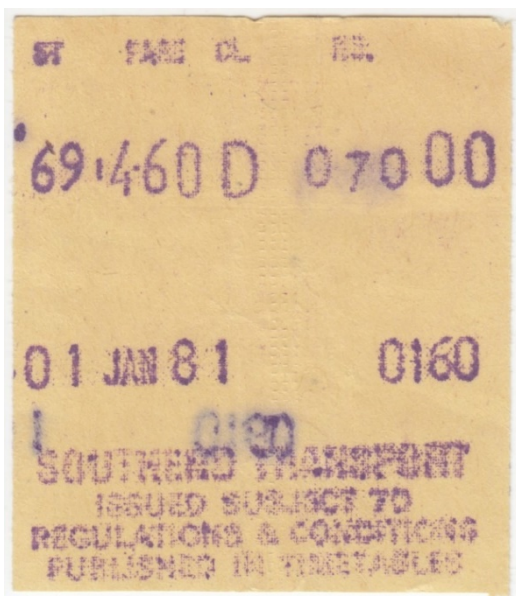


Appendix 7: Ticketing

TICKET MACHINES¹⁹⁵

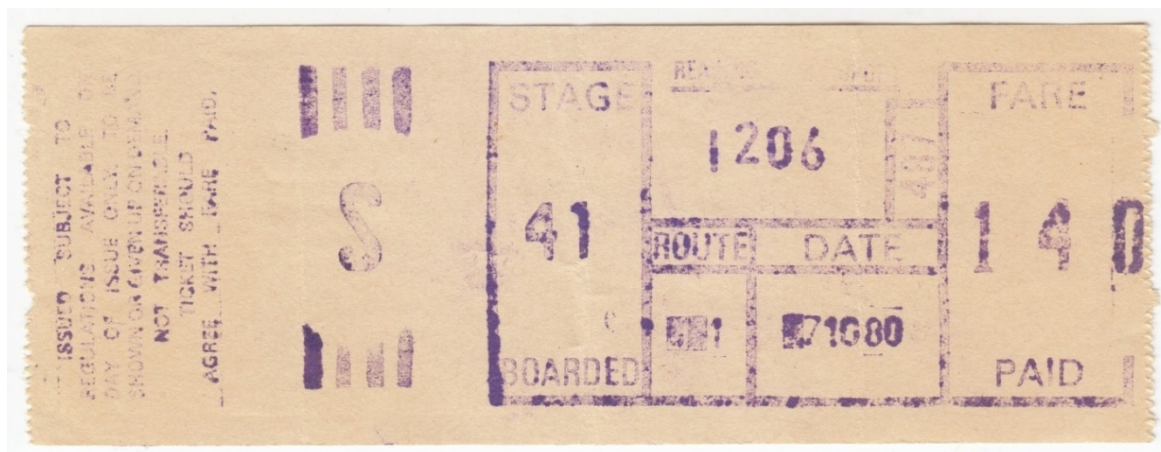
Fares on X1 were obviously much higher than on the town services and this caused some complications with ticket machines. Southend had adopted Almex A machines from 1971 when widespread one-man operation started, however their machines could only issue tickets valued up to 99p. Whilst multiple issues were possible, this was not desirable¹⁹⁶ and so some fairly standard off-the-peg 0-999p Almexes were bought for the X1. As the route rapidly expanded, Derek Giles bought further Almexes in penny numbers. Some of these may have been second-hand or cancelled orders and indeed he once told David Harman of the Transport Ticket Society that some had originally been ordered by Zambia Railways but they never paid for them and were thus sold on at reduced price.



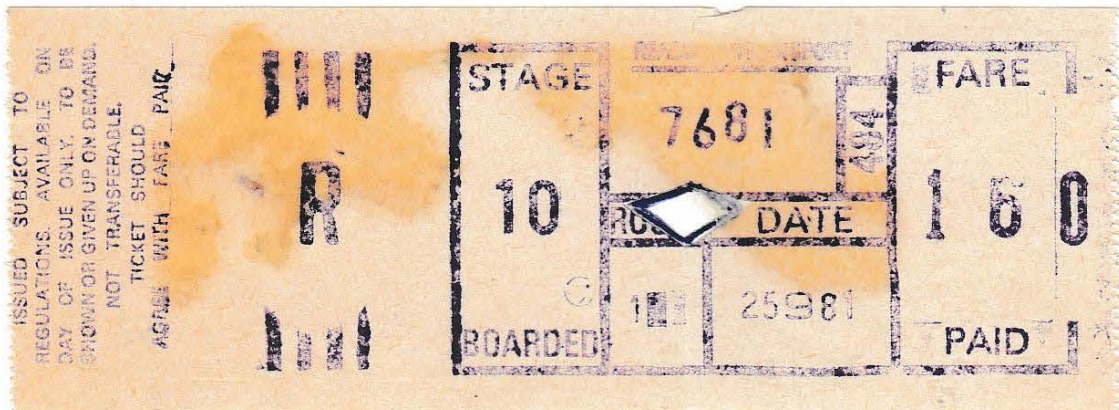
Left: a Southend Almex ticket for a day return (class code D) from Southend to Reading issued on New Year's Day 1981. This was issued to me as I went to Swindon that day (the final leg being by train) with my friend Andy Meadows to sample the special services being operated by Thamesdown Transport that day. The return journey cancellation is denoted by the "O180" machine number printed near the bottom of the ticket (the ticket having been issued from machine O160).

