

Southend Corporation Transport



1901 - 1986

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Cover Illustration: No. 263 (GLX913) was a 1944 ex-London Transport Daimler CWA6 re-bodied by Massey before entering service and now preserved. (LTHL collection).

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The first tramway in Southend had started as long ago as 1846 when a small, wooden-railed trackway was laid on Southend Pier, to enable baggage trucks to negotiate the 1¼-mile length. The trucks were hand-propelled, but by the 1850's (the exact date is unknown), the tramway had been relaid with iron rails, and two small, enclosed passenger carriages, pulled by a team of two horses in tandem, were in use. A notable feature of the tramway was that it ran through the pier's entertainment tent - apparently even during shows! However, the wear and tear caused by the horses hooves and the weight of the train, coupled with the light rails spiked directly to the decking, meant that by 1881 the line had become unfit for use and was closed. Later, when the pier had been rebuilt, an electric railway replaced the tramway.

In 1899, the Southend-on-Sea and District Light Railways Order authorised the construction of Southend's first street tramway. The system was centred on Victoria Circus, just south of the Great Eastern Railway's Victoria station and the first two lines, opened on 19th July 1901, ran from here via Victoria Avenue to Prittlewell, returning via North Road and London Road, and along Southchurch Road and Southchurch Avenue to the beach. On the 9th August 1901 a third route westwards along London Road, via Chalkwell to Leigh-on-Sea was opened. The line was laid to a gauge of 3ft 6ins and on its completion was just under 9¼ miles in length. The tram depot was in London Road, about ¼-mile from Victoria Circus.

The initial rolling stock consisted of ten (Nos. 1-10), open-top double-deck cars, with seating for just 38 passengers, built by Brush on Brill 21E trucks, two (Nos. 11-12) open-top double-deck bogie cars, with seating for 58 passengers, again by Brush on

Brill 22E bogies, and two (Nos. 13-14) single-deck saloon cars, seating 20, by Brush on Brill 21E trucks.

On 10th August 1908 an extension of the beach line along Southchurch Beach Road as far as Bryant Avenue was opened, and on 16th November a further extension to The Halfway House came into service.

On January 22nd 1912 the North Road section of the route to Prittlewell was closed because of poor patronage, but the remainder of the tramway continued to be developed and on February 10th 1912 an extension from The Halfway House to Thorpe Bay was opened, followed on the 30th July 1913 by an extension from the High Street along Southchurch Road and Southchurch Boulevard to Bournes Green. On the 16th July 1914, Bournes Green was linked with Thorpe Bay, via Thorpe Boulevard, to complete the system.

Southend Corporation had obtained powers to operate motorbuses in 1912, and two demonstrators (a Tilling-Stevens and a Daimler) were duly inspected in February and March 1913. Subsequently the Corporation placed an order for three Tilling-Stevens and three Straker-Squire single-deckers, along with an Edison battery-driven single-decker. Although it had been intended to operate two routes with the new buses, in the event, just a single route, on a 10-minute frequency running from the Kursaal via Pier Hill, Alexandra Street, Cambridge Road, Station Road, Hamlet Court Road, Wenham Drive and terminating at the junction of Westborough Road and Eastwood Lane, commenced on 25th June 1914. With the onset of the Great War in 1914, the three Straker-Squire chassis were impressed by the War Department and, due to the

conflict, the Corporation were unable to purchase any replacement vehicles. By 1916, mounting losses and the unreliability of the remaining vehicles forced the Corporation to terminate bus operations after the final service on 18th March, and it was to be many years later before motorbuses were again seen in Southend's livery.

Southend Corporation operated its own municipal power station adjacent to the tram depot and in 1914 a spur from the existing tramway line to the Corporation's loading pier at the junction of East Parade and Eastern Esplanade was opened. To facilitate the movement of the coal required to generate the electricity, three powered coal cars, manufactured in 1915 by Grenshaw & Piers, of Bolton, and numbered 1A-3A, were purchased. In 1931 the Corporation began to use diesel to generate the electricity and the cars became disused.

By the 1920's the ageing tramcar fleet was in need of replacement, and with the increase in the resort's popularity, new rolling stock was needed to cater for the influx of visitors. In 1921, Brush supplied a roofed toastrack (No. 43) and twelve top-covered double-deckers (Nos. 44-55), and, in 1924 six more top-covered double-deckers (Nos. 56-62) were purchased from the English Electric Company.

Although the original tramway system had been single-track with passing places, the system was gradually converted to double-track between 1907 and 1920, apart from the route to Prittlewell, which had remained single-track. Part of this route had been closed in 1912, and by 1928 the future of the remaining line was in doubt. In order to attract additional passengers it was thought necessary to increase the frequency of the service, but the single-track line, which had only one passing place, prevented this.

Experiments with trolleybuses had taken place during 1925 and 1926, when two hired single-deck Railless vehicles were placed in service along part of the Prittlewell route, and, because of the lower capital cost were seen as an ideal replacement for the tramcars. As a result, on December 18th 1928, the Prittlewell route was closed and trolleybuses took over. By this time, the trolleybus fleet consisted of Nos. 101 and 102, the two Railless vehicles of 1925, with Short Brothers 29-seat bodywork, and No. 103, an AEC 603T with Strachan & Brown 30-seat bodywork. In 1929, five Garrett 6-wheel trolleybuses (Nos. 105-109) with Garrett 60-seat bodywork were purchased, along with a similar vehicle (No. 104), which had been on hire. These enabled further services to be introduced, including an extension of the Prittlewell service from High Street to the Kursaal, which opened on 2nd August 1929. In January 1932 the route was extended to serve Eastwood Boulevard, along Fairfax Road, and on 31st July a new service from Victoria Circus to the junction of Hamstel Road and Crossfield Road was inaugurated, extended in 1935 to Wellington Avenue. These extensions enabled some of the tramcars to be withdrawn, although in 1934 second-hand cars from Middlesbrough and Accrington were purchased.

About this time, the ticket system, which had been Bell Punch, was changed to the TIM system, using paper rolls. This system was replaced again in 1955 by the Setright Speed system, and in 1971, the Almex system was introduced on one-man operated buses.

