

J. W. CAMPBELL & SONS, Ltd.

of Pitsea, Essex

FACT FILE 3

HISTORY

FLEET LIST

ROUTE MAP

TAKEOVER



ESSEX BUS
ENTHUSIASTS GROUP

Notes on the on-line version

The original Fact File booklet was published in 2002 as a printed A5 size booklet. This on-line version is a scan of the original printed copy, but where possible the images have been rescanned to improve the quality. Some additional timetable leaflets have also been added.

At the end, we have included a page of Campbell's memories from a local observer of the contemporary bus scene, Alan Watkins.

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Classic Bus magazine issue 188 (Dec 2023/Jan 2024) includes a six-page feature on Campbells, being an abridged version of this story with new illustrations by Derek Giles, not previously published, along with a redrawn version of the route map.

CAMPBELLS FACTFILE

Compiled by Alan Osborne

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HISTORY OF CAMPBELLS AND PITSEA BUS SERVICES

The Campbell family moved to Pitsea from Ireland in 1890 and soon Herbert Campbell was established as a coal merchant, this business later passed to John William Campbell by 1899. During the land sales around the turn of the century, a plot was purchased near Pitsea Railway Station. A large family house, Primrose Villa, was erected on the site, which was known as Station Road and later Station Parade, being at the end of Station Lane. This also became the base for cartage activities; being close to the station these started by meeting the trains with a horse drawn cab and wagonette. Horse drawn brakes were also available for local outings. Other ventures were undertaken including general haulage and the distribution of sand, ballast and building materials, along with being the established local coal and coke merchants. During the First World War a passenger link was inaugurated between Pitsea and the Kynochs Explosives factory at Kynochtown, near Shell Haven. The workers were first transported by horse drawn wagons to just beyond Fobbing, there to transfer to the Corringham Light Railway. Later on a lorry was converted to carry passengers on the service.

In 1916 a Shell refinery was established at Shell Haven. Despite the obvious name similarity there was actually no connection. Shell Haven appeared on maps as early as 1576, and was thought to have been derived from a river inlet called Shelf Haven. The Explosives factory closed in January 1919, and in 1921 the works and village were sold to Cory Brothers Ltd., Kynochtown being re-named Coryton soon afterward. In 1923 Cory Bros. started to develop the site as a medium size oil refinery and oil storage depot. Accordingly, the Campbells workers bus service to Shell Haven still continued to provide the transport link.

In August 1921 John William Campbell became the proud owner of a Daimler charabanc, which prominently displayed the business telephone number, Vange 9. The December 1922 issue of the 'Travel By Road' guide included a Monday bus service operated by the Bell Hill Garage of Vange running from the Barge Inn to Wickford Market via Pitsea with six journeys each way. Campbells later continued this service, with similar timings, however, it is not known whether Bell Hill Garage was actually a trading name of Campbells or whether they took over the operation from another concern. That their telephone had a Vange rather than a Pitsea number could suggest such a link. Certainly Campbells did trade under other names, such as the Reliance Coal and Transport Company which was active in the 1920's. Later on the Monday Wickford Market service was revised to start from Pitsea and to operate outwards via Vange, returning via Burnt Mills. A frequent local service to Vange was begun using a 14-seat Bean bus. A service along the main road from Southend through Bowers Gifford and Pitsea to Vange, Barge Inn had been provided since 1922 by Westcliff-on-Sea Motor Services route 2, running about hourly. The Campbells route connected with trains at the Station and then served Timberlog Lane to turn at Gales Corner, thus providing useful local links.

At this time, Pitsea was in Billericay Rural District where there was no local licence control for motor omnibuses to ply within its area. This contrasted with Southend-on-Sea Borough Council where motor omnibuses were strictly regulated by the Watch Committee. An application from Mr. J. W. Campbell of Pitsea for a licence to run between Pitsea and Southend Victoria Circus was not approved by the Watch Committee at their meeting on 7 December 1926, the reason given being that Victoria Circus was already overcrowded. Many Watch Committees were known to take a rather parochial view and often would only issue licences to a few well established operators. He was again turned down on 13 March 1928 by Southend Council when he sought licences for four omnibuses to run between Stanford-le-Hope and Shoeburyness. Another application for two buses to run in the Borough was refused on 25 March 1929. Thus the nearest that Campbells ever got to Southend was a Weekday service to Hadleigh which was run for the benefit of businessmen working in London who travelled on the train from Pitsea Station.

The Road Traffic Act of 1930 appointed Traffic Commissioners who assumed powers to

licence bus services, thus replacing the local Watch Committees. Operators that had previously operated such services before the Act came into being were termed "established operators". Pitsea was located in the Eastern Traffic Area (reference code : F) and John William Campbell could claim to be the "established Pitsea operator", which was supported by both the Pitsea and Vange local councils. Accordingly, when his application was heard in January 1932 he was granted licences for all his services as follows :

- F/R 397/1 Vange (Gales Corner) - Pitsea (Station) (Daily)
- F/R 397/2 Vange (Gales Corner) - Pitsea (Council School) (Schooldays)
- F/R 397/3 Pitsea (Station Lane) - Wickford (Market), outward via Vange, return via Burnt Mills (Mondays)
- F/R 397/4 Pitsea (Station Lane) - Shell Haven (Oil Works) (Weekdays, working times)
- F/R 397/5 Pitsea (Station) - Hadleigh (Church) (Weekdays, peak times)
- F/R 397/6 Excursions and Tours from Pitsea (Station Garage) and Pitsea (War Memorial) to Maldon, Clacton, Dovercourt, Walton-on-the-Naze and Herne Bay

The service numbers used were the same as the licence numbers, e.g. 3 to Wickford; although these were shown in the timetables, they were not displayed on the vehicles.

John William Campbell died on 6 December 1932, aged 68; shortly afterwards on 1 November 1933 a new Company "J. W. Campbell & Sons Ltd.", trading as Campbell's Motor Service and also as Campbells Safety Coaches, was registered with the three sons Dick, Jack and Albert as the Directors.

At some later stage the Hadleigh service was re-numbered 6. It is not known what caused this change, but it may have been connected with the transfer of Pitsea from the Eastern to the Metropolitan Traffic Area (reference code : N) which was effective from 1 January 1934 when the licences of J. W. Campbell & Sons Ltd. were allocated numbers in the TNR.1459/x series.

At this point it is worth noting that the two major Essex bus companies also served Pitsea and Vange at this time on their longer distance services. In 1936 these were as follows :

EASTERN NATIONAL OMNIBUS CO. LTD.

- 4 Chelmsford - Stock - Billericay - WICKFORD - NEVENDON - BURNT MILLS - PITSEA (Station) (Daily, every hour)
 - 70* Southend - PITSEA - Grays (see Westcliff-on-Sea service 2) (Daily, every ½ hour)
 - 80 PITSEA (Broadway) - VANGE - CORRINGHAM - Stanford-le-Hope - East Tilbury (Bata Shoe Factory) (Works service for Bata employees only) (Weekdays, 1 journey)
- * - (Operated by E.N. subsidiary, Borough Services Ltd., Southend)

WESTCLIFF-ON-SEA MOTOR SERVICES LTD.

- 2 Southend - Hadleigh - Benfleet - PITSEA - VANGE - CORRINGHAM - Stanford-le-Hope - Grays (Daily, every hour) [Jointly operated with Eastern National (Borough) service 70]
- 2A Southend - Hadleigh - Benfleet - PITSEA - VANGE - NEVENDON - Laindon - Cranham - Upminster - Romford (Daily, every hour)
- 2B Southend - Hadleigh - Benfleet - PITSEA - VANGE - Homesteads - Stanford-le-Hope - Grays (Daily, every hour)

The stage carriage operations were increased in November 1937 when the one man bus business of Reginald Harold Gilbert trading as the Milton Bus Service of Fobbing was taken over, together with his Commer Centaur saloon. Gilbert's original licence was for a daily service from Stanford-le-Hope to North Benfleet via Corringham, Vange, Pitsea and Burnt Mills. This was later modified to start from Fobbing (Wednesday & Saturday only), Vange (Daily) and extended daily from North Benfleet through to Wickford. The new service was numbered 9 by Campbells. Earlier in the preceding April, following on from some irregular running by Gilbert, Campbells had provided a replacement local service between Pitsea and North Benfleet covering part of the Milton route. Following on from some local road improvements, service 1 was extended from Vange to Basildon (Post Office) via Church Road in July 1938, although many short workings to Vange continued to be provided.

From a bus service viewpoint this area of South West Essex may be regarded as a sort of "no mans land". The Eastern National Omnibus Co. Ltd. was well established in the Grays area to the west, their territory being bounded by Bulphan, Stanford-le-Hope and Coryton, whilst the area to the east of Benfleet, Rayleigh and Hullbridge was the province of Westcliff-on-Sea Motor Services Ltd. The Chelmsford area of Eastern National was much further to the north bounded by Billericay, Wickford and Woodham Ferrers. In the area in between the City Coach Company (for details see Fact File number 1) had built up a small network of services which was considerably expanded in 1936 when the operations of Tom Webster of Laindon (trading as "Old Tom" Motor Services) were acquired. This left the local rural area around Pitsea, Vange and Basildon to Campbells and so their business continued along with their other associated transport activities, also including removals work, until after the Second World War. During this time they built up a regular clientele and served the local area very well. Indeed, their services were so reliable that some local people were even known to set their watches by them.

The accurate recording of post war changes to Campbells bus services is quite difficult, since timetables were not issued at regular intervals, and those that did appear were always undated. Fortunately, much useful information is available from the 'Notices and Proceedings' of the Metropolitan Traffic Area. As noted previously, Campbells bus services had licence numbers of the form TNR 1459/1, in which the 'N' stood for the Metropolitan area and 1459 was the Campbells reference number. The licence number was used as the service number.

