

Some of these, however, were utilised for street lighting, an example is the set in Magpie Road. The Silver Road Car sheds after being a NAAFI base during World War Two, are used as a warehouse by a firm of food distributors. The bus garage erected by the Tramways company at the rear of the Car Sheds is still used by Eastern Counties mainly for storing delicensed vehicles.

The other major activity in Norwich was dealt with in Chapter 1(b) and that was the building of Surrey Street Bus Station in 1936.

Thus with a central bus station and no trams in the city, Eastern Counties reorganised its city services. It gave these the service numbers 80-93, 80-90 were those that had been operated by Norwich Electric Tramways Company and its successor Norwich Omnibus Company. 91 was ex Eastern Counties 8a and 92 was ex Eastern Counties 7a which had been the only purely city service of that company. 93 was ex Eastern Counties service 8. The two services operated by Fitt Bros were acquired in 1939 and were numbered 94 and 95.

The main city picking-up points apart from the Bus Station were in Castle Meadow. The old tram picking-up point, Orford Place is now a pedestrian way as it has been considerably rebuilt due to the bomb-damage of the Second World War.

The residents of Newmarket Road remembered the tramway personel, by entertaining them and their wives to a dinner at Ashworth and Pike's restaurant in Norwich. It was a pleasant way of saying thank you to the men who had served so well.

Apart from the city services, Eastern Counties operate stage carraige services to Norfolk and the north-east part of East Suffolk and north-west Suffolk from Surrey Street Bus Station. There are links with Gt Yarmouth and Lowestoft and other holiday resorts in this part of East Anglia.

Express operation centred around Norwich because of its central position in Norfolk and for the most part the main services have been these:

E London - Ware - Cambridge - Bury St Edmunds - Norwich

G London - Harlow - Cambridge - Norwich - Gt Yarmouth

H/J London - Norwich - North Norfolk Coast resorts

Service letters had been rearranged over the years and new routes established and by 1969 the express services operating through Norwich were as follows (All year services placed first, followed by the summer only services):

E Norwich - Bury St Edmunds - Cambridge - London

F Norwich - Bury St Edmunds - Hadleigh - Halstead - London

V Norwich - King's Lynn - Peterborough - Leicester

E Cromer - Mundesley - Norwich - London

F/FF Norwich - Bury St Edmunds - Hadleigh/Stowmarket - Sudbury - London

G Yarmouth - Wroxham - Norwich - Cambridge - Harlow - London

R Supplements service G for Yarmouth, Gorleston and Lowestoft

M/X64 Sheringham - Norwich - Ipswich - Southend

N Yarmouth - Norwich - Cambridge - Bedford - Coventry and Birmingham

(operated jointly with Midland Red)

T Norwich - Wroxham - Cromer - Wells - Balkeney - Hunstanton - King's Lynn -

Peterborough - Worcester - Hereford

W Ely - Downham Market - Norwich - Yarmouth

X2/E Connections to Norwich and North Norfolk coast resorts from Bury St Edmunds

X50/51 Lowestoft - Yarmouth - Norwich - Lincoln - Darlington - Newcastle

(operated jointly with United Automobile Services)

An Associated Motorways service was operated by Eastern Counties from Yarmouth via Norwich to Cheltenham.

The inhabitants of Norwich lost the opportunity to use two different undertakings in 1935 and ever since that time have had Eastern Counties running their local transport. In recent years when shortage of personel has meant delays and long