In the meantime, motorbuses had been reintroduced, but not without some difficulty. The 1930 Road Traffic Act had introduced a national system of licensing for bus

services, a fact that the Corporation had evidently failed to appreciate when they placed their order for seven AEC Regal chassis with English Electric 30-seat bodywork, in that year. Their first application to run a bus service was refused, and the second was only partially authorised. Eventually, however, after the Corporation had lodged an appeal, the service, between Prittlewell Square and Southchurch Park, was approved and began to operate on the 5th July 1932, some 16 months after the buses had been delivered. Subsequently the Corporation purchased a number of routes from private bus operators (who had objected to the original applications) to build up their network, and negotiated an agreement whereby private operators were allowed to develop services in the west of the town, whilst the eastern part of the town would be Corporation-controlled. Further vehicles were not purchased until 1937 when four AEC Regents (Nos. 157-160) with English Electric L27/26R bodywork arrived. This enabled a new service to Shoebury Common to commence on 9th September.

By 1938, the Corporation was faced with the cost of renewing the deteriorating tramway track and the decision was taken to phase out the tramcars in favour of the trolleybuses and motorbuses. The delivery of seven AEC Regents (Nos. 211-217) with Weymann L27/26R bodywork enabled the section of tramway between Southchurch and Thorpe Bay to be closed on the 6th July 1938, motorbuses taking over the following day. On June 4th 1939 the trolleybuses on the Prittlewell route were extended to Thorpe Bay replacing the trams, although the onset of the Second World War in 1939 delayed the immediate closure. The ageing and deteriorating track, however, was unable to see out the war years and on 7th January 1942 the Southchurch section closed and, on 8th April 1942, the system closed completely when

the Leigh-on-Sea section ceased to operate, both routes being taken over by trolleybuses, bringing to an end over 40 years of tramway operations in Southend-on-Sea.

The livery, which had originally been in two shades of green, was eventually refined to green and ivory, but in August 1939, the first vehicle appeared with the familiar blue and cream livery, which remained basically the same thereafter.

The trolleybus system was now almost complete. On 3rd April 1944 the line to Hamstel Road was extended to the White Horse, returning via the Southchurch Road tram route to form a circle, in 1945 a short section off North Road at Lonsdale Avenue was installed to allow vehicles to reverse and the system was basically complete, consisting of eastern and western circular routes which were linked in November 1951 to enable cross-town services to be worked. However, in 1954, the same factors that caused the closure of the tramway system some 12 years earlier were to play a part in the decision to cease operation of the trolleybuses altogether. By now much of the equipment was in need of replacement, and the fleet was beginning to age. In December 1951 the trolleybus services to the Kursaal were withdrawn, although some works services continued to run for a while, eventually being taken over by motorbuses. On February 10th 1954 the eastern circular route was turned over to the motorbus, and finally, on 28th October 1954, the western circular route ceased to operate, bringing to an end almost 30 years of trolleybus operation.

In the middle of the 1940's an agreement with Westcliff-on-Sea Motor Services had provided for a limited amount of co-ordination of bus services, but the Company's

main rivals effectively vetoed this, although it was revived again in 1953, by which time the Company had acquired its main competitors. The agreement was to be known as the 'Southend & District Joint Services', and receipts were pooled and then distributed in a 63%: 37% ratio, with the Corporation having the smaller share. The scheme finally came into operation on the 2nd January 1955, by which time all the trams and trolleybuses had gone, and continued to operate until de-regulation in October 1986, allowing Southend buses to operate well outside their normal area.

The co-ordination agreement allowed Southend to consolidate the bus network and to pursue the traditional policy of gradual fleet replacement, which saw AEC, Albion and Leyland vehicles enter service. By the late 1960's, although there had been regular route revisions, the services were still basically the same. Southend still preferred the traditional crew-operated double-decker, as witnessed by their purchase of three Leyland PD3/4's in 1967, but the introduction of the Government's bus grant which promoted one-man operation, led to the demise of the traditional design. In 1971, 26 new Daimler Fleetlines (Nos. 348-373) with Northern Counties H49/31D bodywork, entered service heralding the change to one-man operation.

In 1974, local government re-organisation, led to Southend losing its county borough status and the name of the undertaking was changed to Southend Transport. In common with most other operators in the 1970's Southend was faced with the inevitable spiral of rising costs and declining traffic, resulting in more and more fare increases and service cuts.

The Transport Act of 1980 abolished the licensing (brought in by the 1930 Road Traffic Act) altogether for express services, which were defined as those carrying passengers for at least 30 miles. Southend, which was a little over 30 miles from London, proposed a limited stop service to Reading, via London, to be worked jointly with Reading Corporation. The service was duly registered to start on 6th October 1980, although initial results were disappointing. However, in 1982, a strike on British Railways, led to passengers switching to the new service, resulting in an increase in the required number of vehicles. On 17th May 1982, due to operational differences, Southend and Reading began to operate each half of the route separately, with Southend now terminating close to Piccadilly. The increase in passenger numbers rose steadily throughout the 1980's to such an extent that by 1985, Southend was running 45 coaches a day on the service, necessitating a rise in the coach fleet to around 60 vehicles.

On the 1st April 1984, Southend began operating on Green Line's service 795 (Southend to Brighton), at the time the only example of a joint service with a transport undertaking outside the National Bus Company.

Under the 1985 Transport Act, Southend Transport became an 'arms-length' limited company on the 26th October 1986, effectively ending municipal involvement after 85 years. The undertaking was eventually sold to the British Bus Group in 1993.

Tram Fleet List 1901-1942

This listing is in the format - Fleet No; Type; Trucks; Body; Seating.

1901

1-10; Double-deck open-top 4-wheel; Brill 21E; Brush; 20/18

11-12; Double-deck open-top bogie; Brill 22E; Brush; 30/28

13-14; Single-deck saloon 4-wheel; Brill 21E; Brush; 20

Nos. 1, 2, 11, 12, 13, 14 re-numbered 11, 12, 13, 14, 1, 2 respectively in 1904.

No. 6 was re-numbered 32 in 1923 when it exchanged trucks with that car.

Nos. 1[11], 3, 5, 8 re-bodied by Brush to seat 30/28 in 1911.