Reading on the other hand used TIM machines with their characteristic telephone dial style of fare selector. Although TIM did produce a £9.99 model (but more usually, it went up to £4.99), Reading did not buy any. They had used 99p machines for some years on the town services but then bought/converted some machines with a '0' ingeniously engraved in the Fare Paid box, turning what would otherwise have been say a 16p ticket into one worth £1.60. This allowed an effective range up to £9.90 in 10p increments.

Below: example of a Reading TIM ticket, issued on the second day of operation, 7/10/80, from stage 41 - Aldgate/Tower Hill - for a £1.40 single fare. Depending on the direction of travel, that would either have been to Leigh/Southend or Maidenhead Thicket to Twyford. Note how the extra zero engraved onto the plate sits on the right hand edge of the fare paid box.



To cancel return tickets, Reading supplied their drivers with special ticket clippers from November 1981, with instructions to fold TIM tickets in half before clipping on the folded edge - see sample **below**, from the staff instruction of the time.



Both operators also used Videmat self-service ticket machines on town services but these were not fitted to any Southend coaches and Reading instructed crews to cover theirs over when on X1.

10-JOURNEY TICKETS

The "long range" Almex machines continued to be used by Southend until it was decided to sell 10-journey tickets on board, which those machines were not suitable for, and a batch of Setright machines with insert slots were bought. These were sourced through dealer Keith Edmondson who was commissioned to convert a batch of former Central SMT Mk II machines to £19.95 maximum with classes altered to Southend requirements. The machines had been 0 to £1.99½ ones and were modified to 0 to £19.95 by replacing the ½p wheel with a 5p one, hence issuing in 5p increments. Even then they could not cope with all values, the most expensive 10-journey rate being £33, so the card insert tickets needed to be double-ended, for validating at each end. The machines were also fitted with modified back plates so that they could be fitted to the standard Almex machine bases on the coaches.

These Setrights were brought into use from March 23rd, 1987 but there was one big problem - fraud. The card 10-journey tickets had numbered boxes to be punched for each journey, but there was no way for an inspector to check which journey the ticket had been cancelled on. If drivers forgot, or deliberately didn't punch the ticket (perhaps due to friendships with regular passengers), the passenger got a free ride and there was no way to control this.

At the time of introduction, company publicity explained "Many passengers have told us they would like to buy weekly season tickets [see below] but the bother of calling at our offices in Southend or sending for them has discouraged them. Obviously it is impractical to sell tickets of this type on the coach owing to the time taken to issue them. We are therefore replacing weekly season tickets by new 10-journey tickets, at the same price, and these will be bought on coach". So, convenient for the passenger but after a serious drop in revenue, the Setrights were withdrawn again a year later, from April 2nd, 1988 and the operation reverted to Almex machines and 10-journey tickets were withdrawn. Weekly tickets were not reintroduced until much later.

Below: example of a part-used 10-journey card ticket, showing the spaces at each end where the card would



be inserted into the special slot of the Setright machines. This one, for £10, only needed one overprint, and covered Aldgate (stage 93) to Purfleet.



