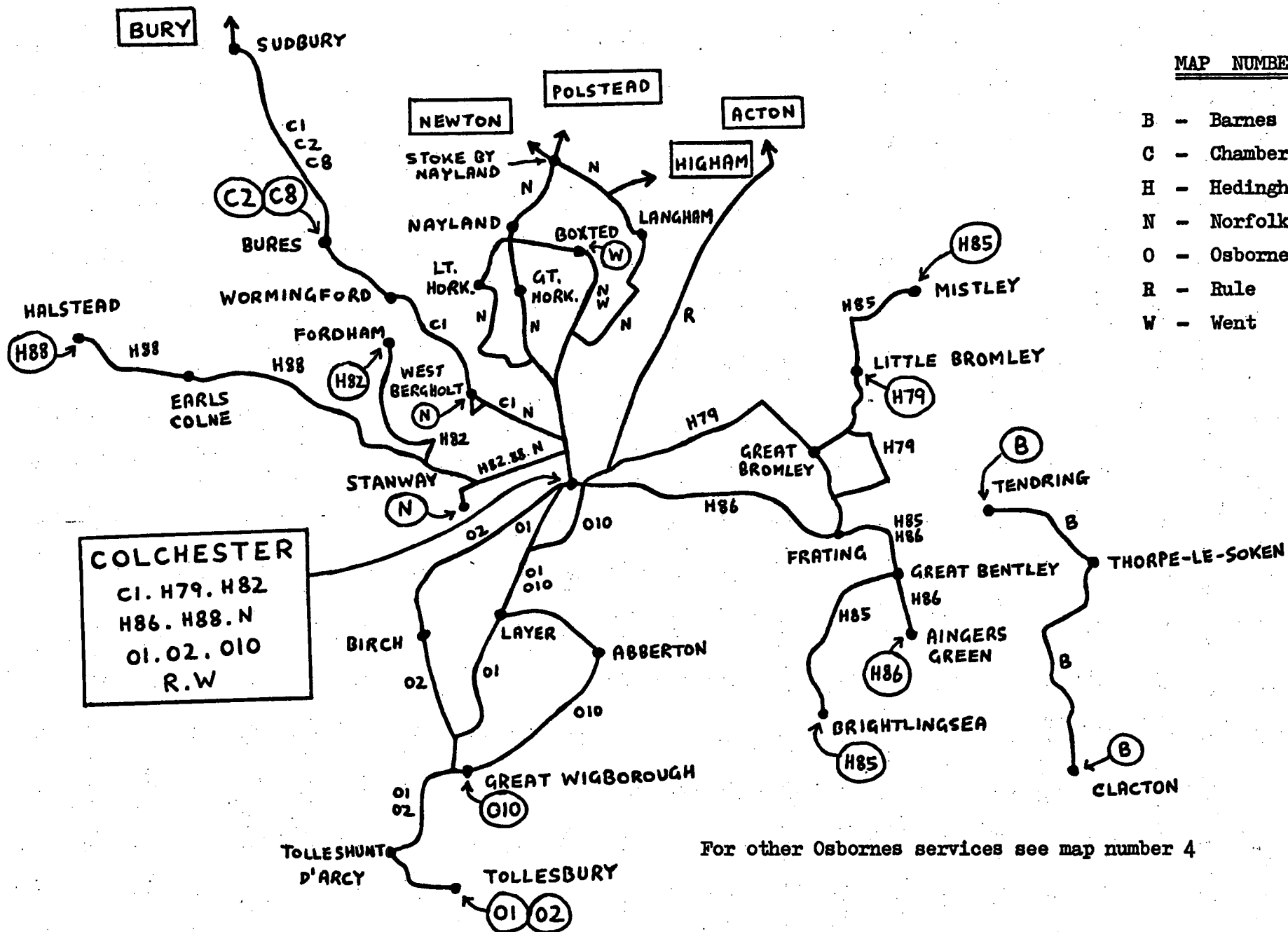
By 1955 a total of ten services was in operation, six of which ran into Colchester via different routes from various outer terminals such as Stoke-by-Nayland, Wiston and Higham. Other services radiated from Nayland to Suffolk destinations including Sudbury, Hadleigh and Ipswich.

The Hadleigh service ended in 1965, and in 1969 the Higham - Colchester service was diverted via Langham and Mile End to replace a former Wents Coaches facility. Sunday operations ceased from 4 March 1973 with the restriction of the main Stoke-by-Nayland to Colchester service to Weekdays only. Revisions introduced during 1975 saw the Higham - Colchester service extended to Polstead on Saturdays from 1 March and the Sudbury service reduced to Thursdays only. The Colchester - Little Horkeley - Nayland service was extended to Leavenheath on Monday to Friday and to Stoke-by-Nayland on Monday, which also became a Monday to Friday operation from 5 January 1976. The Ipswich service then lost its Tuesday workings.

Following the withdrawal of Eastern National service 85 between Stoke-by-

MAP NUMBER 2

- B - Barnes
- C - Chambers
- H - Hedingham Omnibuses
- N - Norfolk
- O - Osborne
- R - Rule
- W - Went



For other Osbornes services see map number 4

Nayland and Colchester on 4 October 1976, after some 57 years of 'National' operation, Norfolks increased their service and also took the opportunity to generally revise their other timetables. This resulted in a number of complicated workings; for example on Saturday a through journey from Colchester to Ipswich was introduced running via Little Horkesley, Nayland, Leavenheath and Stoke-by-Nayland over which was previously four separate services. The routes into Essex were amalgamated into two combined timetables and may be summarised as follows:

Stoke-by-Nayland to Colchester, several journeys operated to Honey Tye, and on Saturday the service was further extended to Assington. The Saturday Newton - Colchester, and Friday Wiston - Colchester facilities were withdrawn.

A new service between Langham and Colchester, running on Monday to Thursday was introduced, but service via Little Horkesley were reduced to a Weekday morning shopping facility only. A Saturday afternoon working was also restored on the Ipswich service, the vehicle operating through to and from Colchester via the complex route described earlier.

A new Schooldays only service, numbered 17, jointly operated with Colchester Borough Transport, started on 19 April 1982. Two double deckers are provided on each timing, one by each operator. Another new innovation also added in 1982 is a Monday to Friday commuter express service from Nayland to London via Colchester and Braintree.

Timetable availability - Timetables issued for all services.

COLCHESTER - NEWTON - WD (11-14)(a,b)

COLCHESTER - HIGHAM / POLSTEAD - WD (2-5)(a)

NAYLAND - LONDON (*) - M-F (1)

17 WEST BERGHOLT - STANWAY - Sch (1)(c)

(a) - includes several short workings and variations of route.

Combined timetable for several different services.

(b) - Also through service to Ipswich on Saturday.

(c) - Joint with Colchester Borough Transport.

(*) - Express service.

RULES COACHES LTD. (see Map 2)

Riverside,
BOXFORD, Suffolk.

This business was started by N. S. Rule in the early twenties, and was constituted into a limited Company in June 1953. A network of services radiating from their Suffolk base was built up to destinations such as Sudbury, Lavenham and Bury St. Edmunds. A service across the border into Essex commenced in 1973 running on Wednesday only from Boxford via Polstead, Hadleigh, Raydon and Holton

St. Mary (the last picking-up and first setting-down point) into Colchester. Accordingly, no passengers are carried by Rules for local journeys completely within Essex. In 1975 an ill-fated non-stop commuter service from Boxford to Colchester North Station commenced, but it was withdrawn within a year. An additional Friday journey into Colchester was provided in 1980, which starts at Acton and runs via Great Waldringfield and Newton to Boxford and thence as the Wednesday journey.

Timetable availability

- Timetable booklet issued.

ACTON - COLCHESTER

WF (1)

WENTS COACHES (see Map 2)

Dedham Road, BOXTED.

Wents Coaches first appearance was in the early nineteen twenties when the father of the present owner began operating a bus into Colchester following his de-mobilisation from the army. Two routes were provided from Boxted (daily) and from Langham (Weekdays).

The Langham route is now no longer operated, from 28 May 1967 Eastern National replaced part of the route through the introduction of new service 84 between Colchester and Langham Wick on Wednesday, Friday and Saturday. The previous service 84 also ran to Langham (Martins Farm), but it was a special service which carried fruit pickers only.

Wents continued to work the Langham route on Wednesday and Saturday only, but in 1969 it was withdrawn and replaced by a diversion of Norfolk's Higham to Colchester service on the aforementioned days through Langham and Mile End.

The Sunday service on the Boxted route ceased by 1971.

Timetable availability

- No timetable issued.

COLCHESTER - BOXTED

WD (4-6)

OTHER OPERATORS INCLUDED IN THIS TIMETABLE

Heddingham Omnibuses, Sible Heddingham

See Area Number 3 timetable

Whybrow, Kelvedon

See Area Number 3 timetable

Osborne, Tollesbury

See Area Number 4 timetable

AREA NUMBER 3 (Braintree, Dunmow, Witham, Halstead)

J. W. AMOS & SONS (see Map 3A)

The Green,
BELCHAMP ST. PAUL.

Mr. J. Amos commenced operations in the early 1920's with a bus service into Sudbury. A second service into Halstead on Tuesdays started in March 1938 as a summer only facility which ceased in September 1938. The service was re-instated during the war period. After the war a third service to Bury St. Edmunds was started in 1948 running on Wednesdays only. In 1965 the Halstead service ceased and the Tuesday service re-arranged to work into Sudbury. The service to Bury St. Edmunds was withdrawn in 1968 leaving just the Sudbury service running on Tuesdays, Thursdays and Saturdays only, with different routeings on each day. The timetable has since remained unchanged for many years.

Timetable availability - A timesheet is available.

OVINGTON - SUDBURY TThS (1-2)

BEESTONS COACHES (see Map 3A)

21, Long Besels,
HADLEIGH, Suffolk.

This operators contribution to the Essex bus scene originated with the business of E. J. "Jack" Mulley founded in March 1939. Following the liquidation of Corona Coaches of Sudbury on 9 August 1959, their services were divided amongst local operators. Mulleys Motorways assumed responsibility for the busy London express services and also the excursions from the Sudbury district. The 'Corona Coaches' fleetname continued to be used, initially for vehicles on the London services and subsequently for other vehicles operating from the base at Acton, near Sudbury.

A Sudbury town service was started on 5 May 1960, it ran on Weekdays only over a complicated route which included Woodhall Estate, Ballingdon and Cats Lane Estate. From 29 August 1960 certain journeys were extended on Thursday afternoons just beyond the Suffolk county boundary to the Essex village of Middleton. The Monday and Wednesday journeys on the town service ceased in 1961. The Middleton road has also been served by Chambers by their route 6 from Bures to Sudbury via Althamstone and Lamarsh. This was withdrawn in 1977 and partially replaced by a Thursday service between Althamstone and Sudbury operated by Sudbury Coaches which lasted from May 1977 until late 1978, leaving Corona Coaches as the only carrier.

Control of Mulleys Motorways passed to Beestons of Hadleigh in April 1981 and in the summer of the same year full Weekday operation was restored to the

town service. It is believed that the Middleton section is now operated on an 'as required' basis if there are passengers to be carried.

Timetable availability - No timetable issued by Corona Coaches, full town service timetable included in Sudbury area guide published by Suffolk County Council. Availability of Beeston timetable not known.

SUDBURY - MIDDLETON Th (1)

Fleet List In view of the minimal involvement of Beestons in Essex stage carriage operation a fleet list of this substantial Suffolk undertaking has not been included.

BOONS COACHES (see Map 3A) Church Road, BOREHAM.