In 1946, the residents of the Pound Lane area of Bowers Gifford were agitating for a regular bus service, their only facility being a Benfleet & District route from South Benfleet to Wickford which had been reduced to run on Mondays only from 1 January 1933. Accordingly, in September 1946 Campbells made an application (TNR.1459/11) for a new service from Pitsea to Wickford via Pound Lane, North Benfleet (The Harrows) and Cranfield Park Road. A couple of months later competing applications were lodged by both Eastern National and Westcliff-on-Sea for a joint service from Grays to North Benfleet (The Harrows) via Pitsea and Pound Lane. The situation remained unsettled until 1947. On 18 May the Eastern National (84) and Westcliff (2B) joint service commenced but in the event this did not go to North Benfleet, instead it ran along its normal route to terminate at Benfleet (Tarpots Corner). Later in the year Campbells service 11 finally started running between Pitsea (Station) and North Benfleet (The Harrows) only, the section onwards to Wickford not being granted the necessary licence.

The next change took place early in 1949 when a revised timetable for service 9 was introduced, which included daily operation to Fobbing and an extension to Corringham. The route was then worked in two separate sections, *viz.* Wickford - Pitsea and Pitsea - Corringham.

The remaining changes all concerned service 4 which had operated for many years on Working Days only to Shell Haven (Oil Works). It essentially catered for Monday to Friday and Saturday morning working times. The terminus was near to the refinery entrance down a private road where in the 1920's the Shell 'village' of Shell Haven had been built. The houses

on the east side of the road where senior staff lived were known as 'The Villas' whilst those on the west side were known as 'Shell Cottages'.

Much industrial development was planned for this riverside area after the war. In 1948 the Shell Petroleum Co. Ltd. decided to build an oil refinery to process Kuwait crude, on previously unused marshland. The new refinery was initially known as the M.E.C. (Middle East Crude) Site and was later termed the 'West Site'. The Primary Crude Distillation Unit was brought into use in 1950, with the rest of the refining facilities following in 1950/51. The original Shell installation by the Shell Cottages was then termed the 'East Site'.

In 1942 Cory Bros. had been acquired by the Vacuum Oil Company who in September 1950 began the task of constructing a huge refinery and oil works at Coryton. The site went "on stream" on Saturday 31 January 1953. Later on the production of lubricating oils was started, this being the speciality of the Vacuum Oil Company. All the refineries were then working seven days a week, 24 hours a day in three 8-hour shifts commencing at 0600, 1400 and 2200.

With all these changes taking place and many hundreds of employees and construction workers requiring transport, additional journeys on service 4 were introduced by Campbells, including the use of double deckers on some workings. In 1951 Daily shift change journeys (0600, 1400 and 2200) were introduced to Shell Haven (East Site), shortly afterwards these were diverted to run via Shell Haven (West Site) as a spur working. Then in 1953 further Daily shift change journeys were started to cater for the Coryton refinery. In common with the other bus services operating to the refineries they had the distinction of running every day of the year, including Christmas Day.

Two significant post war events took place in 1948 which were to have far reaching effects on the Pitsea bus scene, these involved the B.T.C. and B.N.T.

Under the 1947 Transport Act, the British Transport Commission was formed, and through its Road Passenger Transport Executive it set about the task of rationalising bus companies into more effective operating units. Such a change was to effect South Essex, where the 1933 London Transport boundary awkwardly passed through the centre of Grays, thus preventing any cross-town links. On 30 September 1951 most of the local Eastern National Grays area services were transferred to London Transport. Although the longer distance services were not affected, some associated changes became necessary. Accordingly, services 80 (Pitsea - Bata Shoe Factory) and 84 (Grays - Pitsea - Benfleet) were transferred to Westcliff-on-Sea operation. The 80 continued with the same number, whilst the 84 was incorporated into the jointly operated Westcliff service 2B. In order to cover the southern end of service 53 (Tilbury Ferry - Laindon - Chelmsford - Colchester - Clacton), and other isolated workings, a new operating base was required. However, rather than locating this in the immediate Thurrock area it was instead strategically established in Vange. A small shed and yard for three vehicles was opened in the former British Road Services base in Bull Road (now Clay Hill Road), which therefore provided Eastern National with its first foothold in the Basildon area. After a three month settling in period the full Grays co-ordination scheme came into effect on Wednesday 2 January 1952 when a revised pattern of services and new route numbers were introduced. Thus former Eastern National service 35 (Grays - Corringham - Shell Haven / Coryton) became London Transport route 349. The London Transport Grays and Tilbury local area timetable was necessarily re-cast and henceforth included Campbells services 4 and 9 since they served Corringham which then lay within the expanded timetable area. (see page 28)

Now to the second event of 1948, this took place on 25 May when Government approval was given for the building of Basildon New Town. The first new tenants moved in on 18 June 1951 and by the end of 1952 six hundred new homes had been built. With all the new development in the Whitmore Way area, the new residents needed a bus service to take them into Pitsea which was, at the time, their nearest shopping centre as well as being the local rail

head. However, these new services to Basildon were not put on by Campbells, they were instead inaugurated by Westcliff-on-Sea, which since 1952 had been under the control of Eastern National. On 23 August 1953 the previous number 84 was revived, it re-appeared to run over the 2B route from Grays via Pitsea and thence via Rectory Road, Burnt Mills and Timberlog Lane to Whitmore Way on the same hourly frequency. Soon afterwards another new service was started, which was to become the Basildon "main line" route. From Sunday 14 February 1954 Westcliff service W44 made its appearance running from Pitsea Station to Whitmore Way, Quendon Road via Gales Corner and Timberlog Lane on a half hourly frequency. As the house building progressed apace, the service was extended in stages along Whitmore Way, first to The Fremnells (27 March 1955), then to The Upway (26 August 1956) and further to Methersgate (10 March 1957) before finally reaching the New Town Centre on 4 May 1958, by then it was running at 10 minute intervals.

A comprehensive Essex route re-numbering scheme was introduced by Eastern National in 1955. This was necessary following the acquisition of Hicks Bros. of Braintree and the City Coach Company of Brentwood as well as taking control of Westcliff-on-Sea Motor Services of Southend. In the Basildon area, the changes took place on 21 August using route numbers in the 240 series, thus W44 became 244, W80 became 245, whilst the W84 became 248. New service 242 (Basildon, Whitmore Way - Pitsea - Coryton) was also introduced at this time. The trunk services from Southend (2,2A,2B) retained their former Westcliff numbers, the Eastern National service 70 journeys then becoming 2 to conform. By this time the Basildon base at Bull Road, Vange had been steadily enlarged and since July 1954, the expanded allocation of about 20 vehicles started to carry garages codes in the form of a yellow circle.

It was now becoming apparent that Basildon would soon replace Pitsea as the hub of the local community. Moreover, since Eastern National had consolidated its position in South Essex, it was now appropriate to attempt to obtain a complete monopoly in the Basildon New Town area. As far as Campbells were concerned many of their bus services were now paralleled by those of Eastern National and the brothers were all approaching retirement. They therefore conceded to the inevitable and discussions between the parties were started.

The termination process started in December 1955; in order to facilitate the transfer Campbells lodged an application for revised fares "to co-ordinate with those of the Eastern National Omnibus Co. Ltd." Since their fares had not been revised for about three years this involved quite an increase. In the case of service 1, for example, the fares rose from single 4½d/return 7d to single 7d/return 1/1d. Also in December 1955 Eastern National applied for new licences to continue the Campbells bus services without modification. In January 1956, the revised fares application was granted to Campbells and on 25 January 1956, the new Eastern National licences, TNR.69/370 - 69/375, were approved. Eastern National later applied for certain modifications to the services.

The bus services of J. W. Campbell & Sons Ltd. thus passed to the Eastern National Omnibus Co. Ltd. on 19 February 1956 when they were given new service numbers 231 - 236. From the outset they ran over the original routes at the Campbells timings.

Shortly after the takeover, Eastern National introduced a number of changes to the services with effect from 18 March. These were publicised in two leaflets. Leaflet no. 6678 (dated 7 March) listed the revised timings and the amended return route of service 234. In the 4-page folder leaflet no. 6699 (dated 8 March) the revised full timetables of services 231 - 236 were shown (see page 12).

The changes introduced are detailed below (Campbell service numbers shown in parentheses) :

<i>Services</i>	231	232	233	235
	(9)	(11)	(1)	(6)

A number of minor timing changes were introduced to the above services in order to improve connections at Pitsea Station, such that buses would no longer wait for late running

trains as practised by Campbells. Moreover, the change of operating centre from Pitsea to Basildon meant that the first journey on service 233 from Pitsea to Vange at 0515 could be withdrawn.

Service 234 (3)

This Monday service was revised to operate via Vange and Timberlog Lane in both directions. It is interesting to note that Eastern National had previously applied for a licence (TNR.69/367) for a service between Pitsea (Station) and Wickford (White Swan) via Vange and Timberlog Lane to operate on Saturday afternoons only. Although this was granted in September 1955 it never actually operated. The Eastern National timetable dated 2 June 1956 shows service 234 operating on both Mondays and Saturdays. The original licence TNR.69/367 was therefore superfluous and was accordingly surrendered.

Service 236 (4)

Operation to Coryton was reduced to operate on Monday to Fridays only. The Daily shift change workings were withdrawn, these being duplicated between Pitsea and Coryton by new service 242 (see page 6). However, the Daily shift change journeys to Shell Haven remained unchanged, except that the early morning Sunday service to Shell Haven was transferred to service 2C. Previously the 0430 Sunday journey on service 2C from Southend only operated as far as Pitsea (under guarantee from the Vacuum Oil Company), where workers transferred to Campbells service 4. The return connection then left Pitsea at 0635. For the record, the Vacuum Oil Company later changed its name to the Mobil Oil Company.

