

TRANSFER OF EASTERN NATIONAL  
GRAYS AREA SERVICES TO  
LONDON TRANSPORT

1933 - 1951

By Alan Osborne



THE EASTERN NATIONAL ENTHUSIASTS GROUP

TRANSFER OF EASTERN NATIONAL

GRAYS AREA SERVICES TO

LONDON TRANSPORT

1933 • 1951

By Alan Osborne

The Eastern National Enthusiasts Group

1980

## INTRODUCTION

This book replaces our former Publication E.P.14 and is in essence a complete history of bus services in the Grays area from the early days until 1952. Some notes on the 1979 exchange have also been included to finish the story.

This is the first major production by the Eastern National Enthusiasts Group following the re-organisation and expansion of the committee instituted in 1979. The present author then assumed his new role as Chairman & Founder, with a lesser administrative workload, which allowed more time to be devoted to historical research for publications such as the present study.

Area route maps have been included, but since the central areas of Grays and Tilbury appear very small, enlarged street plans (as at 1951/2) of the two towns, with the streets, timing points and terminals referred to in the text all located, are appended on page 39.

Many friends and colleagues have offered assistance and I am especially grateful to Frank Simpson, Nick Agnew, John Smith, Bob Palmer and Martin Weyell for helpful discussions and loan of material. Much information was also gleaned from material in the Omnibus Society library through the kind auspices of Brian Walter. Special tribute must also be made to Bob Beaumont of Eastern National for providing access to the Company collection of timetables and N&P's for research purposes and for assistance with the production.

Finally thanks are also extended to Alan Cross (Stedham Garage) for providing the majority of the illustrations, and to the other photographers for the remaining views.

---

## CONTENTS

<u>CHAPTER</u>		<u>PAGE</u>
1	The Early Days	3
2	The Division	8
3	The Interim	14
4	The Amalgamation	24
5	The Third Phase	33
	BIBLIOGRAPHY	38

## CHAPTER 1

### THE EARLY DAYS

Services in the Grays area appear to have been started by the National Omnibus & Transport Company in about 1922, with buses being stabled in the yard of the "Kings Arms" Hotel. A garage was built in Grays in 1924 by which time six services were operated which included service 20 (Aveley - Rainham - Dagenham - Romford) inaugurated on 3rd, August, 1923. Since this service entered the Metropolitan Police Area it was re-numbered 308 on 1st, December, 1924 under the "Bassom" scheme, and was extended to Havering-atte-Bower in 1926. Although this service was operated by "National" it was only sub-contracted from the London General Omnibus Co. Ltd., and on 23rd, May, 1928 the L.G.O.C. took over direct operation of the route and further extended it to Stapleford Abbots. Aveley was in fact the nearest the L.G.O.C. or its subsidiaries came to Grays until 10th, November, 1928.

Returning to 1924, the services worked by "National" at Grays included 31 (Grays - Purfleet - Rainham), 38 (Grays - Little Thurrock - Tilbury), 33 (Grays - West Thurrock - Aveley) and 40 (Grays - Ockendons - Upminster) the latter service having started on 1st, October, 1924. By 1927, service 33 had been absorbed into a new service 36 between Grays and Romford via Aveley, Rainham and Hornchurch. A list of the services operated by "National" in the Grays area in January 1927 is given below. All services commenced from the Kings Arms Hotel, there were generally no **Sunday morning services**.

- 31 Grays - West Thurrock - Purfleet - Rifle Range - Wennington - Rainham.  
(Daily, frequent service Grays - Purfleet, certain journeys only to Rainham.)
- 32 Grays - Socketts Heath - Orsett - Stanford-le-Hope. (Daily, main service Grays - Orsett (Whitmore Arms), fewer journeys Grays - Orsett (Cock) - Stanford-le-Hope.)
- 32 Grays - Windsor Avenue. (Friday and Saturday only.)
- 33 Grays - Orsett - Stanford-le-Hope - Vange - Nevendon - Wickford.  
(Monday only.)
- 35 Grays - Orsett - Stanford-le-Hope - Vange - Nevendon - Wickford - Rettendon - Great Baddow - Chelmsford. (Friday only.)
- 36 Grays - West Thurrock - Aveley - Wennington - Rainham - Hornchurch - Romford. (Wednesday, Friday, Saturday and Sunday only. Operated between Grays and Aveley only on Friday.)
- 37 Grays - Little Thurrock - Chadwell St. Mary - Linford. (Daily, main service Grays - Chadwell St. Mary, certain journeys extended Saturday

- and Sunday only to Linford.)
- 38 Grays - Little Thurrock - Tilbury Docks (Ship) - Tilbury (Orient).  
(Daily, frequent service.)
- 40 Grays - Nutberry Corner - North Stifford - South Ockendon - North  
Ockendon - Corbets Tey - Upminster. (Tuesday, Wednesday, Friday,  
Saturday and Sunday only, main service Grays - North Ockendon only,  
certain journeys only extended to Upminster. Through service throughout  
on Sunday.)
- 41 Grays - Orsett (Whitmore Arms) - Horndon - Laindon - Dunton Wayletts -  
Herongate - Brentwood - Harold Wood - Gidea Park - Romford.  
(Wednesday only.)
- 42 Grays - Orsett - Horndon - Laindon - Billericay - Stock - Galleywood -  
Chelmsford. (Friday only.)
- Grays - Orsett (Cock) - Horndon. (Saturday only, service un-numbered.)

"National" also operated a number of services in outer North London, Middlesex, Hertfordshire and Essex, inside the "specified area," on behalf of the London General Omnibus Co. Ltd. in the same way that the East Surrey Traction Company worked south of the River Thames. The vehicles used on these services were normal L.G.O.C. types in red livery and 'National' fleetname. There were garages at Watford, Hatfield, Ware, Bishops Stortford, Luton and Romford. The services operated were all **numbered** with the prefix 'N' (N for North), service N9 for example operated between Bishops Stortford and Warley. From 1924, services which entered the Metropolitan Police Area were given numbers in the 300 series under the "Bassom" scheme; the service between St. Albans and Enfield being numbered 313, which is still in use over **half** a century later.

These "National" operations later ceased and passed to a new concern, London General Country Services Ltd. in March 1932, together with five garages, Romford garage having passed to the London General Omnibus Co. Ltd. in 1929. The Grays area was somewhat of a "no mans land" and the district never really consolidated, since the question as to whether it was inside or outside the "General" area was always in the balance.

Following the powers obtained by the main line railway Companies to operate road services, which were principally exercised by acquiring a share of the financial control of existing Companies, a difficulty was experienced in the case of the National Omnibus and Transport Company, since this was the only concern whose interests were disposed over the territories of all four main railway Companies. In order to facilitate the transfer four smaller undertakings were formed to be named Eastern, Midland, Southern and Western National, corresponding to the areas covered by the respective railway concerns. In the event the Midland National Omnibus Company never functioned, since it was found impossible to segregate the National services into workable units serving London Midland & Scottish and London & North Eastern

Railway interests, owing to the intermingling of lines, particularly in the South Essex district. As a result the two areas were operated as a single unit, termed "Eastern National" with equal L.M.S. and L.N.E.R. interests. The Eastern National Omnibus Co. Ltd. was registered on 28th, February, 1929 with Chelmsford as the Head Office.

There was no specific date arranged for the dissemination of the old "National" concern, the first intimation of the impending change being the issue of separate Eastern, Southern and Western National timetables. Until March 1930 the monthly "National" timetables for the Essex operations featured red covers with the designation "Chelmsford, Colchester and Grays districts." The April and May issues were to the same format but with green covers. The timetable for June 1930 was again to the same format but featured two fleetnames on the cover, "Eastern National" and a much smaller "National" fleetname, both in the "National" emblem style. The timetable was designated as the "Essex Area." The "National" fleetname was retained to refer to the services in the Grays district. The next issue of the Essex Area timetable, July 1930, featured a new cover design with an illustration of a Leyland saloon and "Eastern National" as the only operating concern. However, the Grays area services were still shown inside as operated by the National Omnibus & Transport Co., this designation being discontinued from January 1931. Vehicles were first transferred to Eastern National on 30th, June, 1930 and the new fleetname was brought into operation at the same time.

Returning to the services operated in the Grays district, their development may now be traced during the period when the future operating areas of the various concerns were being established. The area was difficult to work in these early days because of the numerous small independent operators which provided severe competition. Hence frequent modifications to services were necessary.

31 In October 1927 the weekday service to Rainham was withdrawn; six months later a Saturday service over this section was introduced again, comprising three journeys only. The weekday headway was increased to every 15 minutes from March 1929, although the service from Purfleet to Rainham remained unaltered. In July 1929 services 31 and 38 were linked to provide a through service from Purfleet to Tilbury (Feenan Highway) operating every 15 minutes on Weekdays and Sundays p.m. termed 31/38. The service to Rainham continued as 31 and operated every 30 minutes on Sunday only, although three months later this was reduced to four journeys only. In July 1932 as part of a partial re-numbering of Grays area services, 31/38 were re-designated as service 31 whilst the Sunday workings to Rainham became 31A.

32 An additional daily service between Grays, Stanford-le-Hope and Corringham was introduced on 1st, July, 1930, which was extended to Fobbing by January 1932, and re-numbered 32B in July 1932.

- The local service to Windsor Avenue worked on weekdays from March 1927 but was withdrawn three months later. It re-appeared in November 1928 as a "frequent weekday service" and by December 1929 had been numbered 32A, Sunday operation was later introduced from August 1933.
- 33 This service, a short working of service 35, was withdrawn by December 1927.
- 35 This market day service to Chelmsford was temporarily suspended in February 1929 for a period of about five months but was otherwise unaltered.
- 36 In October 1927 a weekday service was introduced as far as Rainham, but the Romford workings remained as Wednesday, Saturday and Sunday only. Daily operation to Romford was started during February 1929, but the majority of the service continued as Grays - Aveley only.
- 37 Additional workings to Linford on Fridays were introduced from June 1927. In January 1929 the service was modified to operate via Broadway and Rectory Road, Grays and the majority of the short workings to Chadwell St. Mary transferred to new service 37A. The Linford journeys were unchanged.
- 37A The short service 37 workings between Grays and Chadwell St. Mary were re-numbered 37A in January 1929. The new service operated on weekdays only with an improved headway via Palmers College and Chadwell Road. In November 1930 an extension to Tilbury Ferry commenced and daily operation introduced.
- 37B A new service introduced in July 1933 between Grays (L.M.S. Station) and Chadwell St. Mary via Tilbury Dock Station working at weekday peak hours only, which revived the former workings on service 38.
- 38 Certain journeys at weekday peak hours and Sundays were extended from Tilbury to Chadwell St. Mary by April 1927, although the Sunday journeys were quickly withdrawn two months later. The main service was later extended the short distance from Tilbury (Orient, Off Licence) to Tilbury (Feenan Highway) on weekdays in March 1929. In July of the same year services 31 and 38 were linked to provide a through Purfleet to Tilbury facility. The Sunday service was extended to Feenan Highway and the section to Chadwell St. Mary withdrawn on the same date.
- 40 Daily operation was introduced in July 1928, with a greater proportion of the service working to Upminster. On 10th, November, 1928 the service was extended to Romford and re-numbered N40. Simultaneously the L.G.O.C. (from Hornchurch garage) commenced operation on the route with the number G40, to provide a combined hourly joint service.
- 40A This service first appeared in July 1928 working between Grays and Brentwood via Hathaway Road, Nutberry, the Ockendons and Warley. A modest service comprising one return journey on Thursday and Sunday

afternoons only. The number 40A was allocated in June 1929, the service previously being un-numbered. Daily operation commenced in January 1931 with concurrent extensions from Grays to Tilbury Ferry and from Brentwood to Chelmsford via Ingatestone.

- 41 The un-numbered Saturday service between Grays and Horndon was given the number 99 in April 1927 and became 41 in August of the same year. However, separate timetables for the two 41 services continued until June 1929 after which they were combined, the Horndon journeys still working via Orsett (Cock) and the Romford journeys via Orsett (Whitmore Arms). The Wednesday service to Romford was withdrawn in September 1929, and the Saturday service to Horndon ceased operation by November 1930.
- 42 This service started as a Friday only market service to Chelmsford. Daily operation (2-4 journeys) was introduced in August 1928 which was improved on various occasions during the following two years. On 1st, September, 1930 the headway was again improved, and an extension to Tilbury Ferry introduced.
- 44 This service was started in October 1927 between Grays, Orsett and Bulphan working on Saturday only. The route remained un-numbered until April 1928 when 44 was allocated, Sunday operation commenced in August 1928. The Saturday workings terminated at Bulphan (Church), whilst the Sunday journeys were extended to Bulphan (Harrow).
- 45 Another new service, introduced in November 1930 between Grays and Linford via East and West Tilbury operating on Friday and Saturday only, a Tuesday service was additionally provided in the following month. During the summers of 1932 and 1933 daily operation was introduced.
- 51 Service 51 (Harwich - Chelmsford) was introduced in October 1930 and extended via Grays to Tilbury Ferry in the following month.
- In May 1933 control of Borough Services Ltd. of Southend passed to Eastern National with responsibility for operation of the Southend - Hadleigh - Pitsea - Grays service. (see also Chapter 3)

The formation of the London Passenger Transport Board on 1st, July, 1933 eventually resulted in a final decision being reached concerning the Grays district. The background to these changes is described in Chapter 2.