Boons Coaches entered the sphere of stage carriage operation only very recently, although the concern dates from 1949. On 21 September 1978 two Thursday shopping services started running between Ranks Green and Witham, and between White Notley and Witham, these being sponsored by Essex County Council and Braintree District Council under the 'Countrybus' banner. The services have been so successful that a larger vehicle was later required. Recently some slight modifications to the services have been introduced, the White Notley route being extended to Black Notley whilst the Ranks Green service was curtailed at Fuller Street. A detailed history of this operator appeared in Buses No. 313 (April 1981).

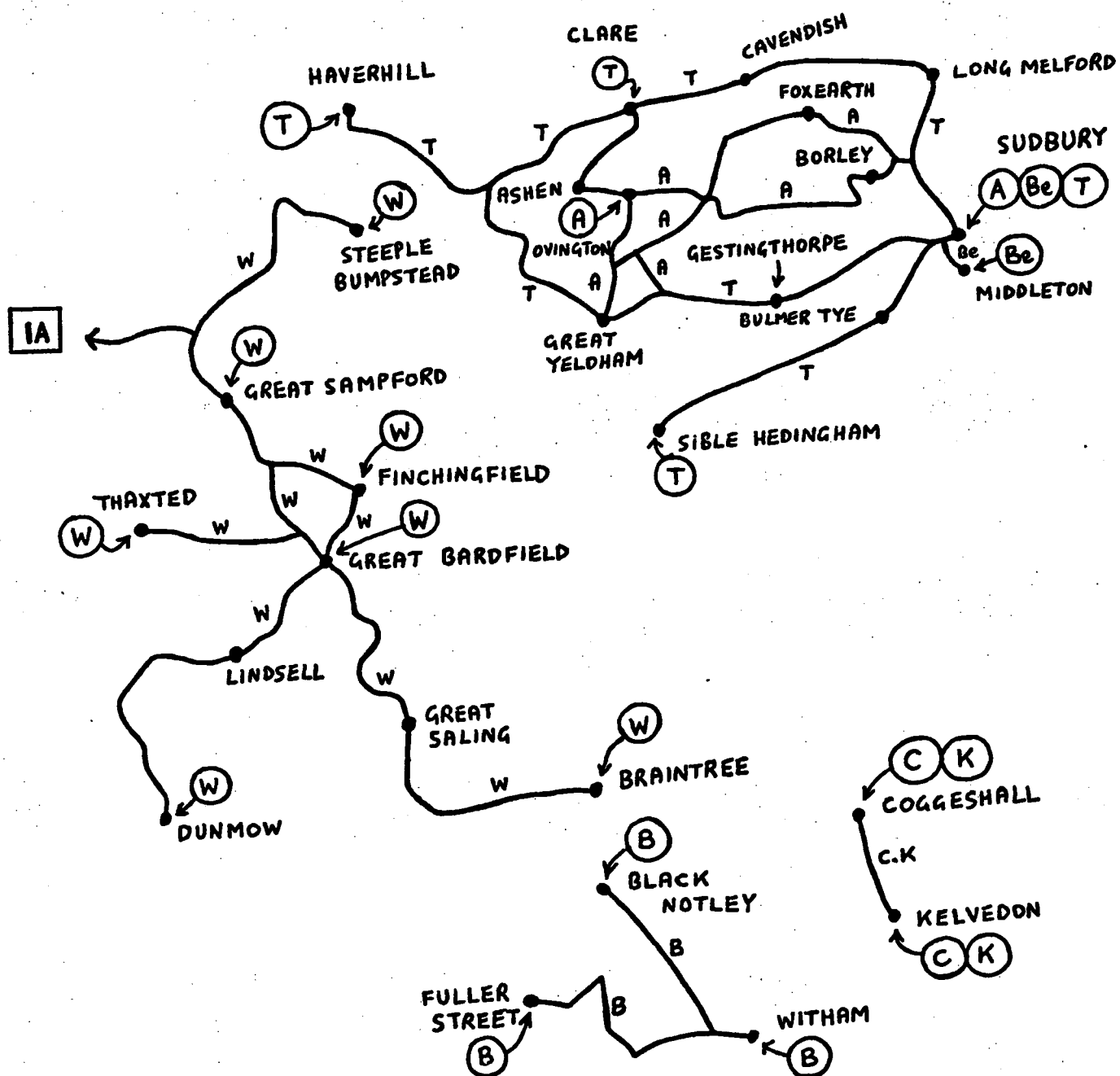
Timetable availability - A timetable was issued by Braintree District Council for the services at their inauguration, but no subsequent timetables appear to have been produced.

BLACK NOTLEY - WITHAM Th (1)
FULLER STREET - WITHAM Th (1)

COGGESHALL COMMUNITY BUS (see Map 3A) Coggeshall Parish Council

The Coggeshall Community Bus commenced operations on 1 February 1982 using a Bedford CF minibus supplied by the Parish Council and manned by volunteer drivers. The initial service ran at Monday to Friday peak hours to provide a link between the Coggeshall community and Kelvedon Station. A Thursday shoppers facility to Coggeshall market was also operated.

Following a shortage of drivers for daytime duties, operations were amended from 4 October. These now comprise a Tuesday and Thursday round-the-village

MAP NUMBER 3A

- | | | | | | |
|----|---|----------------------|---|---|------------------|
| A | - | Amos | K | - | Kelvedon Coaches |
| B | - | Boon | T | - | Theobald |
| Be | - | Beeston | W | - | Wiffen |
| C | - | Coggeshall Community | | | |

Countrycar services are not shown

shoppers service and the Monday to Friday commuter link to Kelvedon Station which now runs on a reduced scale.

Timetable availability - Timetable booklet, produced by Essex County Council, is available.

COGGESHALL LOCAL SERVICE	TTh	(4)(a)
COGGESHALL - KELVEDON	M-F	(7)

(a) - all 4 journeys operate different circular routes.

HEDINGHAM OMNIBUSES LTD. (see Maps 2 and 3C) Wethersfield Road,
SIBLE HEDINGHAM.

Hedingham Omnibuses maintains one of the largest networks of independent bus services in East Anglia. The business, however, is of quite recent origin being formed in June 1960 when the present owner, D. R. MacGregor, purchased the business of A. E. Letch of Sible Hedingham. Aubrey Letch started a bus service in 1919 operating to Braintree on Wednesdays and to Sudbury via Gestingthorpe on Thursdays. In March 1935 the business of Fitch of Castle Hedingham was acquired with two services, a similar Wednesday route to Braintree, and a Thursday route to Sudbury via the main road through Bulmer Tye. In 1946 the Braintree service was expanded to run on Weekdays and later extended to Great Yeldham. The Sudbury via Gestingthorpe route also gained a Saturday service. Following the liquidation of Corona Coaches on 9 August 1959, six services passed to Letch, these all ran to Sudbury from terminals at Braintree, Gestingthorpe (2 routes), Halstead (2 routes) and Great Maplestead. These services had previously been numbered 17-21/29 by Corona, some having originated with Rippingale of Gestingthorpe. Two works services to Great Yeldham were also inherited.

Following the formation of Hedingham & District Omnibuses, a livery of cream and blue was initially adopted, although this was later altered to cream and red and the '& District' part of the fleetname discontinued. Two links with the original Letch business were maintained, first in the "L" prefix to the fleet number, and second in the use of some of the former 'Corona' route numbers, the 17 and 21 surviving until 1980.

In October 1965 the long established business of Blackwell of Earls Colne was absorbed. The Company still remains in being, since two vehicles are licensed to Blackwells Motor Services Ltd. Sidney Blackwell started a bus service between Earls Colne and Colchester on Wednesdays and Saturdays as early as 1918. By 1922 the service ran between Halstead and Colchester on Weekdays, a Sunday service being added in 1924 following a working agreement with the National Omnibus & Transport Co. Ltd. Meanwhile in 1921 a Thursday service to

Sudbury was inaugurated. Blackwells then continued to operate these two services until the take-over, the services being numbered 8 and 9 by Hedingham & District.

In June 1966 part of service 20 was re-numbered 7 to run between Belchamp Walter and Halstead on Tuesdays and Fridays. Also in the summer of 1966 several Hedingham double deckers were hired to Eastern National to operate on Chelmsford town services on Saturdays to combat severe staff shortage.

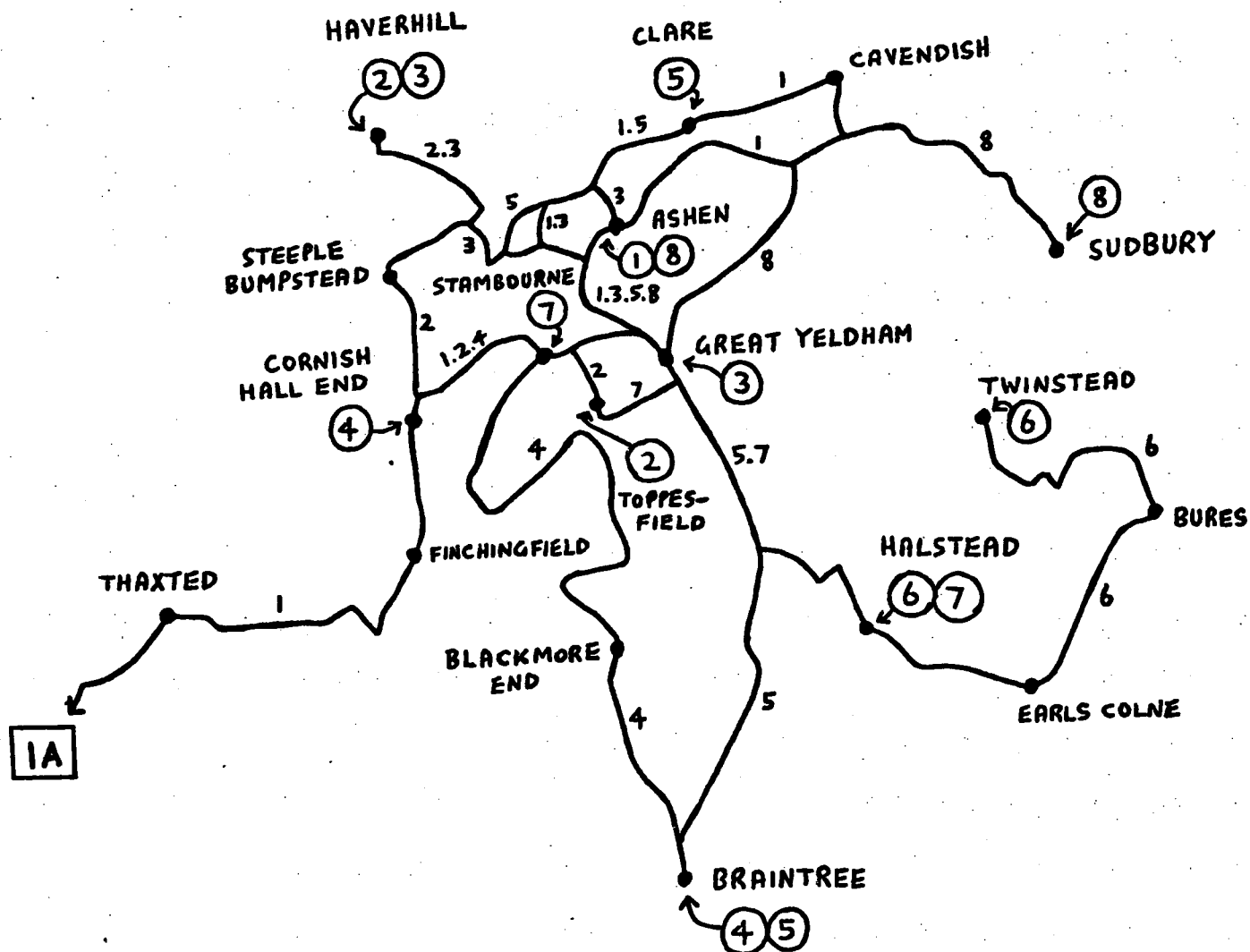
A revised timetable on the Halstead to Colchester service was introduced on 26 May 1968, which included an exchange of timings. Certain Hedingham operated journeys were then extended to Halstead (Tidings Hill), although most of their workings terminated at the Old Rail Station, Blackwells terminal being at the Bull Hotel.