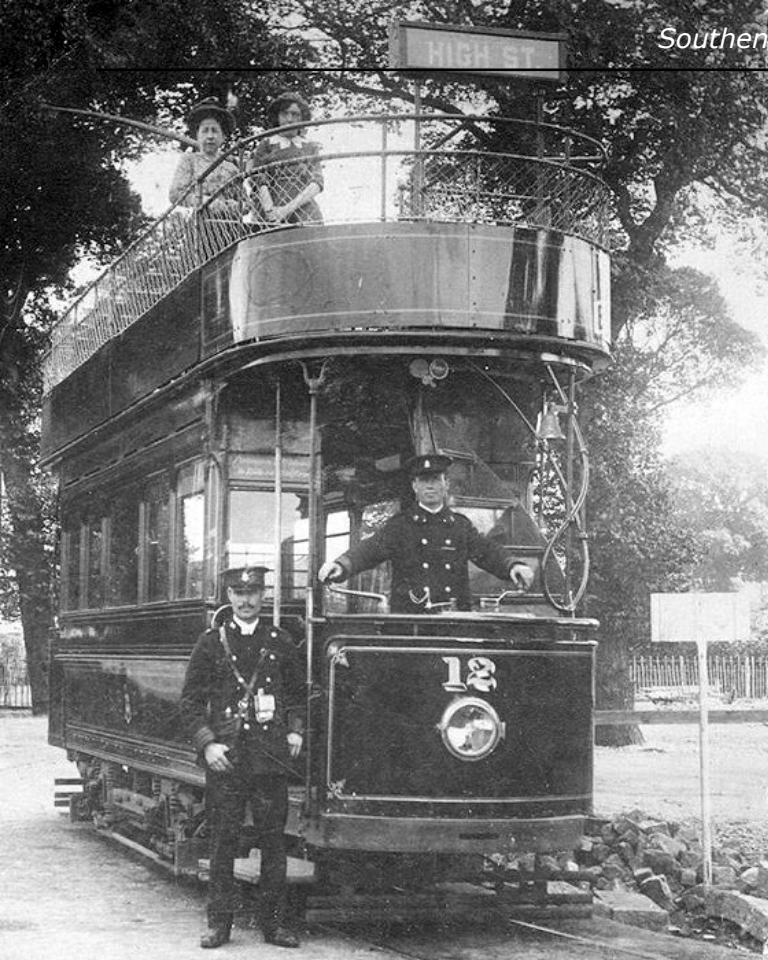
Nos. 2[12], 6, 7, 9, 10 rebuilt and lengthened by Southend Corporation to seat 30/28 in 1911 (6) or 1912 (remainder).

No. 4 rebuilt and lengthened by Brush to seat 30/28 in 1910; rebodied with one of the bodies from 3, 5, or 8 (which had been in store since 1911) in 1915, the reconstructed body was used to make coal wagon No. 4.

Nos. 11-12[13-14] received top-covers in 1927.

Nos. 13-14[1-2] rebuilt by Southend CT to double-deck seating 24/20 in 1907 (13[1]) or 1909 (14[2]).

Withdrawn 1923 (7), 1929 (4, 13-14[1-2]), 1932 (2[12]), 1934 (3, 5, 6[32], 9-10), 1937 (1[11], 8, 11-12[13-14]).



Southend car No. 12 was built by Brush on Brill trucks in 1901 and seated 58. It was re-numbered 14 in 1904, top-covered in 1927 and withdrawn in 1937. (LTHL collection).

1902

15-17; Double-deck open-top bogie; Brush Maximum Traction; Brush; 30/28

Nos. 15-17 received Brush 22E bogies in 1906; rebuilt to 44/28 and canopied in 1912; fitted with Brush fully enclosed tops in 1927.

Withdrawn 1939 (15-17).

1904

18-22; Double-deck open-top bogie; Brill 22E; Milnes; 34/30

Nos. 18-22 fitted with English Electric top-covers in 1925.

Withdrawn 1930 (18), 1939 (20-21), 1940 (19, 22).

1909

23-25; Double-deck open-top bogie; Mountain & Gibson Type 4; United Electric Car Co; 40/30

Nos. 23-25 fitted with English Electric top-covers in 1925.

Withdrawn 1939 (25), 1942 (23-24).

1910

26-31; Double-deck open-top 4-wheel; Brushflex; Brush; 32/22

Withdrawn 1934 (27), 1938 (26, 28-30), 1939 (31).



No. 30 was a 1910 double-deck open-top 4-wheel car built by Brush on Brushflex trucks and seating 54. It was withdrawn in 1938. (M. J. O'Connor).

1912

**32; Double-deck open-top 4-wheel; Peckham RE2; Southend CT; 42/26
33-36; Double-deck open-top 4-wheel; Peckham P22; Brush; 34/24
37-39; Double-deck open-top 4-wheel; Peckham RE2; Brush; 40/30**

No. 32 rebuilt from old body of No. 1[11] on new trucks; re-numbered 6 in 1923 when it changed trucks with that car.

Nos. 37-39 fitted with English Electric top-covers and English Electric Burnley-bogies in 1925.

Withdrawn 1932 (32[6]), 1934 (35), 1939 (33-34, 36, 38), 1942 (37, 39).

1914

40-42; Single-deck toastrack bogie; Brush B; Brush; 48

Nos. 40-42 fitted with Peckham P25 bogies in 1923.

Withdrawn 1932 (40), 1939 (41-42).

1921

**43; Single-deck toastrack bogie; Peckham P25; Brush; 48
44-55; Double-deck fully enclosed bogie; Peckham P23; Brush; 36/34**

Withdrawn 1939 (43, 49-50), 1942 (44-48, 51-55).



In 1921, to cater for the influx of visitors, Brush supplied this roofed toastrack (No. 43) seating 49. (LTHL collection).

1924

**56-61; Double-deck fully enclosed bogie; English Electric Burnley;
English Electric; 36/34**

Withdrawn 1942 (56-61).