## CHAPTER 2

### THE DIVISION

The concept of unifying all London's public transport under a single body had been proposed at an early date. In the nineteen twenties the major established operator in the London area was the London General Omnibus Co. Ltd., other services were provided by a host of independent omnibus operators. There were also the tramway networks of the London County Council and a number of smaller Municipal and Company operators. At this time road services were being established all over the country and, as might be expected, the most popular routes were soon covered by a proliferation of vehicles, whilst the less lucrative services were less attractive. In order to reduce this wasteful competition legislation became necessary.

In London, under the 1924 'Restricted Streets Order' the number of omnibuses plying on certain streets within the City of London and the Metropolitan Police Area could be limited.

A further piece of important legislation, which was to have far reaching repercussions for all bus operators in the country, was the Road Traffic Act of 1930, which received the Royal Assent on 1st, August, 1930. The Act came into force in various parts between January and April, 1931. Under the Act a number of Traffic Areas were established each administered by a Traffic Commissioner. Each bus service required a road service licence, and each vehicle required a Certificate of Fitness and a Public Service Vehicle licence. Under the Act much of the earlier duplication of services was effectively controlled.

Meanwhile, in order to secure a greater measure of co-ordination of public transport in London, the London Passenger Transport Act was introduced into Parliament in 1930. The Bill proposed the formation of a statutory authority which would take over all public transport in the area except for the suburban services of the main line railway Companies. The Bill received the Royal Assent on 13th, April, 1933 and on the following 1st, July the London Passenger Transport Board (as the statutory authority was named) came into existence. The London Passenger Transport Area was defined in a schedule to the Act. More than three quarters of its area was designated as the 'Special Area' within which the Board did not need a road service licence and other operators could only function with the Board's consent.

In the 'Outer Area' (the part of the London Passenger Transport Area not included in the 'Special Area') the Board would operate vehicles subject to the conditions of the 1930 Road Traffic Act. Outside the London Passenger Transport Area the Board would operate road services in accordance with working agreements with outside operators.

In effect, the new area was based on the operating territories of the provincial concerns with the new Board, already strongly represented by London General Country Services Ltd. Provision was also made for 'outward workings' by the Board and 'inward workings' by the provincial operators to reach suitable terminals. Such a case was provided by the through operations to and from Aylesbury, situated beyond the London Passenger Transport Area, the boundary of which passed through Tring and Wendover.

Although the formation of the London Passenger Transport Board was intended to consolidate services, in the Grays area the reverse was actually to be the case. Under the 1933 Act the boundary of the L.P.T.B. area was determined as passing through Ockendon and Grays to coincide with the N40/G40 route. Accordingly all services to the west of the boundary passed to London Transport whilst those to the east were retained by Eastern National. The most significant effect of the location of the L.P.T.B. boundary such that it passed through the centre of Grays was that the services which formerly crossed the town now had to terminate in the centre. This arrangement was to result in considerable inconvenience to local residents who were now required to change vehicles at the Town Centre, whereas there had previously been a through cross-town facility between Purfleet and Tilbury. (see Chapter 1)

The services operated by Eastern National in the Grays area in summer 1933 have been discussed earlier and are shown on Map Number 1. Following the formation of the L.P.T.B. in July 1933, on 1st, September, 1933\* services 31A, 36 and N40 were transferred to the new Board, and on 1st, September the following five vehicles were transferred :

2387	TM 1401	Guy FCX	22463	Dodson	H35/29RD	1927
2925	VX 1560	Gilford CP6	10891	Strachan	B20F	1929
2926	VX 1561	Gilford CP6	10892	Strachan	B20F	1929
2927	VX 1542	Gilford CP6	10895	Strachan	B20F	1929
2928	VX 1541	Gilford CP6	10894	Strachan	B20F	1929

These vehicles were all withdrawn by L.P.T.B. in 1935

Service 31 was not transferred until 17th, April, 1934 after which the service was accordingly curtailed to operate between Grays (Queens Hotel) and Tilbury (Feenan Highway) only.

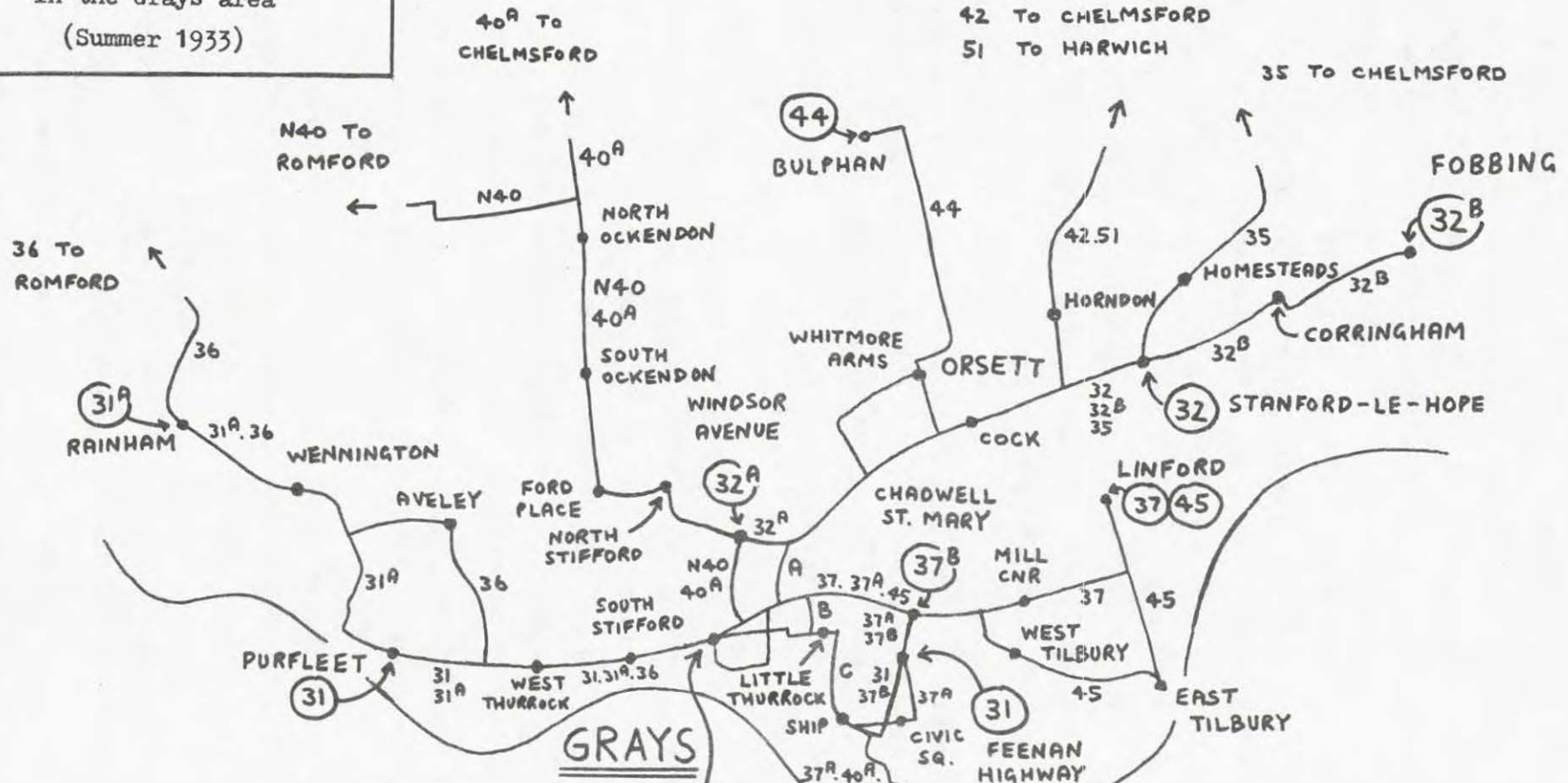
In the interim period the new Board also commenced the enormous task of purchasing the various local independent operators in the Grays district, many of whom worked on the Purfleet - Grays - Tilbury route. Originally there had been as many as twenty-seven small operators in the vicinity, but many of these were either refused licences or withdrew their applications under the Road Traffic Act, mainly due to the dangerous condition of their vehicles. Many independent operators fought off acqui-

---

**FOOTNOTE (\*)** Certain sources quote the date of transfer of these services as 1st, August, 1933. However, they were still shown as operated by Eastern National in the timetable dated 4th, August, 1933.

MAP NUMBER 1

Eastern National bus services  
in the Grays area  
(Summer 1933)



KINGS ARMS - 31<sup>A</sup>, 32<sup>B</sup>, 35, 36,  
37, N40, 44, 45.  
L.M.S. STATION - 32, 37<sup>A</sup>, 37<sup>B</sup>.  
MEMORIAL - 32<sup>A</sup>.

A - 32, 32<sup>A</sup>, 32<sup>B</sup>, 35, 42, 44, 51.  
B - 37.  
C - 31, 37<sup>B</sup>, 40<sup>A</sup>, 42, 51.

31 EASTERN NATIONAL SERVICES  
44 TERMINAL POINT

TILBURY

sition as long as possible. Some proprietors also had garage businesses which were virtually inseparable from their bus concerns and often the settlement of claims for compensation was delayed. The general strategy for the absorption of independent country services was often to purchase all the operators of a particular town in one large exercise, and to follow this with a re-shaping plan of the local routes, such was the course of action in Grays.

In the Grays area, the independent operators acquired by the new Board, together with dates, details of the services operated, and brief details of vehicles (\*) are shown below :

J. Harvey (Harveys Transport Bus Service), West Thurrock. (3/34)

Tilbury - Purfleet (Board Mills)

Grays - Purfleet (Uplands Estate)

Grays - West Thurrock

EV 8977/8 (Bedford WLB) acquired.

\_\_\_\_\_

Mrs. E. J. Coe (Purfleet Service Bus), Little Thurrock. (3/34)

Grays - Purfleet

AMY 660 (Bedford WLB) acquired.

\_\_\_\_\_

R. H. Clark (Clarks Motor Coaches), West Thurrock. (5/34)

Purfleet - Tilbury

UW 7614 (Chevrolet LQ) and VX 7061 (Reo Gold Crown) acquired.

\_\_\_\_\_

F. R. Harris (Harris's Coaches), Grays. (5/34)

Grays - Purfleet

VX 4069 (Leyland LTB 1) and GO 9129 (Commer Invader 6TK) acquired.

\_\_\_\_\_

J. T. G. Smith and E. Godden (Reliable Omnibus & Motor Coaches), South Stifford. (5/34)

Grays - Purfleet

Grays - Purfleet - Aveley

Grays - Stonehouse Lane - Aveley

VW 6182, VW 7400 (Dennis G); GC 1313 (Dennis 30-cwt); GP 5047 (Dennis GL); GP 9279, GP 9555 (Commer Invader TK) and AHK 434 (Bedford WLB) acquired.

\_\_\_\_\_

Tilbury Safety Coaches, Tilbury. (7/34)

Tilbury - Stifford Hospital

---

FOOTNOTE (\*) Further information on the vehicles acquired may be found in "Vehicles Acquired by London Transport 1933 - 1939," publication LT6 by the P.S.V. Circle.

Tilbury - Orsett Infirmary

Tilbury - West Tilbury

No vehicles acquired, services transferred to Eastern National.

---

P. W. Day and C. R. Bedingfield, Stanford-le-Hope. (8/34)

Grays - Stanford-le-Hope

Stanford-le-Hope - Shell Haven

HM 9912 (Ford AA) acquired. Service transferred to Eastern National.

---

The above independent operators included F. R. Harris (Harris's Coaches). This concern is still in existence as the largest and most prestigious coach operator in the Grays area. Most of the vehicles acquired by the Board were disposed of quickly, however, the Bedford WLB vehicles were taken into L.P.T.B. stock and numbered in the BD series. Two of these vehicles (EV 8977 and AHK 434) were later converted to service vehicles and re-bodied as vans in 1935, they survived as such until 1947.

Certain other independent operators in the Grays area were also taken over directly by Eastern National, these included the following concerns :

Mrs. M. A. Paxman, Grays ; E. Adams (Local Bus), Grays ; F. W. Keeling (Local Bus Service), Grays ; Mrs. F. Mummery, Little Thurrock ; J. J. Naish, Chadwell St. Mary and A. R. Greenslade (Tilbury & District Motor Services), Tilbury.

No vehicles were taken over from these operators.

"Our Bus Service" operated by Barnett Benjamin, however, was not acquired, it has been suggested that this small business was overlooked, since the short local service operated (Grays - Nutberry Avenue) was just beyond and almost parallel to the London Passenger Transport boundary. However, certain other independent operators, such as B. & B. Services of Potten End were similarly not acquired by the new Board.