More journeys were taken over from Eastern National on 20 June 1971 in the form of most workings on Mondays to Fridays and a single journey on Saturdays on services 89/A (Halstead - Little Yeldham / Toppesfield), the former Eastern National service numbers being retained.

Further changes to the Halstead - Colchester service were effective from 25 July 1973. From this date all Eastern National and Hedingham journeys were diverted via Aldham Village and were numbered 88, the former E. N. 88A (which previously operated only occasionally via Aldham Village) being withdrawn. On the same date E. N. and Hedingham assumed temporary joint working of the Weekday service between Great Bromley and Colchester which was numbered 79, the operation becoming permanent from 25 March 1974. This link had been provided by a succession of Great Bromley based concerns, G. Sage, then J. Best, then Catt and Swinn and finally Vines Luxury Coaches who took over in April 1964 and withdrew the Sunday service after operation on 30 May 1965.

Early in 1976, Hedingham gained a further increased allocation on service 88, including working through to Halstead (Conies Road) although from 21 March Eastern National became responsible for the complete Sunday service. Another joint service introduced in 1978 from 4 September was the 82 when two Monday to Friday journeys were provided over the Colchester - Fordham section.

Several changes to the Hedingham Omnibuses network occurred during 1980. On 13 February new Wednesday route 20 from Bulmer to Braintree via Pebmarsh and Earls Colne was introduced as part of the 'Countrybus' network, then on 2 June route 19 started running between Sible Hedingham and Haverhill via Toppesfield and Stambourne with one Monday to Friday peak journey. Several revisions were implemented from 8 September which involved a general simplification of service numbers and the end of the last remaining former 'Corona' numbers 17 and 21. The through service on Saturday route 17 (Braintree - Sudbury) was split at Hedingham, the section to Braintree being transferred to the 4 whilst the Sudbury portion was absorbed into the 5. Route 21 (Halstead -

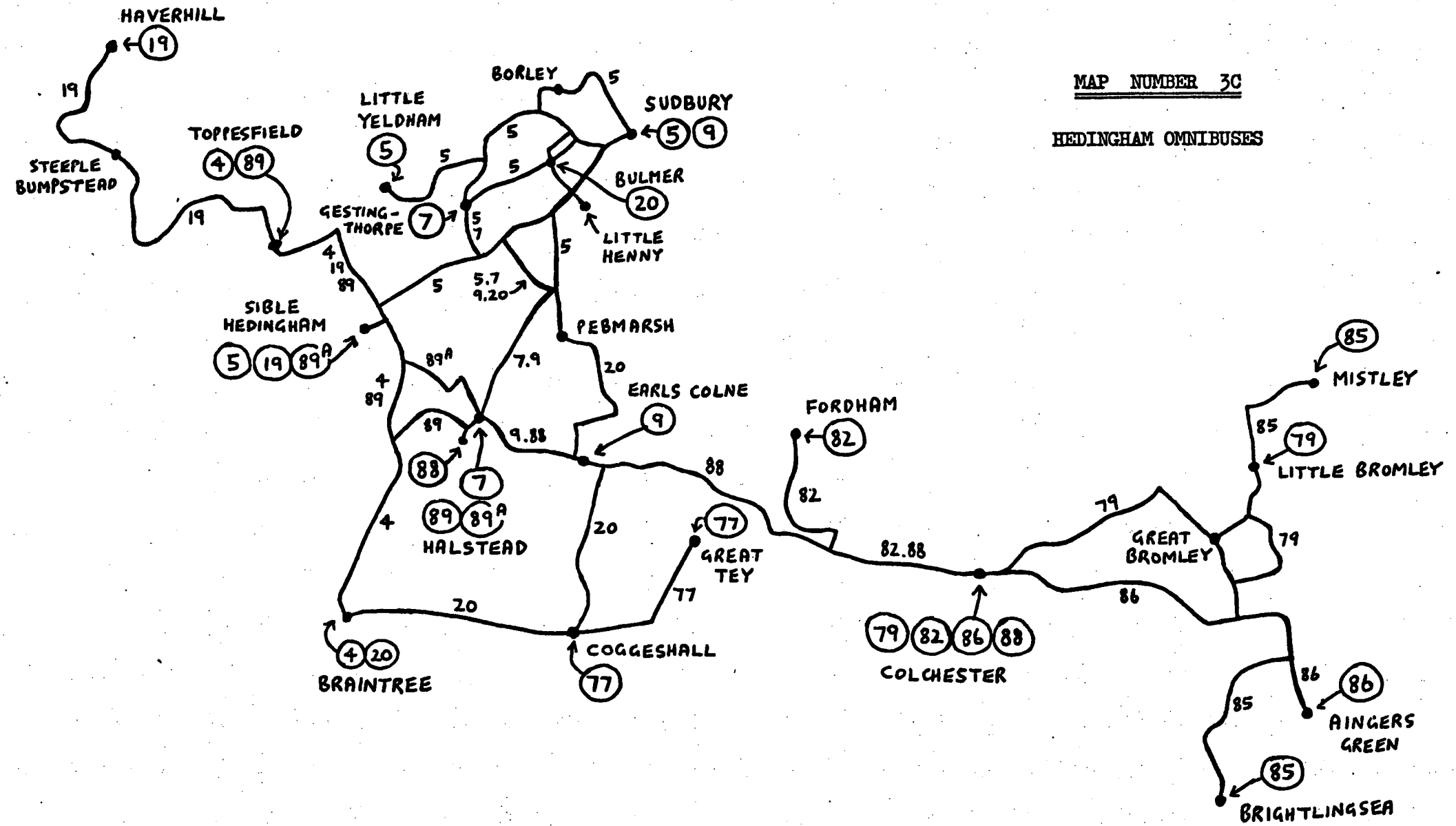
MAP NUMBER 3BJENNINGS COACHES

Route numbers have been allocated for identification of services. These have no official significance.

- | | | | |
|---|------------------|---|-----------|
| 1 | Ashen | - | London |
| 2 | Toppesfield | - | Haverhill |
| 3 | Great Yeldham | - | Haverhill |
| 4 | Cornish Hall End | - | Braintree |
| 5 | Clare | - | Braintree |
| 6 | Twinstead | - | Halstead |
| 7 | Stambourne | - | Halstead |
| 8 | Ashen | - | Sudbury |

MAP NUMBER 3C

HEDINGHAM OMNIBUSES



Sudbury) was re-numbered 9. Under the new scheme all journeys to Sudbury from Hedingham were numbered 5, whilst those from Halstead became 9.

Following the withdrawal of the Stour Valley Post Bus on 18 April 1981, two new replacement services were introduced two days later, with support from Essex County Council. These ran on Wednesdays only and were numbered 85 (Mistley - Brightlingsea) and 86 (Brightlingsea - Weeley). However, from 30 November the 86 was withdrawn and replaced by a completely new service 86 from Aingers Green to Colchester.

On 4 January 1982 the business of C & R Coaches of Little Tey was acquired along with two services. The Great Tey - Coggeshall service became route 77, this service started about May 1977 providing a shopping facility. When the regular market was established in Coggeshall the service was revised to run on Thursdays, probably from 1 December 1977. The other C & R service was a special market day facility to Bury St. Edmunds running on the last Wednesday of the month only, numbered 76. It is interesting to relate that the route numbers 76 and 77 were actually allocated by the County Council. The Bury service does not appear in the E. C. C. timetable since it operates less frequently than once per week.

Further revisions to services 85/86 are planned for introduction on 2 February 1983.

The present Hedingham Omnibuses network is now stretched over a wide area, providing workers and shoppers services as well as regular links, in many cases over routes that other operators have abandoned.

Timetable availability - Timetable folder and map issued.

4	TOPPESFIELD - BRAINTREE	WD	(5-10)
5	SIBLE HEDINGHAM - SUDBURY	TThS	(1-6)
7	GESTINGTHORPE - HALSTEAD	T	(1)
9	EARLS COLNE - SUDBURY	TThS	(1-2)
19	SIBLE HEDINGHAM - HAVERHILL	M-F	(1)
20	BULMER - BRAINTREE	W	(1)
77	GREAT TEY - COGGESHALL	Th	(1)
79	COLCHESTER - LITTLE BROMLEY	WD	(2-3)(a)
82	COLCHESTER - FORDHAM	M-F	(2-4)(a)
85	BRIGHTLINGSEA - MISTLEY	W	(1-2)
86	AINGERS GREEN - COLCHESTER	W	(1)
88	COLCHESTER - HALSTEAD	WD	(7-8)(a)
89/A	HALSTEAD - TOPPESFIELD	WD	(7-10)(a)

(a) - jointly operated with Eastern National, Hedingham

Omnibuses contribution only shown.

B. K. Jennings started a taxi service in 1923 in the Essex border country. When his contract to carry school children grew he invested in a bus. By 1930 a small network of local bus services had been built up, each service providing a shopping facility to local markets, Wednesday to Braintree, Thursday to Sudbury and Friday to Haverhill. In 1930 an express service to London was inaugurated, this was particularly successful and considerably stabilised the business. The pattern of operations was well established by this time and has remained much the same ever since.

Following the closure of part of the Colne Valley branch railway line on 1 January 1962 Jennings introduced a new Weekday morning shopping service into Haverhill, the only local service ever to work on more than two days per week.

In April 1964, the one vehicle business of Pyman, Stambourne was acquired together with services to Haverhill (Friday), Halstead (Tuesday) and to Braintree (Wednesday). To work these services one bus was outstationed at Stambourne.

Following the retirement of Barnabus Jennings, the business passed to H. S. Springett, although the "Jennings Coaches" fleetname has continued. The London service has gradually declined over the years, in 1968 it was diverted via Stansted Airport and by 1971 the Tuesday and Thursday journeys had gone. Sunday workings ceased by 1 February 1981 and later on 7 September of the same year the feeder service which passed through Ovington and Belchamp ceased, the main service being diverted via Great Yeldham in replacement. Following the closure of Kings Cross Coach Station in London the service now terminates in Pancras Road.

The local services have settled down to a regular pattern and have witnessed very little change, indeed in 1950 the Thursday morning journey from Ashen to Sudbury left at 0900, passing Belchamp Green at 0920 to arrive in Sudbury at 0950, today it still runs to the same schedule !

The Weekday shopping service to Haverhill later lost its Wednesday journey and was then extended, initially to Ridgewell and later to Great Yeldham. On the Sudbury route the Thursday afternoon journeys ceased to serve Stoke by Clare and Baythorne End in July 1979. The former Pyman services still remain much the same, the Haverhill service was extended from Stambourne to Toppesfield in February 1981, whilst the Braintree service was revised to commence from Cornish Hall End in July 1975. The Halstead service is completely unaltered.

Jennings are also one of the participants in the "Countrybus" network supported by Braintree District Council and Essex County Council. A new

Tuesday service from Little Henny to Halstead via Lamarsh, Bures and White Colne being inaugurated on 19 September 1978. During 1980 the service was revised to start from Twinstead.