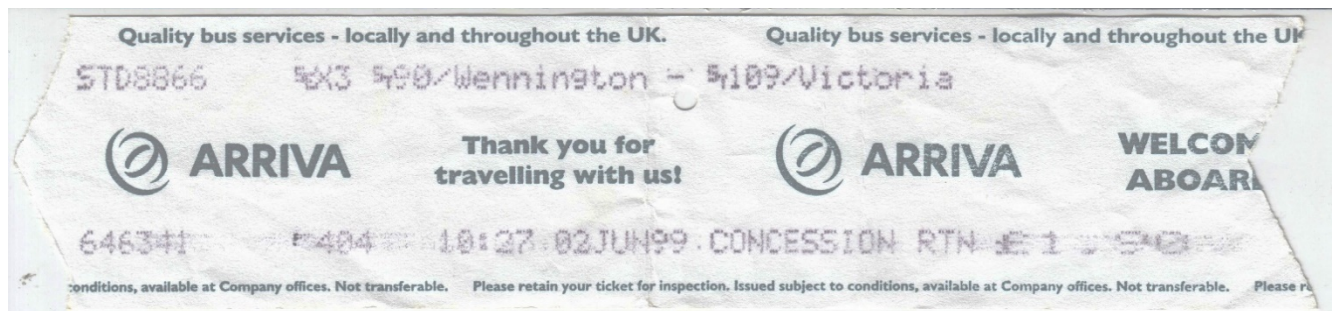
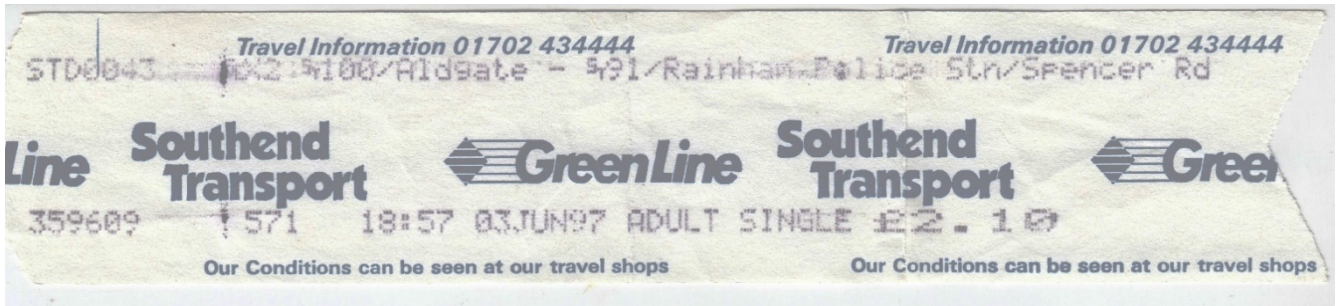
Left: examples of Southend Setright tickets. The £3.40 one is a day return (from stage 75 - Corringham - to Aldgate-Blackfriars), cancelled by punching a hole in it, whilst the £5.20 one is a period return (valid for 3 months from date of issue, stage 92, Stepney - to Southend) - this one has been cancelled using the insert slot on a Setright machine to print details on the reverse.

INTO THE ELECTRONIC AGE

Southend then moved on to electronic Wayfarer II ticket machines on a phased basis from July 11th, 1988; these were upgraded to Wayfarer III by May 28th, 1995. The latter were able to show the names of the fare stages the ticket was valid to and from, making checking easier - previously, it was necessary to refer to a fare chart to establish the validity of any ticket. The examples below reflect the progression of branding on ticket rolls. Like most operators, replacing ticket machine ink ribbons was a low priority, these are some of the few more legible examples in my collection: [this page below and next page top](#)

- 1989 £5 Period Return from stage 67 (Thames Drive) to the West End, still using the Borough crest (using up old stocks of ticket rolls)
- 1994 £1.20 adult rover - not issued on an X1, but valid within the Southend to Tarpots section, with the new style of branding introduced in 1988 (and commercial advertising on the reverse)
- Wayfarer III issue from 1997, £2.10 single, Aldgate to Rainham issued on an X2 journey, now showing both the Southend Transport and Green Line branding
- Another Wayfarer III issue in the Arriva branded era, a 1999 concession return from Wennington to Victoria on an X3.





RETURN TICKETS

Initially returns were issued either as a day ticket (with no time restrictions) at around 1.6 times the single or as a period return (valid for up to three months) at around 1.9 times the single. This continued until Summer 1988, when cheap day returns were introduced (not sold before 0900 Monday to Friday, or to Heathrow at all) at more of a flat rate scale, in some cases 1p or 5p less than the equivalent single. Later a more graduated scale was used at around 1.5 times the single, but with larger discounts on the higher fares. At the same time, the period returns were renamed as ordinary returns, still valid for three months. It is perhaps surprising that it took until 1988 for Southend to attempt to stimulate the off-peak market with cheaper pricing.

Below: Left: promoting the off-peak market. Summer 1988 timetable leaflet extract.

Right: a couple of months earlier, this rather amateurish flyer sought day out passengers from East London to the delights of Southend. Probably produced using Letraset rub down lettering!

NEW CHEAP DAY RETURNS
(available on any X1 after 9 a.m. weekdays or anytime at weekends)

ONLY £2.99 RETURN

OR £1.99 FOR CHILDREN AND VALID ESSEX CONCESSIONARY PASS HOLDERS!

enjoy a day out – at a bargain price!

SOUTHEND TRANSPORT

X1

SPECIAL OFFER!