Following the acquisition of the independent operators a re-organisation of the local bus services was introduced on 18th, July, 1934. The following service numbers were introduced :

- 370 Grays - Ockendon - Upminster - Romford.
- 371 Grays - Aveley - Rainham - Hornchurch - Romford.
- 372 Grays - Purfleet.
- 375 Grays - Aveley - Rainham (White Post Corner).
- 375A Grays - Uplands Estate - Rainham (White Post Corner).

The Grays - West Thurrock - Uplands Estate route was temporarily numbered 392, but this section was later covered by the diversion of certain workings on routes 371 and 375 which were subsequently re-numbered 375A.

The former London General joint service G40 passed to L.P.T.B. (Central area) on 1st, July, 1933 and was re-numbered 370 on 3rd, October, 1934. Joint operation continued until 12th, December, 1934 when the central area duties from Romford (RD) garage were

transferred to Country area administration.

The other former L.G.O.C. route in the district, the service to Aveley (see Chapter 1), was also re-numbered on 3rd, October, 1934 becoming 103.

The operations of Tilbury Safety Coaches and of Day and Bedingfield, since they were outside the London Passenger Transport Area, were immediately transferred to Eastern National and the following replacement services introduced :

- 54 Tilbury (Civic Square) - Orsett Infirmary.
- 55 Tilbury (Civic Square) - Stifford Hospital.
- 57 Tilbury (Feenan Highway) - Nutberry Corner.
- 58 Grays - Stanford-le-Hope - Shell Haven.

Thus the repercussions of the 1933 London Passenger Transport Act in the Grays district were completed with the operations divided into two distinct segments on each side of the town. However, before concluding the remarks concerning the London Transport operations, brief mention should also be made of the local Green Line coach services. Following the compulsory acquisition of a number of independent operators, including Battens Coaches of East Ham, a Green Line service between Tilbury (Feenan Highway) and London via Grays, Purfleet and Rainham was introduced on 23rd, December, 1933 which was lettered Z. After the general re-organisation of 18th, July, 1934 the route operated hourly between Tilbury and Grays and thence every 20 minutes to London. By 1935 two daily routes were being operated, denoted by suffixed numbers as follows :

- Z1 Tilbury (Civic Square) - Grays - Purfleet - Chandlers Corner - Rainham - London.
- Z2 Grays (War Memorial) - Aveley - Wennington - Rainham - London.

Attention may now be focused on the other operators of bus services in the Grays area serving the eastern hinterland and which were generally unaffected by the other changes.

Westcliff-on-Sea Motor Services Ltd. of Southend provided two services :

- 2 Southend - Hadleigh - Pitsea - Corringham - Grays.
- 2B Southend - Hadleigh - Pitsea - Homesteads - Grays - Rainham - East Ham.

These services remained unchanged except that on the date of the Grays area re-organisation, 18th, July, 1934, service 2B was curtailed at Grays, the section to East Ham being covered by a replacement Green Line service.

Borough Services of Southend also operated between Grays and Southend over the same route as Westcliff-on-Sea service 2. This concern was registered in February 1929 and a controlling interest was acquired by Eastern National in May 1933, although the Company continued its separate existence until 1947.

F. H. Nugus of Herongate worked a long established service between Warley (Water Works) and Bulphan via Brentwood and Herongate. An extension to Grays was started around 1932 but was evidently not successful since it ceased in late 1934. The Bulphan - Warley service of Nugus later passed to the City Coach Company of Brentwood in May 1936.

## CHAPTER 3

### THE INTERIM

Following the re-organisation of bus routes in the Grays area as a result of the formation of the L.P.T.B. the services were continuously reviewed and revisions introduced as required to meet the changing transport needs. However, it was nearly twenty years later when a major revision was instituted to unite all the local bus services under a single operator once again.

In this chapter the service amendments introduced during the interim period are described. The revisions to the London Transport services are considered first, since the number of routes is not profuse they are best dealt with on a chronological basis.

In February 1936 routes 371 and 375A were completely withdrawn and the section of 375 between Grays and Rainham was also withdrawn. The section between Rainham and Romford was covered by central area route 253 (Rainham, White Post Corner - Romford - Collier Row). This route had been introduced on 28th, November, 1934 following the take-over of Imperial Bus Service of Romford. Local traffic between Stonehouse Corner and Rainham was carried on Green Line routes Z1 and Z2 through the introduction of local fares. Central area operation to Aveley via Wennington on route 103 was also curtailed at Rainham on 9th, December, 1936.

As a result of wartime hostilities all Green Line services were withdrawn on 31st, August, 1939 following the requisitioning of coaches for war services for conversion into ambulances. On 25th, September, 1939 replacement country bus routes were introduced to cover the bus sections of the former Green Line services. The routes started in the Grays area were :

- 371 Grays - Aveley - Wennington - Rainham - East Ham. (replacing Z2)
- 371A Grays - Purfleet New Road - Chandlers Corner - Rainham - East Ham.  
(replacing Z1)

Green Line services re-commenced on 1st, November, 1939 using double deck buses, from this date routes Z1/Z2 (Grays - Aldgate) were restored, the services being re-numbered 59/59A from 4th, December, 1940. On 29th, September, 1942 Green Line services were finally withdrawn for the remainder of the war. On the following day two new bus routes were started between Grays and Rainham, 371 operating via Purfleet New Road and Chandlers Corner (replacing 59) and 371A operating via Aveley and Wennington (replacing 59A). On the same date route 370 was extended from Grays to Purfleet, which replaced Green Line 59A, and also bus route 372.

From 21st, June, 1944 route 370 was withdrawn between Purfleet and Grays; routes 371 and 371A were also withdrawn and replaced by new route 371B (referred to in

local timetables as 371). This revision was necessitated due to the closure of the Purfleet New Road since it was being used to assemble vehicles in preparation for the D Day manoeuvres. The 371B operated between Grays and Rainham via West Thurrock, Purfleet, Tunnel Garage, Aveley (Mill Road), and Wennington. Service 351 was also diverted via this route (see below).

From 27th, September, 1944 routes 371 and 371A were re-instated in revised form :

371 Grays - West Thurrock - Stonehouse Corner - Aveley - Wennington - Rainham.

371A Grays - West Thurrock - Stonehouse Corner - Purfleet (Station).

During the period 1942 - 1944, vehicles converted to producer-gas propulsion were used on Grays area services with consequent extended running times.

Late 1946 witnessed the eventual demise of route 351, a special Sunday only visitors service to Oldchurch Hospital, Romford. This service formerly worked from Rainham to Oldchurch Hospital via Dagenham (Chequers), Oxlow Lane and Dagenham Road. It was extended to Grays via Wennington and Aveley in summer 1937. On Sunday 6th, February, 1938 an extension to Romford (North Street) Green Line garage was introduced the terminal being altered to Romford (London Road) garage from 26th, March, 1939. This service was also diverted in the summer of 1944 as a result of the closure of Purfleet New Road as described for route 371B. The Romford terminal was altered to New Mill Inn in late 1943/early 1944, reverted back to London Road garage in April and became Queen Street by September 1944. As mentioned earlier the route was withdrawn by November 1946.

Services to Uplands Estate were resumed early in 1948 (probably in February) with the introduction of two new services :

371B Rainham - Wennington - Aveley - Uplands Estate. (Weekday peak hours, special journeys only)

374 Grays - Stonehouse Corner - Uplands Estate. (Weekdays)

In July 1949, the main service on 374 was extended from Uplands Estate to Purfleet (Tunnel Garage) with certain special journeys extended to Rainham to replace 371B which was withdrawn.

A new service, 370A, was introduced on 14th, February, 1951 between Grays and South Ockendon Station via Stonehouse Corner, Aveley and the new housing estate at Belhus Park. The service also operated between South Ockendon and Purfleet at weekday peak hours with certain special journeys on Sunday.

A brief survey of the revisions to Green Line coach services is now appropriate. Following the cease of hostilities services were re-instated on 6th, March, 1946 with route numbers in a new 700 series. The service between Tilbury and Aldgate became 723, operating hourly from Tilbury (Civic Square) and every 15 minutes from Grays. Shortly after the introduction of 370A, the first suffixed Green Line route in the new series was inaugurated on 4th, July, 1951, the 723A operating between Grays and



London via Belhus. Services 723 and 723A each worked half hourly from Grays with one journey per hour on 723 commencing from Tilbury. A restriction applied to the Green Line service such that no local passengers could be carried between Tilbury and Grays.

The revisions to Eastern National services during the period from October 1933 were more numerous but unfortunately revision dates are less well documented. Although many dates are known with certainty, such as the extensive package of revisions introduced on Thursday 7th, May, 1936, other dates are less certain and these revisions can therefore only be ascribed to the first public timetable in which they were documented. However, the basic general pattern of the significant alterations is available and those amendments introduced since the war can be described in detail. In view of the number of services operated, a complete history of each individual service is presented, rather than a total strict chronological sequence.

- 31 This service continued to work between Purfleet and Tilbury until 17th, April, 1934, from which date it was curtailed to operate between Grays and Tilbury (Feenan Highway) only. Following the truncation of route the service then remained unchanged throughout the entire period, except for a reduction in frequency during wartime.
- 32 The main section of this service ran between Grays and Orsett (Whitmore Arms) on weekdays and certain journeys only extended to Stanford-le-Hope. On Sundays the complete service operated to Stanford-le-Hope. On 7th, May, 1936 the weekday service was curtailed at Orsett and considerably improved to include the service previously provided by H. Coppin & Sons of Orsett between Grays and Orsett (Whitmore Arms). The service continued to work to Stanford-le-Hope (Kings Head) on Sunday. During wartime the service was severely curtailed. By December 1939 only two weekday morning journeys between Grays and Orsett remained, which was further reduced in January 1941 to just one return journey. The full timetable was restored from November 1945, after which the service remained substantially unaltered. Special arrangements for the Essex Agricultural Shows at Orsett were provided each year when a frequent service from Grays (Derby Road) operated as a circular ; outward via Baker Street to Orsett (Whitmore Arms) returning by way of Whitmore Lane and Southend Road to Grays.
- 32A This short weekdays only local service was extended from Windsor Avenue to Nutberry Avenue (Nutberry Corner) early in 1933, daily operation commenced in August. The timetable was co-ordinated with "Our Bus" in the summer of 1934 with four journeys per hour provided by Eastern National and two by the independent operator. The service then remained substantially unchanged except for the introduction of a reduced headway during wartime.
- 32B In 1933 this service operated between Grays and Fobbing (White Lion) and comprised about six journeys daily. The route was via Socketts Heath, Blackshotts Lane, Stifford Isolation Hospital, Stifford Long Lane, Grays

Corner, Orsett and Stanford-le-Hope. On 7th, May, 1936 the service was curtailed and revised to become a frequent Grays local service operating daily to Blackshotts Lane only. A slight extension to Fairway was introduced on 4th, March, 1945 which was the final variation. As a local the timetable was co-ordinated with "Our Bus" in the same way as service 32A.

35 In 1933 this service worked on Friday only between Grays and Chelmsford. In August 1934 it was replaced by an extension of service 11A (Chelmsford - West Hanningfield) to Grays on Friday. This extension was abandoned as part of the revisions introduced on 7th, May, 1936.

35 This service was introduced in July/August 1935 following the takeover of Stanford Motors of Stanford-le-Hope. It operated daily from Grays via Orsett, Stanford-le-Hope and Corringham to Shell Haven (Shell Cottages). The service mainly operated between Stanford-le-Hope and Shell Haven providing workers facilities to the oil refineries. Certain journeys worked through to Grays on weekdays and one journey extended to Coryton on Saturday only. A revised timetable was introduced on 7th, May, 1936 which absorbed the former service 58 (Grays - Shell Haven); the service, still principally for workers, was generally improved with journeys to Coryton operating on weekdays. The Sunday service remained as Stanford-le-Hope to Shell Haven only. A revised timetable was introduced by December 1939, the local journeys between Stanford-le-Hope and Shell Haven were considerably reduced and through workings provided to Grays on Sunday. After the war the service was improved and continued to provide daily workers facilities for the various shift changes at the oil refineries, with many journeys duplicated and sometimes triplicated. No services was provided to Coryton on Sunday.

36 The original service between Grays and Romford via Aveley was transferred to the L.P.T.B. Following the takeover of Stanford Motors in July/August 1935 another new service numbered 36 was started working between Stanford-le-Hope (Church) and Fobbing (Mill Cottages) via Corringham with one to three journeys only, daily. As part of the general revisions introduced on 7th, May, 1936, the service was extended to Stanford-le-Hope (Red Hut Tea Rooms, Southend Road) and revised to run in two sections (each working every two hours, daily) :

Stanford-le-Hope (Red Hut Tea Rooms) - Stanford-le-Hope (Church).

Stanford-le-Hope (Church) - Fobbing (Church).

The service was withdrawn by December 1939 as a wartime economy, and was never reinstated.

37 This service, operating direct between Chadwell St. Mary and Linford via Mill Corner, was withdrawn on 7th, May, 1936 and replaced by additional journeys on service 45.