* * * * *

The coach fleet did not pass to Eastern National since the Campbell family wished to continue their long established and much respected local tours and excursions business. Accordingly, their newest three coaches, the trusted Albion Vikings with full front Allweather bodywork were retained by John S. Campbell. Thus the haulage and coach businesses continued from Station Parade for about six more years. From 1963, the coach operations were placed in the hands of Albert E. Campbell which continued in a limited way from a base in Rectory Road. Operations ceased in May 1971 thus finally concluding the Campbell story.

Today, the far end of Station Lane, Pitsea has been almost completely obliterated under the new A13 dual carriageway which forms the Pitsea by-pass. What remains of the southern portion of the road is now called Pitsea Hall Lane. Most of the buildings near the Railway Station have gone and been replaced by car parks. Buses no longer serve Pitsea Station, road/rail co-ordination having ceased. In the midst of all this turmoil, it is remarkable that the Campbell family home, Primrose Villa, still stands. However, at the time of writing it was vacant and up for sale. The associated garage having been used by the Pryor Oil Distribution Company for a time.

J. W. Campbell & Sons Ltd.—Station Parade, Pitsea, Essex. Dirs : J. S. Campbell (Gen. Man.), R. H. Campbell, A. E. Campbell (Secy.). Reg. Off : as above. Rolling stock : 20 buses (11 with oil engines), comprising 17 s-d., 3 d-d. Chassis : Albion, A.E.C., Bedford. Bodies : various. Phone : Vange 2209.

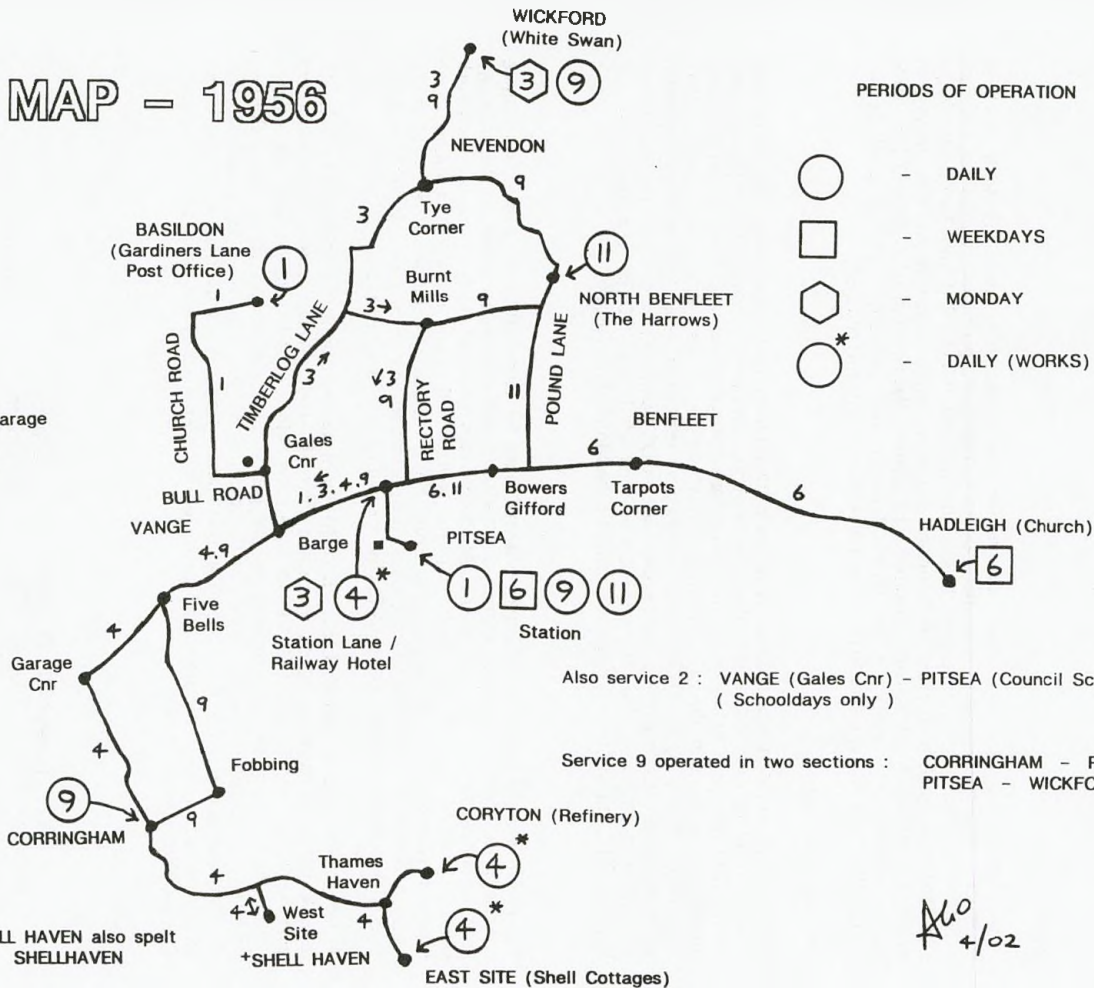
LITTLE RED BOOK
1953/54 entry

ROUTE MAP - 1956

PERIODS OF OPERATION

- - DAILY
- - WEEKDAYS
- ⬡ - MONDAY
- * - DAILY (WORKS)

- - Campbells garage
- - E. N. depot



AG 4/02

ROUTE LIST - JANUARY 1956

The following information is presented

- period of operation (see codes below)
- through fares (S - single, R - return)
- running time of full route (hours, minutes)

CODES USED:

D	-	Daily	M	-	Monday
WD	-	Weekdays	S	-	Saturday
M-F	-	Monday to Friday	Su	-	Sunday
Sch	-	Schooldays			

Since the Campbells services operated at irregular intervals, the number of journeys provided is shown. In some cases the total number of journeys was different in each direction. In the listings below, the maximum number of journeys is shown.

Route numbers were not displayed on vehicle destination blinds.

1 PITSEA (Station) - Vange (Barge) - Gales Corner -
 Church Road - BASILDON (Gardiners Lane Post Office)

D	S : 7d	0.19
	R : 1/1	

Pitsea - Gales Corner Gales Corner - Basildon

M-F - 20 jnys (a)	M-F - 8 jnys (b)
S - 28 jnys	S - 11 jnys
Su - 5 jnys	Su - 3 jnys

The service was irregular, with intervals between journeys as short as 5 minutes and as long as 4 hours on Monday to Friday.

2 VANGE (Gales Corner) - Nevendon School - Pound Lane -
 Bowers School - PITSEA (Council School)

Sch	S : unknown	0.35
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1 single journey in each direction

3 PITSEA (Station Lane) - Vange (Barge) (OUTWARD) - Burnt
 Mills (INWARD) - Basildon (Jolly Cricketers) - Tye Corner -
 WICKFORD (High Street, White Swan) (c)

M	S : 8d	0.23
	R : 1/2	

6 journeys

4 PITSEA (Station Lane) - Vange (Five Bells) - Corringham -
Shell Haven (West Site) - SHELL HAVEN (East Site) or
CORYTON (Refinery)

D (Works service) S : 10d 0.30 / 0.30
R : 1/6

Pitsea - Shell Haven	Pitsea - Coryton
M-F - 5 jnys	M-F - 4 jnys
S - 5 jnys	S - 3 jnys
Su - 3 jnys	Su - 3 jnys

6 PITSEA (Station) - Bowers Gifford - Benfleet (Tarpots Cnr.) -
HADLEIGH (Church) (d)

WD S : 8d 0.18
R : 1/2

M-F - 6 jnys
S - 2 jnys

9 CORRINGHAM - Fobbing - Vange (Five Bells) -
PITSEA (Station) - Burnt Mills - North Benfleet (Harrows) -
Tye Corner - WICKFORD (High Street, White Swan) (e)

D Corringham - Pitsea 0.20
S : 8d
R : n/a

Pitsea - Wickford 0.22
S : 9d
R : 1/4

Corringham - Wickford
S : 1/3

Corringham - Pitsea	Pitsea - Wickford
M-F : 4 jnys (f)	M-F : 17 jnys
S : 6 jnys	S : 20 jnys
Su : 2 jnys	Su : 7 jnys

11 PITSEA (Station) - Bowers Gifford - Pound Lane -
NORTH BENFLEET (The Harrows)

D S : 6d 0.12
R : 11d

M-F - 8 jnys
S - 9 jnys
Su - 5 jnys

- NOTES
- (a) 23 jnys on Wednesday.
 - (b) 10 jnys on Wednesday.
 - (c) This Monday only market day service to Wickford operated outwards via Vange (Gales Corner) and Timberlog Lane, returning via Burnt Mills and Rectory Road.
 - (d) This service was originally numbered 5.
 - (e) Corringham (Social Club) terminal point not specified in timetables. Service essentially operated in two separate sections. One through journey provided in one direction on Saturday only.
 - (f) 5 jnys on Wednesday.

Re-numbering of J. W. Campbell & Sons services by Eastern National Omnibus Co. Ltd.
 on 19 February 1956

Campbells route number *****	New Eastern National service number *****
1	233
2	(g)
3	234
4	236
6	235
9	231
11	232

(g) - service 2 was not numbered. It was continued as a school contract.

From 11 March 1957 all short Vange journeys and the evening service on service 233 were withdrawn. Over the years this service was progressively reduced since the original route became severed when the roads and surrounding area were redeveloped; it finally ceased on 25 June 1961. The erstwhile terminus at Basildon (Post Office) is no longer in existence, the Ford Tractor Plant having been built on the site.

From 6 June 1957 the two sections of service 231 were separated and re-numbered as follows :

230	Corringham - Fobbing - Pitsea
231	Pitsea - North Benfleet - Wickford

The general pattern of service was the same except that the 231 terminated at Pitsea (Broadway) on Sundays.