Timetable availability - Two timesheets are issued, one for the London express, the other for the local services.

ASHEN - LONDON (*)	MWFS	(1)
TOPPESFIELD - HAVERHILL	F	(1)
HAVERHILL - KEDINGTON	F	(2)(a)
GREAT YELDHAM - HAVERHILL	MTThFS	(1-2)
CORNISH HALL END - BRAINTREE	W	(1)
CLARE - BRAINTREE	W	(1)
TWINSTEAD - HALSTEAD	T	(1)
STAMBOURNE - HALSTEAD	T	(1)
ASHEN - SUDBURY	Th	(1)

(a) - This service does not operate within the county of Essex.

(*) - Express service.

KELVEDON COACHES (see Map 3A), G. H. N. Whybrow, High Street, KELVEDON.

Kelvedon Coaches first stage service was a Sunday only route from Kelvedon to Earls Colne, to replace withdrawn Eastern National service 71, but it only lasted a few weeks in April 1971. Eastern National withdrew service 92 from Maldon to Great Braxted on 20 June 1971, following which Kelvedon Coaches again provided a replacement facility, initially on Fridays and Saturdays and later on Saturdays only.

Further reductions were made to Eastern National service 71 in 1975, following these on 21 May Kelvedon Coaches again introduced a Kelvedon - Coggeshall route running on Mondays to Fridays. However, by July 1976 both services had ceased.

A third attempt to provide a Kelvedon - Coggeshall link started at the end of 1977 after the market was established in Coggeshall. The route started at Tiptree, but no local passengers were carried over the section to Kelvedon. The service was truncated at Kelvedon from about May 1979, although it continued to be shown as operating to Tiptree in E. C. C. timetables published for some time afterward.

On 19 November 1979 Maldon District Council in conjunction with Essex County Council sponsored two new minibus services under the title 'Malbus'. Kelvedon Coaches initially provided Malbus route 2 over familiar territory between Maldon and Great Braxted. However, operation later passed to Grahams

Coaches of Kelvedon from 26 July 1982, leaving the Thursday Coggeshall service as the only remaining stage carriage service operation.

Timetable availability - A leaflet detailing the introduction of the Coggeshall service on 21 July 1975 was issued by Essex County Council. Otherwise no timetable issued.

KELVEDON - COGGESHALL

Th (2)

THEOBALDS COACHES (see Map 3A)

Little St. Marys, LONG MELFORD,
Suffolk.

Mr. H. S. Theobald started a bus service between Sudbury and Long Melford in 1926 and over the following years a substantial network of routes was built up in the Sudbury / Clare / Bury St. Edmunds triangle in Suffolk. Two services penetrated deeply into Essex, both were started about 1929 and both ran on Sundays only from Long Melford. One ran via the main road to Halstead, whilst the other was a longer service via Hedingham and Halstead to Braintree. The Halstead service later worked through to Clare. Both services ultimately succumbed to declining patronage, the Braintree service going in 1958, the Halstead route following seven years later.

The main daily service (route 2) operated from Sudbury via Long Melford to Clare, which skirts the Essex / Suffolk border for most of the way. On Sundays the route was extended to Haverhill (numbered 6), and entered the county of Essex between Baythorne End and Sturmer. A Saturday service (8) ran between Sudbury and Clare but kept a more southerly route to serve the Essex villages of Foxearth and Pentlow.

Following the liquidation of Corona Coaches on 9 August 1959, Theobalds added further services which included a circular workers service from Clare via Glemsford, Sudbury and Sible Hedingham (Rippers Works). Service 8 via Foxearth was withdrawn on 14 August 1965, but on 10 January 1968 the Clare - Bury St. Edmunds service 15 was revised to start from Foxearth on Wednesday, being further extended to Rodbridge Corner in 1975, however, the service was again truncated at Clare in late 1979.

The Cambridge to Sudbury railway line closed on 4 March 1967, Theobalds introduced a new Weekday express service X6 between Sudbury and Haverhill, the existing route 6 continuing to maintain the Sunday service. In 1972 express service X6 was incorporated into route 6 and the Sunday operation ceased. In September certain Monday to Friday journeys were diverted via Ridgewell to replace the facility provided by Premier Travel service 53.

The major change occurred in 1975 when a new service (numbered 1D) was

introduced running between Sudbury (CAV Factory) and Haverhill via Bulmer, Gestingthorpe, Little Yeldham and Ridgewell. Although the service was intended mainly for workers at the CAV factory, fare paying passengers are also carried. Vehicles do not normally display route numbers, these being allocated to identify the terminal and intermediate points of each service journey.

Timetable availability - All services are contained in a timetable booklet.

CLARE	-	BURY ST. EDMUNDS		WFS	(1-2)(a)
CLARE	-	HEDINGHAM	-	GLEMSFORD	M-F (2)(b)
SUDBURY	-	CLARE	-	HAVERHILL	WD (17-24)(c)

- (a) - Service does not operate within the county of Essex.
- (b) - Works journeys and Schooldays.
- (c) - Includes many route variations and short workings. Two journeys operate M-F via Gestingthorpe and Great Yeldham.

Other services operated wholly within the county of Suffolk are not shown.

WIFFENS COACHES (see Maps 1A and 3A)

Sunnyside Garage,
FINCHINGFIELD.

Wiffens started operations as early as 1919 with a Ford T. For many years the only stage carriage service operated was from the home village into Saffron Walden, which in the early years ran on Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays, although this has latterly been reduced to Tuesdays, Fridays and Saturdays only, Thursday operations having ceased in 1964.

Some new services were added in 1978, a Tuesday and Thursday shopping facility into Dunmow started on 1 August, and a long Wednesday service from Sturmer to Braintree commenced on 20 September. This latter route is operated under the "Countrybus" banner and is supported by Braintree District Council and Essex County Council. The service was truncated at Steeple Bumpstead during 1979.

A number of revisions was introduced with effect from 5 January 1982. The Saffron Walden service was extended to Great Bardfield and revised to provide one return journey per day only. On Thursdays, the service to Dunmow was withdrawn and instead a new facility from Great Sampford to Thaxted via Finchingfield was inaugurated.

A feature of interest with the Wiffen fleet is that new coaches usually have the digits 777 in their registration numbers, a tradition first started with SEV 777, a long lived and much loved Bedford OB of 1951.

Timetable availability - Timetables are available for all services, that for the Braintree service being produced under the "Countrybus" name.

GREAT BARDFIELD	-	SAFFRON WALDEN	TFS	(1)
FINCHINGFIELD	-	DUNMOW	T	(1)
STEETLE BUMPSTEAD	-	BRAINTREE	W	(1)
GREAT SAMPFORD	-	THAXTED	Th	(1)

"COUNTRYCAR"

Braintree District Council,
Causeway House, Bocking End,
BRAINTREE.

"Countrycar" was introduced on 3 November 1981 to provide regular bus services in a sparsely populated area. The service is sponsored by Braintree District Council and Essex County Council. The vehicle used, a Peugeot 504 7-seat estate car was purchased by Braintree District Council and is maintained by them. Eastern National provide the driver and fuel, and the vehicle has been allocated Company fleetnumber 1150 being based at Braintree garage. The "Countrycar" network involves a large number of services and generally the vehicle works to and from a particular town on each day, viz Tuesday - Halstead ; Wednesday - Braintree ; Thursday - Sudbury ; Friday - Halstead again and Saturday - Braintree and Witham.

Since the services are worked by Eastern National, for the most part over former Eastern National services, it is not proposed to review and detail the operations in this publication. For further details about "Countrycar" see 'Buses' number 323 (February 1982).

OTHER OPERATORS INCLUDED IN THIS TIMETABLE

Osborne, Tollesbury

See Area Number 4 timetable

Premier Travel, Cambridge

See Area Number 1 timetable

AREA NUMBER 4 (Brentwood, Chelmsford, South Woodham Ferrers, Maldon)

GRAHAMS COACHES (see Map 4) Church Road,
KELVEDON.

On 19 November 1979 Maldon District Council in conjunction with Essex County Council sponsored two new minibus services operated under the title 'Malbus'. Malbus route was initially operated by Kelvedon Coaches and ran between Maldon and Great Braxted. This was familiar territory for the independent since following the withdrawal of Eastern National service 92 (Maldon - Great Braxted) on 20 June 1971 Kelvedon Coaches provided a replacement facility, initially on Fridays and Saturdays and later on Saturdays only.

Malbus route 2 was Weekdays at first, but was later amended to serve Great Braxted on Thursdays and Saturdays only, turning at Great Totham on the other days. It was again revised from June 1981 to run on Thursdays, Fridays and Saturdays only, through to Great Braxted.

From 26 July 1982 responsibility for the service passed to Grahams Coaches of Kelvedon. The pattern of operation was revised at the same time with route 2 now running on Saturdays only and new route 2A, which additionally serves Wickham Bishops, running on Thursdays.

Timetable availability - A timesheet produced by Maldon District Council is available.

2	GREAT BRAXTED	-	MALDON	S	(2)
2A	GREAT BRAXTED	-	WICKHAM BISHOPS		
	MALDON			Th	(2)

J. W. LODGE (see Map 4) The Garage,
HIGH EASTER.

This business started in the nineteen thirties, two bus services were started, a daily route from High Easter to Chelmsford (Plough) via Mashbury and Chignal Smealy, and a service to Dunmow on Tuesdays.

Operation on the Chelmsford service was later reduced to Tuesdays, Fridays and Saturdays only, whilst the Dunmow service was amended in 1963 to run on the first Tuesday in the month only, and it was completely withdrawn by 1972.

On 18 May 1975 Eastern National terminated their operations through Chignal parish by the withdrawal of service 58C (Chelmsford - Chignal St. James - Mashbury - Good Easter), which had been inherited from H. Tween of Good Easter on 27 February 1940. Accordingly, on 20 May, Lodge's extended their Chelmsford service from High Easter to Good Easter via Clatterford End, and diverted one Friday journey via Chignal St. James. The service has since

remained unchanged, except that the terminal in Chelmsford is now designated as Railway Street. Although very close to the Eastern National Bus Station, the Lodge terminal is often overlooked by the uninformed bus enthusiast visiting the County Town.

Timetable availability - No timetable issued.

GOOD EASTER - CHELMSFORD TFS 30.1 (1-3)

G. W. OSBORNE & SONS (See Maps 2 & 4) East Street,
TOLLESBURY.

Tollesbury village was once the centre of a thriving crab and winkle fishing industry and it was in the haulage of fish boxes to Tollesbury Station, on the Kelvedon and Tollesbury Light Railway, that the present Osborne business is based. The first bus service was inaugurated in 1922, from Tollesbury to Colchester via Birch, with just one journey per day. In 1922 a service to Maldon was started and another to Witham in April 1930. Another local concern with a large network of services was Bluebird Motor Services of Tiptree (A. V. Brown), some of which competed with the Osborne facilities. However, in 1932, the stage involvements of Brown were relinquished in favour of private hire work. Some of the services passed to Moore Bros. of Kelvedon, leaving Osbornes with a monopoly in the Tollesbury area, and also a new service to Colchester via Layer-de-la-Haye. Further expansion took place in 1935 when the business of White of Layer, together with an additional service to Colchester, was absorbed.

In the same year Eastern National also expanded their operations in the area with the purchase of Quest Motors of Maldon and of two Mersea Island based operators, Underwood and Primrose. This brought Eastern National vehicles along the Tollesbury road as far as Goldhanger, but they were never to reach Tollesbury. It should perhaps be mentioned that the Eastern National predecessor, "National", did operate two services through to Tollesbury, the 24 (Maldon - Goldhanger - Tollesbury) and the 28 (Colchester - Layer-de-la-Haye - Tollesbury). However, the local competition proved too strong, since the 28 had ceased by January 1927 whilst the 24 last ran in November 1928.