- 37A This service between Grays and Tilbury Ferry via Chadwell St. Mary remained unchanged throughout the complete period, except that a reduced emergency timetable was operated at wartime.
- 37B This service operated at weekday peak hours between Chadwell St. Mary (Cross Keys) and Tilbury (Dock Station) with certain journeys extended to Grays. The service was reduced during wartime and by January 1941 comprised a single weekday peak hour journey between Chadwell and Tilbury (Dock Station) only, later defined as Tilbury Docks (The Ship). It continued in this form after the war.
- 38 Following the takeover of Stanford Motors, a new weekday service numbered 38 was introduced in July/August 1935 between Stanford-le-Hope (Church) and Grays via Horndon and Orsett. On Sunday the service worked to Stifford Institution in place of Grays. This service was another wartime casualty being withdrawn by December 1939 leaving Orsett Road, Horndon uncovered.
- 40A This service remained unaltered until the consequences of war necessitated a change. However, it is most interesting to note that whilst this service was still operating between Tilbury Ferry and Chelmsford as 40A, there was a service 40 also in existence which plied between Royston and Wicken Bonhunt. This short lived route, started on 5th, May, 1938 after the acquisition of Clavering & District, was withdrawn by July 1939. During wartime in order to economise on fuel and tyres Limited Stop services to London were withdrawn. Consequently, service 10 working between Chelmsford, Brentwood and London (Bow) was curtailed at Brentwood on 30th, September, 1942. Certain journeys were instead diverted to operate to Tilbury Ferry in place of service 40A which was withdrawn from the same date; services 10 and 40A having previously been co-ordinated between Brentwood and Chelmsford. Following the end of the war; on 7th, April, 1946 service 10 was restored to operate to London once again and a separate service between Chelmsford and Tilbury Ferry re-introduced, now numbered 40. From 28th, September, 1947 through journeys were inaugurated on Monday to Friday from Dunmow to Tilbury Ferry on combined services 3A and 40, with a change of route numbers at Brentwood. Similar Saturday journeys were later introduced on 10th, April, 1948 following which there were no further amendments.
- 42 This service between Tilbury Ferry and Chelmsford was integrated into services 51/53 from August 1934.
- 44 Daily operation on this service commenced on 7th, May, 1936 following the absorption of the service between Grays and Orsett previously provided by H. Coppin & Sons of Orsett. During wartime operation was restricted to Friday and Saturday only from December 1939. Daily operation was restored by April 1946 after which the service continued unchanged.

- 45 This service from Grays to Linford via West Tilbury remained substantially unchanged throughout the period. Additional journeys were introduced on 7th, May, 1936 following the withdrawal of service 37. Certain journeys were extended beyond Linford to Stanford-le-Hope early in 1946.
- 51 This service was integrated with service 53 from August 1934.
- 53 Service 53 first appeared in September 1931 as a summer only working from Clacton to Chelmsford. From August 1934 it was integrated with service 51 and became an all year service between Clacton and Tilbury Ferry which replaced former services 5 (Chelmsford - Colchester) and 42 (Chelmsford - Tilbury Ferry). Services 51/53 then continued without modification.
- 54 This service was acquired from Tilbury Safety Coaches in July 1934 via L.P.T.B. It operated on Wednesday and Sunday for through passengers only. An intermediate picking-up/setting-down point at Chadwell St. Mary was added in July 1938. The service was withdrawn by December 1939 for the duration of the war and never reinstated.
- 55 This service had a similar history to the 54; it operated on Sunday only and likewise carried no intermediate passengers. It also suffered a similar fate.
- 56 This service remains a mystery, since no record for any service bearing such a number could be found, which is rather remarkable considering new services 54, 55, 57 and 58 were each introduced following the transfer of routes from other operators in the summer of 1934. It can only be presumed that service number 56 was allocated to the Tilbury - West Tilbury service acquired from Tilbury Safety Coaches. This service was certainly applied for by Eastern National and was allocated licence number 69/125. Services 54/55/57 were allocated licence numbers 69/123, 69/124 and 69/126 which straddle the former licence. The Tilbury - West Tilbury route (Tilbury Safety Coaches licence F/R 952/2) was a special service via St. Chads Road, Chadwell St. Mary, Mill Corner and Linford to St. Cleres Farm. It operated during the pea-picking season only (1st, May to 31st, July) for pea pickers only. This service was probably given number 56 but because of its limited applicability did not appear in the public timetable. Additionally in the first issue of the London Transport local timetable for the Grays and Tilbury area dated September 1936, a service bearing this number was shown on the main map and also upon the Tilbury local street plan. The terminal point was Tilbury (Civic Square) and a circular route illustrated via Chadwell St. Mary, West Tilbury, East Tilbury, Bata Factory, Linford, Mill Corner and Chadwell St. Mary. However, no timetable for this service was included in this or in any of the Eastern National booklets consulted for the intervening period.

- 57 This service, transferred from Tilbury Safety Coaches in July 1934 operated via Rectory Road and ran at weekday peak hours only. On 7th, May, 1936 the main service was curtailed at Tilbury Docks (Ship) with one morning journey only extended to Tilbury (Feenan Highway) for schoolchildren only, this latter extension was withdrawn by December 1939. By February 1942 a slight extension to Ferry Road/Peninsular Road, Tilbury via The Iron Bridge had been instituted on Monday to Friday. By January 1943 all weekday journeys to Tilbury Docks (Ship) were re-defined as "extended to Tilbury (Iron Bridge) as required by workpeople." The service then continued unaltered.
- 58 After the transfer of the routes of Day and Beddingfield from the L.P.T.B. in August 1934, the former routes were combined and a new through service between Grays (L.M.S. Station) and Shell Haven introduced with a couple of return journeys on weekdays only. The service was incorporated into service 35 on 7th, May, 1936.
- 59 A new service instituted on 7th, May, 1936 between Stanford-le-Hope (Red Hut Tea Rooms) and Shell Haven via Corringham with a few journeys on weekdays only. The service was withdrawn in January 1941 as a wartime economy and was never restored.
- 70 The Borough Services route between Grays and Southend was allocated service number 70 by March 1934. Operation was transferred to Eastern National on 30th, October, 1940 after which the service remained unchanged.
- 84 A new service introduced on 18th, May, 1947 between Grays and South Benfleet jointly operated with short journeys on Westcliff-on-Sea service 2B working on weekdays and summer Sunday.
- 85 This weekday service between Grays and Woodside Estate was inaugurated on 11th, May, 1947 and then remained unchanged.

The remaining bus services in the area were special workers facilities for the staff of the Bata Shoe Factory at East Tilbury. The services first appeared early in 1934 when three services were started each working on Monday to Friday only :

- (i) Pitsea (Broadway) - Vange - Corringham - Stanford-le-Hope - Bata Shoe Factory.
- (ii) Grays (Kings Arms) - Little Thurrock - Tilbury Docks - Tilbury (Civic Square) - Chadwell St. Mary - Mill Corner - Bata Shoe Factory.
- (iii) Grays (Kings Arms) - Palmers College - Chadwell St. Mary - Mill Corner - Bata Shoe Factory.

Very soon afterwards the services from Grays were amended as follows :

- (ii) Service commenced from Tilbury (Civic Square) and operated via Chadwell St. Mary, West Tilbury and East Tilbury.

(iii) Revised route from Chadwell St. Mary introduced via Mill Corner.

Saturday operation began in the summer of 1935. Prior to the general revisions of 7th,May,1936 these services did not appear in the public timetable. On that date service numbers 80 - 82 were introduced for the Pitsea, Tilbury and Grays services respectively. (However, these reference numbers may have been used previously before the services appeared in the timetable) Two additional services were also introduced on 7th,May,1936 viz :

83 Laindon (L.M.S. Station) - Horndon - Bata Shoe Factory. (weekday peak hours)

84 Stanford-le-Hope (Church) - Mucking - Linford - Bata Shoe Factory. (Wednesday and Saturday evenings only)

These new services were, however, both short lived the 83 being withdrawn by July 1936 and the 84 by January 1937. During wartime service 83 was re-introduced sometime between April and July 1940 working on Monday to Friday only, additional journeys on Saturday being introduced by November 1940. Between August 1941 and February 1942 the service was extended to Perry Street. The only other wartime variation was the slight extension of service 81 to Tilbury Docks (Ship) in August 1941.

Saturday operation on services 80 - 83 ceased in November 1946 after which the services remained basically unchanged, they continued to be restricted to the carriage of Bata Shoe Factory employees only.

Before concluding this history of Eastern National services a few comments should be made concerning the central Grays termini. Prior to January 1938 services 32, 37A, 37B, 44 and 45 terminated at the L.M.S. Station but were operated to and from the War Memorial after 6 p.m. on Saturdays. From January 1938 these services were revised to start from the War Memorial or the Queens Hotel (which were almost the same place) in line with the remaining services. The only exception was works service 82, which still terminated at the Kings Arms Hotel and transversed the railway level crossing.

A summary of the bus services operating in the Grays area as at 1st,September,1951 is shown below :

#### London Transport

370 GRAYS (War Memorial) - North Stifford - South Ockendon - North Ockendon - Corbets Tey - Upminster - Hornchurch - ROMFORD (Queen Street). (DAILY)

370A SOUTH OCKENDON (Ockendon Station) - Belhus - Aveley - Stonehouse Corner - PURFLEET (Station) (WEEKDAY PEAK HOURS and DAILY SPECIAL JOURNEYS) or West Thurrock - GRAYS (War Memorial). (DAILY, except when operating to Purfleet)

371 GRAYS (War Memorial) - West Thurrock - Stonehouse Corner - Aveley - Wennington - RAINHAM (Memorial). (DAILY)

- 371A GRAYS (War Memorial) - West Thurrock - Stonehouse Corner - East Purfleet - PURFLEET (Station). (DAILY)
- 374 GRAYS (War Memorial) - West Thurrock - Stonehouse Corner - Uplands Estate - AVELEY (Tunnel Garage) (WEEKDAYS), extended to Wennington - RAINHAM (Memorial). (WEEKDAYS, CERTAIN JOURNEYS ONLY)
- 375 RAINHAM (Ferry) - RAINHAM (Memorial) (DAILY, WORKS SERVICE), extended to RAINHAM (White Post Corner). (WEEKDAYS, WORKS SERVICE)

Eastern National

- to LT*  
✓ 31 GRAYS (Queens Hotel) - Dock Road - Tilbury Docks (Ship) - TILBURY (Feenan Highway). (DAILY)
- PART*  
32 GRAYS (War Memorial) - Socketts Heath - Grays Corner - ORSETT (Whitmore Arms) (DAILY), extended to Orsett (Cock) - STANFORD-LE-HOPE (Kings Head). (SUNDAY ONLY)
- ✓ 32A GRAYS (Queens Hotel) - Socketts Heath - NUTBERRY CORNER. (DAILY, joint service with "Our Bus")
- ✓ 32B GRAYS (Queens Hotel) - Turps Corner - FAIRWAY (Long Lane). (DAILY, joint service with "Our Bus")
- ✓ 35 GRAYS (War Memorial) - Socketts Heath - Orsett (Cock) - Stanford-le-Hope - Corringham - SHELL HAVEN (Shell Cottages) (DAILY, WORKS SERVICE), extended to CORYTON. (WEEKDAYS, WORKS SERVICE)
- ✓ 37A GRAYS (Queens Hotel) - Turps Corner - Chadwell St. Mary - Tilbury (Civic Square) - TILBURY FERRY (Riverside Station). (DAILY)
- ✓ 37B TILBURY DOCKS (Ship) - Tilbury (Civic Square) - CHADWELL ST. MARY (Cross Keys). (WEEKDAY PEAK HOURS)
- 40 TILBURY FERRY (Riverside Station) - Grays - North Ockendon - Warley - Brentwood - Ingatestone - CHELMSFORD (Bus Station). (DAILY, note a)
- ✓ 44 GRAYS (War Memorial) - Socketts Heath - Grays Corner - Orsett (Whitmore Arms) - BULPHAN (Church). (DAILY)
- part/most* 45 GRAYS (Queens Hotel) - Turps Corner - Chadwell St. Mary - Low Street - East Tilbury - Bata Shoe Factory - LINFORD (George & Dragon) (DAILY), extended to STANFORD-LE-HOPE (Church). (WEEKDAYS, CERTAIN JOURNEYS ONLY)
- 51 TILBURY FERRY (Riverside Station) - Grays - Orsett - Horndon - Laindon - Billericay - Stock - Galleywood - Chelmsford - Witham - Colchester - HARWICH (Quay). (DAILY)
- 53 TILBURY FERRY (Riverside Station) - Grays - Orsett - Horndon - Laindon - Billericay - Stock - Galleywood - Chelmsford - Witham - Colchester - CLACTON (Bus Station). (DAILY)

- ✓ 57 NUTBERRY CORNER - Socketts Heath - Rectory Road - Tyrells Hall Club - TILBURY DOCKS (Ship) (WEEKDAY PEAK HOURS), extended to TILBURY (Iron Bridge) when required by workpeople.
- 70 GRAYS (War Memorial) - Orsett - Stanford-le-Hope - Corringham - Vange - Pitsea - South Benfleet - Hadleigh - Leigh - Westcliff - SOUTHEND (Victoria Station). (DAILY)
- To WMS 80 PITSEA (Broadway) - Vange - Corringham - Stanford-le-Hope - EAST TILBURY (Bata Shoe Factory). (MONDAY TO FRIDAY, note b)
- ✓ 81 TILBURY DOCKS (Ship) - Tilbury (Civic Square) - Chadwell St. Mary - Mill Corner - EAST TILBURY (Bata Shoe Factory). (MONDAY TO FRIDAY, note b)
- ✓ 82 GRAYS (Kings Arms) - Turps Corner - (also via Socketts Heath) - Chadwell St. Mary - EAST TILBURY (Bata Shoe Factory). (MONDAY TO FRIDAY, note b)
- 83 LAINDON (Station) - Horndon - EAST TILBURY (Bata Shoe Factory). (MONDAY TO FRIDAY, note b)
- To WMS 2B 84 GRAYS (War Memorial) - Orsett - Stanford-le-Hope - Homesteads - Vange - Pitsea - SOUTH BENFLEET (Tarpots Corner). (WEEKDAYS and SUMMER SUNDAY)
- ✓ 85 GRAYS (Queens Hotel) - Turps Corner - WOODSIDE ESTATE (Grangewood Avenue). (WEEKDAYS)

#### Notes

- a Certain journeys also operated on Weekdays to Dunmow via service 40 to Brentwood, thence via service 3A to Dunmow.
- b Special workpeoples service restricted to the employees of Bata Shoe Factory, East Tilbury.