1934

**62-65; Double-deck top-covered bogie; Brill 22E; Hurst Nelson; 34/30
66-68; Double-deck fully enclosed bogie; Brush Swing-wing; Brush; 42/30**

Nos. 62-65 ex-Middlesbrough Corporation (new 1921, from the 132-140 batch, numbers uncertain).

Nos. 66-68 ex-Accrington Corporation (Nos. 38, 40-41 respectively, new 1915 (38) or 1920).

Withdrawn 1939 (62-64), 1942 (65-68).



No. 58 was an English Electric fully-enclosed car on English Electric trucks, dating from 1924 and seating 70. (LTHL collection).

Trolleybus Fleet List 1925-1954

This listing is in the format - Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1927

1; HJ5065; Railless; - ; Short; B29C

2; HJ5389; Railless; - ; Short; B29C

Nos. 1-2 had been on hire since 1925; re-numbered 101-102 in 1927.

Withdrawn 1933 (1-2[101-102]).

1928

103; NW9583; AEC 603T; U78; Strachan & Brown; B30F

No. 3 ex-ADC demonstrator (new 1925).

Withdrawn 1937 (103).

1929

104; HJ7363; Garrett OS; 387; Garrett; H27/28RO

105-109; HJ8925-8929; Garrett OS; 414-18; Garrett; H32/28R

No. 104 ex-Garrett demonstrator (new 1927).

Withdrawn 1939 (104-109).

1930

110-111; JN60-61; English Electric; - ; English Electric; H33/26D

Nos. 110-111 rebuilt to H30/26R in 1937.

Withdrawn 1939 (110-111).

1932

112-115; JN2112-2115; AEC 661T; 661T003-06; English Electric; L24/24R

116; JN2086; AEC 663T; 663T001; English Electric; H31/24D

Nos. 112-115 had dummy radiators; Nos. 113-114 rebuilt without them in 1948.

No. 116 ex-AEC demonstrator (new 1930); originally with half-cab bodywork, dummy radiator and twin staircases, it was later rebuilt to full front, the forward staircase removed and the front entrance removed.

Withdrawn 1950 (112, 115-116), 1954 (113-114).



No. 114 was an AEC 661T with English Electric 48-seat bodywork. It sports a dummy radiator which was removed in 1948, (LTHL collection).

1933

117-121; JN2817-2821; AEC 661T; 661T008-12; English Electric; L24/24R

Nos. 117-121 had dummy radiators fitted; Nos. 117-118 rebuilt by Beale in 1945;

Nos. 119-121 had front ends rebuilt without dummy radiators in 1945.

Withdrawn 1950 (117-118), 1954 (119-121).

1934

122; JN3822; Gloster; TDD2001; Gloster; H29/25C

No. 122 originally on hire from Gloucester Railway Carriage and Waggon Co. Ltd., from November 1933.

Withdrawn 1950 (122).

1935

123; JN4373; AEC Q; 761T003; English Electric; L30/26F

No. 123 originally on hire from AEC Ltd., from 1934; rebuilt by Dawes in 1943, and again by Beale in 1945.

Withdrawn 1949 (123).

1939

124-129; BHJ194-199; AEC 661T; 661T337-42; Strachan; H30/26R

Withdrawn 1954 (124-129).

1945

130; BHJ827; Sunbeam W; 50195; Brush; H30/26R

131-132; BHJ828-829; Sunbeam W; 50193-94; Park Royal; H30/26R

Withdrawn 1953 (130-132).

1946

133-138; BHJ898-903; Sunbeam W; 50230-35; Park Royal; H30/26R

139-143; VN9434-9438; Leyland TB3; 10774-75/78/77/76; Massey; B32R

Nos. 139-143 ex-Tees-side Railless Traction Board (Nos. 9-13 respectively, new 1936).

Withdrawn 1952 (139-143), 1953 (133-138).



No. 141 (VN9436) was a 1936 Leyland TB3 with Massey 32-seat bodywork, ex-Tees-side Railless Traction Board in 1946. (W. J. Wyse courtesy Mike Morant).

1950

**144-149; BDA364-369; Sunbeam MF2; 13069-74; Park Royal; H29/25R
150; BJW171; Sunbeam MF2; 13076; Park Royal; H29/25R
151; BJW173; Sunbeam MF2; 13078; Park Royal; H29/25R
152; BJW175; Sunbeam MF2; 13080; Park Royal; H29/25R**

Nos. 144-152 ex-Wolverhampton Corporation (Nos. 264-269, 271, 273, 275 respectively, new 1937 (264-269) or 1938).

Withdrawn 1953 (144, 148, 151), 1954 (145-147, 149, 150, 152).



Sunbeam MF2 No. 148 (BDA368) with Park Royal 54-seat bodywork dating from 1937 was a second-hand purchase from Wolverhampton Corporation that joined the fleet in 1950. (LTHL collection).

Bus Fleet List 1914-1986

This listing is in the format - Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1914

1-3; HJ28-30; Tilling-Stevens; ? ; Brush; B22R

4-6; HJ31-33; Straker-Squire; ? ; Brush; B22R

7; HJ34; Edison; ? ; Brush; B22R

Withdrawn 1915 (4-6), 1916 (1-3, 7).



Southend No. 3 (HJ30), a 1914 Tilling-Stevens with Brush 22-seat bodywork. (Getty Images/Hulton Archive).

1931

150-156; JN820-826; AEC Regal; 662700-01/871-75; English Electric; B30D

Nos. 150-156 re-numbered 200-206 in 1938.

No. 153[203] rebuilt by Southend CT to DP35F in 1955 using second-hand seats from ex-London Transport vehicle.

No. 154[204] rebuilt by Southend CT to B35F in 1956 using second-hand seats from ex-London Transport vehicle.

Withdrawn 1939 (150-152[200-202], 155-156[205-206]), 1960 (154[204]), 1961 (153[203]).

1937

**157-160; JN9527-9530; AEC Regent; 06615296-99; English Electric;
L27/26R**

Nos. 157-160 re-numbered 207-210 in 1938.

Withdrawn 1956 (157[207], 160[210]), 1958 (158-159[208-209]).

1938

211-217; AHJ831-837; AEC Regent; 06616133-39; Weymann; L27/26R

Withdrawn 1956 (211-212, 214-217), 1957 (213).