PHOTOGRAPH CAPTIONS

FRONT COVER

Seen at Pitsea Station is Pickering bodied Albion Valkyrie KNO 53. This Campbell vehicle had the distinction of carrying the lowest fleetnumber (001) ever allocated to any member of the Eastern National fleet. Although sporting a yellow circle Basildon garage code it never gained an Eastern National fleetname. (E.B.E.G. collection)

PAGE 13 - UPPER

Operating on the local service to Gales Corner in Vange is TW 638, a 14-seat Bean dating from 1925, it carries the "Campbells Motor Service" fleetname. This service was later extended through to Basildon (Post Office). (J. F. Higham)

PAGE 13 - LOWER

This small Viking (HS 4208) came from Midland Red, having previously been in the predominantly Albion fleet of Leicester & District. It carries the circular 'Safety Coaches' fleetname. From the hoarding on the right, the extensive range of Campbell business interests can be appreciated. (A. G. Osborne collection)

PAGE 14 - UPPER

The first Albion purchased new by Campbells was DPU 206, a Valkyrie with Metcalfe coachwork, which according to Albion records was allocated fleet number 7. This vehicle gave nearly twenty years good service. (J. F. Higham)

PAGE 14 - LOWER

Five Weymann bodied A.E.C. Regals were purchased from Leeds City Transport in 1946, one of the intake, UG 1021, is seen outside the yard in Station Parade. On the left of the photograph can just be seen Primrose Villa, the Campbells family home. The house still stands, although now vacant. (A. G. Osborne collection)

PAGE 15 - UPPER

The only new double decker purchased by Campbells was PPU 187, a 1949 Albion Venturer fitted with a 1934 Weymann lowbridge body previously carried by a Westcliff-on-Sea A.E.C. Regent. The double deckers were often used on the workers services to Shell Haven and Coryton. (F. Church)

PAGE 15 - LOWER

This interesting photograph was taken at the Shell Haven (Shell Cottages) terminal, then designated the 'East Site'. It shows two vehicles on special works services. On the left is London Transport RT3636 (MXX 151) on route 349, and on the right Albion LTW 470 is on Campbells service 4. (F. Church)

PAGE 16 - UPPER

Within a few months of the takeover, Eastern National vehicles started to work on the Pitsea services. Seen in the Bull Road, Vange depot yard is Bristol LL5G 330 (ONO 997) on replacement Campbell service 231. In the background is 281 (KNO 608) on service 254 which was formerly run by the City Coach Company. (E.B.E.G. collection)

PAGE 16 - LOWER

This view shows one of the very rare Albion Viking HD61N's fitted with Allweather full front coachwork. All three Vikings were retained by Campbells after the takeover, RVW 627 being finally taken out of service in 1963.

(R. H. G. Simpson)

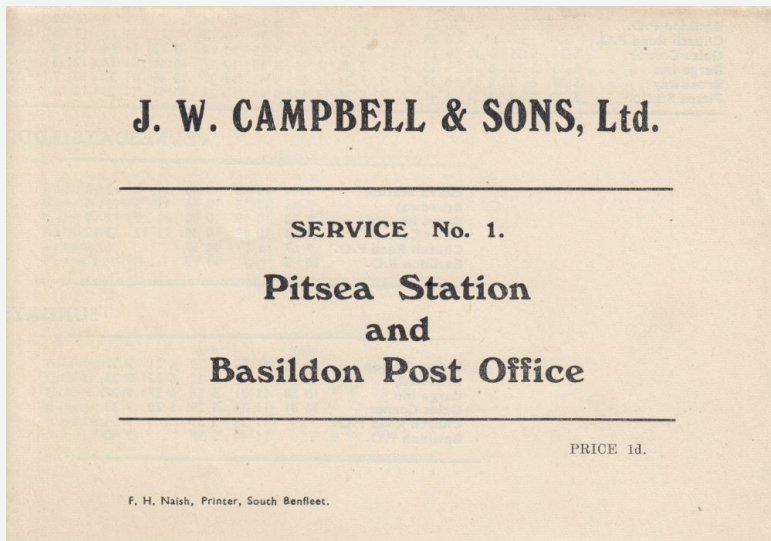
ESSEX BUS ENTHUSIASTS GROUP

Since 1964 we've catered for those interested in bus and coach operations in Essex. We publish a monthly full-colour 36-page journal, "Essex Bus Magazine" with a mix of current news and historical features, plus lots of great photos, and run occasional coach tours. We also publish two Extras each year, packed full of historical features, and these are sent free to all members.

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CAMPBELLS MOTOR BUS FLEET

The first motorised passenger vehicle was a converted Whiting-Denby lorry used on the workers service to Shell Haven. A Daimler Y charabanc (NO 3425) was purchased in 1921, whilst one of the early buses used on the Vange service was a 14-seat Bean (TW 638) dating from 1925. A Morris Dictator with 32-seat London Lorries coachwork (JN 1492) joined the fleet in 1931, which continued in service until the end of 1946. A new Bedford WLB 20-seat saloon (BVX 965) was added in 1935 whilst in the following year the first of a fleet of fourteen trusty Albions was delivered. The pioneer vehicle was DPU 206 a Valkyrie model PV141 with handsome Metcalfe C32F bodywork, although the vehicle was fitted with coach seats it was later downgraded to a saloon bus. Albion records suggest that this vehicle was allocated fleet number 7, however, inspection of numerous photographs have failed to show any evidence of this number ever being displayed externally. A selection of secondhand vehicles then followed, including a Bean (ML 6638), two small Albion Victors (RY 7961 & HS 4208) and also, in 1937, a Commer Centaur (KJ 6592) acquired with the Milton Bus Service of Gilbert, Fobbing. The next new purchases marked a return to the faithful Albions, a Valkyrie (EVX 346) and a smaller wheelbase Victor model (GEV 694) entering the fleet. These two vehicles were both to become a well established part of the Pitsea bus scene since they survived until the eventual takeover. The next purchase was rather unusual. In June 1939, UF 3585 arrived, this was a Tilling Stevens B10A with Harrington bodywork which was previously in the fleet of Southdown Motor Services Ltd. During the war years, when vehicle production was strictly limited, just one new vehicle was obtained, a Bedford OB with war-time utility style bodywork.

Late in 1946, with peace restored, a batch of five A.E.C. Regents with Weymann B32R bodies was acquired from Leeds City Transport. Then it was back to the trusty Albions with the Valkyrie once again being favoured. Two CX series buses, one bodied by Pickering (KNO 53), the other by Strachan (LTW 470) were purchased in 1946/7. Following a marked increase in private hire work, three more similar Valkyries were then added, these being fitted with Allweather 33-seat coachwork, which formed the backbone of the coach fleet for the next three years.

It was in 1949 that Campbells purchased their first double deckers. Two secondhand A.E.C. Regents with Northern Coachbuilders 55-seat utility style bodywork were obtained from Barton Transport of Chilwell, Nottinghamshire these having been new in 1942. The third double decker was most unusual. This was a new Albion Venturer CX37 chassis which was fitted with a secondhand 1934 Weymann 53-seat lowbridge body obtained from Westcliff-on-Sea Motor Services. This was rendered surplus when a pair of their A.E.C. Regents (JN4294 & JN4745) were re-bodied by Eastern Coachworks in 1949. Another Bedford OWB with utility style bodywork (JPK 847) was then secured from Surrey operator Bookham Saloons. Further Albion coaches were then required for the fleet. However, since production of the Valkyrie ceased in 1950, Campbells took the rather unusual step of ordering the Viking chassis. This model had primarily been intended for export, being particularly popular in South Africa. However, although the HD61N model was subsequently made available for the home market it was still comparatively rare. Campbells took three examples, all with full front Allweather 37-seat bodies, RVW 627 was delivered in 1950, followed by SNO218 & 219 in 1951. In fact, the Campbells Viking fleet was quite notable, for not only did they have the very first home chassis, they also had the largest fleet of such Vikings in the whole of the United Kingdom, not surprising really when the total home consumption only amounted to just 10 vehicles! Overseas only production then resumed in 1951 with the SAR.HD61N model especially for South African Railways.

The final acquisitions were two secondhand Bedford OB's with 29-seat Duple Vista coachwork which were previously nos. 24 & 25 in the fleet of Cookes Coaches of Stoughton, Guildford. Unfortunately these lightweight coaches did not prove very popular and were soon withdrawn.

When the Campbells bus services were taken over by Eastern National on 19 February 1956, there were fifteen vehicles in the fleet. However, two of the vehicles, a Bedford OB (JTW 382) and one of the A.E.C. Regents (FVO 323) were by then in a dilapidated state and derelict in the yard. They were consequently not part of the transfer and were subsequently scrapped. Ten members of the fleet were transferred to Eastern National and some took numbers in the "acquired" series. One of Campbells Albion Valkyries (KNO 53) became 001 and thus had the distinction of carrying the lowest fleetnumber ever allocated to any Eastern National vehicle. The three "MTW" Albions took the numbers 002 - 4. It was originally intended to use the other Valkyrie (LTW 470) and the remaining Bedford OB (JPK 847). Although they were actually allocated numbers 005 and 006, in the event these two vehicles were never used, and their new fleetnumber plates were never fitted. The two remaining pre-war Albions (EVX 346 & GEV 694) were also acquired, but were not used and never allocated fleetnumbers. The two active double deckers became 1019 and 1020, they were the only former Campbells vehicles to gain Eastern National livery.

Although the Eastern National fleet had always been very mixed, Albion vehicles were never particularly prominent. The last such example to be added to the stock being DNO 42, a Victor acquired from Simpsons of Leaden Roding in 1940, which although numbered 3871 did not remain in the fleet for very long. In the event, history was to repeat itself.

After acquisition 001 - 004 and 1020 were added to the Basildon allocation, whilst 1019 and the other four machines were moved to Prittlewell where they remained unlicensed. In April the operational careers of 002 and 003 ended and they were also then delicensed at Prittlewell. By this time 1019 had been repainted and saw service at Southend on contract work. With the early withdrawal of the Albions, Eastern National Bristols from Basildon depot were soon to be seen working on the former Campbells services.