#### Westcliff-on-Sea

- 2 GRAYS (War Memorial) - Orsett - Stanford-le-Hope - Corringham - Vange - Pitsea - South Benfleet - Hadleigh - Leigh - Westcliff - SOUTHEND (London Road). (DAILY)
- 2B GRAYS (War Memorial) - Orsett - Stanford-le-Hope - Homesteads - Vange - Pitsea - South Benfleet - Hadleigh - Leigh - Westcliff - SOUTHEND (London Road). (DAILY)

#### Our Bus

- GRAYS (War Memorial) - Socketts Heath - NUTBERRY CORNER. (DAILY, joint service with Eastern National 32A)
- GRAYS (War Memorial) - Turps Corner - FAIRWAY (Long Lane). (DAILY, joint service with Eastern National 32B)



## CHAPTER 4

### THE AMALGAMATION

Following the cessation of hostilities in May 1945, a General Election took place in July of that year and a Labour Government returned to power. It announced sweeping plans for the nationalisation of road and rail transport and its Transport Act was introduced in 1947. Under the Bill, the British Transport Commission was formed on 1st, January, 1948, with a series of executives to assist it in the discharge of its duties, to control the greater part of inland transport.

The London Passenger Transport Board thus became the London Transport Executive, in what was largely a financial reconstruction. The other executives controlled the Railways, and the Docks and Inland Waterways. Later in the year two more Executives, for Road Transport and Hotels were established. The Road Transport Executive was primarily concerned at the outset with acquiring long distance road services and the subsequent formation of British Road Services. However, in November 1948 the B.T.C. completed the outright purchase of the road haulage and bus and coach interests of Thomas Tilling Ltd. (in which the railways already held considerable shareholdings). In order to manage the bus and coach operations separately and to prepare schemes for the unified operation of services, the Commission formed a Road Passenger Executive in the summer of 1949, the previous Road Transport Executive being re-classified as the Road Haulage Executive.

The Road Passenger Executive then commenced the enormous task of the re-organisation of Companies to increase their effective areas. Some of the proposed changes were made possible by the nationalisation of the railways, after which there was no longer any reason to maintain territorial divisions that had been arranged to reflect the operating areas of the previous four main lines. Such a territorial division existed in the case of Eastern National, since the Eastern area operated in the territory of the London and North Eastern Railway, whilst the Midland section covered the area served by the London Midland and Scottish Railway.

A number of changes to B.T.C. subsidiary Companies occurred in the next few years, for example there was a complex exchange of routes in the Stroud area in 1951. The detailed changes which involved Eastern National will be considered later.

Under the final decision of the Commission an Agreement between the L.T.E. and the B.T.C. was also eventually reached for the co-ordination of services in the Grays and Tilbury area. The local Eastern National services were to be transferred to London Transport which would enable through facilities to be restored. The bus services operating in the Grays district on 1st, September, 1951 are shown on Map Number 2, full

details have been given in Chapter 3.

The first stage of the Grays area co-ordination occurred on 15th, September, 1951 when Eastern National acquired the services of "Our Bus" Services (E. & E. Benjamin). On 30th, September, 1951 the next stage of the co-ordination was effected. On this date thirteen Eastern National services were transferred to London Transport. Also included in the transfer was the Eastern National garage at Grays and twenty eight vehicles. The routes and vehicles were purchased from Eastern National together with the garage in Argent Street, Grays which was coded "GA" by London Transport. The Bristol and Guy vehicles were operated by London Transport with "London Transport" fleetnames applied on new green paper labels pasted over their former fleetnames. The vehicles retained their Eastern National Tilling green livery and fleetnumbers. They were fitted with running number stencil holders and operated with GY garage plates, painted red to distinguish them from vehicles operating from the London Transport garage. The running numbers used were in a separate series.

The Eastern National services transferred were :

31, 32 (Grays - Orsett section only), 32A, 32B, 35, 37A, 37B, 44, 45 (Grays - Linford section only), 57, 81, 82 and 85.

These transferred services were then operated by London Transport but with their former Eastern National service numbers.

The following sections of the above services were not transferred and were still worked by Eastern National (see page 22) :

32 STANFORD-LE-HOPE (Kings Head) - ORSETT (Whitmore Arms). (SUNDAY ONLY)  
45 STANFORD-LE-HOPE (Kings Head) - LINFORD (George & Dragon). (WEEKDAYS)

The vehicles transferred are shown below, the fleetnumbers quoted are those of Eastern National. London Transport fleetnumbers were neither allocated nor carried.

3420	AEV 790	Dennis Lancet I	170350	E.C.W.	B32R	6336	1933
3479	AVW 457	Dennis Lancet I	170505	E.C.W.	B30R	6331	1934
3481	AVW 459	Dennis Lancet I	170509	E.C.O.C.	B32R	3092	1934
3482	AVW 460	Dennis Lancet I	170510	E.C.O.C.	B32R	3093	1934
3485	AVW 463	Dennis Lancet I	170518	E.C.O.C.	B32R	3096	1934
3628	DEV 464	Bristol J05G	J05G.75	E.C.O.C.	DP31F	4207	1936
3631	DEV 467	Bristol J05G	J05G.78	E.C.O.C.	DP31F	4216	1936
3632	DEV 468	Bristol J05G	J05G.79	E.C.O.C.	DP31F	4214	1936
3679	ENO 937	Bristol J05G	J05G.282	E.C.O.C.	B31R	4849	1937
3721	FNO 794	Bristol J05G	J05G.530	E.C.O.C.	B31R	4947	1937
3722	FNO 795	Bristol J05G	J05G.531	E.C.O.C.	B31R	4948	1937
3874	HHT 459	Bristol L5G	56.016	E.C.W.	B33F	7754	1942
3875	JTW 146	Guy Arab I 5LW	FD.25654	Brush	UL27/28R		1942
3876	JTW 147	Guy Arab I 5LW	FD.25659	Brush	UL27/28R		1942
3877	JTW 148	Guy Arab I 5LW	FD.25663	Brush	UL27/28R		1942

3878	JTW 233	Guy Arab I 5LW	FD.25687	Brush	UL27/28R		1943
3879	JTW 234	Guy Arab I 5LW	FD.25779	Brush	UL27/28R		1943
3880	JTW 235	Guy Arab I 5LW	FD.25786	Brush	UL27/28R		1943
3881	JTW 236	Guy Arab I 5LW	FD.25820	Brush	UL27/28R		1943
3882	JTW 237	Guy Arab I 5LW	FD.25824	Brush	UL27/28R		1943
3883	JTW 238	Guy Arab I 5LW	FD.25826	Brush	UL27/28R		1943
3884	JTW 239	Guy Arab I 5LW	FD.25946	Brush	UL27/28R		1943
3897	KNO 600	Bristol L5G	W4.013	E.C.W.	B35R	1056	1946
3898	KNO 601	Bristol L5G	W4.014	E.C.W.	B35R	1059	1946
3905	KNO 608	Bristol L5G	61.064	E.C.W.	B35R	1260	1946
3906	KNO 609	Bristol L5G	61.065	E.C.W.	B35R	1261	1946
3927	LPU 617	Bedford OB	67729	Beadle	B30F	C135	1947
3929	LPU 619	Bedford OB	69736	Beadle	B30F	C137	1947

Notes 3420/79 have bodies built in 1938, and fitted in 1949.

3481/2/5, 3631/2 were re-built by Beadle.

3875-84 have spent their entire life at Grays.

There were thirty four buses based at Grays. Immediately prior to the transfer of services the allocation included six new Bristol double deckers, however, these were returned to Chelmsford on 29th, September, 1951 and were consequently not acquired by London Transport.

The Dennis and Bedford vehicles do not appear to have been operated by London Transport although photographic evidence does indicate the occasional use of at least one Bedford OB (complete with L.T. temporary fleetname). To replace the six new vehicles not acquired, and the seven vehicles acquired but not regularly employed, fourteen standard London Transport STL class A.E.C. Regents were drafted in to Grays (Argent Street), all in red central area livery. The vehicles concerned were STL 480/91, 500/8/24/70, 731, 900, 1659, 1765, 1811/98, 1928, 2171.

The services then became subject to standard London Transport operating practices, which could be observed through the new uniforms worn by the ex-Eastern National staff and the standard L.T. style bus stop signs which were erected throughout the area. These appeared as far distant as Coryton and were also erected between Orsett and the Cock Inn, along the detached part of service 32 which was still worked solely by Eastern National.

Eastern National staff previously used Setright ticket machines, these were not taken over by London Transport and consequently the E.N. staff reverted back to the old Bell Punch ticket system. All return fares were withdrawn after 30th, September, 1951 and then on 18th, November, 1951 the non-standard Eastern National fares (2½d, 3½d, 4½d and 5½d) were generally increased by ½d to co-ordinate with the normal London Transport fare scales.

After a three month period of minimal change to allow the former E.N. staff to settle into their new undertaking the full scheme of co-ordination took place in Grays.

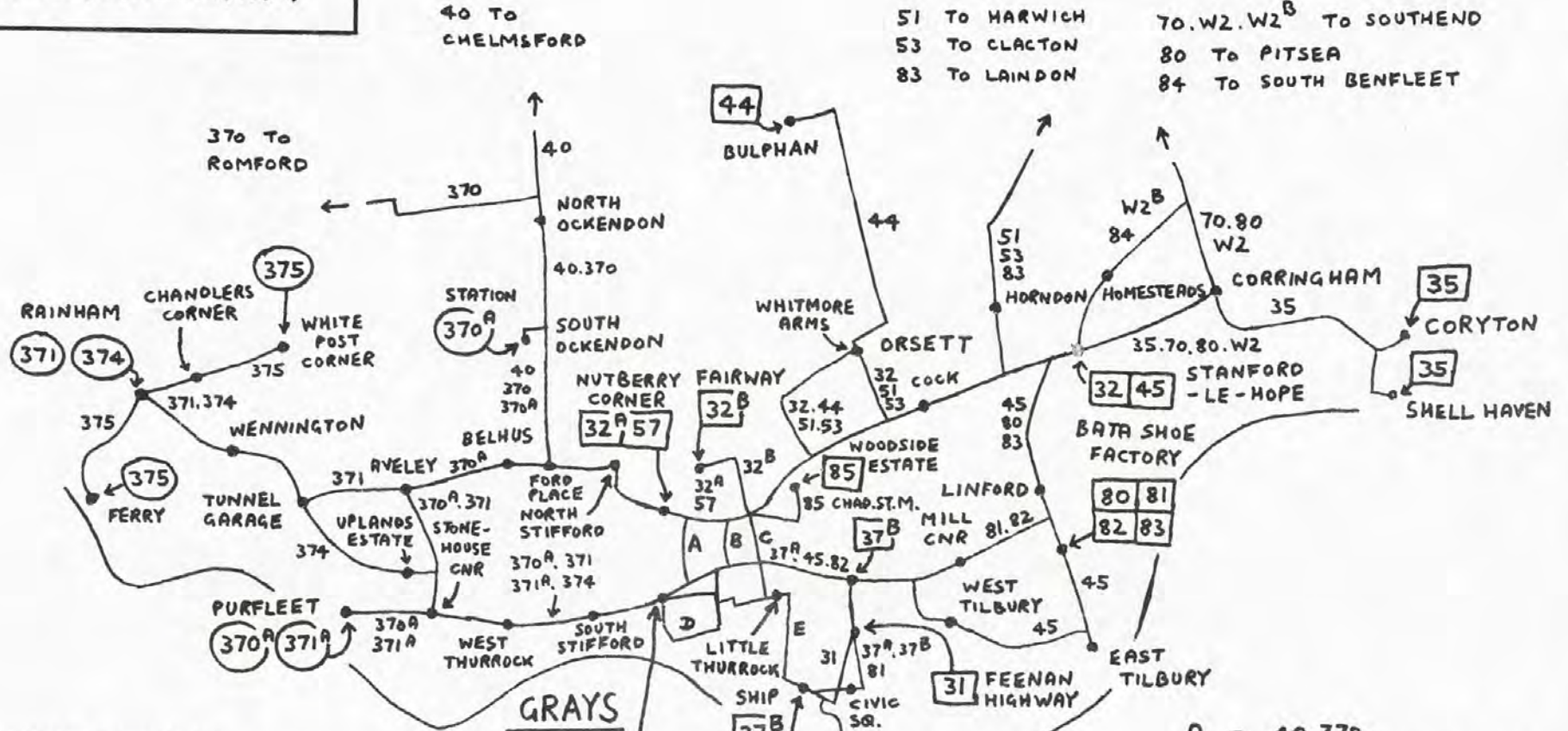
The main aim of the new scheme was to eliminate the artificial boundary at Grays Town Centre by linking routes to restore the cross-town facilities which had existed prior to the 1933 Act. An opportunity was also taken to provide other through services which had been greatly needed for some time.