The basic network of services then continued almost unchanged whilst the business was consolidated through operation of a wide range of excursions and also forces leave contracts from Colchester barracks.

Following the withdrawal of the Light Railway on 15 May 1951, the Witham service was further strengthened and Osbornes were then left as the sole public transporters to Tollesbury.

The next alterations to the bus service network took place in 1964 when two

MAP NUMBER 4



M1 - Malbus (operated by Webb)
M2 - Malbus (operated by Grahams Coaches)
O - Osborne
T - Tellyn

For other Osbornes services see map number 2

new limited stop market day services were introduced, running to Romford on Wednesdays and to Chelmsford on Fridays. A similar Tuesday service to Ipswich was applied for, but was refused. These services were provided to give local residents the opportunity of visiting another shopping centre. The Romford service was an early pioneer for similar facilities to its market which have proliferated in recent times.

Also in 1964, Osborne acquired the old established business of Underwood of West Mersea, the last of the Mersea independents, Underwoods stage carriage interests having been acquired by Eastern National in 1935.

During 1965, Eastern National, in order to make economies, trimmed back their network through withdrawal of some less well used services, and then Osbornes stepped in to provide replacement facilities. On 2 January 1935 E. N. services 94/95 (Maldon - Mill Beach / Goldhanger) ceased; Osbornes introduced additional workings on their Maldon route from the following day. These E. N. services had been inherited from Quest Motors of Maldon on 1 January 1935, almost exactly 30 years earlier. The Maldon road then became the exclusive domain of Osbornes for the first time. Another Eastern National service to suffer was the 79 (Colchester - Great Wigborough), its few remaining journeys finally ending on 11 December 1965, again Osbornes introduced an alternative facility, this time by an extension of the former White Colchester - Layer service to Great Wigborough via Abberton.

Osbornes celebrated their Golden Jubilee in 1968 with the issue of a special timetable in which route numbers were allocated to the services as follows: Colchester (1), Great Wigborough (2), Witham (3), Maldon (4), Romford (5) and Chelmsford (6). The Chelmsford service later ceased in 1980.

From 3 August 1970 the Great Wigborough service was re-numbered 10 and diverted via St. Michael's Estate in Colchester, it was also co-ordinated with new Colchester Corporation Transport route 10 within the borough boundary. At this time the other services into Colchester were re-numbered to become 1 (via Layer) and 2 (via Birch).

Sunday operation on route 1 ceased after operation on 17 December 1978, Osbornes being the last independent to serve Colchester on the sabbath. Sunday stage carriage operations have now eventually come to a complete end with service 3 (Tollesbury - Witham) running for the very last time on 7 March 1982.

The present Osborne fleet consists of over fifty vehicles, the largest independent operator in East Anglia.

Timetable availability - Timetable booklet issued, which includes photographs of vehicles and route maps.

1	TOLLESBURY	-	LAYER	-	COLCHESTER	WD	(5-7)
2	TOLLESBURY	-	BIRCH	-	COLCHESTER	WD	(4-6)

3	TOLLESBURY - WITHAM	WD	(9-11)
4	TOLLESBURY - MALDON	WD	(8)
5	TOLLESBURY - ROMFORD	W	(1)
10	GREAT WIGBOROUGH - COLCHESTER	WD	(5-7)(a)

(a) - Co-ordinated with Colchester Borough Transport.

TELLYN MOTOR SERVICES LTD. (see Map 4) Parrish Cottages, Wood Lane,
DAGENHAM.

Tellyn Motor Services commenced two special shoppers services to Romford in November 1980. One service from Woodham Mortimer via Danbury and Little Baddow on Wednesdays, the other from Bicknacre on Fridays serving Danbury and Great Baddow. Both services were initially licensed to run on Wednesdays, Fridays and Saturdays but it believed that operation on the days specified above only was actually introduced. The services are referred to by the operator as the "Baddow Bus".

From May 1981 both services were licensed to run additionally on winter Saturdays (September to March), although it is thought that only the Bicknacre service runs on the second day. The operator, although based in Dagenham, also outstations vehicles in Danbury.

Timetable availability - A timesheet is available.

A WOODHAM MORTIMER - ROMFORD W (1)

B BICKNACRE - ROMFORD F and
winter S (1)

WEBBS COACHES (see Map 4) Waterhouse Road,
CHELMSFORD.

On 19 November 1979 Maldon District Council in conjunction with Essex County Council introduced two minibus services known as 'Malbus'. Route 1 is operated by Webbs Coaches and runs from St. Lawrence Bay to Maldon, it serves a number of unadapted roads in Maylandsea. Following the introduction of Malbus, Eastern National withdrew the spur working on service 97 to St. Lawrence Bay from 23 November 1979. Route 1 initially ran on Weekdays but the Wednesday service (Maldon's early closing day) was withdrawn by June 1981.

Timetable availability - A timesheet is produced by Maldon District Council.

1 ST. LAWRENCE BAY - MALDON MTThFS (2-3)

OTHER OPERATORS INCLUDED IN THIS TIMETABLEAnitas Coaches, Sawbridgeworth

See Area Number 1 timetable.

Bordabus, Thundersley

See Area Number 1 timetable.

AREA NUMBER 5 (Basildon, Thurrock)

NELSON COACHES (see Map 5)

Bruce Grove,

SHOTGATE.

Nelson Coaches commenced two services on 2 December 1981, both running on Wednesdays, Fridays and Saturdays. Route 001 is the 'Shoppabus' to Romford Market whilst route 002 is the 'Discobus' which serves the Zero Six Discotheque at Southend Airport. The 'Discobus' carries passengers to the disco only, the Wednesday journey caters for the special teenagers disco (14 - 18 years) whilst the Friday and Saturday journeys are for the over-18's. The service runs in the evenings only, returning at 2235 on Wednesdays and at 0205 on Saturday and Sunday mornings, which is the County's latest bus departure time.

A second 'Discobus' numbered 003 and running from Basildon via Benfleet to the Zero Six commenced on 1 March 1982 running on Mondays, Wednesdays, Thursdays and Saturdays, although this has now ceased.

Timetable availability - Timetable leaflets issued.

001	WICKFORD	-	ROMFORD	WFS	(1)
002	WICKFORD	-	BASILDON	-	SOUTHEND
	AIRPORT			WFS*	(1)

* - returns on Sunday morning.

THAMES WEALD (see Map 5)

Fawkham Road,
WEST KINGSDOWN, Kent.

Thames Weald was the name given to a travel Society founded by a Kent County councillor, a vicar, and a psychiatrist, Dr. Nesbitt Hefferman, who assumed the role of Traffic Manager. From 7 September 1961 services were operated privately for members of the society, initially fortnightly and later weekly. Application was made for a formal stage service which started on 7 December 1961, using a hired minibus, running between Sevenoaks and Gravesend via Knatts Valley or West Kingsdown on Tuesdays and Thursdays, to cover an area left unserved following the withdrawal of London Transport route 492 in October 1958. No through traffic was carried to protect the remaining services. Operation was later expanded to include Mondays and Fridays and by the summer of 1963 had become Mondays to Fridays inclusive, using Thames Wealds own vehicles.

London Transport withdrew certain bus routes from 30 January 1966 as a result of an overtime ban by crews. Independents were allowed to run along sections of abandoned routes. Thames Weald stepped in to cover route 89 with two services :

B1 Bexley Station - Blackfen (Woodman)

B2 Welling Corner - Blackheath Station

Both routes ran every 40 minutes on Weekdays, from 3 February until 26 March February, with a Sunday service being provided on 20 February only. A special timetable was issued in which it was stated that since the routes served Bexley, Blackfen, Blendon, Brook Hospital and Blackheath, they just had to be numbered in the B series.

London Transport withdrew their last facility through the Dartford Tunnel on 12 May 1967 with the cessation of GS operated route 399. Eastern National stepped in with an extension of service 2 from Grays to Dartford on 23 July which was re-constituted into limited stop service 402 from 2 October. Thames Weald introduced their Tunnel Express service from 19 August 1967 in the form of a new daily Sevenoaks - Romford service running via Knatts Valley, Farningham, Dartford Tunnel, Aveley and Hornchurch. Application was made to further extend the service to Crawley via Edenbridge and Gatwick Airport from 25 May 1971, with a running time of 2 hours 55 minutes for the 55 mile route. However, introduction was deferred until a later date, due to its similarity with certain Green Line services; this extension was discontinued in August 1973.

During the nineteen seventies Thames Weald experienced operational difficulties due to lack of staff and serviceable vehicles. As a result the services did not operate to the full extent of the timetable (which were not widely advertised anyway), and the licences for the services were allowed to lapse. A new licence was later applied for, which incorporated a new section running direct via Farningham in partial replacement of the southern portion of London Country route 401 which was withdrawn in March 1978, however, this service has never actually been operated.

To alleviate the chronic vehicle shortage from October 1978 a vehicle was regularly hired from Mildmay Motors of Shoreham to operate the Saturday service to Romford. The unreliable nature of the operations and the now total lack of publicity prompted a review of the situation in the traffic court in the autumn of 1979, when application was also made by Mildmay Motors and by London Country for Dartford - Romford routes. The London Country application for Weekday route 482 was made at the request of the County Councils to secure a more reliable connection. The hearing found in favour of the established Thames Weald but the licence for the proposed working via Farningham was withdrawn. The service to be provided consisted of Wednesday, Friday and Saturday journeys from Romford to Dartford, with certain projections to West Kingsdown and Sevenoaks. In addition a limited Monday to Friday service was operated on the Sevenoaks section with Tuesday and Saturday workings to Gravesend.

A completely revised and expanded timetable came into operation on 3 June 1982. The service into Essex became Weekdays, but the Monday operation only lasted for a few weeks. A new circular terminal working was introduced at the Romford end. Incoming vehicles operate from Hornchurch to Romford as at present, but then return via Main Road, Balgore Lane, Slewins Lane and Butts Green Road to provide more picking up points. There are now through journeys from Romford to Sevenoaks on Tuesdays and Thursdays, and special mid-day family excursion tickets are offered. The Saturday service mainly only runs as far as Aveley or Dartford, whilst Gravesend, the goal of early Thames Weald operations, is now no longer served at all.

Operation of the Tunnel Express has now settled down and some heavy loads are carried, particularly over the Essex section between Aveley and Romford.

Timetable availability - Timetable booklet, giving description of route and historical details of the operator is now available.