VISIT SOUTHEND FOR
£ 3.00 day return
Child (5-15 yrs. inc) £1.50

ASK FOR A SEASIDER SPECIAL – AVAILABLE FROM THE STOPS BELOW AFTER 9:00 am

Aldgate, Bus Station, Stop 11	15
Stones, Commercial Road, New Road	18
Limehouse, Rail Station	21
Limehouse, Star of the East	23
Pillar, All Saints DLR Station	24
Canning Town, Hackney Way	26
Wickham, Prince Regent Lane	30
East Ham, Plough Way	33
Barking, Volunteer	36
Upney, Dashed House	37
Upney, Apple Road, Castle Road	38
Upney, Ship & Shovel	39
Repeville, Gate Street	40
Dagenham, Chequer Corner	41
Dagenham, Barish Road	44
Dagenham, Thames Avenue	46
Rainham, Spencer Road	47
Rainham, Cherry Tree Lane	48
Rainham, Dancers Cottage	49

* VISIT THE ROYALS SHOPPING COMPLEX
* RIDE ON THE NEW PIER TRAINS
* STROLL ALONG THE SEAFRONT
FOR FURTHER INFORMATION RING
0702 355711

SEASON TICKETS

As the commuter market began to develop, there was a need to speed up coach boarding times and to offer season tickets to engender loyalty and match the ticketing options available on the train services - except of course that Southend didn't have a network of stations where they could be sold. "Expresscard" seasons were introduced from November 28th, 1982, initially just weekly and monthly tickets, with quarterly and annual tickets being added from January 30th, 1983. Tickets could only be bought from Central Bus Station, the ST Garage and the Civic Centre, or by post ("allow at least 14 days for processing and mailing of your application" and remember to enclose a stamped, addressed envelope). The initial application had to include a passport size photo, for a photocard to be issued to avoid tickets being shared. So not that convenient, especially for passengers from outside Southend, but the offer was probably the best possible with the technology of the day.

One other disadvantage that X1 faced compared to British Rail concerned season ticket loans, which many large employers offered to their staff. These sometimes involved payment direct to British Rail for tickets, or the issue of cheques payable to the transport provider - whether employers were willing to include a myriad of different coach operators in this is not clear. Most railway annual seasons were bought immediately before the annual BR fares increase at the turn of the year, when they could be purchased for the forthcoming year at the old price, so Southend may have missed the boat for 1983 as their annual tickets didn't start until about a month too late.

Whilst creating loyalty to the service, seasons are usually sold at a discount to daily return tickets, thus depressing the yield. However, when introduced in 1982 a weekly surprisingly offered no discount, but longer dated tickets did give around an 11% to 14% discount (making allowance for holidays). Subsequently, weeklies did offer a discount for some fare values (but not all) - therefore whether they were worth the hassle of buying by post or from the office is not clear.

As explained above, weekly tickets were not reintroduced after the abortive 10-journey scheme, and the season ticket offer was later simplified to just monthly and annual tickets.

From October 1989 a further simplified offer concentrated on a new "Goldcard" - a ticket giving unlimited travel on all Southend Transport bus and coach services, available only in monthly and annual versions, initially priced at £84 and £840 respectively. This was followed, by at least March 1991, by a "Bronzecard", valid on coach services from Corringham onwards to London. With improving technology, season tickets could now be bought over the phone with payment by credit card; tickets were then posted out to the passenger. There was also a "Silvercard" for journeys within the Southend to Vange area, again giving unlimited bus and coach travel, but these were less relevant to the X1 story. Ticket holders could also claim discounts at various retail outlets in Southend.



Left: an example of an annual Bronzecard, for unlimited travel on coaches from Corringham onwards to London. They were only valid with an accompanying photocard with the serial number shown bottom right.

This example, for a year from February 1992, would have cost £810; the equivalent Goldcard cost £930 at this time.

Point to point seasons ceased to be issued from December 1991, as "very few are now issued and these are expensive and cumbersome to administer". Southend's publicity didn't mention another underlying reason, ie to avoid the issue of low yield tickets for the shorter journeys such as Socketts Heath to Aldgate, belatedly reflecting a more commercial approach to pricing. For example, Bronzecards were initially priced only £10 (month)/£100 (annual) less than the full route Goldcard ticket (based on March 1991 prices).

Subsequently with the move to Wayfarer ticket machines, it became possible to reintroduce weekly Bronze and Gold cards sold on coach and sealed in a Bempack¹⁹⁷ for security. These weeklies did not require a photocard, unlike the longer dated seasons.

FARE CHARTS

With such a long route, there were initially 40 fare stages between Southend and Reading, on a fare chart measuring 14½" long and 8" deep, not easy for drivers to read or store. With the 30-mile restriction applying at the outset, the minimum fare was generally £1.40, rising progressively to £3 for the full route. The key fares though were from the originating towns to central London, at £1.40 or £1.60 depending on distance. A classic return fare scale applied, with day returns around 1.6 times the single and period returns at 1.9 times. However, as noted in Chapter 6, competitive pressure at the Reading end resulted in day returns to London effectively being sold at the single fare.

Following the licensing of some sections of route, the charts became increasingly complicated and acquired many additional notes. After the split from Reading, charts became simpler again for a while, but further changes to travel restrictions, the addition of extra routes and various other conditions made the charts exceedingly complex. For example, the January 1987 set required separate charts for X1/X10/X11, X21, X30/X31 and X41, and included no less than 13 boxed additional instructions, including:

- o Return & season ticket scales
- o Rover ticket prices
- o Child fare rules
- o Dog fares
- o Excess fare instructions
- o Inter-availability of return & season tickets
- o Transfer facilities for return & Season tickets (including the issue of transfer tickets to return & 10-journey ticket holders connecting onto local services)
- o Bicycles*
- o Unaccompanied parcels*
- o Late evening journey extensions
- o Availability of travelcards & passes (with 11 separate entries).