The new and revised services were given new numbers in the London Transport series. The revised pattern of services, which came into operation on Wednesday, 2nd, January, 1952, are shown on Map Number 3 and are described below :

<u>Former routes</u>	<u>New or revised routes</u>
31/371/371A	Linked to form two new routes : 371 Tilbury (Feenan Highway) - Rainham via Dock Road, Grays, Stonehouse Corner, Aveley and Tunnel Garage. (DAILY) 371A Tilbury (Feenan Highway) - Purfleet (Station) via Dock Road, Grays and Stonehouse Corner. (WEEKDAYS; Grays - Purfleet only, SUNDAY)
32/44	Combined as new route 323, Grays - Bulphan via Southend Road, Socketts Heath and Orsett. (DAILY; a single journey also operated in the WEEKDAY a.m. peak from Orsett to Purfleet)
32A	New route 323A, Nutberry Corner - Purfleet (Station) via Lodge Avenue, Southend Road, Grays and Stonehouse Corner. (Nutberry Corner - Grays, DAILY ; Grays - Purfleet, WEEKDAY PEAK HOURS ONLY)
32B	New route 323B, Fairway - Purfleet (Station) via Blackshotts Lane, Rectory Road, Grays and Stonehouse Corner. (Fairway - Grays, DAILY ; Grays - Purfleet, WEEKDAY PEAK HOURS ONLY)
35	New route 349, Grays - Shell Haven / Coryton via Socketts Heath, Orsett, Stanford-le-Hope and Corringham. (Grays - Shell Haven, DAILY ; Shell Haven - Coryton, WEEKDAYS)(Special works service)
37A/370	Linked to form two new routes : 370 Romford - Tilbury Ferry via Hornchurch, Upminster, Ockendon, North Stifford, Grays and Chadwell St. Mary. (DAILY) 370A Purfleet (Station) - Tilbury Ferry via Stonehouse Corner, Grays and Chadwell St. Mary. (WEEKDAY PEAK HOURS)
37B	New route 379, Tilbury Docks (Ship) - Chadwell St. Mary (Cross Keys) via Civic Square. (WEEKDAY PEAK HOURS)
45	New route 380, Grays - Linford via Chadwell St. Mary, West Tilbury and East Tilbury. (DAILY)
57	New route 357, Nutberry Corner - Tilbury Docks (Iron Bridge) via Socketts Heath, Rectory Road and Dock Road. (WEEKDAY PEAK HOURS)

MAP NUMBER 2

Bus services in the Grays area  
(as at 1st, September, 1951)



40 TO  
CHELMSFORD

51 TO HARWICH  
53 TO CLACTON  
83 TO LONDON

70.W2.W2<sup>B</sup> TO SOUTHEND  
80 TO PITSEA  
84 TO SOUTH BENFLEET

370 To  
ROMFORD

- LONDON TRANSPORT TERMINALS
- EASTERN NATIONAL TERMINALS
- W - WESTCLIFF-ON-SEA
- EN 32A/32B JOINT WITH "OUR BUS"

WAR MEMORIAL - 32. 35. 44. 70. 84.  
370. 370<sup>A</sup>. 371.  
371<sup>A</sup>. 374. W2. W2<sup>B</sup>.

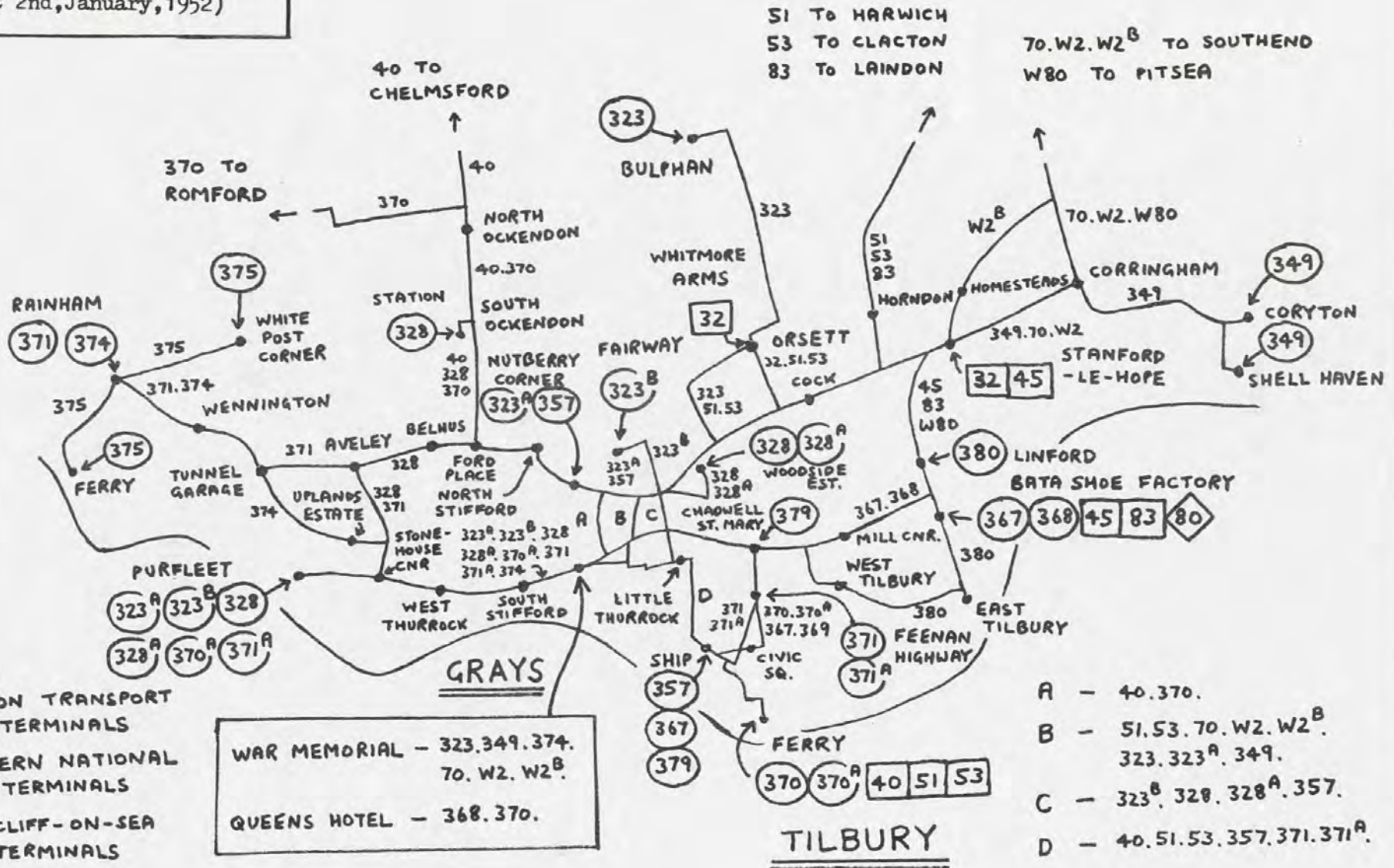
QUEENS HOTEL - 31. 32<sup>A</sup>. 32<sup>B</sup>. 37<sup>A</sup>.  
45. 85.

KINGS ARMS - 82.

- A - 40. 370.
- B - 32. 32<sup>A</sup>. 35. 44. 51. 53.  
70. 84. W2. W2<sup>B</sup>.
- C - 32<sup>B</sup>. 57. 85.
- D - ← ← ←  
40. 51. 53.
- E - 31. 40. 51. 53. 57.

MAP NUMBER 3

Bus services in the Grays area  
(as at 2nd, January, 1952)



- 81 New route 367, Tilbury Docks (Ship) - East Tilbury (Bata Shoe Factory) via Chadwell St. Mary. (MONDAY TO FRIDAY ONLY, special service for employees of Bata Shoe Factory)
- 82 New route 368, Grays (Queens Hotel / Derby Road) - East Tilbury (Bata Shoe Factory) via Chadwell St. Mary, with duplicate operation via Socketts Heath. (MONDAY TO FRIDAY ONLY, special service for employees of Bata Shoe Factory)
- 85/370A Linked to form two new routes :
- 328 Woodside Estate - South Ockendon (Ockendon Station) via Rectory Road, Grays, Stonehouse Corner, Aveley and Ford Place. (DAILY ; certain journeys also operated between Purfleet (Station) and South Ockendon via Stonehouse Corner, WEEKDAY PEAK HOURS and SUNDAY SPECIAL JOURNEYS)
- 328A Woodside Estate - Purfleet (Station) via Rectory Road, Grays and Stonehouse Corner. (WEEKDAY PEAK HOURS)
- 374 No change.
- 375 No change.
- 723/A These Green Line routes experienced no change, other than that the previous restriction on local passengers between Tilbury (Civic Square) and Grays (War Memorial) was withdrawn.

From this date all bus operation over the level crossing at Grays Station came to an end, following the revised terminal introduced for route 368.

On the same date, 2nd, January, 1952, the acquired vehicles were returned to Eastern National and replaced with standard London Transport types and the Argent Street garage closed, all workings being transferred to the L.T. garage in London Road, Grays where an enlarged open parking area had been prepared. The London Road garage was in due course enlarged in 1958, on the south side, and a new office block added. The total number of scheduled buses was reduced by five, partly as a result of more efficient use of vehicles made possible by the route linkings and partly due to the replacement of saloon workings by double deckers which allowed some peak economies to be made.

The Argent Street garage, although large and soundly constructed was situated very inconveniently across a heavily used railway level crossing. Consequently these premises were closed on 2nd, January, 1952 and then used as a store for delicensed vehicles until 11th, May, 1954 when they were offered for sale by auction. The building then passed to the Grays Co-operative Society as a garage for vans and lorries and remained structurally unaltered. Later the premises were demolished and the site is now occupied by a car park.

Certain other alterations, connected with the transfer of services and the loss of the Eastern National garage at Grays were also introduced, these are summarised below :

- 32 The outer section of this service (see page 25) was retained by Eastern National. A shuttle service of six journeys on Sunday was provided which maintained connections with London Transport operated route 32. Following the introduction of new route 323, which operated with different Sunday timings to the old 32 service, Sunday operation over the outer section was withdrawn on 2nd, March, 1952.
- 45 The outer section of this service (see page 25) was retained by Eastern National. Three journeys were provided on Monday to Friday, one of which started from the Bata Shoe Factory. Two journeys were operated on Saturday. Connections with London Transport operated route 45 were generally poor. On 2nd, March, 1952 all journeys except the single Monday to Friday working from the Bata Shoe Factory to Stanford-le-Hope were withdrawn. The service then remained as such until May 1954 when the sole journey was transferred to Westcliff-on-Sea operation and incorporated into service 80.
- 40/51/53 Outward journeys from Tilbury Ferry, which previously operated via Bridge Road, Argent Street and High Street, Grays were diverted to operate via Clarence Road as on the inward route from 30th, September, 1951.
- 80 This service was transferred to Westcliff-on-Sea operation on 30th, September, 1951 and retained the same service number.
- 84 This service was also transferred to Westcliff-on-Sea operation on 30th, September, 1951. It was incorporated into Westcliff-on-Sea service 2B, with which it was previously co-ordinated. The traditional Weekdays only winter operation was introduced from 7th, October, 1951.

Shortly after the co-ordination scheme was effected, there was another upheaval in the Grays area when revised services for the new Aveley L.C.C. Estate were introduced on 30th, April, 1952. Although these were not connected with the main theme of this publication they have been included briefly here to affirm that these amendments were subsequent to the alterations introduced on 2nd, January, 1952.

- 328 Amended to operate from Aveley Estate (Elan Road) to Woodside Estate. This service became the first regular bus route to operate via Hogg Lane, Grays.
- 328A Former service (Purfleet - Woodside Estate) re-numbered 315.
- 328A NEW ROUTE : Aveley Estate (Elan Road) to Aveley (Hall Road) (DAILY), extended to Purfleet (Station) at Weekday peak hours, also certain special journeys on Sunday.
- 328B NEW ROUTE : South Ockendon (Ockendon Station) to Purfleet (Station) ; new route number allocated to special journeys between these points previously numbered 328.

