

A history of Sydney's ferry and street transport ticketing

Part 2 Private trams, private and government buses until 1991

By Richard Peck

Based on earlier unpublished research by Leon Manny and Ken Magor

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Unless otherwise indicated illustrating tickets are from Richard Peck’s collection.

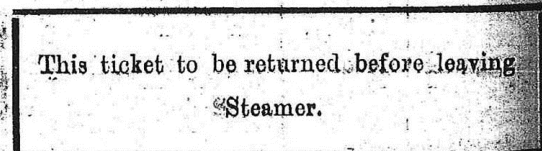
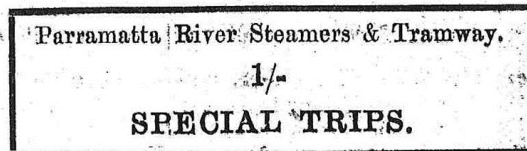
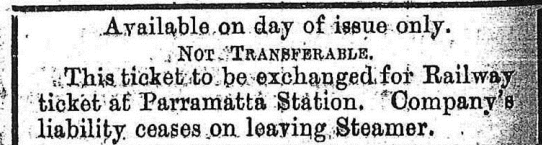
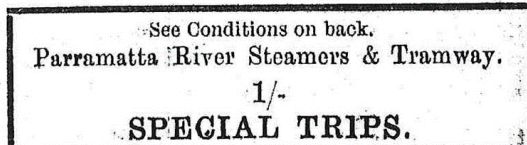
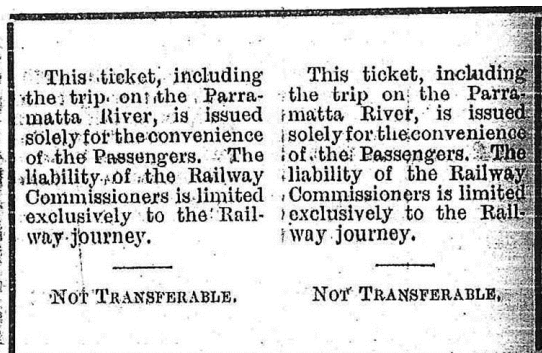
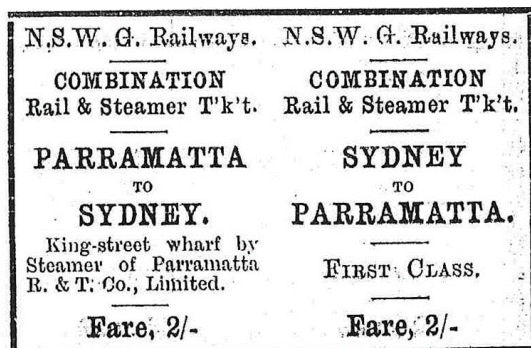
5. Private steam trams

5.1 Jeanerette's Tramway/Sydney Harbour Ferries Ltd

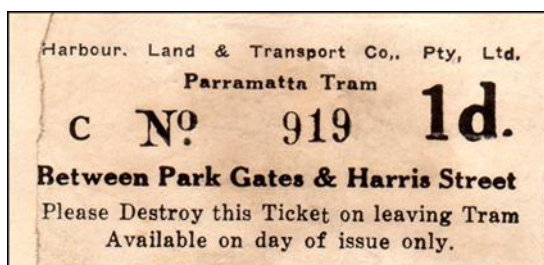


Ferry and cargo vessel operator, Charles Edward Jeanneret constructed and operated a steam tramway to carry passengers and goods from Parramatta Park Gates to Redbank Wharf. The line opened in 1883, NSW's first private-enterprise tramway. The Parramatta River Steamers and Tramway Co. took over the tramway and ferries from Jeanneret and still later a Mr P.B. Walker acquired it. Control of the undertakings fell to the Union Bank of Australasia Ltd following the financial problems of the 1890s.

Sydney Harbour Ferries Ltd assumed ownership on 15 December 1900. The tramway closed on 31 March 1943.



Railway Weekly Notice 50/1899. An early combination ticket for steamer, tram, and rail, issued by NSW Government Railways.

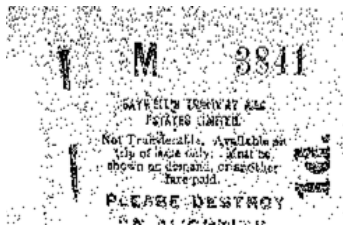




1d blue



1d serial K1, child's return, white



1d serial M3841, orange



1d red & blue, black advertising on back

5.2 Saywell's Tramway¹

In 1885 an enterprising landowner, Thomas Saywell was granted by Act of Parliament permission to link Lady Robinson's Beach (Brighton-le-Sands) with Rockdale Railway Station by a private steam tramway. The line was electrified in 1900 and absorbed into the government system in 1914.

