

SOUTHEND CORPORATION TRANSPORT



Tickets & tokens

Chronology of ticketing systems – including Arriva

Bell Punch	1901	
TIM	1933 to 1954	
Setright Speed	1955 to 1988	Largely replaced by Almex from 1971 onwards
Almex 'A'	1971 to 1988?	
Videmat	1971 to 1985 (April)	Passenger operated Ceased after 23/4/85
Autofare	1979/80	Experimental only
Wayfarer 2	1988 to 1995	
Wayfarer 3	May 1995 onwards	
Wayfarer TGX150	16/1/11 onwards	
Wayfarer TGX200	10/6/12 onwards	Electronic reading of concession passes (ENCTS)
Ticketer	27/1/19 onwards	Including contactless payment facility and QR code reader

A bit more detail

From the outset in 1901 the reliable and secure Bell Punch ticket system was used. The punches had to be hired from the Bell Punch Company; in the early 1930s, the cost was 12/6d pa for each "new type" punch. Tickets cost 7½d per thousand and were ordered by the million!

TIM machines, which printed tickets onto a blank roll, were introduced after trials in 1933.

The TIMs could not cope with the full range of Co-ordination fares and were replaced by 150 Setright Speed machines in 1955 at a cost of £51 5s each (£7,110 in total, after discount).

Swedish Almex 'A' machines replaced Setrights on OMO buses on 21/2/71, Decimal Day on Southend Transport. Setrights continued to be used by conductors, except on the rare occasions when London X1 services were crew operated (these used Almex).

From 3/10/71 widespread double deck OMO was introduced using passenger operated automatic Videmat machines. These had various failings and were literally shaken to pieces despite rubber mountings, and were finally withdrawn after 23/4/85. [*Transport Committee meeting 26/3/80: Authorised the disposal of 15 Videmat machines and the rest as and when they became beyond economic repair*].

Videmats were fitted to the Lowlanders and all Fleetlines except 231/7/40/1 and rebodied 306-10.

From 23/3/75, the controversial "no change" policy with fareboxes was introduced, but on the X services and on the seafront 67/68 (from 21/7/85) fareboxes were not used and change was given.

Autofare machines were used for a 6-month experiment on route 29, starting 16/7/79.

The Southend & District Travelcard (giving unlimited bus and train travel within the Co-ordination area) was introduced from 13/3/77 with photocards. Similar photocards were also used for X (London) service season tickets.

Videmats were last used 23/4/85. The no change policy on OMO buses was relaxed from 21/7/85 when change giving started but only on the open top seafront routes (which also reverted to Setright use, in place of Almex).

The general no change policy on OMO buses was discontinued from December 14, 1986. At that stage, all OMO buses/coaches used Almex 'A' machines (except on the seafront, as noted above), and crew operation used Setrights. ST specific day rovers and City Rovers were introduced from October 26, 1986, issued on bus from ordinary ticket machines. Subsequently a series of day and period rover tickets were introduced. However, the bus/rail Southend Travelcard was withdrawn from January 5th, 1992 after British Rail withdrew from the scheme.

Setrights (with insert slots) were introduced on London X services from March 23, 1987 to enable 10 journey tickets to be issued on coach but from April 2, 1988 the operation reverted to Almex machines and 10 journey tickets were withdrawn*. From April 1988, Setrights were also phased out on crew bus operation, with Almexes in universal use.

1 & 3A continued to be crew operated M-S daytimes, but 3A went OPO (except in the peaks) in December 1987. The 1 continued to be crew operated, together with isolated other odd workings.

The June 1988 issue of Essex Bus News that two person operation ended after 4th June 1988, except for isolated peak hour trips on the 7.

HOWEVER, less than 3 months later, in readiness for the introduction of Routemasters , the 29 was converted back to crew operation from August 22nd, 1988 (initially on Fleetlines), with RMs being introduced the following month. Routemaster operations then expanded dramatically until there were 23 in the fleet, all crew operated of course, on a variety of routes.

This then ended on 31/12/93, which is the true last day of crew operation (except for the Dotto trains in 1994/5).

Electronic Wayfarer II ticket machines were introduced on a phased basis from July 11, 1988 replacing Almex machines and these were upgraded to Wayfarer III by May 28, 1995. Stored value cards (Transcards) were accepted in addition to cash payment from ????. A joint ticketing scheme (inter availability with Thamesway and Stephensons) was started from May 18, 1996. This covered return, day rover and season tickets but the subsequent issue of other operator-specific tickets meant that there was not full inter-availability across all ticket types.

The Borough crest was used initially on Wayfarer ticket rolls but a revised style with no crest (and the new style fleetname) was in use by November 1989. By September 1998 ticket rolls were simply Arriva branded, with no mention of the operating company.

Multi journey "Clipper Cards" were introduced in the autumn of 1999 on routes 2 and 9, giving 10 single journeys for £11 (service 9) or £12 (service 2). They were only valid on these routes and not on other parallel services (and hence were little used!). They were issued by a Wayfarer ticket being enclosed in a cardboard/clear plastic wallet, with spaces to punch as each journey was used up. From March 2000 the price was standardised at £11 for 10 journeys and they were accepted on all routes within the Silvercard area (except Green Line).

From ??? (late 1999?), weekly SilverCards and coach route weekly seasons were sold on bus, issued by a Wayfarer ticket being enclosed in a cardboard/clear plastic wallet. This meant that these tickets did not require a photocard, whereas monthly and annual ones did (and could only be bought at offices).

A Customer Charter was also introduced, effectively from late summer 1999, publicised by a leaflet and on bus posters. Vouchers for a single journey on any Arriva bus (except LT services) were issued to complainants. These vouchers were an Arriva national standard, not Arriva Southend specific.

Wayfarer 3 machines were replaced by Wayfarer TGX150 from 16/1/11, bringing into use thermal printed tickets.

Wayfarer TGX200 ticket machines were brought into use from Sunday June 10th 2012, providing the ability to electronically read smart cards including English National Concession Travel Passes.

Ticketer machines, including contactless payment and a QR code scanner (to read codes printed on multi-journey tickets) were introduced from Sunday January 27, 2019.

* For more detail on ticket on the London services, see separate article.