Variations to Green Line routes 723/A were also introduced on the same date.



The exchanges that occurred in the Grays area were one small stage in a series of rationalisations which were eventually to consolidate the position of Eastern National in Essex. The old established business of Hicks Brothers Ltd. of Braintree sold out to the British Transport Commission on 1st, January, 1950, and control was passed to Eastern National. On 1st, May, 1952 the entire Midland section of the Company was transferred to United Counties. The Midland section had been operated almost as a separate entity being only tenuously linked to the Eastern section by service 164. The loss of half its area was compensated by the transfer of Westcliff-on-Sea Motor Services Ltd. later in 1952. The Westcliff concern had in turn acquired the Benfleet & District Motor Services and its associate the Canvey & District Motor Transport Co. in 1951, and the City Coach Co. of Brentwood in 1952.

Full control of Westcliff-on-Sea Motor Services finally passed to Eastern National in 1955, and accordingly the familiar red and cream vehicles were to disappear from services 2 and 2B at Grays. However, their memory continued to be perpetuated since following the general re-numbering of Eastern National bus services during 1955, the former Westcliff-on-Sea service numbers 2 and 2B were retained for the Southend - Grays services in preference to the former Borough and Eastern National service number 70.

Many further service amendments have been introduced in the Grays area in the intervening years since 1952, and recently a third transfer of Eastern National services took place. The events which precipitated this situation are described in Chapter 5.

## CHAPTER 5

### THE THIRD PHASE

Previous Chapters have dealt with the transfers of Eastern National services in the Grays area to London Transport in 1933 and 1951 and with the alterations to the services in the intervening period.

Over a quarter of a century later a third exchange of services occurred in the Grays area, which is the basis of this final Chapter. Because of the considerable time lapse from the earlier alterations of 1952, and the profusity of variations, it is not proposed to list individually all the service amendments that occurred in the intermediate period. Instead, a more pertinent description concerned only with the particular Eastern National services transferred will be given. The services involved were 155/156 and 269.

The 269 evolved from service 40 (Chelmsford - Brentwood - Tilbury Ferry). Service 40 remained substantially unchanged until 5th, September, 1971 when the route was curtailed to operate between Tilbury Ferry and Brentwood (White Horse) only, with a projection on Schooldays from Shenfield (Technical School), seven journeys on Weekdays (approx. every 2 hours) and three journeys on Sunday were provided. The service was reduced from 20th, July, 1975 to five journeys on Weekdays only. A further change took place on 1st, November, 1976 with the withdrawal of the section of route between Grays and Tilbury. The new terminal then became Grays (Bus Station), which had earlier been opened on 18th, May, 1975 and previously used by the service in the Tilbury to Brentwood direction only. Finally, the service was re-numbered into the Brentwood area series on 21st, May, 1978 becoming 269; the number 40 being required for a new Chelmsford Local Service inaugurated on the same day.

The origin of services 155/156 may be traced back to the major re-organisation of Eastern National bus services which was implemented on Sunday, 19th, April, 1964. On this date new service 153 was started, working between Wivenhoe and Tilbury Ferry via Colchester, Chelmsford, Basildon, Corringham, Stanford-le-Hope, Orsett (Cock), Orsett Heath, Chadwell St. Mary and Tilbury; hourly on Weekdays and two hourly on Sunday. This new service provided a direct facility between the rapidly expanding Basildon New Town and Tilbury Ferry, it also marked the resumption of Eastern National operations to Chadwell St. Mary, after a break of just over twelve years from 1952. However, a picking up/setting down restriction was placed on the service such that local passengers could not be carried intermediately between Chadwell St. Mary (Waterson Road) and Tilbury Ferry.

Of even greater significance was the route of the service between Chadwell St.

Mary and Orsett (Grays Corner) via Heath Road which provided the community of Orsett Heath with its first ever bus service. Although Eastern National had previously linked Chadwell St. Mary with Orsett, through service 54, this operated directly to Orsett (Cock) via Brentwood Road, on Wednesday and Sunday only with no intermediate picking up points.

Service 153 was withdrawn on 24th, January, 1971 and covered by new service 155 which also replaced part of 248. The new service operated on Weekdays only from Basildon (Bus Station) to Tilbury Ferry, hourly. From Basildon the route of former service 248 was taken via Clay Hill Road and Vange (The Barge) to Vange (Five Bells). Service 153 had previously operated direct to Vange (Five Bells) via Nethermayne. From this point the route was that of the former 153 via Corringham, Stanford-le-Hope, Orsett (Cock), Orsett (Hospital), Orsett Heath, Claudian Way, Waterson Road, Linford Road, Chadwell St. Mary (Cross Keys), River View, Chadwell By-Pass, St. Chads Road, Montreal Road, Dock Road and Ferry Road. On 3rd, September, 1973 the picking up/setting down restriction which had previously applied to service 153 and which had been inherited by new service 155 was withdrawn. The route was revised on 18th, May, 1975 to operate via Nethermayne (thus regaining the old 153 route) to Vange (Five Bells) and thence via Fobbing to Corringham. A revised route through part of the expanding township of Stanford-le-Hope was then followed via Springhouse Road, Gordon Road, The Sorells, Abbotts Drive, Southend Road and King Street to regain the original route at Stanford-le-Hope (Rail Station). The final variation to the service was implemented on 6th, December, 1976, the service being curtailed at Tilbury (Civic Square). This revision marked the eventual demise of all Eastern National service operations to Tilbury Ferry, service 40 having been cut back to Grays about one month earlier. On the same date new service 156 was introduced working between Basildon (Hospital) and Tilbury (Civic Square) via Basildon (Bus Station), Laindon Link, Laindon, Langdon Hills, and Horndon on the Hill, and thence as service 155. Both services operated on Weekdays only, each every two hours, providing a combined hourly frequency between St. Cleres Hall and Tilbury (Civic Square).

The London Transport routes in Grays have been subjected to numerous revisions over the intervening years since the transfer of services from Eastern National in 1952. However, the most significant event occurred on 1st, January, 1970 when the Country Area operations of London Transport were passed to the National Bus Company. A new organisation, London Country Bus Services Ltd., based at Bell Street, Reigate, Surrey, then assumed responsibility.

For the purposes of this Chapter only two London Country bus routes in the Grays area need to be considered, routes 369 and 371. The 369 was a short commuter service operating at Monday to Friday peak hours between South Ockendon (Ockendon Station) and Belhus (Gatehope Drive) via Arisdale Avenue, Daigler Drive, Darenth Lane and Foyle Drive. This route was introduced to serve the new Belhus Estate. Route 371 was, of course, the London Country equivalent of the London Transport route introduced on 2nd, January, 1952 (see page 27). It had later undergone some modifications including

the diversion of certain workings from Uplands Estate via Purfleet and from Aveley (Usk Road), and the projection of certain journeys in Tilbury via Brennan Road to terminate at Byron Gardens.

Following extensive discussions between Eastern National, London Country and Essex County Council (who were assisting the bus operations through subsidies) it was considered that certain economies could be effected in the Grays area by the projection of certain London Country routes over roads served by Eastern National. The date of introduction of the revisions was 1st, September, 1979 (postponed from 30th, June). On this date, Eastern National service 269 (Grays - Ockendons - Brentwood) was withdrawn and services 155/156 (Tilbury - Basildon) were curtailed to terminate at Stanford-le-Hope (Victoria Road) and the section of route to Tilbury (Civic Square) was withdrawn. No transfer of vehicles was involved.

The curtailment of services 155 and 156 saw the total demise of Eastern National stage carriage operations in Tilbury and a consequent monopoly of services for London Country.

The transfer of service 269 to London Country is of particular interest to the history of bus services in the Grays area. This service, when numbered 40A, survived both of the transfers of 1933 and 1952 which is perhaps surprising since between Grays and Brentwood the route marked the boundary of the London Passenger Transport area. However, since the service previously extended beyond Brentwood as far as Chelmsford, complete transfer of the route was impractical. The truncation at Brentwood in later years meant that transfer of the service to London Country operation then became feasible.

The replacement London Country services introduced on 1st, September, 1979 involved two extensions to route 369 to operate between Grays (Bus Station) and Brentwood (Robin Hood & Little John) on Weekdays, with a bifurcation to Shenfield (Technical College) on Schooldays only, the former local journeys between Ockendon Station and Belhus (Gatehope Drive) remaining unaltered. Accordingly, all through journeys between Grays and Brentwood were diverted via Belhus. Revision of this route to include journeys to Shenfield (Technical College) gave London Country a new working beyond the London Passenger Transport area along Shenfield Road, Brentwood, and included Shenfield in the London Country area for the first time. As mentioned earlier, of even greater significance was that the section of route between North Ockendon and Warley, which was totally within the London Passenger Area, passed out of Eastern National control to a London operator for the first time.

At Brentwood, London Country gained one foothold in the shape of revised route 369, but lost its other route on the same date since the 339 (Harlow - Ongar - Brentwood - Warley) was curtailed at Ongar, the southern portion being replaced by new Eastern National service 239 between Ongar (Four Wantz) and Warley (Eagle Way). Hence the possible link up of London Country bus services through Brentwood never materialised, and once again Eastern National operated a service which connected two London Country outposts.



Services 155 and 156 were replaced by new London Country routes 377 and 378. On 1st, September, 1979 route 371 was withdrawn and replaced by 377 (Uplands Estate/Purfleet - Grays - Tilbury, Feenan Highway) and 378 (Uplands Estate/Purfleet - Grays - Orsett Hospital). The service on 378 to Byron Gardens was revised to operate as a spur working. These revised services provided a regular working via Calcutta Road, Tilbury, the former 371 having operated via Dock Road and Montreal Road. With the introduction of new route 378, London Country operations to Orsett were again revived, after a break of some six years, following the withdrawal of the few remaining journeys on route 328.

Of much greater significance was that London Country now served Orsett Heath, a new destination pioneered by Eastern National since the 1952 exchanges, and which was never served by London Transport.

The details of the changes which took place on 1st, September, 1979 are also shown on Map Numbers 4 and 5. As a result of this third phase of exchanges, Eastern National operations to Tilbury were finally brought to an end and the territorial boundary pushed even further distant from Grays. However, Eastern National still continue to operate into Grays, but are now restricted to the longer distance services only; the Company still remains the sole carrier over the direct route between Grays and Orsett via Southend Road. The Eastern National bus services remaining in the district are listed below :

- 2 Grays - Orsett - Stanford-le-Hope - Corringham - Basildon - Pitsea - Hadleigh - Leigh - Southend. (Weekdays)
- 152 Grays - Orsett - Stanford-le-Hope - Homesteads - Basildon - Billericay - Galleywood - Chelmsford. (Daily)
- 153 Grays - Orsett - Stanford-le-Hope - Corringham - Basildon - Billericay - Galleywood - Chelmsford. (Weekday peak hours and evenings & Sunday)
- 154 Grays - Orsett - Stanford-le-Hope - Homesteads - Basildon - Billericay - Perry Street - Galleywood - Chelmsford. (Weekdays)
- 402 Southend - Hadleigh - Pitsea - Basildon - Corringham - Stanford-le-Hope - Socketts Heath - Grays - Dartford Tunnel - Dartford. (Daily, Limited Stop Service)

The transfer of these remaining services would seem unlikely and their continued operation by Eastern National appears assured. On the other hand the detached nature of the London Country operations at Grays, and the increasing role played by Essex County Council, may perhaps mean that the services could be more economically administered from a different base than Reigate.

There have now been three exchanges of services in the Grays area, through which the present pattern of operation has evolved. However, since the transport industry is continually changing further modifications could still take place, only the passage of time will tell.

## BIBLIOGRAPHY

The following publications have been consulted during the preparation of this history.