The last resting place of Eastern National vehicles before their eventual demise is the disposal yard adjacent to Maldon garage. In June, 001 - 5 and GEV 694 were moved there, followed by 006 and EVX 346 in August and eventually by double deckers 1019 & 1020 in October. By the end of that month all of the Campbells vehicles were disposed of. The unique Albion Venturer double decker saw further service with Trans-Global Tours of Birmingham, and then returned home to its native Scotland to end its days with Williamsons of Gaudry in the Kingdom of Fife.

It should be emphasised that only the bus service licences of Campbells were acquired by Eastern National. Thus the coach fleet and the Station Parade premises were retained since the family wished to continue their long established local excursions and tours business. Accordingly, the three newest full front Albion Viking coaches were then licensed in the name of John S. Campbell. The two later examples (SNO 218/9) were later sold and entered service with Trimdon Motor Services in County Durham in July 1957. The coach and haulage business continued as such until January 1963. The premises in Station Parade were later occupied by the Pryor Oil Company.

By mutual consent of the brothers, the ownership of the coach business was then transferred to Albert E. Campbell and thence operated from a base in Rectory Road. In August 1965 a Bristol K5G double decker (FDL 294) previously Southern Vectis 726, was obtained for use on school bus duties. A new Ford R192 coach with Duple (Northern) bodywork (FTM710E) joined the fleet in May 1967. The operating address was changed to 8, Addison Pavement, Winifred Road from April 1969. In later days much of the coach work was often shared with G & G Coaches of Wickford with whom a good working relationship was built up. So when Albert decided to retire, the business was taken over by G & G in May 1971, along with three coaches and the double decker which had been converted into a workshop. However, Albert, by then in his seventies still did the odd driving job for G & G, you just could not keep an old Campbell down !

FLEET LISTS



THE EARLY FLEET : 1921 - 1947

The list below shows all vehicles that were in the fleet but which had been withdrawn by the end of 1947. Vehicles added to the fleet during this period which were still current in 1948 are shown in the J. W. Campbell fleet list (see page 22).

Reg. No.	Chassis type	No.	Bodywork	Seating	IN	OUT
HK 2545	Whiting-Denby 30 hp		Lorry bus		11/16 ?	N
NO 3425	Daimler Y	4180	Harrington	Ch28	8/21 ?	N
TW 638	Bean	12030		B14F	11/25 ?	N
TW 6690	Minerva	26537		B26	1/27 ?	N
VW 5481	Minerva MBR	28008		C26	6/28 12/36	N
CK 3351	Daimler Y	4346		B32	? ?	
JN 1492	Morris Dictator	074	London Lorries	C32F	9/31 12/46	N
RY 7771	Bean				~1932 ~1937	
BVX 965	Bedford WLB	109966		B20	3/35 12/46	N
KO 6173	Minerva		Beadle	C29	5/36 1939	
ML 6638	Bean	1058-11		C18	9/36 6/37	
RY 7961	Albion PM28	7040D	N.C.M.E.	B32F	12/36 ?	
HS 4208	Albion PJ24	4141G	Duple	B20F	3/37 1938	
KJ 6592	Commer Centaur			20	11/37 1940	
UF 3585	Tilling Stevens B10A2	5808	Harrington	B32R	6/39 1947	

N : vehicle purchased new

Previous owners :

CK 3351	:	Hicks Bros., Braintree
KO 6173	:	Gravesend & District, via London Transport
ML 6638	:	Meeson Bros., -?-
RY 7961	:	Midland Red, 1960 (formerly Leicester & District)
HS 4208	:	Midland Red, 1946 (formerly Leicester & District)
KJ 6592	:	Gilbert (Milton Bus Service), Fobbing
UF 3585	:	Southdown Motor Services, 625

Subsequent owners (where known) :

VW 5481	:	scrapped
JN 1492	:	scrapped
BVX 965	:	scrapped
ML 6638	:	Gilbert (Milton Bus Service), Fobbing
UF 3585	:	scrapped

J. W. CAMPBELL & SONS LTD. FLEET LIST 1948 - 1956

LIVERY : Light/dark green and cream

						IN	Notes
7	DPU 206	Albion PV141	44002J	Metcalf	C32F	5/36	N a,b
8	EVX 346	" "	44010B	"	"	5/37	N a,b
5	GEV 694	" PH114	24004J	Duple(?)	B24F	5/38	N a,c
	JTW 382	Bedford OWB	12508	?	UB32F	2/43	N d
	UG 1021	A.E.C. Regal	6621381	Weymann	B32R	8/46	
	UG 1022	" "	6621383	"	"	8/46	
	UG 1024	" "	6621384	"	"	8/46	
	UG 1025	" "	6621385	"	"	10/46	
	UG 1026	" "	6621386	"	"	10/46	
	KNO 53	Albion CX13	58025H	Pickering	B34F	3/46	N
	LTW 470	" "	58029H	Strachan	B32F	4/47	N
	MTW 842	" "	58048J	Allweather	C33F	11/47	N
	MTW 843	" "	58048H	"	"	1/48	N
	MTW 844	" "	58048F	"	"	1/48	N
	JPK 847	Bedford OWB	12217	Duple	UB28F	1949	
	FVO 322	A.E.C. Regent I	06617200	N.C.B.	UL27/28R	3/49	
	FVO 323	" " "	06617201	"	"	3/49	
	PPU 187	Albion CX37	60109A	Weymann	L27/26R	12/49	N e
	RVW 627	Albion HD61N	60870A	Allweather	FC37F	12/50	N
	SNO 218	" "	60871E	"	"	4/51	N
	SNO 219	" "	60871D	"	"	4/51	N
	KPJ 389	Bedford OB	30373	Duple	C29F	1/53	
	KPJ 390	" "	32004	"	"	1/53	

N : vehicle purchased new

- (a) : Fleet numbers are those quoted in Albion Motors records, photographic evidence indicates that the numbers do not appear to have been carried on the vehicles.
- (b) : Vehicle later downgraded to B32F
- (c) : Vehicle later converted to B20F
- (d) : Vehicle later converted to UB28F
- (e) : Secondhand 1934 Weymann body no. M191 fitted, purchased from Westcliff-on-Sea, previously carried by A.E.C. Regent JN 4294.

Vehicles IN

UG 1021	Leeds City Transport, 28
UG 1022	" " " , 30
UG 1024	" " " , 31
UG 1025	" " " , 32
UG 1026	" " " , 33
FVO 322	Barton Transport, Chilwell, 421
FVO 323	" " " , 422
JPK 847	Freclove, Bookham
KPJ 389	Cooke, Stoughton, 24
KPJ 390	" " " , 25

J. W. Campbell & Sons Ltd. vehicles withdrawn before takeover by Eastern National

DPU 206	11/54	scrapped
UG 1021	9/53	scrapped
UG 1022	1952	scrapped
UG 1024	6/53	scrapped
UG 1025	9/53	scrapped
UG 1026	7/53	scrapped
KPJ 389	2/53	Butler, Bagshot
KPJ 390	6/54	Banfield, London, S.E.17

J. W. Campbell & Sons Ltd. vehicles that were in a derelict condition at the time of the takeover.

JTW 382	scrapped (last licensed 12/55)
FVO 323	scrapped

J. W. Campbell & Sons Ltd. vehicles that were acquired by Eastern National Omnibus Co. Ltd. on 19 February 1956.

EVX 346	u/n	(a)
GEV 694	u/n	(a)
KNO 53	001	(b)
LTW 470	005	(c)
MTW 842	004	(b)
MTW 843	003	(b)
MTW 844	002	(b)
FVO 322	1019	(d)
JPK 847	006	(c)
PPU 187	1020	(d)

- (a) - vehicle unlicensed at time of takeover, was not used nor allocated any fleetnumber.
- (b) - New fleetnumber plate fitted, continued to carry Campbell fleetnames.
- (c) - vehicle acquired with intention of being operated, allocated fleetnumber shown. In the event was not used and new fleetnumber plate was never fitted.
- (d) - Repainted into Eastern National livery, with Eastern National fleetnames.

J. W. Campbell & Sons Ltd. vehicles with Eastern National Omnibus Co. Ltd. from 19 February 1956.

001	BN - 2/56, MNw - 6/56, w/d and sold* - 10/56.
002	BN - 2/56, PLu - 4/56, MNw - 6/56, w/d and sold* - 10/56.
003	BN - 2/56, PLu - 4/56, MNw - 6/56, w/d and sold* - 10/56.
004	BN - 2/56, MNw - 6/56, w/d and sold* - 10/56.
005	PLu - 2/56, MNw - 6/56, w/d and sold* - 10/56.
006	PLu - 2/56, MNw - 8/56, w/d and sold* - 10/56.

EVX 346 PLu - 2/56, MNw - 8/56, w/d and sold* - 10/56.
 GEV 694 PLu - 2/56, MNw - 6/56, w/d and sold* - 10/56.
 1019 PLu - 2/56, SD - 4/56, SDu - 8/56, MNw - 10/56,
 w/d and sold* - 10/56.
 1020 BN - 2/56, MNw - 10/56, w/d and sold* - 10/56.

NOTES

(*) : all vehicles were sold to A.M.C.C. (dealer) of Leytonstone, London, E.15
 (Lansdowne Luxury Coaches), 10/56.

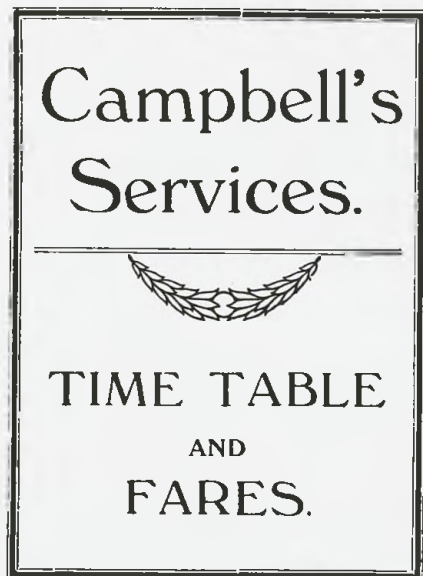
BN - Basildon
 SD - Southend

PLu - Prittlewell, unlicensed
 MNw - Maldon disposal yard

1020 later passed to Trans - Global Tours, Birmingham, 11/56 and to Williamson,
 Gauldry, Fife, Scotland, 1/58. All the remaining vehicles were scrapped.