Finally, there was a separate entry on the chart for day return fares for holders of Essex half-fare concessionary passes (in the days before the uniform English National Concessionary Travel Scheme - ENCTS) - "who alternatively may double-book or be excessed".

* No drivers I've spoken to can ever recall carrying parcels or bicycles, although the facility continued in theory until 1999.

With such complexity, it was small wonder that management complained that staff didn't always understand or follow the rules! And it didn't get any easier into the 1990s, the February 1993 chart for example now including details of the Diamond Rover (available on other operator services as well as Southend Transport) and requiring drivers to assess the weight of unaccompanied parcels, a higher price being charged for those over 20 lbs. The concessionary travel pass rules had become more complicated, with passes issued by London Boroughs and by each district in Essex, some half fare, some fare paid (free), some including travel into London, some not - in all, there were 22 possible scenarios.

After the Heathrow service ceased, the number of fare stages dropped to 38, arguably still too many, but this went up to 40 with the start of the joint service with Thamesway. By 2001 this had been condensed into 24 stages by combining various previously separate points, such as East Ham & Canning Town. Into Stephenson's days, I took a much more streamlined approach, with just 13 zones (plus a short-hop fare within any zone).

Because of their size and complexity, farecharts are difficult to reproduce in this book, but typical examples from October 1988 (issue number 18) are shown on the **next two pages**. They include numerous additional notes on both sides of this double sided, 13" wide chart.

LOCAL FARES IN SOUTHEND AREA

60	SOUTHEND Central Bus Station 60											
61	10	SOUTHEND Victoria Circus or ST Garage 61										
62	35	35	WESTCLIFF Hamlet Court Road 62									
63	35	35	20	WESTCLIFF Plough 63								
64	55	55	45	35	CHALKWELL PARK Southborne Grove 64							
65	75	75	65	55	45	LEIGH Elms 65						
66	80	80	75	65	55	20	WEST LEIGH Schools					
67	85	85	80	75	65	35	HIGHLANDS Thames Drive 67					
68	95	95	90	85	80	55	55	35	HADLEIGH Church 68			
69	100	100	95	90	85	65	45	20	HADLEIGH Victoria House 69			
70	110	110	105	100	95	80	80	65	45	35	THUNDERSLEY Kenneth Road 70	
71	115	115	110	105	100	85	85	75	55	45	20	BENFLEET Kents Hill Road 71
72	120	120	115	110	105	90	90	80	65	55	35	20 TARPOTS CORNER 72

LATE EVENING EXTENDED JOURNEYS

Fares to stops on the extension are the fares to Southend, plus an extra 50p each.

CHILDREN'S FARES (Single and Return)
DOG FARES (Single and Return)
BICYCLES (Single only)
UNACCOMPANIED PARCELS
EXCESS FARES (Single only)
INTERAVAILABILITY of return & season tickets
ROVER TICKETS
As shown on Service X31 · X41 faretable.

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SOUTHEND

Central Bus Stn, Victoria Circus or ST Garage 60

WESTCLIFF

Hamlet Court Road or Plough 62

CHALKWELL PARK

Southbourne Grove 64

SEE LEIGH

Elms or WEST LEIGH Schools 65

LOCAL HIGHLANDS

Thames Drive 67

FARETABLE

HADLEIGH Church or Victoria House 68

THUNDERSLEY

Kenneth Road or BENFLEET Kents Hill Road 70

TARPOTS CORNER

72

140

140

120

120

100

100

80

60

PITSEA Broadway or BASILDON Timberlog Lane, The Fremnells or Church Road 74

140

140

120

120

100

100

100

80

40

BASILDON Bus Station or Hospital Subway 75

160

140

120

120

100

100

100

80

60

40

VANGE Five Bells 76

160

140

140

120

120

100

100

80

80

60

40

CORRINGHAM One Tree Hill or HOMESTEADS Mackley Drive 77

180

160

160

140

140

120

120

100

100

80

60

40

STANFORD-LE-HOPE First Avenue or Rookery Corner 78

180

180

160

160

140

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120

100

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60

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ORSETT Rectory Road 79

200

180

180

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120

100

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60

40

ORSETT HEATH Baker Street 80

200

200

200

180

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160

160

140

140

120

120

100

80

60

40

SOCKETTS HEATH Oak or GRAYS Windsor Avenue or Nutberry Corner 81

220

200

200

180

180

180

160

160

160

140

140

120

100

80

60

40

NORTH STIFFORD Clockhouse Lane 82

220

220

220

200

200

200

180

160

160

160

140

140

120

100

80

60

40

WEST THURROCK WAY 83

240

240

220

220

220

200

200

180

180

180

160

140

120

100

80

60

40

PURFLEET Uplands Estate 84

240

240

240

240

220

200

200

180

180

180

180

160

140

120

100

80

60

40

WENNINGTON 85

260

240

240

240

240

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180

160

140

120

100

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60

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RAINHAM Chandlers Corner, Dovers Corner, Cherry Tree Lane or Spencer Road 86