### BOOKS

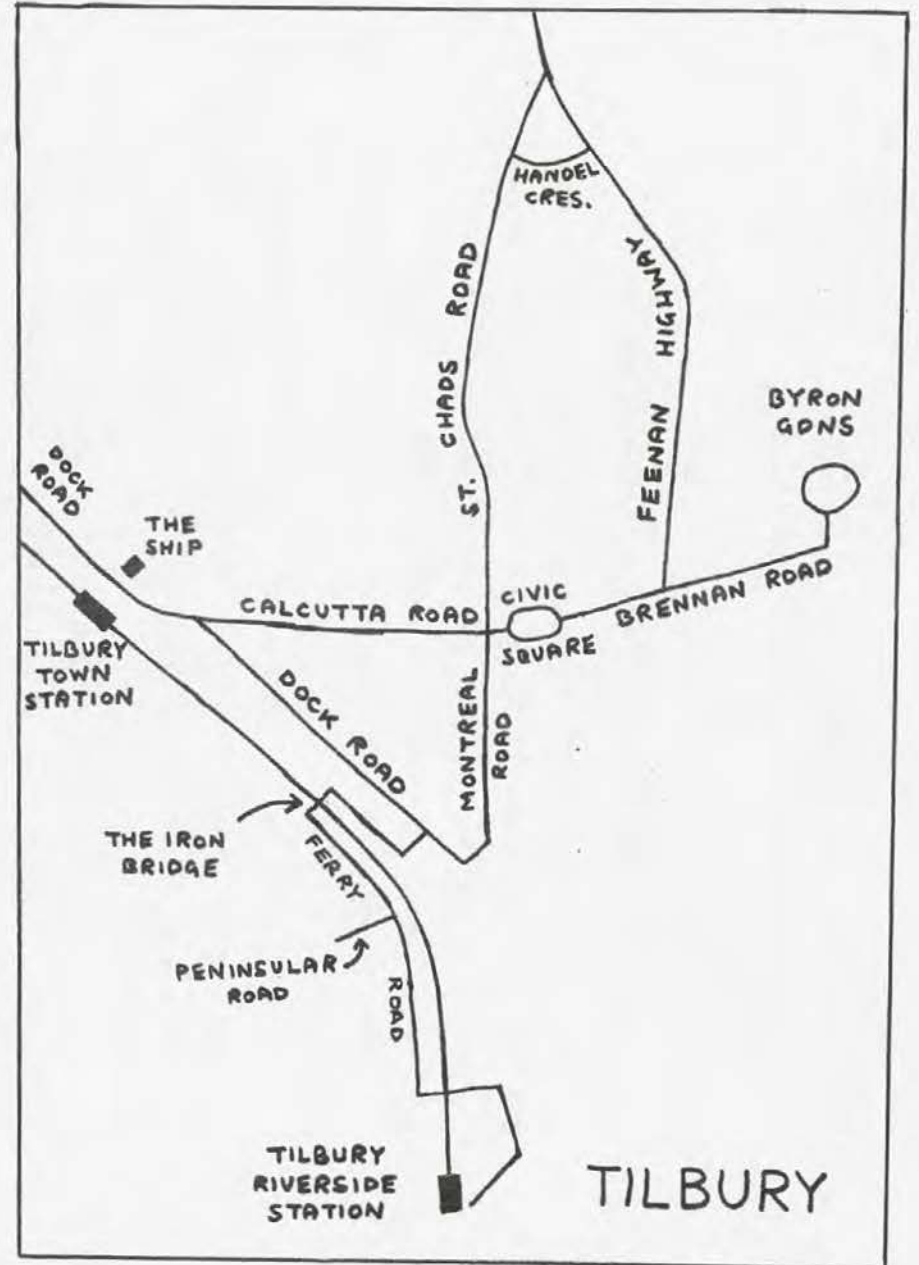
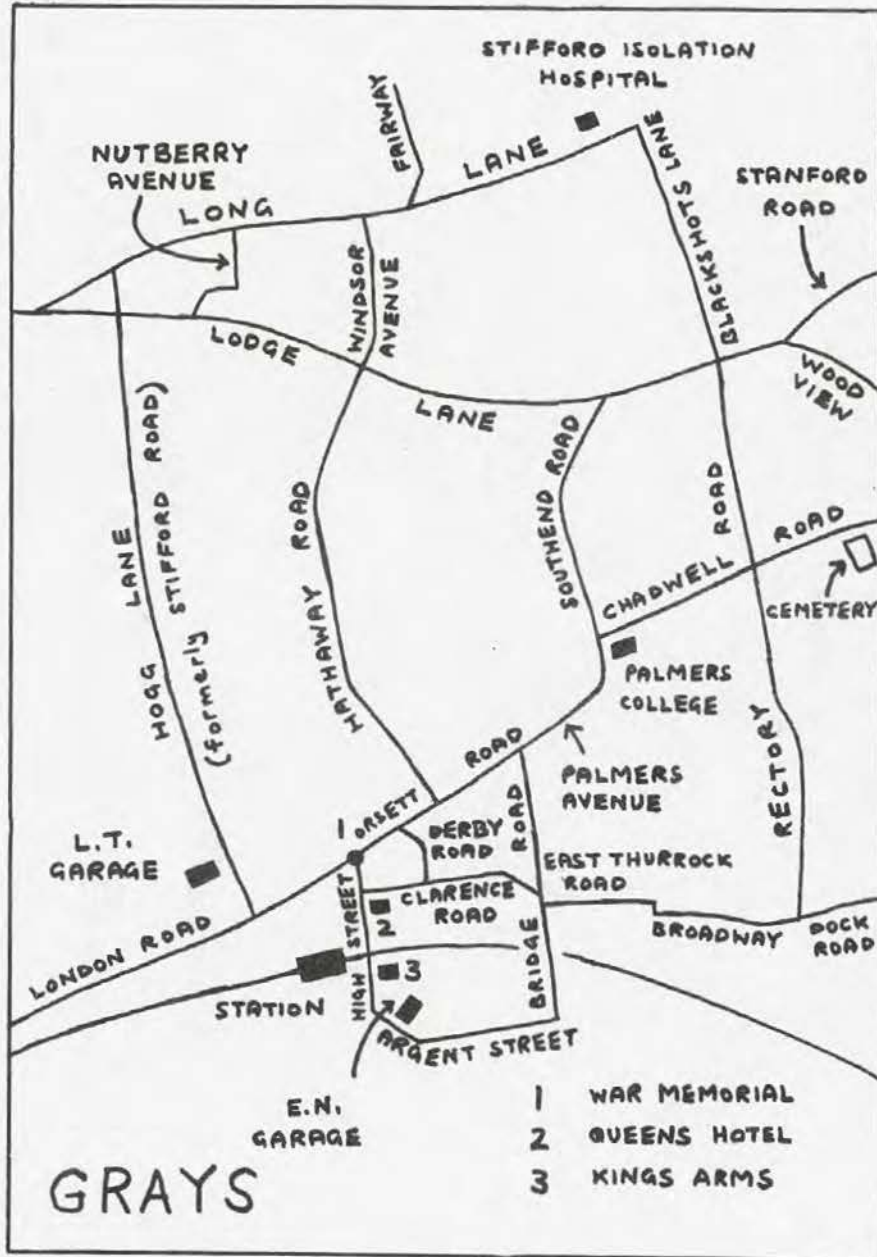
- D. MacGregor, "The National Way", Cotterell, Brentwood, 1955.
- T. C. Barker and M. Robbins, "A History of London Transport", Vol. II, George Allen & Unwin, London, 1974.
- J. Hibbs, "The History of British Bus Services", David & Charles, Newton Abbott, 1968.
- J. S. Wagstaff, "The London Country Bus", Oakwood Press, Lingfield, 1968.
- R. J. Durrant, J. T. King and G. J. Robbins, "East Surrey", H. J. Publications, St. Albans, 1974.
- B. C. Kennedy and P. J. Marshall, "A.B.C. British Bus Fleets, No. 4, East Anglian Area", Ian Allan, London, 1st edn., 1959.
- R. N. Collins, G. R. Mills and G. W. Watts, "British Bus Fleets, No. 4, East Anglia", Ian Allan, London, 4th edn., 1967.
- "Eastern National Omnibus Co. Ltd. - Fleet History", The P.S.V. Circle, Part I (1930 to 1954), 1965 ; Part II (1954 to 1965), 1966.
- "Vehicles Acquired by London Transport, 1933 to 1939", The P.S.V. Circle, undated.

### PERIODICALS AND SERIALS

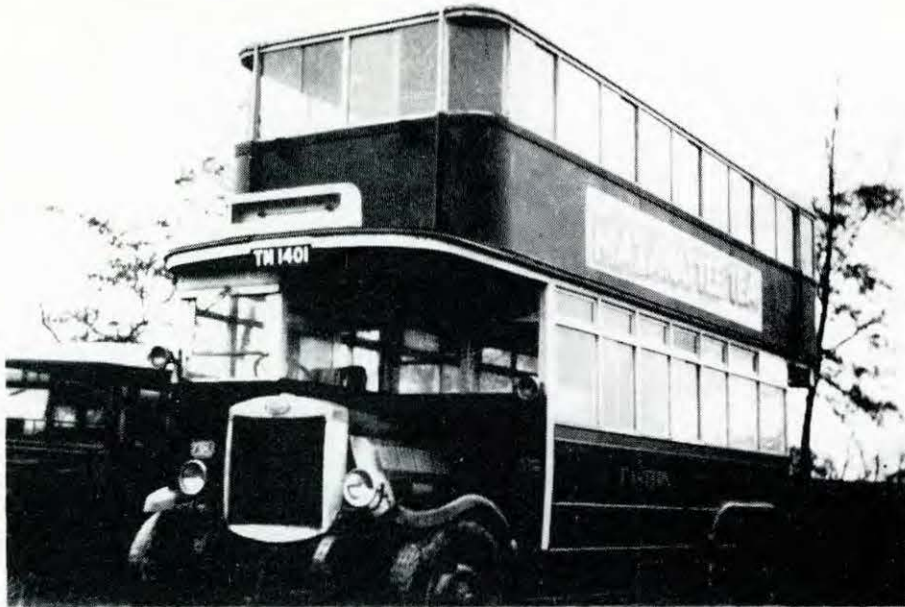
- "Buses Illustrated" and later "Buses", Ian Allan, London.
- "The Omnibus Magazine", The Omnibus Society.
- "London Bus Magazine", London Omnibus Traction Society.
- The P.S.V. Circle, monthly news sheet.
- The Eastern National Enthusiasts Group, monthly news sheet.
- "Notices & Proceedings", Eastern Traffic Area Office, Cambridge and Metropolitan Traffic Area Office, London.

### OTHER MATERIAL

- "London Transport" local road and rail timetables for Grays, Tilbury and district.
- "National" and "Eastern National" timetables and service revision leaflets.
- "Westcliff-on-Sea" timetables.
- Notes on the transfer of services in the Grays area, by J. C. Gillham, November 1951.
- Route histories of Westcliff-on-Sea and City Coach Company, notes by F. D. Simpson.







Eastern National 2387 (TM 1401) a Guy FCX with Dodson bodywork, was the only double decker amongst the five vehicles transferred to London Transport in 1933.

(A. G. Osborne collection)



Eastern National 3880 (JTW 235), a Brush bodied Guy Arab, on service 37A at Tilbury Ferry in June 1949.

(V. C. Jones)



An interior view of Argent Street garage, Grays with both Eastern National and London Transport vehicles visible.

(D. W. K. Jones)



London Transport STL 1898 (DLU 256) working Eastern National service 32A, stands at Nutberry Corner in November 1951.

(A. B. Cross)



Weymann bodied A.E.C. Regent III in the shape of STL 2684 (HGC 217) on route 371A in late November 1951.

(A. B. Cross)



Another A.E.C. Regent, this one bodied by E.C.W. and operated by Westcliff-on-Sea Motor Services. JN 4745 arrives at Grays on service 2B from Southend.

(A. B. Cross)



Seen in September 1951 is Eastern National 4033 (ONO 54) an E.C.W. bodied Bristol K5G, working service 40, which was to be unaffected by the impending changes.

(A. B. Cross)



Representative of early post war operations in Grays was ST 808 (GO 5142), photographed in September 1948.

(A. B. Cross)



E.C.W. bodied Bristol J05G 3679 (ENO 957) under London Transport ownership waits at Nutberry Corner on service 32A in November 1951.

(A. B. Cross)



Bristol L5G 3897 (KNO 600) with London Transport fleetnames and garage codes, stands outside the Queens Hotel, Grays ready to depart on service 85 to Woodside Estate.

(A. B. Cross)



The Queens Hotel is also the setting for this view of 3879, a Brush bodied Guy Arab, working as a duplicate with special running number GY 101.

(A. B. Cross)



The Eastern National Bedford OB's were only used occasionally by London Transport. 3929 (LPU 619) with Beadle bus bodywork is seen here working service 37A.

(D. W. K. Jones)



On the last day of operation before the introduction of the co-ordination scheme, new RT 4124 is seen operating special works service 35 to Shell Haven.

(A. B. Cross)



London Transport STL 1659 (CXX 357) in red central area livery stands outside the Queens Hotel, Grays on special service 82 to the Bata Shoe Factory at East Tilbury.

(A. B. Cross)



RT 1058 (JXN 86) operating to Tilbury Ferry on route 370 on 2nd, January, 1952, the first day of the new through working.

(A. B. Cross)



Also seen on 2nd, January, 1952 are STL 910 (BXD 599) and STL 670 (BLH 760) in Hogg Lane garage yard ready for service on new routes 328A and 323A. The latter route replaced former Eastern National service 32A.

(A. B. Cross)



THE EASTERN NATIONAL ENTHUSIASTS GROUP

Since this book was published in 1980, the Group has changed its name to the Essex Bus Enthusiasts Group.

We publish a monthly magazine, *Essex Bus News*, and organise meetings and coach tours.

For more information about the Group and to join, please see [www.essexbus.org.uk](http://www.essexbus.org.uk) or our Facebook page, [fb.me/essexbus](https://www.facebook.com/essexbus)

COVER PHOTOGRAPH

E.C.W. bodied Bristol L5G 3903 (KNO 608) at Grays operating on service 32A whilst under London Transport ownership.

(V. C. Jones)