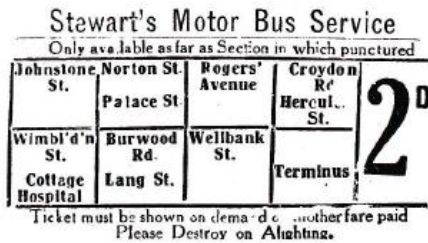
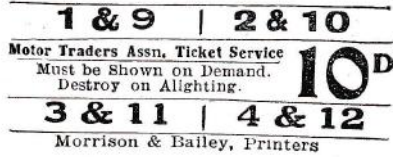
The earliest tickets were of the cardboard strip type but it is not known whether these were pre-purchased or purchased on the tram. Paper tickets replaced when the line was taken over by the Government in 1914.²

¹ See Keenan DR, *The Rockdale and Enfield Lines of the Sydney Tramway System*, Transit press, Sydney 1994, pp4-24.

² PRO 8/1422 attached to a report prior to take-over. Also on this file is a notice regarding cheap bathing tickets by rail and tram.

6. Private Motor Buses To 1932

After the World War 1 many returning soldiers entered the private motor bus industry, often with a single bus. Before 1932 this was largely unregulated and provided competition to the Government's trams and trains.



Most of the omnibus proprietor's associations of the time had a printing service and Morrison & Bailey is the best known, particularly after tickets were made compulsory in 1924.

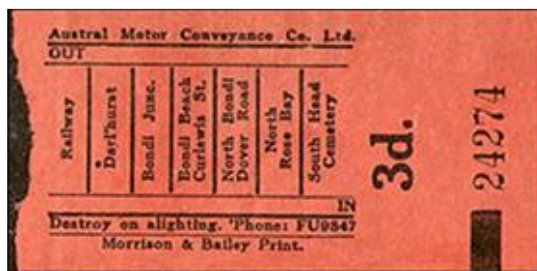
The Motor Traders Association (MTA) offered financial members stock tickets, denominations from 1d to 12s in blocks of 200 at the rate of 6½d per 1000. The proprietors name could be added for bulk orders: 200,000 of each denomination 6½d per 1000, 100,00 7d and 50,000 8d. Printing on the back, for advertisements etc was an additional 4d per 1000. Morrison & Bailey was the printer.

These largely unregulated private buses caused a lot of competition with the Government's trams and were eventually forced off the road in 1931 by the imposition of 1d per passenger penalties. By then a few large operators had emerged such as Sir Frederick Stewart's Metropolitan Omnibus Transport Co (MOTC)³.

Route numbers mentioned in this section are those allocated in the Government Gazette in 1925⁴.

The variety of ticket styles is illustrated in this section.

6.1 Austral Motor Conveyance Co. Ltd.



Rose Bay, also known as WW Pope and Sons. Flimsy paper ticket: 3d orange – route 210, Central Railway to South Head Cemetery, c1930

6.2 Bardsleys Motor Saloons,



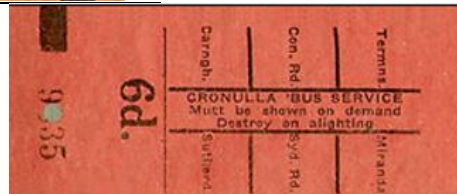
4d grey

³ MTA Journal, 15 April 1924

⁴ For the history of these private routes see <https://www.sydneybusmuseum.com/sydney-bus-routes>.



9d buff



6.3 Bottle's Motor Service



Flimsy paper ticket: 3d colour not known – Manly Wharf to Condamine Street via Lauderdale Avenue. 1939



Morrison & Bailey Print. Flimsy paper ticket: 1/- off white – Narrabeen to Manly.

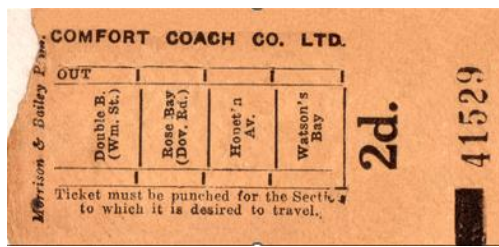
6.4 Bowerman Omnibus Co,



Pymont Route 192 (Pymont-York St, city) started by Pioneer Motor Service in late 1920s.

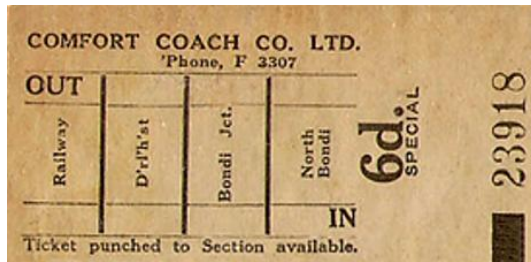
Printed by Syd. Day. Ltd. Thin card ticket with advertisement 2d brown print on brown

6.5 Comfort Coach Co. Ltd.,



Printed by Morrison & Bailey P. Ltd.