ROMFORD - SEVENOAKS

TWThFS (2-5)(a)

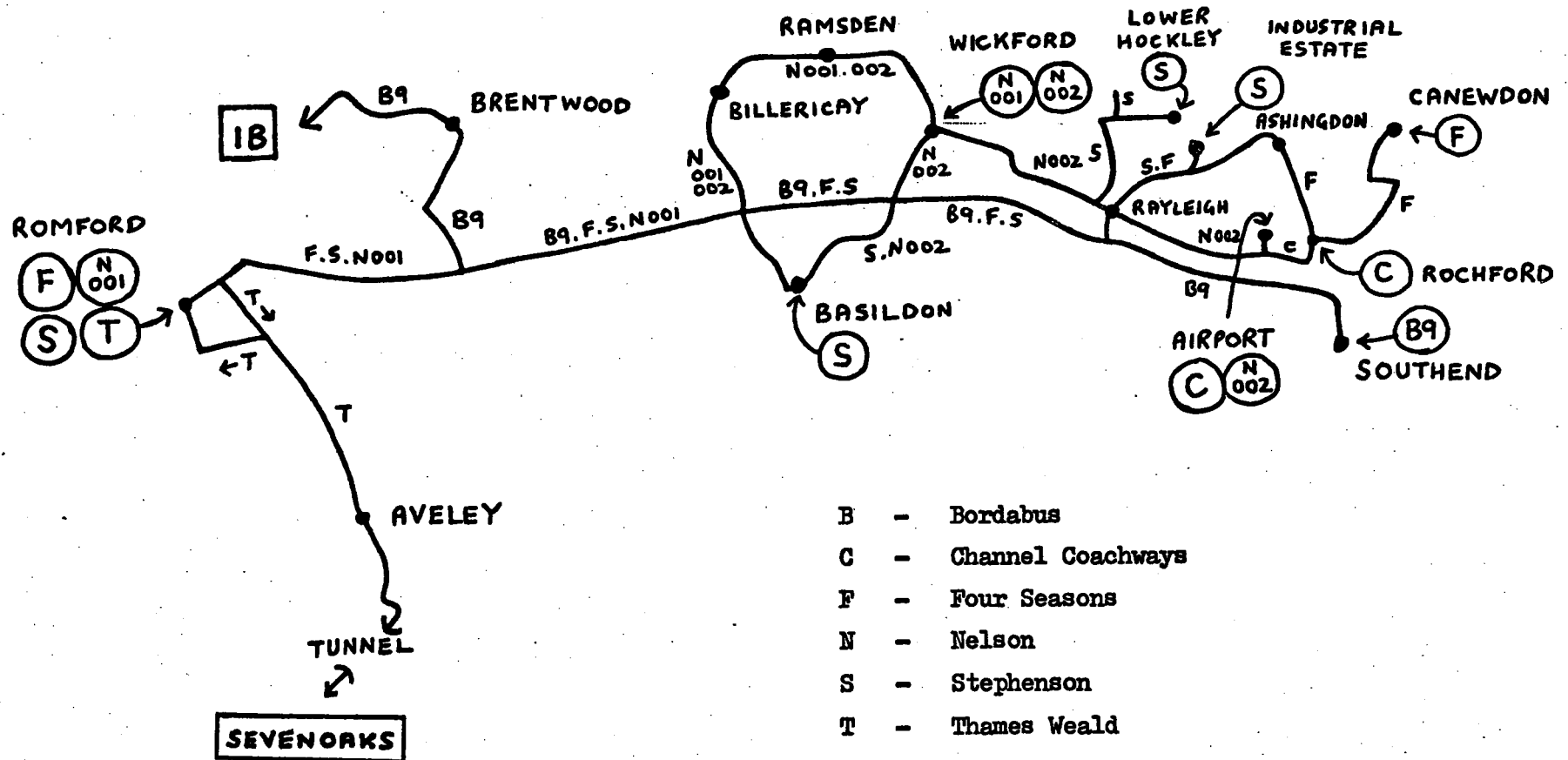
(a) - Services wholly within Kent not shown.

OTHER OPERATORS INCLUDED IN THIS TIMETABLE

Stephenson Coaches, Hullbridge

See Area Number 6 timetable.

MAP NUMBER 5



AREA NUMBER 6 (Southend, Castle Point, Rochford)JENNINGS (CHANNEL COACHWAYS) (see Map 5)Southend Airport,
SOUTHEND.

A rail-air connection between Southend Airport and Rochford Railway Station was first introduced on 16 July 1962. Although included in the Southend area Co-ordination Scheme, the services was always worked by Eastern National and was allocated service number X93. The service ran at 20 minute intervals to connect with trains from Liverpool Street Station, London.

From 27 May 1968 the service passed to Telecars Ltd. and later on 16 October of the same year to R. D. Motors of Canvey Island. Channel Coachways assumed responsibility from 1 December 1972 and extended the service to Southend Historic Aircraft Museum from July 1973. The service conveys passengers holding through rail/air tickets either arriving at Rochford Station and travelling forward by air or vice versa. The service mainly runs as required with intending passengers contacting the Booking Clerk at Rochford Station or the Channel Aireays desk at Southend Airport. Passengers with through tickets to the Aircraft Museum are also conveyed, this section running on Saturdays and Sundays only.

Many of the vehicles previously employed on the service have been painted in special rail-air liveries.

Timetable availability - Mention of the rail/air link is made in British Rail publicity.

ROCHFORD (Station) - SOUTHEND (Historic Aircraft Museum)

D (8)(a,b)

(a) - For rail/air passengers.

(b) - Operated as required, with additional journeys if needed.

STEPHENSON COACHES (see Map 5)

Lower Road,
HULLBRIDGE.

In October 1980 Stephensons Coaches started two stage carriage services, the first such new independent ventures in the Southend area for many years. One service, which caters for shoppers, runs on Wednesdays and winter Saturdays, picking up at points to Rayleigh for travel to and from Romford market only. The service was extended to Lower Hockley (Dome Country Club) by June 1981.

The other service runs between Basildon New Town and Hockley Industrial Estate at Monday to Friday peak times. As it caters for workers at Hockley travelling from Basildon, the service appears in the Area No. 5 timetable only.

Timetable availability - The Romford bus service is referred to in the operators tours and excursions literature.

LOWER HOCKLEY - ROMFORD W (1)

BASILDON - HOCKLEY (Industrial Estate) M-F (1)

STEVENS (FOUR SEASONS) COACHES (See Map 5) North Avenue,
SOUTHEND-ON-SEA.

Four Seasons Coaches are the latest recruits to the growing number of operators providing special services to Romford Market. The service, which caters for shoppers in the Canewdon, Rochford, Ashingdon and Hockley areas runs on Wednesdays and Fridays and started on 21 July 1982.

Timetable availability - Timetable leaflet issued.

CANEWDON - ROMFORD WF (1)

OTHER OPERATORS INCLUDED IN THIS TIMETABLE

NIL

Abbreviations used for periods of operation

M - Monday

F - Friday

T - Tuesday

S - Saturday

W - Wednesday

Su - Sunday

Th - Thursday

WD - Weekdays

D - Daily

M-F - Monday to Friday

Sch - Schooldays

APPENDIX - FLEET LISTS OF OPERATORSJ. Amos & Son, BELCHAMP ST. PAUL

UAR273J	Fd Tt	LCM	12	Tyler, Ware, 4/78
PTX987F	" R226	Wk	B53F	Bickers, Coddenham, 10/78
FMX597B	Bd SB13	Du	C41F	Springett, Ashen, 9/80
AUP886L	" YRT	Wk	C53F	General, Chester-le-Street, 12/80
LCF436L	" VAS2	"	B30F	Vanners Silks, Sudbury, 3/81

Anitas Coaches (E. A. & R. H. Wheeler), SAWBRIDGEWORTH

CNW283J	Fd Tt	Dg	12	Shilton, Leeds, 16, 6/75
CEM298T	" "	Do	B16F	New, 10/78
JMA659N	" R1114	Pn	C53F	De Courcey, Coventry, 4/79
NNF154P	" "	"	"	Shearing, Altrincham, 2/80
MTM 13P	" Tt	Do	B16F	Myall, Bassingbourne, 6/80
RDH634M	" R226	Du	C53F	F. H. W., Willenhall, 3/81
KRO128L	" "	"	"	Bonner, Fyfield, 6/81
SMJ686R	" R1114	"	"	Chambers, Stevenage, 9/81
MMH897C	Bd VAS2	"	C29F	Allan, Keystone, 11/81
TGV 89R	" CFL	RB	C17F	Dines, Boreham, 2/82
FLC823T	Fd R1114	VH	C53F	Frames, Crawley, 5/82

Barnes Coaches, CLACTON

HXG303F	Bd VAM70	Du	C45F	Grangeburn, Motherwell, 6/72
MMC302C	" SB5	"	C41F	R. A. C. S., London S. E. 18, 9/73
VNK471M	" YRT	"	C53F	Plaskow & Margo, Uxbridge, 1/78
PUR279M	" "	"	"	Smith, Tring, 3/79
GFL413L	" YRQ	Pn	C45F	White, Little Milton, 5/79
UPH204M	" YRT	Du	C53F	Purley Car Co., Warlingham, 8/79
PPP147R	" YMT	"	"	North Star, Stevenage, 4/81
ATT744T	" "	"	"	Snell, Newton Abbot, 6/82
TVD861R	" YLQ	"	C45F	Tricentrol, Dunstable, 7/82

Biss Bros. Ltd., BISHOPS STORTFORD

PJH457H	AEC Re	Pn	C51F	New, 4/70
PJH458H	" "	"	"	New, 4/70
CRO686K	Bd YRQ	"	C45F	New, 3/72
CRO687K	" "	"	C41F	New, 3/72
CRO688K	AEC Re	"	C51F	New, 4/72
LJH249L	" "	"	"	New, 4/73
SNK258M	Ld PSU5/4R	"	"	New, 3/74
HVD735N	Vo B58-61	"	"	New, 3/75

JVS935N	Bd YRQ	Pn	C45F	New, 7/75
NUR 88P	Vo B58-61	"	C51F	New, 5/76
PNK160R	Ld PSU5A/4R	VH	C50F	New, 11/76
VPP958S	" PSU5C/4R	Pn	C57F	New, 5/78
KBH860V	" "	"	"	New, 3/80
KBH861V	" "	"	C51F	New, 3/80
UEV249W	M-B L508D	Wt	C19F	New, 3/81
DHW296K	B1 LH6L	ECW	B43F	Bristol O. C., 356, 7/81
ANK320X	Ld TRCTL11/3R	Pn	C57F	New, 2/82
BO0910X	Ba EL26/581	Ba	C53F	New, 2/82
FO0650Y	M-B 0303/15R	Je	C53FT	New, 12/82

Boons Coaches, BOREHAM

PPP143R	Fd R1114	Pn	C53F	New, 9/76
EKP234C	Ld PDR1/1	My	H77F	Maidstone Corporation, 34, 4/77
UAR929M	B1 LHL6L	Pn	C51F	Richardson, London S. W. 14, 7/77
EEV711T	AEC Re	"	C53F	New, 1/79
KIW796V	Fd R1114	"	"	New, 9/79
JSC883E	Ld PDR1/1	Ar	H74F	Lothian Regional Transport, 883, 4/80
SPW 92N	" AN68/2R	Roe	H77D	Pegg, Caston, 9/80
TGX704M	Dr CRL6	PR	H76D	London Transport, DMS704, 10/80
VHJ 41W	Vo B58-61	Pn	C53F	New, 4/81
CWJ710T	Bd CFS	"	C17F	Roe, Stainforth, 12/81
PPH462R	AEC Re	Du	C53F	London Country, RB16, 1/83

Bordabus Ltd. (G. F. Stubbington), BENFLEET

YRT897H	AEC Sw	ECW	B45D	Beeston, Hadleigh, 2/78
TRJ 109	AEC Re	Wy	B45F	Lewington, Abridge, 3/82
286 AUF	Ld PSU3/1RT	ML	DP49F	Lewington, Abridge, 3/82
74 RTO	Dr CRG6LX	NC	H77F	Lewington, Abridge, 3/82
DSD750D	" "	Ar	H75F	Lewington, Abridge, 3/82
HXA 27E	An VK43AL	"	C40F	Lewington, Abridge, 3/82
NKL202F	Ld PSU3A/4RT	Du(N)	C49F	Lewington, Abridge, 3/82
GTM155T	Bd YMT	Du	C53F	Lewington, Abridge, 3/82
GTM158T	" "	"	C41F	Lewington, Abridge, 3/82
KRL905L	" SB5	"	"	Lewington, Abridge, 3/82
JHE631E	Ld PDR1/2	NC	H75F	Yorkshire Traction, 631, 3/82
JHE635E	" "	"	"	Yorkshire Traction, 635, 3/82
RKM621G	" PSU3A/4R	Du(N)	C48F	Maidstone & District, 4621, 3/82
GMF703J	" PSU5/4R	Pn	C55F	British Airways, C076, 3/82

GMF707J	Ld PSU3B/4R	Pn	C51F	British Airways, C080, 3/82
GMF709J	" "	"	"	British Airways, C082, 3/82
RAR680J	" PSU3A/4R	"	C53F	Smith & May, Benfleet, 4/82
UNY831G	AEC Re	"	C51F	Lewington, Abridge, 5/82
524 FN	" "	" (*)	C49F	East Kent, 8524, 7/82
UFN482H	" "	"	C40F	East Kent, 8482, 7/82
UFN481H	" "	"	"	East Kent, 8481, 8/82

(*) - rebodied in 1972

YRT897H carries legal lettering G. F. Stubbington.