260

260

260

240

240

240

220

220

220

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140

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60

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DAGENHAM Thames Avenue, Ballards Road or Chequers Corner 87

280

260

260

260

240

240

240

220

220

220

200

180

160

140

140

120

100

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60

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RIPPLESIDE Ship & Shovel or UPNEY Thatched House 88

280

260

260

260

260

240

240

240

240

220

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180

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120

100

100

80

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BARKING Volunteer 89

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280

280

260

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240

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200

180

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EAST HAM Manor Way 90

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280

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260

260

260

260

240

240

220

200

200

180

160

140

120

100

80

60

50

WEST HAM Prince Regent Lane 91

300

300

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280

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260

260

240

240

220

200

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160

140

120

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CANNING TOWN Newham Way 92

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280

260

260

260

240

240

220

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180

160

140

140

120

100

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POPLAR All Saints DLR Station or LIMEHOUSE Bus Station, Star of the East or Rail Station 93

300

300

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STEPNEY New Road 94

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220

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ALDGATE Bus Station or TOWER HILL Tower of London 95

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XI · XII

AVAILABILITY OF TRAVELCARDS & PASSES

Type of Ticket	Validity
Southend & District Travelticket Southend & District Social Services Travelticket	Shoeburyness/Southend – Tarpots Corner
Basildon Fareticket	Not valid
Thurrock Travelticket	Not valid
Southend Transport Staff, Retired Staff Pass, Staff Family Pass	Free travel
Southend Transport Day Pass	Free travel
Eastern National Staff & Retired Staff Pass	Free travel
Ensign Staff Pass	Free travel
Essex Concessionary Travel Pass (including Companion's Pass and Blind Person's Pass)	As specified on pass (fractions of 5p counting as 5p). Not valid to Heathrow
Bus Inspectors in Uniform (all operators)	Free travel
Essex County Council Surveyor's Pass	Free travel
Cheap Day Return tickets issued on XI or XII coaches or ST bus services are valid over common sections of XI and XII.	

RETURN FARE & SEASON TICKET SCALE

Adult Single	Cheap Day Return (Not available before 9 a.m. Mon-Fri excluding Public Holidays, or to Heathrow)	Child (5-13 or 14/15 with photocard) Essex Concessionary Pass Holder	Ordinary Return (Valid for return journey within 3 months)	Monthly Season Ticket	Annual Season Ticket
20	30*	15*	—	—	—
35	50*	25*	—	—	—
45	65*	35*	—	—	—
55	80*	40*	—	—	—
65	95*	50*	—	—	—
75	110*	55*	—	—	—
80	120*	60*	—	—	—
85	125*	65*	—	—	—
90	135*	70*	—	—	—
95	140*	70*	—	—	—
100	150*	75*	180	—	—
105	155*	80*	—	—	—
110	165*	85*	—	—	—
115	170*	85*	—	—	—
120	180*	90*	200	—	—
140	195*	100*	240	—	—
160	195*	100*	260	£45	£480
180	299	150	300	£50	£540
200	299	160	320	£55	£600
220	299	180	360	£60	£660
240	299	190	380	£65	£700
260	299	199	400	£70	£740
280	299	199	440	£75	£790
300	299	199	480	£80	£840
320–500	—	—	750	—	—

* Not valid west of Vange Five Bells

X31 • X41

56 SOUTHEM Victoria Circus 56
57 45 PRITTLEWELL St. Mary's Church or Manners Way, Oaken Grange Drive 57
58 65 45 SOUTH ROCHFORD Anne Boleyn 58

59 75 75 35 ROCHFORD Roche Avenue 59
60 80 75 45 20 GOLDEN CROSS Post Office or CANVEY Leigh Beck 60
61 90 80 65 45 35 ASHINGDON Victory 61

62 105 95 85 75 65 55 HOCKLEY Graham Close 62
63 110 100 90 80 75 65 20 HOCKLEY Spa 63
64 120 110 100 90 85 80 45 35 HOCKLEY Fountain Lane 64

65 135 125 115 105 100 95 75 65 45 RAYLEIGH Upway or CANVEY Tropics 65
66 135 125 115 105 100 95 75 65 45 20 RAYLEIGH Websters Way or High Street 66
67 140 130 120 110 105 100 80 75 55 35 20 RAYLEIGH Peers or CANVEY Lekoe Road 67

68 140 135 125 115 110 105 85 80 65 45 35 20 RAYLEIGH Victoria Avenue 68
69 140 140 125 125 120 115 95 90 80 65 55 45 35 RAWRETH Carpenters Arms Roundabout 69
70 140 140 140 140 120 120 100 100 100 80 60 60 60 NORTH BENFLEET Dick Turpin 70