No. 152 (JN822) was a 1931 AEC Regal with English Electric 30-seat dual entrance bodywork. It was re-numbered 202 in 1938 and withdrawn in 1939. (GEC collection courtesy David Beilby).



No. 209 (JN9529), a 1937 AEC Regent with English Electric bodywork, originally numbered 159, is seen here in London Road in April 1957. It was withdrawn the following year. (Brian Pask).

1943

218-221; BHJ742-745; Daimler CWA6; 11439-40/44-45; Duple; L27/28R

Nos. 218-219, 221 re-seated to L27/26R postwar.

Withdrawn 1956 (220), 1957 (218), 1958 (219, 221).

1944

222-223; BHJ748-749; Daimler CWA6; 11593/622; Duple; L27/28R

224; BHJ773; Daimler CWA6; 11717; Brush; L27/28R

Nos. 222-223 re-seated to L27/26R postwar.

Withdrawn 1956 (222), 1957 (224), 1958 (223).

1945

225-229; BHJ774-778; Daimler CWA6; 11728/37/83/90/56; Brush;
L27/28R

230-235; BHJ804-809; Daimler CWA6; 11865/71-73/91-92; Duple;
L27/28R

Nos. 230-235 re-bodied by Massey to L29/28R in 1952.

Withdrawn 1957 (227), 1958 (225, 228-229), 1960 (226), 1963 (234), 1965 (230-233, 235).



1945 Daimler CWA6 No. 232 (BHX806) with Massey 57-seat bodywork that replaced the utility Duple bodywork in 1952. (LTHL collection).

1946

**236-238; BJN94-96; AEC Regent; 06617741-43; Massey; L27/28R
243-245; VO8558-8560; AEC Regent; 6611954-56; Weymann; H30/24R
247-248; UG1029-1030; AEC Regent; 6611937-38; Roe; H30/26R
249-250; UG1032-1033; AEC Regent; 6611940-41; Roe; H30/26R**

Nos. 243-245 ex-Mansfield District Traction Co. (Nos. 58-60, new 1932).

Nos. 247-250 ex-Leeds City Transport (Nos. 42-43, 45-46 respectively, new 1932).

Withdrawn 1950 (243-245, 249), 1951 (247), 1952 (248, 250), 1958 (236-238).

1948

**D1; CJN786; Dodge VK62B; 8841445; Southend CT; B26F
239-241; CHJ439-441; Daimler CVA6; 13613-15; Massey; L27/26R
242; VO8557; AEC Regent; 6611953; Weymann; H30/24R
246; TV6747; AEC Regent; 6611856; Park Royal; H30/26R**

No. D1 ex-Royal Canadian Air Force, part of batch of eight purchased in 1946 (new 1941), but only four entered service. The body was rebuilt by Southend as shown before entering service; re-seated to B28F in 1953; rebuilt to O28F in 1956.

No. 242 ex-Mansfield District Traction Co. (No. 57, new 1932); purchased in 1946 but did not enter service until 1948.

No. 246 ex-Nottingham City Transport (No. 41, new 1932); purchased in 1946 but did not enter service until 1948.

Withdrawn 1950 (242), 1956 (246), 1958 (D1), 1959 (239-241).



Dodge VK62B No. D1 (CJN786), one of eight that had been new in 1941 and purchased in 1946. It was rebuilt as shown by Southend before entering service. It was converted to open top in 1956 and withdrawn in 1958. (LTHL collection).

1949

D2; DHJ378; Dodge VK62B; 8841184; Southend CT; B26F
D3; DHJ514; Dodge VK62B; 8841010; Southend CT; B26F
251; DHJ427; Daimler CVD6; 15248; Massey; L27/26R
252; DHJ426; Daimler CVD6; 15247; Massey; L27/26R
253-256; DHJ428-431; Daimler CVD6; 15249-52; Massey; L27/26R

Nos. D2-D3 ex-Royal Canadian Air Force, part of batch of eight purchased in 1946 (new 1941), but only four entered service. The bodies were rebuilt by Southend as shown before entering service; re-seated to B28F in 1953.

Withdrawn 1956 (D2-D3), 1960 (256), 1961 (251, 254), 1963 (252-253, 255).

1950

257-262; EHJ441-446; AEC Regent III; 6811A094-99; Massey; L27/26R

Withdrawn 1965 (257, 259), 1966 (260), 1967 (258, 261-262).

1953

D4; GJN214; Dodge VK62B; 8841086; Southend CT; B26F

No. D4 ex-Royal Canadian Air Force, part of batch of eight purchased in 1946 (new 1941), but only four entered service. The body was rebuilt by Southend as shown before entering service; re-seated to B28F later in 1953.

Withdrawn 1956 (D4).

1954

263; GLX913; Daimler CWA6; 11845; Massey; L27/28R
264; HGC276; Daimler CWA6; 12486; Massey; L27/28R
265; HGF952; Daimler CWA6; 12903; Massey; L27/28R
266; HGF918; Daimler CWA6; 12869; Massey; L27/28R
267; HGF923; Daimler CWA6; 12874; Massey; L27/28R
268; HGC286; Daimler CWA6; 12525; Massey; L27/28R
269; HGF879; Daimler CWA6; 12830; Massey; L27/28R
270; GYE60; Daimler CWA6; 12086; Massey; L27/28R
271; HGC263; Daimler CWA6; 12465; Massey; L27/28R
272-273; GXV783-784; Daimler CWA6; 11989-90; Massey; L27/28R
274; GYE100; Daimler CWA6; 12145; Massey; L27/28R
275; HGF905; Daimler CWA6; 12856; Massey; L27/28R
276-280; HJN836-840; Leyland PD2/20; 540651-55; Massey; L27/28R
281-286; HJN841-846; Leyland PD2/20; 540863-65/909-11; Weymann;
L30/28R

Nos. 263-275 ex-London Passenger Transport Board (Nos. D27, D149, D275, D241, D246, D159, D202, D71, D136, D52-53, D95, D228 respectively, new 1944 (D27), 1945 (D52-53, D71, D95) or 1946); re-bodied as shown by Massey before entering service.