H. C. Chambers & Son, BURES

BCF814L	Bd YRT	Wk	B51F	New, 1/73
JRT710N	" "	Pn	B55F	New, 8/75
LDX840P	" "	"	C53F	New, 11/75
PBJ225R	" "	"	"	New, 11/76
VRT840S	" "	"	"	New, 9/77
ADX 49S	" YMT	Wk	B55F	New, 6/78
JGV317V	" "	Du	B57F	New, 1/80
PPV199W	" "	Pn	C53F	New, 11/80
WDX396X	" "	Du	B63F	New, 4/82

Channel Coachways (R. H. Jennings & L. Caten), SOUTHERND

275 KTA	B1 SUL4A	ECW	DP33F	Monk & Allday, Fowey, 11/74
HBW874N	Bd YRT	Pn	C53F	Heyfordian, Upper Heyford, 1/79
KEM 33N	" "	Co	"	Hunt, Retford, 1/80
CNP 83N	" "	Pn	"	Coaches, Catshill, 3/80
YNK631F	" VAL70	"	C52F	Stephenson, Hullbridge, 5/80
VYL851S	" YMT	VHM	C53F	Iberian, London W. 8., 3/81
MFU196F	" VAL70	Du(N)	C52F	Tentrek, Sidcup, 5/81
OKY 83R	Ld PSU5B/4R	Pn	C55F	National Travel (East), 5/82

Coggeshall Parish Council, COGGESHALL

UDX359X	Bd CF	Do	B16F	New, 3/82
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Countrycar, BRAINTREE

RLX168W	Pt 504	Car	7	New, 11/81
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Crusader Coaches, BIRCHANGER

OTM647H	Bd SB5	Du	C36F	Linkline, London N. W. 10, 12/79
UGO720M	" YRT	"	C53F	Housden Caldwell, Loughborough, 4/80
EGS171T	AEC Re	VH	C57F	Limebourne, London S. W. 1, 4/81
UHX 10M	Bd YRT	Du	C53F	County Lion, Northampton, 5/81
UUR800W	Fd Tt	RB	C17F	New, 5/81

Four Seasons Coaches (B. C. Stevens), SOUTHEND

323 EDV	B1 SUL4A	ECW	B36F	Jennings & Caten, Leigh, 5/77
PEK417L	Sn Pe 6	Pn	C57F	Wood, Rotherham, 6/80
JNK545N	AEC Re	Du	C55F	Cavalier, Hounslow, 12/80
JUV542D	Bd VAM14	"	C45F	Smith & May, Benfleet, 10/82

Godfrey Davis (Home Estates) Ltd., ELSTREE

ALK555Y	Fd Tt			New, 8/82
ALK666Y	" "			New, 8/82

Grahams Coaches (G. M. Ellis), KELVEDON

NLN554K	Fd Tt	Mo	12	Taylor, Canterbury, 1/77
PMJ318M	" "	Fd	"	Wells, Hatfield Peverel, 1/78
HDX560N	Bd YRT	Pn	C53F	JDW, Ipswich, 56, 7/80
GBJ368N	" "	"	"	Squirrell, Hitcham, 4/81
PBO781R	" VAS5	"	C29F	Thomas, Clydach Vale, 5/82
LDX835P	" "	"	"	Banham, Hartest, 7/82
WBM150S	Fd Tt	Do	B16F	Golden Boy, Roydon, 11/82

Heddingham Omnibuses Ltd., SIBLE HEDDINGHAM

L76	STW771K	Bd YRQ	ML	DP45F	New, 5/72
L77	VWC477L	" "	"	B45F	New, 1/73
L78	WTW778L	" "	Wk	B49F	New, 11/72
L79	YTW779L	" "	"	"	New, 3/73
L81	YNO481L	" YRT	ML	B53F	New, 4/73
L82	000882M	" YRQ	Wk	B49F	New, 11/73
L83	PFU783M	" "	"	B47F	New, 5/74
L84	RGV284N	Ld PSU3B/4R	"	B55F	New, 9/74
L85	GPV685N	Bd YRQ	"	B47F	New, 1/75
L86	KHJ786P	" "	"	"	New, 8/75
L87	PHK387R	" "	Du	"	New, 8/76
L88	REV188R	" YLQ	"	"	New, 11/77
L89	CEV 89T	" "	"	"	New, 8/78
L91	EOO 579	B1 FLF6G	ECW	H70F	Eastern National, 2737, 6/78
L92	BDV264C	" FLF6B	"	H68F	Western National, 2056, 8/78
L93	378 RNN	" "	"	H70F	East Midland, 359, 11/78
L94	GVW894T	Bd YMT	Pn	C53F	New, 5/79
L95	JAR495V	" YLQ	Du	B47F	New, 9/79
L96	NFX446P	" YMT	Pn	C53F	National Travel (S. W.), 4/79
L97	MLK415L	Dr CRG6LXB	PR	H68D	London Transport, DMS 415, 3/80
L98	SPU898W	Bd YMQ	Du	B47F	New, 9/80

L100	UN0100W	Bd YMT	Pn	C53F	New, 1/81
L101	MVX878C	B1 FLF6G	ECW	H70F	Eastern National, 2841, 4/81
L102	OPU822D	" "	" "	"	Eastern National, 2857, 4/81
L103	BAR103X	Ld PSU3E/4R	Pn	B55F	New, 2/82
L104	LFS292F	B1 VRTLL6G	ECW	H70F	Eastern National, 3043, 11/81
L105	BEV105X	Ld PSU3E/4R	Pn	C53F	New, 1/82
L106	MJH275L	Ld PSU5/4R	"	C57F	Copeman, Little Tey, 1/82
L107	MHH276L	" "	" "	"	Copeman, Little Tey, 1/82
L108	CVS945T	Bd YMT	"	C53F	Copeman, Little Tey, 1/82
L109	KHK 70V	" "	Du	"	Copeman, Little Tey, 1/82
L111	UVX 4S	B1 LH6L	ECW	B43F	Eastern National, 1100, 10/82
L112	UVX 5S	" "	" "	"	Eastern National, 1101, 10/82
L113	UVX 6S	" "	" "	"	Eastern National, 1102, 10/82
L114	UVX 7S	" "	" "	"	Eastern National, 1103, 10/82
L115	FEV115Y	Ld PSU3E/4R	Pn	C53F	New, 8/82
L116	HAR116Y	Bd YMT	"	"	New, 2/83

Jennings Coaches (H. S. Springett), ASHEN

G00543N	Bd YRQ	Du	C45F	New, 10/74
OPU367P	" YMT	"	C53F	New, 5/76
NPU 80M	" YRQ	Pn	C45F	Hedingham & District, L80, 8/80
BHK710X	" YNT	"	C53F	New, 4/82
EVC213T	" YMT	Du	"	Wainfleet, Nuneaton, 11/82

Kelvedon Coaches (G. H. N. Whybrow), KELVEDON

	JWU505D	Bd VAM5	Pn	C45F	White, St. Albans, 4/74
	NOT669L	Fd Tt	Tl	12	Castle, Horndean, 2/77
	FNL575L	Bd YRT	Pn	C53F	Prospect, Lye, 4/77
	VNM220K	Fd R226	Du	"	Mayes, Harlow, 11/79
	DMJ261D	" R192	"	C45F	Sutton, Clacton, 7/80
	KGV795V	Bd CFS	Do	12	New, 7/80
	DAL773J	AEC Re	Pn	C53F	Beeston, Hadleigh, 10/80
	KCN 97J	Bs VAS5	Du	C29F	Hammond, Lakenheath, 11/80
	OHM305E	" VAM14	"	C45F	Sayer, Ipswich, 5/81
9	TDV213J	Ld PSUR1B/1R	ML	B47D	Western National, 215, 9/81
10	TDV214J	" "	"	"	Western National, 214, 9/81
11	TDV215J	" "	"	"	Western National, 215, 9/81
	BCS968C	Dr CRG6LX	Ar	H75F	Godward, South Woodham Ferrers, 9/82
	BCS984C	" "	"	"	Godward, South Woodham Ferrers, 9/82

Lee-Roy Coaches (R. & C. Eyres-Scott), KELVEDON HATCH

TMT438M	Fd R1114	Co	C53F	Blue Line, Upminster, 10/75
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MRU 68P	Ford R1014	Pn	C41F	Continental Coach, London S. W. 5, 5/80
XNO554S	" R1114	Co	C53F	Golden Boy, Roydon, 4/80
XNO556S	" "	"	"	Golden Boy, Roydon, 7/80
VRY 10S	" "	Pn	C42FT	Coaches, Catshill, 12/81
EUE337T	" "	"	C53F	Ward, Epping, 6/82
EUE338T	" "	"	"	Ward, Epping, 6/82

J. W. Lodge, HIGH EASTER

000298K	Fd R192	Wk	DP49F	Osborne, Tollesbury, 2/78
YMJ555S	Bd YMT	Du	C53F	New, 6/78
XNM820S	" "	"	"	Armchair, Brentford, 3/79
THM601M	Dr CRL6	MC	H71D	London Transport, DMS 1601, 6/81
TBM626W	Fd R1114	Du	C53F	Gibbard, Woburn Sands, 5/82
RUX199W	Bd YMT	"	"	Vagg, Knockin Heath, 11/82

Nelson Coaches, WICKFORD

LTW640P	Fd R1114	Pn	C53F	New, 9/75
UPU526R	" "	"	"	New, 7/77
TRN 764	Ld PSU3/1RT	ML	DP49F	Ribble, 764, 11/77
CTM404T	" PSU3E/4R	Pn	C53F	New, 1/79
RTH550K	" PSU3B/4R	"	DP51F	West Wales, Tycroes, 64, 1/82

W. Norfolk & Sons, NAYLAND

BPV300T	AEC Re	Pn	C53F	New, 8/78
YCE675L	" "	"	C51F	Burwell & District, 6/79
DEB484C	Dr CRG6LX	Wk	H76F	Burwell & District, 7/79
NPV444W	Vo B58-56	Pn	C53F	New, 9/80
SOE941H	Dr CRG6LX	PR	H80D	Claireaux, Hadleigh, 10/80
JDF 57N	AEC Re	Pn	C53F	Parry, Blaenau Ffestiniog, 7/81
301 XRA	Dr CRG6	Wy	H77F	Chesterfield Transport, 301, 7/81
PFM572P	AEC Re	Pn	C53F	Jones, Runcorn, 2/82
VGW445X	Vo B10M	"	"	New, 4/82
SOE913H	Dr CRG6LX	PR	H80D	West Midlands P. T. E., 3913, 4/82
SOE978H	" "	"	"	Claireaux, Hadleigh, 9/82
OKY 65R	AEC Re	Pn	C55F	Isleworth, Brentford, 10/82
PRG137J	Dr CRG6LX	Ar	H80D	Claireaux, Hadleigh, 12/82