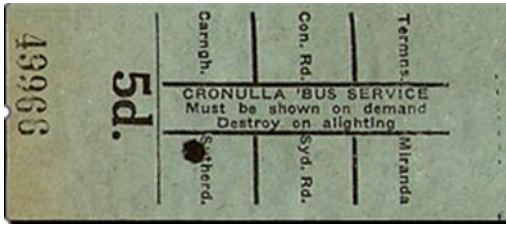
Flimsy paper ticket: 2d buff – Double Bay to Watsons Bay.



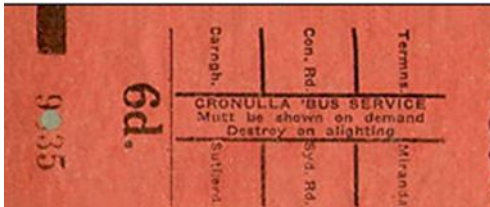
Flimsy paper ticket: 6d special off-white – Railway to North Bondi.

6.6 Cronulla Bus Service

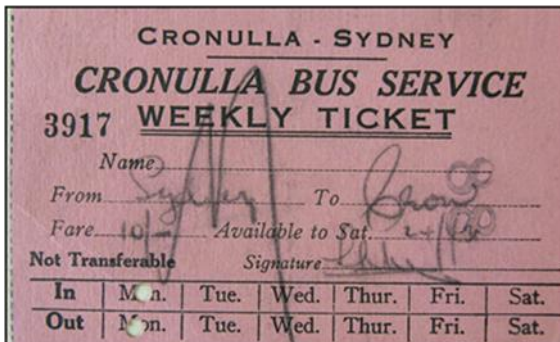
Flimsy paper tickets:



5d green;



6d orange – Cronulla to Sutherland

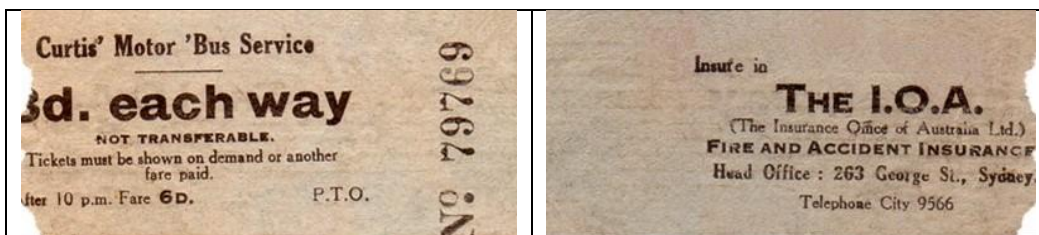


Weekly Ticket, unpriced lilac card, Cronulla-Sydney. 1930



Morrison & Bailey Print Flimsy paper ticket: 1s green – six sections.

6.7 Curtis' Motor Bus Service (1925) also Manly Bus Co

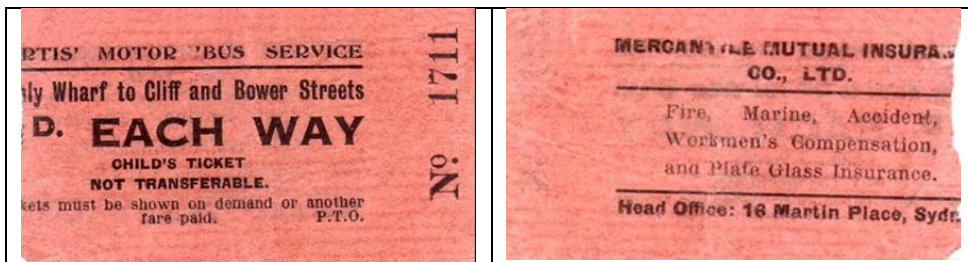


Flimsy paper ticket: 3d each way, buff, with advertising on back. Note: After 10 pm fare 6d.



Flimsy paper ticket: 3d each way, buff, Manly Wharf to Cliff and Bower Streets. Note: After 10 pm fare 6d.

When issuing flimsy tickets the conductor tore through the printed part unless there was a serration. In this case the ticket value is lost.



Flimsy paper ticket, each way, Child's ticket, buff, Manly Wharf to Cliff and Bower Streets. Again, the ticket value has been lost.