J. W. Campbell & Sons vehicles that were transferred to J. S. Campbell, Pitsea

RVW 627 see page 25
 SNO 218 see page 25
 SNO 219 see page 25



1933
 TIMETABLE COVER

CAMPBELLS COACHES FLEET LISTS 1956 - 1971

J. S. Campbell Station Parade, Pitsea (to 1/63)

A. E. Campbell 47, Rectory Road, Pitsea (from 1/63)

 8, Addison Pavement, Winifred Road, Pitsea
(from 4/69)

OPERATIONS CEASED - 5/71 (taken over by G & G Coaches, Wickford)

RVW 627	Albion HD61N	60870A	Allweather	FC37F	2/56	4/63
SNO 218	" "	60871E	"	"	2/56	7/57
SNO 219	" "	60871D	"	"	2/56	7/57
EJH 746	Austin CXB	153257	Beale	C29F	10/59	7/64
VPM 739	Ford 570E	62261	Burlingham	C41F	6/63	5/71
8 TTW	Ford 570E	46334	"	C41F	8/64	5/71
FDL 294	Bristol K5G	66175	E.C.W.	L27/28R	8/65	8/67
FTM710E	Ford R192	40028	Duple (N)	C45F	5/67	5/71

Former owners :

EJH 746 : West Leigh Coaches, Leigh, 10/59

VPM 739 : Tindall, Birmingham, 6/63

8 TTW : Thorpe, N.W.10, 8/64

FDL 294 : Southern Vectis Omnibus Co. Ltd., 726, 8/65

FTM710E : NEW, 5/67

Subsequent history :

RVW 627 : Last licensed, 4/63

SNO 218 : Trimdon Motor Services, Trimdon Grange, 18, 7/57

SNO 219 : Trimdon Motor Services, Trimdon Grange, 19, 7/57

EJH 746 : Blackford, Isleworth, 7/64

FDL 294 : Withdrawn, 8/67 ; converted to workshop on Pitsea premises. To Godward, Wickford (as workshop), 5/71.

VPM 739 : Godward, Wickford, 5/71

8 TTW : Godward, Wickford, 5/71

FTM710E : Godward, Wickford, 5/71

CAMPBELL'S BUS SERVICES

PITSEA STATION—HARROWS INN, NTH. BENFLEET.

TIMETABLES

A comprehensive collection of Campbells timetables is unfortunately not available. Moreover, all the timetables and leaflets issued appear to have been undated, which makes the accurate recording of service changes rather difficult.

In 1933 an undated small folded leaflet on green paper was issued giving timetables and fare tables for services 1 - 5. This was printed by Wilsons of Southend. (see page 24) Another timetable booklet, again on green paper and priced at 1d, for services 1 - 4, 6 and 9 appeared around 1938. "Established 1890" appeared on the cover.

Timetables of the bus services also appeared in the pages of a local newspaper, The Pitsea Review.

For a number of years from 1937, timetables of Campbells Bus Services also appeared in the local road and rail timetable for the Southend area published by the 'Southend Standard'. However, this practice later ceased after it was eventually decided in 1946 that any Southend Co-ordinated Transport area should only reach Benfleet and not extend westwards as far as Vange as was originally considered.

Subsequently undated folded or unfolded leaflets (some priced at 1d, others gratis) were issued for individual services. They were printed by Naish of Benfleet. (see page 18)

From January 1952, Campbells services 4 and 9 were included in the local Grays & Tilbury area timetables since they then entered the extended London Transport area at Corringham.

A folded paper leaflet was issued by the Milton Bus Service, price 1d. (see below)

MILTON BUS SERVICE.

Time Table of Service

BETWEEN

FOBBING and WICKFORD

Via FIVE BELLS, VANGE

and PITSEA.

PRICE - ONE PENNY.

TICKETS

Campbells always used 'Bell Punch' tickets which were produced by the Bell Punch Company of London. Single, return and exchange tickets were entitled "Campbell's Motor Service" and were issued in various denominations with six inward and outward stages. On the reverse the tickets carried advertising for the Company indicating COACHES FOR PRIVATE HIRE as well as Removal and Haulage Contractors, Sand, Ballast, Bricks etc. Their original activity as COAL & COKE merchants was also not forgotten.

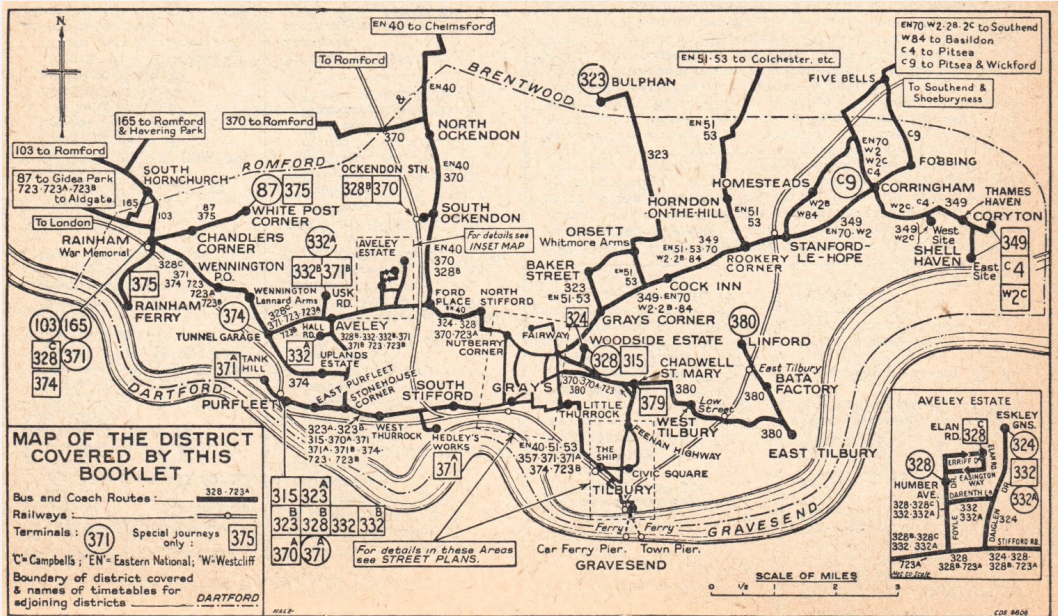


EPILOGUE

When Alan Osborne invited me to write this short tailpiece to his book I felt honoured but somewhat apprehensive. Being Albert Campbell's second wife, I was only associated with the family in the later years. However, many of my friends have most fond memories of Campbell's Bus Services and they are still held in the very highest esteem. The book will be a must for all bus and coach enthusiasts and I wish it the great success it so richly deserves.

It is particularly appropriate that publication should take place at this time, since Albert was the youngest son of John William Campbell and was born on 9th August 1902, the book will serve as a most fitting tribute to mark his centenary.

Mrs. Mary Campbell
Wickford, Essex



SHELL HAVEN - CORRINGHAM - PITSEA					CAMPBELLS' BUS 4				
WORKING DAYS ONLY									
	50	50	50	50		50	50	50	50
SHELL HAVEN Oil Works	12 0	5 0			Pitsea Station Lane	7 0	11 30		
CORRINGHAM Giffords Cross Road	12 10	5 10			Vange Barge Inn	7 5	11 35		
Bells Corner	12 20	5 20			Bells Corner	7 10	11 40		
Vange Barge Inn	12 25	5 25			CORRINGHAM Giffords Cross Road	7 20	11 50		
Pitsea Station Lane	12 30	5 30			SHELL HAVEN Oil Works	7 30	12 0		

CORRINGHAM - FOBbing - PITSEA - WICKFORD										CAMPBELLS' BUS 9				
WEEKDAYS														
	WS0	50	516	745										
CORRINGHAM	7 55	11 30								4 20	7 0			
FOBbing Church	7 57	8 50	11 32	1 10	5 18	7 47				4 22	7 2			
Bells Corner	8 8	8 58	11 40	1 18	5 26	7 52				4 27	7 8			
Vange Barge Inn	8 13	9 2	11 44	1 22	5 30	7 56				4 31	7 12			
Pitsea Broadway	8 17	9 6	11 48	1 26	5 34	8 0				4 35	7 16			
Pitsea Station	8 20	9 8	11 50		5 36	8 2				4 37	7 18			
Wickford High St.		9 12	12 3							7 25				
		9 32	12 25	1 46						7 47				

SUNDAY														
	WS0	635	657											
Wickford High St.		10 30	12 30		6 35									6 12
Pitsea Station		10 52	12 52		6 57									6 34
Pitsea Broadway	8 30	11 3	12 54	4 30	7 5					4 0	6 35			
Vange Barge Inn	8 32	11 5	12 56	4 32	7 7					4 2	6 37			
Bells Corner	8 36	11 9	1 0	4 36	7 11					4 6	6 41			
FOBbing Church	8 40	11 13	1 4	4 40	7 15					4 10	6 45			
CORRINGHAM	8 48	11 21	1 10	4 48	7 23					4 16	6 53			
		11 23		4 50	7 25					4 18	6 55			

50-Saturday only. WS0-Wednesday and Saturday only.

Extracts from London Transport September 1954 Grays area timetable book

SERVICE No. 1.

PITSEA STATION—BASILDON POST OFFICE.