Withdrawn 1962 (263), 1963 (264, 270-275), 1965 (265-269), 1966 (281, 283-286), 1968 (276-280, 282).



1945 Daimler CWA6 No. 274 (GYE100) came via London Transport in 1954. It was re-bodied by Massey with this 55-seat body before entering service. (LTHL collection).

1955

242; FOP462; Daimler CWA6; 12257; Park Royal; H30/26R
243; FOP417; Daimler CWA6; 12056; Park Royal; H30/26R
244; FOP429; Daimler CWA6; 11994; Duple; H30/26R
245; FOP452; Daimler CWA6; 11925; Duple; H30/26R
246; JVW561; Daimler CWA6; 11530; Duple; H30/26R
247; FOP340; Daimler CWG6; 11328; Park Royal; H30/26R
287-298; LHJ389-400; Leyland PD2/12; 551456/92/96-99/555-60;
Massey; L27/28R

Nos. 242-247 ex-Eastern National Omnibus Co. (Nos. 1207, 1203, 1199, 1204, 1198, 1195 respectively, new 1943 (1195), 1944 (1198, 1204) or 1945); Nos. 242, 244-247 rebuilt to O30/26R in 1956 or 1957 (242); rebuilt again to O33/26R in 1963.

No. 247 received the Park Royal H30/26R body from FOP416 before entering service. (FOP416 was purchased at the same time, but not operated).

Withdrawn 1957 (243), 1970 (242, 244-247), 1971 (287-298).

1956

299-304; MHJ921-926; Leyland PD2/20; 560285-90; Weymann; L30/28R

Withdrawn 1968 (300), 1971 (299, 301-304).



In 1955 Southend purchased 6 ex-Eastern National Daimlers. No. 247 (FOP340) was a Daimler CWG6 built in 1943 and converted to open top in 1956. (LTHL collection).

1957

305-310; OHJ75-80; Leyland PD2/40; 571381-86; Massey; L27/28R

Withdrawn 1971 (307-308, 310), 1972 (305-306, 309).

1958

311-316; PHJ950-955; Leyland PD3/6; 580828-31/63-64; Massey; L35/33R

Nos. 311-314 rebuilt to O41/33R in 1971.

Nos. 315-316 re-seated to H35/32R in 1972.

Withdrawn 1978 (315-316), 1980 (311-314).

1959

200-201; SJN634-635; Albion MR11L; 82525F/J; Weymann; B45F

317-318; SJN636-637; AEC Bridgemaster; B3RA048-49; Park Royal;

H45/31R

Withdrawn 1969 (200), 1971 (201), 1972 (317-318).

Southend Corporation Transport 1901-1986



No. 201 (SJN635) was an Albion MR11L with Weymann 45-seat bodywork, one of two purchased in 1959, seen here in Bradley Street in August 1959 when just two months old. (John Boylett courtesy John Kaye).

1960

202; WHJ428; Albion MR11L; 82546B; Weymann; B45F

205; WHJ429; Albion MR11L; 82546C; Weymann; B45F

319-322; WHJ430-433; AEC Bridgemaster; B3RA069-72; Park Royal;

H45/31R

Withdrawn 1970 (202), 1971 (205), 1972 (319-322).

1961

206-207; 2717-2718HJ; Leyland L1; 612501-02; Weymann; B43D

Withdrawn 1977 (206-207).

1963

323-332; 7087-7096HJ; Albion LR7; 62108K/L,109D/F/C/E/H/J;

Alexander; H41/29F

Withdrawn 1972 (329), 1973 (324, 330), 1975 (331), 1976 (323, 325-327, 332),
1977 (328).



No. 325 (7089HJ) was a 1963 Albion Lowlander LR7 with Alexander 70-seat bodywork. (LTHL collection).

1965

**120-121; WVX443/445; Bristol LS5G; 97117/101009; ECW; B45F
333-344; CJN433-44C; Leyland PD3/6; L23711-12/28-29/82-83/815-16/
83-86; Massey; H38/32R**

Nos. 120-121 were on loan from Eastern National from 7/65 to 9/65 and were fleet numbers 1208, 1212 in that fleet. The last digits were conveniently painted over by Southend CT.

Withdrawn 1973 (337), 1978 (336, 339, 344), 1980 (333-335, 338, 340-343).

1966

**208-209; GJN508-09D; Leyland PSU3/1R; L44962-63; Marshall; B49D
210-212; FYS677-679; Leyland RT3/1; 552116/1812/14; Weymann; B44F
213; FYS686; Leyland RT3/1; 552242; Weymann; B44F
214; FYS672; Leyland RT3/1; 552115; Weymann; B44F**

No. 208 rebuilt to DP51F in 1977; re-numbered 200 in 1979; re-seated to B51F in 1981.

Nos. 210-214 ex-Glasgow Corporation (Nos. LS6-LS8, LS15, LS1 respectively, new 1956 or 1957 (LS15)).

Withdrawn 1972 (210-214), 1978 (209), 1984 (208[200]).



No. 334 (CJN434C) was a 1965 Leyland PD3/6 with Massey 70-seat bodywork, seen here in High Street in 1967. (John Boyllett courtesy John Kaye).

1967

**345-347; MHJ345-47F; Leyland PD3/4; 702609/64-65; East Lancs;
H41/32R**

Withdrawn 1981 (345-347).

1968

**215-218; MJN215-18F; Leyland PSU3/1R; 703503/98-99/659; East Lancs;
B51D**

Withdrawn 1980 (215, 218), 1983 (217), 1985 (216).

1971

**348-373; WJN348-73J; Daimler CRL6/33; 63948-73; Northern Counties;
H49/31D**

Nos. 370-373 rebuilt to O49/31D in 1980; to Southend Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn 1981 (355-356, 363), 1982 (350-354, 357, 359, 361-362, 365-367), 1983 (348), 1984 (349, 358, 360, 364, 368-369).



Seen here in Central Bus Station in 1984 is No. 350 (WJN350J), a 1971 Daimler CRL6/33 with Northern Counties 80-seat bodywork. Although withdrawn in 1982 it was re-instated temporarily in 1984 during a rail strike. (Brian Pask).