74 140 140 140 140 140 140 140 140 120 100 100 100 80 60 BASILDON Felmores, Timberlog Lane, The Fremnells or Church Road 74
75 140 140 140 140 140 140 140 140 120 100 100 100 80 60 BASILDON Bus Station or Hospital Subway 75
76 160 160 160 160 160 160 140 140 140 120 100 100 100 80 60 VANGE Five Bells 76

77 160 160 160 160 160 160 140 140 140 140 100 100 100 80 60 40 CORRINGHAM One Tree Hill or HOMESTEADS Mackley Drive 77
78 180 180 180 180 180 180 160 160 160 160 120 120 120 100 80 60 40 STANFORD-LE-HOPE First Avenue or Rookery Corner 78
79 180 180 180 180 180 180 180 180 160 140 140 140 140 120 100 80 60 40 ORSETT Rectory Road 79

80 200 200 200 200 200 200 200 200 200 180 140 140 140 120 100 80 60 40 ORSETT HEATH Baker Street 80
81 200 200 200 200 200 200 200 200 200 200 160 160 160 140 120 100 80 60 40 SOCKETS HEATH Oak or GRAYS Windsor Avenue or Nutberry Corner 81
82 220 220 220 220 220 220 220 220 220 200 180 180 180 160 140 120 100 80 60 40 NORTH STIFFORD Clockhouse Lane 82

83 220 220 220 220 220 220 220 220 220 200 200 200 200 160 140 120 100 80 60 40 WEST THURROCK WAY 83
84 240 240 240 240 240 240 240 240 240 220 200 200 200 180 160 140 120 100 80 60 40 PURFLEET Uplands Estate 84
85 240 240 240 240 240 240 240 240 240 240 240 200 200 180 180 140 120 100 80 60 40 WENNINGTON 85

86 260 260 260 260 260 260 260 260 260 240 240 240 220 200 180 140 120 100 80 60 40 RAINHAM Chandlers Corner, Dovers Corner, Cherry Tree Lane or Spencer Road 86
87 260 260 260 260 260 260 260 260 260 260 240 240 220 200 180 160 140 140 120 100 80 50 DAGENHAM Thames Avenue, Ballards Road or Chequers Corner 87
88 280 280 280 280 280 280 260 260 260 260 240 240 220 200 200 200 180 160 140 140 50 RIPPESIDE Ship & Shovel or UPNEY Thatched House 88

89 280 280 280 280 280 280 260 260 260 260 240 240 220 200 200 180 160 140 120 100 80 60 50 BARKING Volunteer
90 280 280 280 280 280 280 280 280 280 260 260 260 240 240 220 200 180 160 140 120 100 80 60 50 EAST HAM Manor Way 90
91 300 300 300 300 300 300 300 280 280 280 280 260 260 260 240 220 200 180 160 140 120 100 80 60 50 WEST HAM Prince Regent Lane 91

92 300 300 300 300 300 300 300 300 280 280 280 280 260 260 240 220 200 180 160 140 120 100 100 80 60 50 CANNING TOWN Newham Way 92
93 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 240 220 200 180 160 140 140 120 100 80 60 50 POPLAR or LIMEHOUSE (all stops) 93
94 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 240 220 200 200 180 160 140 140 120 100 100 80 60 50 STEPNEY New Road 94

95 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 240 220 200 180 160 140 140 120 120 100 100 80 70 50 ALDGATE Bus Station or TOWER HILL 95
96 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 240 220 220 200 180 160 160 140 140 120 110 110 80 50 50 UPPER THAMES STREET 96
97 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 240 240 220 220 200 180 180 160 160 140 140 120 110 80 50 50 50 B'FRIARS EMB'K'T STN. or TRAF. SQ. 97
98 300 300 300 300 300 300 300 300 300 300 300 280 280 280 260 260 240 240 220 200 200 180 180 160 160 140 120 120 110 80 50 50 50 50 PICCADILLY CIRCUS or GREEN PARK or HYDE PARK CORNER 98

RETURN FARE & SEASON TICKET SCALE

Single	Ordinary Return (3 months)	Monthly Season Ticket	Annual Season Ticket
120	200	—	—
140	240	—	—
160	260	£45	£480
180	300	£50	£540
200	320	£55	£600
220	360	£60	£660
240	380	£65	£700
260	400	£70	£740
280	440	£75	£790
300	480	£80	£840

AVAILABILITY OF TRAVELCARDS & PASSES

Type of Ticket	Validity
Southend & District Travelticket or Social Services Travel ticket	Canvey Leigh Beck – Canvey Lekoe Road Southend Rawreth
Basildon Fareticket	Not valid
Thurrock Travelticket	Not valid
Southend Transport Staff Retired Staff Pass and Staff Family Pass	Free travel
Southend Transport Day Pass	Free travel
Eastern National Staff & Retired Staff Pass	Free travel
Ensign Staff Pass	Free travel
Essex Concessionary Travel Pass (including Companion's Pass and Blind Person's Pass)	Not valid
Bus Inspectors in Uniform (all operators)	Free travel
Essex County Council Surveyor's Pass	Free travel

CHILDREN'S FARES (Single and Return)

One child aged 0-4 inclusive, accompanied by an adult and not occupying a seat, is carried free. Additional children aged 0-4 and all children aged 5-13 inclusive and conveyed at half the adult fare (fractions of 5p counting as 5p). Adult fares apply from the 14th birthday, except that 14 & 15 year olds with photocards may travel at children's fares.