MONDAYS—FRIDAYS

	a.m.										p.m.									
Pitsea Station	5 15	6 0	6 42	7 5	9 5	10 28	11 21	12 21	1 21	4 21	5 30	6 0	6 5	6 36	6 50	7 13	7 34	8 2	8 21	9 21
Broadway	5 17	6 2	6 44	7 7	9 7	10 30	11 23	12 23	1 23	4 23	5 32	6 2	6 7	6 38	6 52	7 15	7 36	8 4	8 23	9 23
Barge Inn	5 21	6 6	6 48	7 11	9 11	10 34	11 27	12 27	1 27	4 27	5 36	6 6	6 11	6 42	6 56	7 19	7 40	8 8	8 27	9 27
Gales Corner	5 24	6 9	6 51	7 14	9 14	10 37	11 30	12 30	1 30	4 30	5 39	6 9	6 14	6 45	6 59	7 22	7 43	8 11	8 30	9 30
Church Road P.O.	...	6 13	...	...	9 18	...	11 34	12 34	1 34	...	5 43	...	...	...	7 26	...	...	...	...	9 34
Basildon P.O.	...	6 18	...	...	9 24	...	11 40	12 40	1 40	...	5 49	...	...	...	7 32	...	...	...	...	9 40

	a.m.										p.m.									
Basildon P.O.	...	...	...	6 22	...	...	9 25	...	11 50	12 50	1 50	5 50	...	...	7 32	...	...	...	...	9 50
Church Road P.O.	...	...	...	6 28	...	...	9 31	...	11 56	12 56	1 56	5 56	...	...	7 38	...	...	...	...	9 56
Gales Corner	5 30	5 55	6 12	6 32	6 53	7 17	7 35	9 35	10 38	12 0	1 0	2 0	6 0	6 15	7 0	7 42	8 12	8 32	10 0	...
Barge Inn	5 33	5 58	6 15	6 35	6 56	7 20	7 38	9 38	10 41	12 3	1 3	2 3	6 3	6 48	7 3	7 45	8 15	8 35	10 3	...
Broadway	5 37	6 2	6 19	6 39	7 0	7 24	7 42	9 42	10 45	12 7	1 7	2 7	6 7	6 22	7 7	7 49	8 19	8 39	10 7	...
Pitsea Station	5 39	6 4	6 21	6 41	7 2	7 26	7 44	9 44	10 47	12 9	1 9	2 9	6 9	6 24	7 9	7 51	...	...	...	...

SATURDAYS ONLY.

	a.m.										p.m.																	
Pitsea Station	5 15	6 0	6 42	7 5	9 5	9 44	10 3	10 28	10 44	11 3	11 21	12 3	12 21	1 0	1 25	1 32	2 7	2 28	2 58	3 21	4 21	4 59	5 30	6 21	7 21	8 21	9 3	9 22
Broadway	5 17	6 2	6 44	7 7	9 7	9 46	10 5	10 30	10 46	11 5	11 23	12 5	12 23	1 2	1 27	1 34	2 9	2 30	3 0	3 23	4 23	5 1	5 32	6 23	7 23	8 23	9 5	9 24
Barge Inn	5 21	6 6	6 48	7 11	9 11	9 50	10 9	10 34	10 50	11 9	11 27	12 9	12 27	1 6	1 31	1 38	2 13	2 34	3 4	3 27	4 27	5 5	5 36	6 27	7 27	8 27	9 9	9 28
Gales Corner	5 24	6 9	6 51	7 14	9 14	9 53	10 12	10 37	10 53	11 12	11 30	12 12	12 30	1 9	1 34	1 41	2 16	2 37	3 7	3 30	4 30	5 8	5 39	6 30	7 30	8 30	9 12	9 31
Church Road P.O.	...	6 13	...	...	9 18	9 57	...	...	10 57	...	11 34	...	12 34	...	1 45	...	...	...	...	4 34	...	5 43	...	7 34	...	...	...	9 35
Basildon P.O.	...	6 18	...	...	9 24	10 3	...	...	11 3	...	11 40	...	12 40	...	1 51	...	...	...	...	4 50	...	5 49	...	7 40	...	...	...	9 41

	a.m.										p.m.																	
Basildon P.O.	...	...	...	6 22	...	...	9 25	10 4	...	11 4	11 50	...	12 50	...	...	2 2	...	...	...	4 50	...	5 50	...	7 50	...	...	...	9 50
Church Road P.O.	...	...	...	6 28	...	...	9 31	10 10	...	11 10	11 56	...	12 56	...	...	2 8	...	...	...	4 56	...	5 56	...	7 56	...	...	...	9 56
Gales Corner	5 30	5 55	6 12	6 32	6 53	7 17	7 35	9 35	10 14	10 38	11 14	12 0	12 14	1 0	1 14	1 49	2 12	2 40	3 12	3 32	4 59	5 12	6 0	6 32	8 0	8 32	9 12	10 0
Barge Inn	5 33	5 58	6 15	6 35	6 56	7 20	7 38	9 38	10 17	10 41	11 17	12 3	12 17	1 3	1 17	1 52	2 15	2 43	3 15	3 35	5 3	5 15	6 0	6 35	8 3	8 35	9 15	10 3
Broadway	5 37	6 2	6 19	6 39	7 0	7 24	7 42	9 42	10 21	10 45	11 21	12 7	12 21	1 7	1 21	1 56	2 19	2 47	3 19	3 39	5 7	5 19	6 7	6 39	8 7	8 39	9 19	10 7
Pitsea Station	5 39	6 4	6 21	6 41	7 2	7 26	7 44	9 44	10 23	10 47	11 23	12 9	12 23	1 9	1 23	1 58	2 21	2 49	3 21	3 41	5 9	5 21	6 9	6 41	8 9	8 41	9 21	10 9

WEDNESDAYS ADDITIONAL JOURNEYS.

	a.m.					p.m.				
Pitsea Station	9 44	10 3	10 44	11 3	12 3	...	...	...	...	...
Broadway	9 46	10 5	10 46	11 5	12 5	...	...	...	...	...
Barge Inn	9 50	10 9	10 50	11 9	12 9	...	...	...	...	...
Gales Corner	9 53	10 12	10 53	11 12	12 12	...	...	...	...	...
Church Road P.O.	9 57	...	...	...	...	...	...	...	...	...
Basildon P.O.	10 3	...	11 3	...	...	...	...	...	...	...

	a.m.					p.m.				
Basildon P.O.	10 4	...	...	...	...	...	...	...	...	...
Church Road P.O.	10 10	...	...	...	...	...	...	...	...	...
Gales Corner	10 14	11 14	12 14	...	...	...	...	...	...	...
Barge Inn	10 17	11 17	12 17	...	...	...	...	...	...	...
Broadway	10 21	11 21	12 21	...	...	...	...	...	...	...
Pitsea Station	10 23	11 23	12 23	...	...	...	...	...	...	...

SUNDAYS ONLY.

	a.m.					p.m.				
Pitsea Station	10 22	11 25	5 20	6 21	9 21	...	...	...	...	...
Broadway	10 24	11 27	5 22	6 23	9 23	...	...	...	...	...
Barge Inn	10 28	11 31	5 26	6 27	9 27	...	...	...	...	...
Gales Corner	10 31	11 34	5 29	6 30	9 30	...	...	...	...	...
Church Road P.O.	...	11 38	5 33	...	9 34	...	...	...	...	...
Basildon P.O.	...	11 44	5 39	...	9 40	...	...	...	...	...

	a.m.					p.m.				
Basildon P.O.	...	11 50	5 50	...	9 50	...	...	...	...	...
Church Road P.O.	...	11 56	5 56	...	9 56	...	...	...	...	...
Gales Corner	10 35	12 0	6 0	6 32	10 0	...	...	...	...	...
Barge Inn	10 38	12 3	6 3	6 35	10 3	...	...	...	...	...
Broadway	10 42	12 7	6 7	6 39	10 7	...	...	...	...	...
Pitsea Station	10 44	12 9	6 9	6 41	10 9	...	...	...	...	...

J. W. CAMPBELL & SONS, Ltd. Service No. 9. Corringham/Wickford High St.

WEEKDAYS

	am	ws	ws	pm																
Corringham	7 55	...	...	11 30	...	...	...	...	...	...	...	5 16	...	...	7 45	...	...	...
Fobbing Church	7 57 8 50	...	...	11 32	...	1 10	...	...	...	...	...	5 18	...	...	7 47	...	...	...
Bell's Corner	8 88 58	...	...	11 40	...	1 18	...	...	...	...	...	5 26	...	...	7 52	...	...	...
Barge Inn	8 139 2	...	...	11 44	...	1 22	...	...	...	...	...	5 30	...	...	7 56	...	...	...
Broadway	8 179 6	...	...	11 48	...	1 26	...	...	...	...	...	5 34	...	...	8 0	...	...	...
Pitsea Station arr.	8 209 8	...	...	11 50	...	...	...	...	...	...	...	5 36	...	...	8 2	...	...	...

	am	**	pm	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so
Pitsea Station dep.	5 386	106 309	1210 311 312 31 3	...	2 123	54 55	55 306	106 307	108 259	510 5	...	...	...	...	...	...	...	...	...	...
Broadway	5 406	126 329	1410 511 512 51 51	262 143 74	75 75	326 126 327	128 279	710 7	...	...	...	...	...	...	...	...	...	...	...	...
Burnt Mills	5 456	176 379	191010111012101	101 312 193 124 125	125 376 176 377	178 329	121012	...	...	...	...	...	...	...	...	...	...	...	...	...
Harrows Inn	5 496	226 429	241015111512151	151 362 243 174 175	175 426 22	...	7 228 379	121017	...	...	...	...	...	...	...	...	...	...	...	...
Wickford High Street	...	6 326 529	321025112512251	251 462 343 274 275	275 526 32	...	7 32	...	...	...	...	...	...	...	...	...	...	...	...	...

	am	pm	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so	so
Wickford High Street	...	6 457 59 391030113012301	301 472 403 304 305 305	556 357 35	...	9 301030	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Harrows Inn	5 50	6 557 159 491040114012401	401 572 503 404 405 406	56 457 458 409 401040	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burnt Mills	5 556	207 37 209 541045114512451	452 22 553 454 455 456	106 507 508 459 451045	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Broadway	6 06	257 87 259 591050115012501	502 73 03 504 505 506	156 557 558 509 501050	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pitsea Station arr.	6 26	277 107 2710 110521115212521	522 93 23 524 525 526	176 577 578 529 521052	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

	ws	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Pitsea Station dep.	8 30	...	11 3	...	12 54	...	...	4 30	...	...	7 5	...	...	...	...	...	...	...
Broadway	8 32	...	11 5	...	12 56	...	...	4 32	...	...	7 7	...	...	...	...	...	...	...
Barge Inn	8 36	...	11 9	...	1 0	...	...	4 36	...	...	7 11	...	...	...	...	...	...	...
Bell's Corner	8 40	...	11 13	...	1 4	...	...	4 40	...	...	7 15	...	...	...	...	...	...	...
Fobbing Church	8 48	...	11 21	...	1 10	...	...	4 48	...	...	7 23	...	...	...	...	...	...	...
Corringham	11 23	...	...	...	4 50	...	...	7 25	...	...	...	...	...	...	...	...	...	...