1972

**374-385; GHJ374-85L; Daimler CRL6/33; 66674-85; Northern Counties;
H49/31D**

Nos. 374-377, 379 re-bodied by Northern Counties to H49/31D in 1984 or 1985 (375, 379); re-registered and re-numbered 307(Q476MEV), 310(Q552MEV), 308(Q554MEV), 306(Q475MEV), 309(Q553MEV) respectively in 1985; to Southend Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn 1985 (378, 380-385).

1976

**201-202; LBN201-02P; Leyland PSU3C/4R; 7601179-80; Plaxton; C51F
203; VDB915; Leyland PSU3/3RT; 620038; Alexander; DP49F
204; 432FXX; Leyland L2; L01457; Harrington; C41F
386-397; JTD386-97P; Daimler CRL6/33; 68786-97; Northern Counties;
H49/31D**

Nos. 203-204 on loan from Ensign, Hornchurch until 2/77 (new 1962 and 1963 respectively).

Nos. 386-390, 393 were new in 1975.

Nos. 201-202, 386-397 to Southend Transport Ltd. 10/86 retaining same fleet numbers.



Q475MEV was a 1972 Daimler CRL/33, originally No. 377 (GHJ377L), it was re-bodied by Northern Counties as shown in 1984, re-registered and re-numbered 306. (LTHL collection).

1978

203-204; UTD203-04T; Leyland PSU3E/4RT; 7802061/64; Duple; C51F

Nos. 203-204 to Southend Transport Ltd. 10/86 retaining same fleet numbers.

1979

**221-230; XTE221-30V; Leyland FE33ALR; 7801418/793/815/943-46/961/
81/2037; Northern Counties; H49/31D**

Nos. 221-230 to Southend Transport Ltd. 10/86 retaining same fleet numbers.

1980

**205-208; BTE205-08V; Leyland PSU3R/4R; 7904379/691/735/441; Duple;
C51F**

Nos. 205-208 to Southend Transport Ltd. 10/86 retaining same fleet numbers.

1981

**231-242; MRJ231-42W; Leyland FE33ALR; 8001732-33/89/837/48/937/
2195/205/32/41/50/82; Northern Counties; H49/31D**

Nos. 231-242 to Southend Transport Ltd. 10/86 retaining same fleet numbers.



No. 239 (MRJ239W) was a 1981 Leyland Fleetline FE33ALR with Northern Counties 80-seat bodywork. (LTHL collection).

1982

209-211; BHK209-10X; Leyland TRCTL11/2R; 8101420/34; Duple; C51F

Nos. 209-211 to Southend Transport Ltd. 10/86 retaining same fleet numbers.

1983

211; YHA406J; Leyland PSU3A/2R; 7003125; Willowbrook; DP49F

212; CHA443K; Leyland PSU3A/2R; 7100000; Willowbrook; DP49F

213; LAK330W; Leyland PSU3E/4R; 7901425; Duple; C53F

214; XGS770X; Leyland PSU3E/4R; 7902998; Duple; C53F

215; A215PEV; Leyland TRCTL11/2R; 8102838; Duple; C53F

243-245; JEV243-45Y; Van Hool TD284; YE282400NOMI12192-94;

Van Hool; CH57/27F

Nos. 211-212 ex-Midland Red (South) Ltd. (Nos. 6406, 6443); No. 212 originally on loan from 1983 but purchased in 1984; re-bodied by Berkhof to C53F in 1986 and re-numbered 255; it was never registered and was stored, passing to Southend Transport Ltd. in this form in 10/86.

No. 213 ex-Globe Luxury Coaches, Barnsley (new 1981).

No. 214 ex-Armchair Transport, Brentford (new 1981).

Nos. 212[255], 213-215, 243-245 to Southend Transport Ltd. 10/86 retaining same fleet numbers.

Withdrawn 1986 (211).

1984

218; XGS769X; Leyland TRCTL11/3R; 8100711; Duple; C57F

219; SPN669X; Leyland PSU3E/4R; 8030838; Duple; C53F

220; KWG130W; Leyland PSU3E/4R; 8030680; Duple; C53F

**246-250; A246-50SVW; Leyland TRCTL11/3RT; 840012/16/83-84/134;
Duple; C57F**

251; B100XTW; Leyland TRCTL11/3RT; 8400145; Duple; C57F

301-302; NLJ828-29G; Bristol RELL6G; [RELL-3-]524/5; ECW; DP50F

303; JEH179K; Bristol RELL6L; [RELL-3-]1649; ECW; B52F

313; GHV106N; Daimler CRL6; 68361; Park Royal; H45/28D

314; GHV29N; Daimler CRL6; 68214; Park Royal; H45/28D

315; GHV15N; Daimler CRL6; 68199; Park Royal; H45/28D

316; GHV8N; Daimler CRL6; 68163; Park Royal; H45/28D

317; SMU926N; Daimler CRL6; 68038; Park Royal; H44/27D

318; TGX822M; Daimler CRL6; 67365; Park Royal; H44/24D

319; KUC949P; Daimler CRL6; 68497; MCCW; H44/24D

320; TGX820M; Daimler CRL6; 67362; Park Royal; H44/24D

321; CMJ447T; Leyland PSU3E/4R; 7802331; Plaxton; C53F

322; CMJ450T; Leyland PSU3E/4R; 7803056; Plaxton; C53F

323; YHG3N; Leyland PSU3B/4R; 7404706; Duple; C49F

324; WRO434S; Leyland PSU3E/4R; 7704468; Duple; C53F

325; MHX532P; Leyland PSU3C/4R; 7602615; Duple; C53F

1984 (continued)