DOG FARES (Single and Return)

Half the adult fare (fractions of 5p counting as 5p). Guide dogs travel free.

BICYCLES (Single only)

Rate £1. Carried only if space permits and if owner accepts liability for any damage caused to vehicle and other passengers' luggage.

UNACCOMPANIED PARCELS

Rate £1. Issue ticket (Class Special) in presence of consignor. Keep ticket, give it to consignee. If parcel not collected, hand it in at ST Garage with ticket.

EXCESS FARES (Single only)

The difference between the single fare for the journey made and the single fare for the journey paid for (or for which a ticket is held) with a minimum of 10p.

Examples:

- Passenger travels Piccadilly-Leigh with return ticket issued West Ham-Aldgate. Excess fare is 20p.
- Passenger travels Heathrow-Thundersley with season ticket issued Sockets Heath-Green Park. Excess fare is 260p.

INTER-AVAILABILITY OF RETURN & SEASON TICKETS

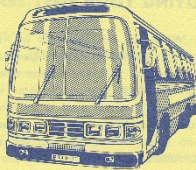
Return and season tickets may be used between the stages of issue or immediately, on any bus or coach service, but where used on a service on which a higher fare applies, an excess fare equal to the difference between the two single fares will be charged. Return and season tickets may also be used on other coach services between corresponding stages (those between which the same fare applies), or points beyond subject to an excess fare. Cheap Day Return tickets issued on X1 or X11 coaches or ST bus services are not valid over common sections of X31 or X41.

DAY ROVER TICKETS (East of Vange, Five Bells only)

For full details of validity see Bus Faretable booklet.

Examples of season ticket publicity and application forms.

**SOUTHEND
TRANSPORT**
X1



EXPRESSCARD
SEASON TICKET SCHEME

Commencing 28th November 1982

WHAT THE EXPRESSCARD SCHEME OFFERS YOU

Taking account of the numerous requests from our regular passengers, Southend Transport are pleased to introduce X1 season tickets, to make your journey so much more convenient.

Season tickets entitle you to unlimited travel on Service X1 between the two points which you specify. Travel between intermediate points is also permitted, subject to the existence of a normal single fare between those points. For example, a passenger holding a season ticket between Southend and Aldgate may use it for travel between Southend and Dagenham, but NOT between Southend and Stanford-le-Hope.

If you select a journey between two points, and our fare scale entitles you to travel further at no additional cost, we will issue your season ticket for that longer distance. For example the fare from Leigh Elms to Aldgate is the same as that from Leigh to Piccadilly, or from Southend to Aldgate, so you have an opportunity to "extend" your journey at no more cost. Such "extensions", where applicable, will be made at the London end of your journey, unless you request otherwise.

Weekly tickets allow travel over any 7 day period, for example from Sunday to Saturday, or from Wednesday to Tuesday. Alternatively, you may wish to purchase monthly tickets, valid for one calendar month, starting on any day of the month. In due course we also hope to introduce quarterly and annual tickets—announcements will be made nearer the time.

Remember—the more you use your season ticket, the more value you get for your money. Travel by X1 to and from work; use it for your leisure journeys at weekends.

Commuting
to London?
Have a fare
choice!

Goldcard, Bronzecard
and Season Ticket
Application Form.

**London
Coachlink**



Southend
Transport

Southend Transport
Season Ticket

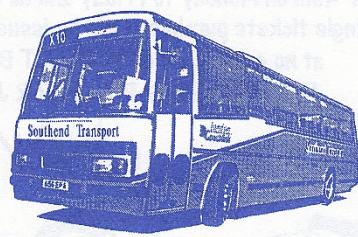


Discount Scheme

Southend Transport season ticket holders are entitled to some great discounts and offers in these well known Southend stores!

Andrews Jewellers
Bonus Print
Burger King
Chadwicks Jewellers
Index
Littlewoods
Manfield
Mothercare
Pizza Hut
Specialeyes
The Body Shop

Travelling to London?



**Why not try our
London Coachlink Service.**

Southend-Basildon-Grays-London

Annual season £930
Monthly season £93

Ordinary Return (valid for one return journey within 3 months). **£6**

Cheap Day Return after 9am Monday to Friday and anytime at weekends. **£4**

These prices are valid until further notice.