G. W. Osborne & Sons, TOLLESBURY

44	XEV187F	AEC Re	Pn	C41F	New, 11/67
46	LEV561J	" "	Du	C53F	New, 11/70
52	TNO734K	Bd YRQ	"	C45F	New, 5/72
56	UVW 88L	AEC Re	Pn	C53F	New, 8/72

57	UVW 89L	AEC Re	Pn	C53F	New, 8/72
55	CJH617K	" "	Du	C44F	Whyte, Colnbrook, 11/72
26	NAG588G	Bl VRTSL6G	ECW	H75F	Western S. M. T., 2237, 2/73
27	OCS581H	" "	"	"	Western S. M. T., 2251, 2/73
29	GGM431D	" VRL	"	H80F	Bristol Omnibus Co., C5000, 10/73
53	SNO145M	Bd YRQ	Pn	C45F	New, 6/74
54	SNO146M	" "	"	"	New, 6/74
58	GPU525N	" YRT	"	C41F	New, 10/74
35	JEV706N	" "	Wk	B55F	New, 3/75
12	LLH 5K	Ld PDR2/1	Roe	H79F	Silverline, Hounslow, 3/75
13	LLH 8K	" "	"	"	Silverline, Hounslow, 3/75
62	J00371N	Bd YRT	Pn	C53F	New, 5/75
61	J00372N	" "	"	"	New, 5/75
60	OEV699P	Ld PSU3C/4R	"	"	New, 6/76
63	RHK497R	Fd R1114	Co	"	New, 9/76
59	RTW148R	Bd YMT	Du	"	New, 10/76
64	UPU692R	" YLQ	Pn	C45F	New, 9/77
66	WPU124S	" YMT	"	C53F	New, 11/77
65	WPU125S	" YLQ	"	C45F	New, 11/77
1	JKE341E	Ld PDR1/1	My	H74F	Rapson, Brora, 1/78
6	LBJ596P	Bd YRQ	Pn	C45F	Touranglia, Sudbury, 7/78
7	LBJ597P	" "	"	"	Touranglia, Sudbury, 7/78
67	DFU505T	" YMT	"	C37F	New, 11/78
3	STW764D	Bl FLF6B	ECW	H70F	Eastern National, 2876, 8/79
17	JPU501V	Bd YMT	Pn	C53F	New, 9/79
4	SOE967H	Dr CRG6LX	PR	H80D	West Midlands P. T. E., 3967, 10/79
32	LWC444V	Bd YMT	Pn	C53F	New, 11/79
31	LWC445V	" "	"	"	New, 11/79
5	PHK620V	Vo B58-56	Co	"	New, 6/80
11	OSR191R	Bl VRTLL6G	Ar	H83D	Tayside Regional Transport, 191, 11/80
40	RWC 40W	Ld PSU3E/4R	Pn	C53F	New, 1/81
41	RWC 41W	" "	"	C49F	New, 1/81
45	KBC 2V	Vo B58-61	"	C57F	Ementon, Cranfield, 7/81
9	CPU125X	Ld TRCTL11/2R	"	C53F	New, 3/82
	GVS948Y	" "	"	"	New, 1/83

Rules Coaches Ltd., BOXFORD

APA 46B	AEC Re	Wk	B53F	Beeston, Hadleigh, 6/78
JKO671E	" "	Pn	C41F	Clarke, Elmswell, 9/78

DHD400E	AEC Re	Pn	C47F	Scutt, Owston Ferry, 5/79
FBJ713T	" "	"	C53F	New, 7/79
GNK781T	" "	Du	"	Olde London Town, Luton, 6/80
LVS436P	Ld PSU5A/4R	Pn	C50F	Constable, Felixstowe, 3/81
YYX595H	" PSU3A/4R	"	C53F	Harwich & Dovercourt Coaches, 3/81
ANB312M	Fd Tt	Dg	12	Aris, Long Harborough, 3/81
KPP616V	DAF MB200*	Pn	C57F	Smith, Kenton, 8/81
273 AUF	Ld PSU3/1R	ML	B49F	Galloway, Mendlesham, 8/81
YHA386J	Fd R192	Pn	B45F	Beeston, Hadleigh, 9/81
DAR522K	Sn Pe 6	"	C57F	Copeman, Little Tey, 3/82
VPX640K	" " "	"	C53F	Copeman, Little Tey, 3/82
PEK407L	" " "	"	"	Copeman, Little Tey, 3/82
WPF331X	Vo B10M	Du	C57F	New, 4/82
AGY260Y	DAF MB200**	VH	C49FT	New, 9/82

* - DAF MB200DKL600

** - DAF MB200DKTL600

The Stag Bus (E. C. W. Halls), HATFIELD HEATH

HNV 1D	Bd VAM5	Du	C45F	Heaps, Guilsborough, 6/71
JWJ883J	" YRQ	"	"	Cooper, Killamarsh, 3/80

Stephensons Coaches, HULLBRIDGE

LKJ478P	Bd YRT	Du	C53F	A. C. Travel, Northfleet, 3/78
ANO240X	" YNT	"	"	New, 10/81
FEV449Y	" "	"	"	New,

Tellyn Motor Services Ltd., DAGENHAM

SML751S	Bd YMT	Co	C53F	New, 8/77
MMM 30V	" "	VH	"	Armchair, Brentford, 1/81
JHE629E	Ld PDR1/2	NC	H75F	Yorkshire Traction, 629, 1/82
RWC196K	Fd R226	Du	C53F	Thorn, Rayleigh, 2/82
HNM937N	Bd YRT	"	"	Dell, Chesham, 6/82
OP0173M	" YRQ	"	C45F	Clarement, North Cheam, 6/82

Thames Weald, WEST KINGSOWN

HMK140B	Bd VAS1	Pn	C29F	New, 6/64
JKR238V	De RB56	Ro	B23F	Rootes (Demonstrator), 12/80
PKR399W	" S66-C	"	DP27F	Rootes (Demonstrator), 1/82

Theobalds Coaches, LONG MELFORD

XGV544K	Bd YRQ	Du	C45F	New, 6/72
ACF558L	" "	Wk	B52F	New, 10/72
CCF648L	" YRT	Du	C53F	New, 6/73

OGV696M	Bd YRT	Du	C53F	New, 2/74
GPV619N	" YRQ	"	C45F	New, 12/74
LBJ 64P	" YRT	Pn	C53F	New, 8/75
LBJ 65P	" "	Du	B55F	New, 12/75
DAU379C	AEC Rn	Wy	H70F	Nottingham City Transport, 379, 9/76
RGV615R	Bedford YMT	Pn	C53F	New, 11/76
DAU364C	AEC Rn	Wy	H70F	Nottingham City Transport, 364, 3/77
JKE336E	Ld PDR1/1	My	H74F	Maidstone Borough Transport, 36, 3/77
65 RTO	Dr CRG6LX	NC	H77F	Nottingham City Transport, 65, 12/77
XPV561S	Bd YMT	Pn	C53F	New, 4/78
JKE338E	Ld PDR1/1	My	H74F	Maidstone Borough Transport, 38, 5/78
BJU 13T	Bd YMT	Pn	C53F	New, 1/79
ABN201B	Ld PDR1/1	EL	H78F	Hedingham & District, 4/79
JKE337E	" "	My	H74F	Lodge, High Easter, 9/82

Viceroy Coaches (F. C. Moore), SAFFRON WALDEN

900 DBD	Bd SB5	Du	C41F	Hockley & Jackson, Wellingborough, 6/65
VDY 476	Fd 676E	"	C52F	Alpha, Brighton, 9/67
GPM819D	Bd VAS1	"	C29F	Alpha, Brighton, 9/67
FNM768E	" VAL14	Pn	C52F	Taylor, Meppershall, 7/71
GJJ983J	Fd R226	Du	C53F	Eyres, Cippenham, 6/75
DAU370C	AEC Rn	Wy	H70F	Nottingham City Transport, 370, 10/76
HWB817N	Bd YRT	Pn	C53F	Pepper, Thurnscoe, 8/77
51 NAU	Dr CRG6	PR	H77F	Nottingham City Transport, 51, 10/77
BCS969C	" CRG6LX	Ar	H75F	Western S. M. T., 1986, 11/80
FKX276T	Bd YMT	Du	C53F	Cavalier, Hounslow, 4/81
RWC637K	" YRQ	Pn	C43F	Wiffen, Finchingfield, 8/82

Webbs Coaches, CHELMSFORD

NAK869R	Bd CFL	RB	C17F	Clough, Pontypridd, 7/79
RGV736R	" "	"	"	Wood, Kirby-le-Soken, 7/80
RPU526W	" CF	"	"	New, 8/80
KHK160V	" CFS	Do	12	Harwich & Dovercourt Coaches, 11/80

BWC888K	MAN RB26	RB	C28F	New, 2/82
MLK799J	Bd YRQ	Pn	C43F	Watts, Chadwell St. Mary, 12/81

Wents Coaches, BOXTED

47 UNU	Bd SB1	Ys	C41F	Frost, Stanley, 9/71
YTA 268	" SB3	Du	"	Chambers, Bures, 9/73
NCF784M	" YRQ	Wk	B49F	Chambers, Bures, 9/80
SCF344N	" "	"	"	Chambers, Bures, 12/82

Wiffens Coaches, FINCHINGFIELD

DNK407T	Fd Tt	TL	12	New, 1/79
GEV 9T	" R1114	Pn	C53F	New, 4/79
KPU777V	" R1014	"	C33F	New, 9/79
RAR777W	" "	"	C53F	New, 9/80
MLK677L	Dr CRL6	PR	H78F	London Transport, DMS677, 1/81
TMJ977W	Fd Tt	TL	12	New, -/81
XAR554X	d R1114	Pn	C53F	New, 9/81
KJD 94P	Dr CRL6	PR	H78F	London Transport, DMS2094, 12/81
YHA334X	Fd R1014	Pn	C33F	New, 6/82

ABBREVIATIONS USED FOR CHASSIS AND BODY MANUFACTURERS

An	-	Albion	Mo	-	Moseley
Ar	-	Alexander	My	-	Massey
Ba	-	Bova	NC	-	Northern Counties
Bd	-	Bedford	Pe	-	Pennine
Bl	-	Bristol	Pn	-	Plaxton
Co	-	Caetano	PR	-	Park Royal
De	-	Dodge	Pt	-	Peugeot
Dg	-	Deansgate	RB	-	Reeve Burgess
Do	-	Dormobile	Re	-	Reliance
Dr	-	Daimler	Rn	-	Renown
Du	-	Duple	Ro	-	Rootes
Du(N)	-	Duple (Northern)	Sn	-	Seddon
ECW	-	Eastern Coach Works	Sw	-	Swift
EL	-	East Lincs	TL	-	Tricentrol
Fd	-	Ford	Tt	-	Transit
Je	-	Jonckheere	VH	-	Van Hool
LCM	-	Luton Commercial Motors	VHM	-	Van Hool McArdle
Ld	-	Leyland	Vo	-	Volvo
M-B	-	Mercedes-Benz	Wk	-	Willowbrook
MC	-	Metro Cammell	Wt	-	Whittaker
ML	-	Marshall	Wy	-	Weymann
			Ys	-	Yeates