326; XHU326; Leyland PSU3C/4R; 7501083; Plaxton; C53F
327; HRN97N; Leyland PSU3C/4R; 7503096; Plaxton; C53F
328; OKY83R; Leyland PSU5B/4R; 7700625; Plaxton; C55F
329; FDF265T; Leyland PSU5C/4R; 7901281; Plaxton; C57F
330; BHO440V; Leyland PSU3E/4R; 7902648; Duple; C53F
331; XWX166S; Leyland PSU3E/4R; 7801190; Duple; C53F
332; XWX189S; Leyland PSU3E/4R; 7801174; Duple; C53F
333; AYF864T; Leyland PSU3E/4R; 7803929; Duple; C53F
334; WRO433S; Leyland PSU3E/4R; 7704637; Duple; C53F
335; WRO435S; Leyland PSU3E/4R; 7704803; Duple; C53F
336-337; CTM406-07T; Leyland PSU3E/4R; 7802826/3455; Duple; C53F
338-339; EBM438-39T; Leyland PSU5C/4R; 7805232/475; Duple; C57F
340-341; YHB20-21T; Leyland PSU3E/4R; 7804195/98; Duple; C53F
342; YWW359S; Leyland PSU3E/4R; 7704681; Duple; C53F
343; XWX193S; Leyland PSU5C/4R; 7800103; Duple; C57F
344; XWX161S; Leyland PSU5C/4R; 7800236; Duple; C57F
345; CWW191T; Leyland PSU3E/4R; 7801351; Duple; C53F
346; XWX186S; Leyland PSU3E/4R; 7801071; Duple; C53F
347; XWX184S; Leyland PSU3E/4R; 7800778; Duple; C53F
352; DAX452V; Leyland PSU3E/4R; 7902389; Plaxton; C53F

1984 (continued)

353; CPT822S; Leyland PSU3E/4R; 7701052; Plaxton; C53F
354; UDW140S; Leyland PSU3E/4R; 7705332; Plaxton; C53F

Nos. 218, 325 ex-Ebdon's Coaches, Sidcup (new 1981, 1976 respectively).

No. 219 ex-Kirkham Coaches Ltd., Oswaldtwistle (new 1982).

No. 220 ex-Excelsior Coaches, Dinnington (new 1981).

No. 301 ex-Hampshire Bus Co., Southampton (new 1969).

No. 302 ex-Provincial, Fareham (new 1969).

No. 303 ex-City of Oxford Motor Services (No. 679, new 1972).

Nos. 313-320 ex-London Transport Executive (Nos. DMS1106, 1029, 1015, 1008, 926, 822, 1949, 820 respectively, new 1974 (DMS820, 822, 926) or 1975).

Nos. 321-322 ex-Rickards Tours, Brentford (new 1978).

No. 323 on long-term loan from Burnley & Pendle (new 1974); it carried Southend livery, fleetname and numbers.

No. 324 ex-Jolene Travel, London (new 1978).

No. 326 ex-Graham's Bus Service, Paisley (new 1975).

No. 327 on long-term loan from Fylde Borough Transport; it carried Southend livery, fleetname and numbers from 1985.

No. 328 ex-Channel Coachways, Rochford (new 1977).

No. 329 ex-Shamrock & Rambler, Bournemouth (new 1979).

1984 (continued)

No. 330 ex-Marchwood Motorways, Totton (new 1980).

No. 331-332 ex-Wallace Arnold Tours Ltd. (new 1978).

No. 333 ex-London Cityrama Ltd. (new 1979).

Nos. 334-337 ex-Guard's Coaches, London (new 1978 (334-335) or 1979).

No. 338 ex-Garston Village Coaches, Liverpool (new 1979).

No. 339 ex-Limebourne Ltd., London (new 1979).

Nos. 340-341 ex-Morris Travel, Pencoed (new 1979).

No. 342 ex-Heaps Tours, Leeds (new 1978).

Nos. 343-346 ex-Ribblesdale Coachways, Blackburn (new 1978).

No. 347 ex-A.H. Coachlines, Leeds (new 1978).

Nos. 352, 354 ex-Hills, Tredegar (new 1979, 1978 respectively).

No. 353 ex-Trimdon Motor Services (new 1978).

Nos. 218-220, 246-251, 303, 313-347, 352-354 to Southend Transport Ltd., 10/86 retaining same fleet numbers.

Withdrawn 1986 (301-302).



One of a good number of second hand buses purchased in 1984 was No. 302 (NLJ829G) a Bristol RELL6G with ECW 50-seat dual purpose bodywork, ex-Provincial, Fareham but new to Hants & Dorset as their No. 840 in 1969. (LTHL collection).

1985

**252-253; B252-53CVX; DAF MB200DKFL600; 239197/287; Duple; C57F
254; CHA425K; Leyland PSU3A/4R; 7004058; - ; -**

**256-257; C256-57FHJ; Van Hool TD824; YE282400NOMI14053-54;
Van Hool; CH57/27F**

300; B300BTW; Volvo B10M-61; 9333; Berkhof; C53F

348; CDU798T; Leyland PSU5C/4R; 7800014; Plaxton; C57F

351; KAD351V; Leyland PSU5C/4R; 7904946; Plaxton; C57F

357; YDW317T; Leyland PSU3E/4R; 7802366; Plaxton; C53F

358; LAK304W; Leyland PSU3E/4R; 7902471; Duple; C53F

359; MDS242V; Leyland PSU5C/4R; 7802506; Van Hool; C57F

363; EWW203T; Leyland PSU3E/4R; 7806993; Plaxton; C53F

No. 254 (chassis only) ex-Midland Red (South) (No. 6425, new 1971); re-bodied by Berkhof to C53F and re-registered Q856MEV in 1986.

No. 348 ex-Wallace Arnold Tours (new 1978).

No. 351 ex-South Wales Transport (No. 157, new 1980).

No. 357 ex-Smith, Alcester (new 1979).

No. 358 ex-Globe Luxury Coaches, Barnsley (new 1981); re-numbered 212 in 1985.

No. 359 on loan from Caledonia, Glasgow; allocated fleet number as shown.

No. 363 on loan from Ensign in February 1985; allocated temporary fleet number as shown.

Nos. 252-254, 256-257, 348, 351, 357, 358[212], 363 to Southend Transport Ltd., 10/86 retaining same fleet numbers.

Withdrawn 1985 (300).



No. 300 (B300BTW), a Volvo B10M-61 with Berkhof 53-seat coachwork that was in the fleet for just under 12 months in 1985. (LTHL collection).

1986

258; NDS841Y; Van Hool TD824; YE282400NOMI12184; Van Hool; CL57/27F

No. 258 to Southend Transport Ltd., 10/86 retaining same fleet number.

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Additional information, corrections and photographs are always welcome.
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