SUNDAYS

	pm	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Corringham	4 207 9 0	...	...	...	...	...	...	1045	...	4 406 127 508 459 35	...	...	...	...	...	...	...	...
Fobbing Church	4 227 2	...	...	...	...	...	...	1055	11304 506 228 08 559 45	...	...	...	...	...	...	...	...	...
Bell's Corner	4 277 8	...	...	...	...	...	...	11 0	11354 556 278 59 09 50	...	...	...	...	...	...	...	...	...
Barge Inn	4 317 12	...	...	...	...	...	...	11 5	11405 06 328 109 59 55	...	...	...	...	...	...	...	...	...
Broadway	4 357 16	...	...	...	...	...	...	11 7	11425 26 348 129 79 57	...	...	...	...	...	...	...	...	...
Pitsea Station arr.	4 377 18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Pitsea Station dep.	1020	11154 155 457 258 209 10	...	...	...	...	...	...	...	4 0	...	6 35	...	...	...	...	...	...	...	...
Broadway	1022	11174 175 477 278 229 12	...	...	...	...	...	...	...	4 2	...	6 37	...	...	...	...	...	...	...	...
Burnt Mills	1027	11224 225 527 328 279 17	...	...	...	...	...	...	...	4 6	...	6 41	...	...	...	...	...	...	...	...
Harrows Inn	1032	11274 275 577 378 329 22	...	...	...	...	...	...	...	4 10	...	6 45	...	...	...	...	...	...	...	...
Wickford High St.	1042	...	4 376 77 478 429 32	...	...	...	...	...	...	4 16	...	6 53	...	...	...	...	...	...	...	...
Corringham	...	...	4 18	...	...	...	...	...	...	4 18	...	6 55	...	...	...	...	...	...	...	...

ws - Wednesdays and Saturdays Only.

so - Saturdays Only.

** - Daily.

CAMPBELL'S BUS SERVICES

PITSEA STATION—HARROWS INN, NTH. BENFLEET.

MONDAYS/FRIDAYS.

	am	am	pm	pm	pm	pm	pm	pm
Pitsea Station	7 35	9 18	12 21	3 33	6 05	6 36	7 07	9 21
Broadway	7 37	9 20	12 23	3 35	6 07	6 38	7 09	9 23
Pound Lane Corner	7 41	9 24	12 27	3 39	6 11	6 42	7 13	9 27
Clifton Road	7 44	9 27	12 30	3 42	6 14	6 45	7 16	9 30
Harrows Inn	7 47	9 30	12 33	3 45	6 17	6 48	7 19	9 33
	am	am	am	am	am	pm	pm	pm
Harrows Inn	6 25	6 52	7 58	8 38	9 35	12 35	4 35	6 20
Clifton Road	6 28	6 55	8 01	8 41	9 38	12 38	4 38	6 23
Pound Lane Corner	6 31	6 58	8 04	8 44	9 41	12 41	4 41	6 26
Broadway	6 35	7 02	8 08	8 48	9 45	12 45	4 45	6 30
Pitsea Station	6 37	7 04	8 10	8 50	9 47	12 47	4 47	6 32

SATURDAYS ONLY.

	am	am	am	am	pm	pm	pm	pm
Pitsea Station	7 35	9 18	10 25	11 21	12 05	1 30	5 30	9 21
Broadway	7 37	9 20	10 27	11 23	12 07	1 32	5 32	9 23
Pound Lane Corner	7 41	9 24	10 31	11 27	12 11	1 36	5 36	9 27
Clifton Road	7 44	9 27	10 34	11 30	12 14	1 39	5 39	9 30
Harrows Inn	7 47	9 30	10 37	11 33	12 17	1 42	5 42	9 33
	am	am	am	am	am	pm	pm	pm
Harrows Inn	6 25	6 52	7 58	9 35	10 38	11 35	12 20	1 50
Clifton Road	6 28	6 55	8 01	9 38	10 41	11 38	12 23	1 53
Pound Lane Corner	6 31	6 58	8 04	9 41	10 44	11 41	12 26	1 56
Broadway	6 35	7 02	8 08	9 45	10 48	11 45	12 30	2 00
Pitsea Station	6 37	7 04	8 10	9 47	10 50	11 47	12 32	2 02

SUNDAYS ONLY.

	am	pm	pm	pm	pm
Pitsea Station	11 21	4 21	5 21	7 21	9 17
Broadway	11 23	4 23	5 23	7 23	9 20
Pound Lane Corner	11 27	4 27	5 27	7 27	9 24
Clifton Road	11 30	4 30	5 30	7 30	9 26
Harrows Inn	11 33	4 33	5 33	7 33	9 29
	am	pm	pm	pm	pm
Harrows Inn	11 35	4 35	5 35	7 35	9 35
Clifton Road	11 38	4 38	5 38	7 38	9 38
Pound Lane Corner	11 41	4 41	5 41	7 41	9 41
Broadway	11 45	4 45	5 45	7 45	9 45
Pitsea Station	11 47	4 47	5 47	7 47	9 47

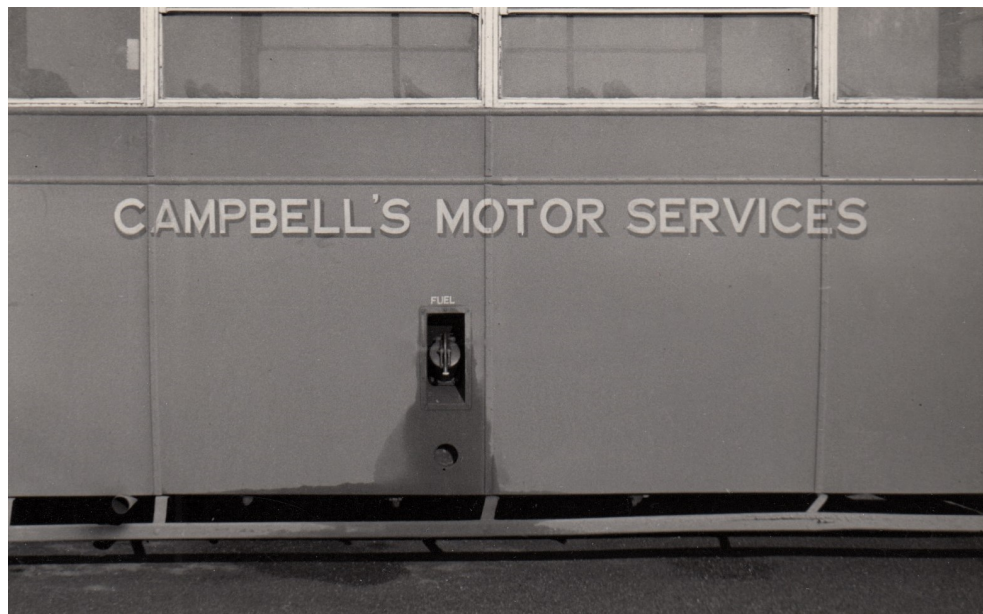
Good Friday, Easter Monday, Whit Monday, August Bank Holiday and Boxing Day service will operate as for Sundays.

Some notes on Basildon & Campbells, Alan Watkins, November 2010:

The original Basildon was to be found in Gardiners Lane where there were several farms and one shop, a village store and Post Office. It was very rural roads with high hedges either side. The only bus service in my youth was operated hourly (more or less) from Pitsea Station by Campbells of Pitsea, usually using a wartime OWB still with the slatted wooden seats which proclaimed GARDINERS LANE in it's rather large destination box. When Campbell's bus arrived at the Post Office it trundled about 40 yards down the road and backed round into an unmade farm track to turn and then parked up outside the Post Office. It was 1/3d return from Pitsea Station to Gardiners Lane and took about 25 minutes - and you got a nice colourful Bell Punch ticket headed "Campbell's Motor Services". Of course if you were under 14 (as I was at the time) it was sevenpence halfpenny return.

Aside from traversing a few residential roads on the way out of Pitsea there was absolutely nothing at the "original" Basildon - an extremely rural retreat and only Campbell ran to it. There actually wasn't much at Pitsea either. The Century Cinema, the Broadway Cafe (spam fritters a speciality), Howard Pembroke's dairy (lovely man) over the road. Down Station Road to Campbell's garage and about 20 abandoned out of service Albions which would be worth an absolute fortune today.

Jolly Mr Campbell (Senior) driving the works buses either to Hadleigh or Shellhaven (Albion deckers both) at over 70. White moustache. When I called into their office as a teenager I asked if I could have some tickets. The lady behind the counter disappeared into the back room to ask and then solemnly plucked one of each out of the wooden case stacked with Bell Punch tickets behind her.



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