Flimsy paper ticket: 3d each way, green, Manly Wharf to Cliff and Bower Streets. Printed by Lamson Paragon Ltd, a company that still is in the printing industry

6.8 Eastwood and Epping Omnibus Service.



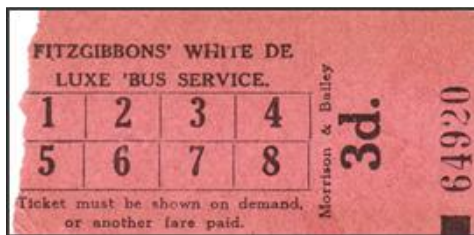
Flimsy paper ticket: 2d pink, punched from section 1 on a return journey.

6.9 Fitzgibbons' White Deluxe Bus Service ,

Marrickville. Fitzgibbons, Mick A.D. (1925,1930) Summer Hill-Sydenham Station route 221

Printed by Morrison & Bailey

Flimsy paper 8 section ticket: 3d pink.



6.10 Glenister & Mackenzie Fageol Ltd ,

Burwood/Five Dock Trading as Glenister & Mackenzie Fageol Ltd

Printed by R.N. Simpson and Co.

Flimsy paper ticket, route 90 Drummoyne - Campsie 3d buff.

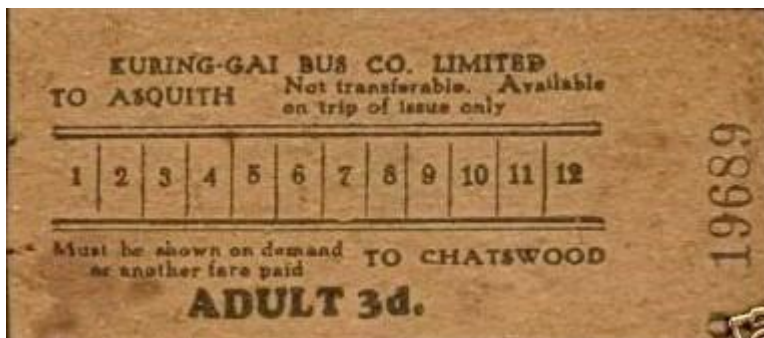
Note instruction to turn over to see the advertisement



6.11 Kuring-gai Bus Co

Chatswood-Asquith

Flimsy paper ticket: adult 3d.



6.12 Manly-Warringah Tourist & Bus Co. Ltd.

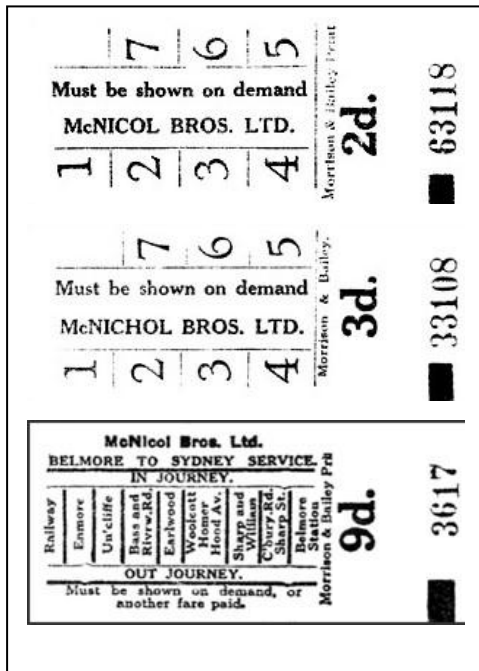
Man-Warr Tourist & Bus Co. Ltd

Abbreviated name of Manly -Warringah Tourist & Bus Co.

Flimsy paper ticket: 1/6 orange – Newport to Narrabeen.



6.13 McNicol Bros Ltd. (1930)

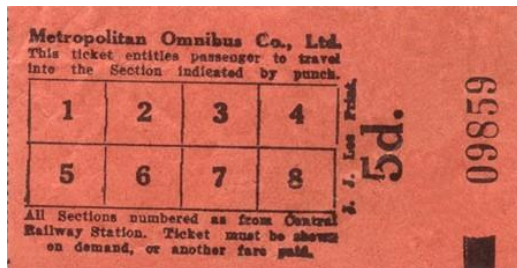


Also known as United Motors , Belmore

Printed by Morrison & Bailey. Flimsy paper tickets: 2d and 3d, colours not known, with section squares.

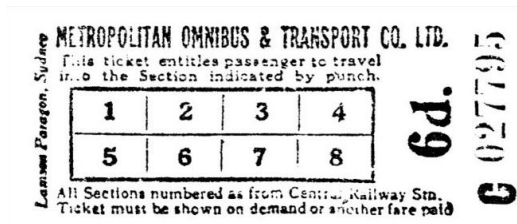
Morrison & Bailey printers Flimsy paper ticket: 9d, colour not known, with named sections Railway to Belmore

6.14 Metropolitan Omnibus & Transport Co. Ltd. (MOTC)



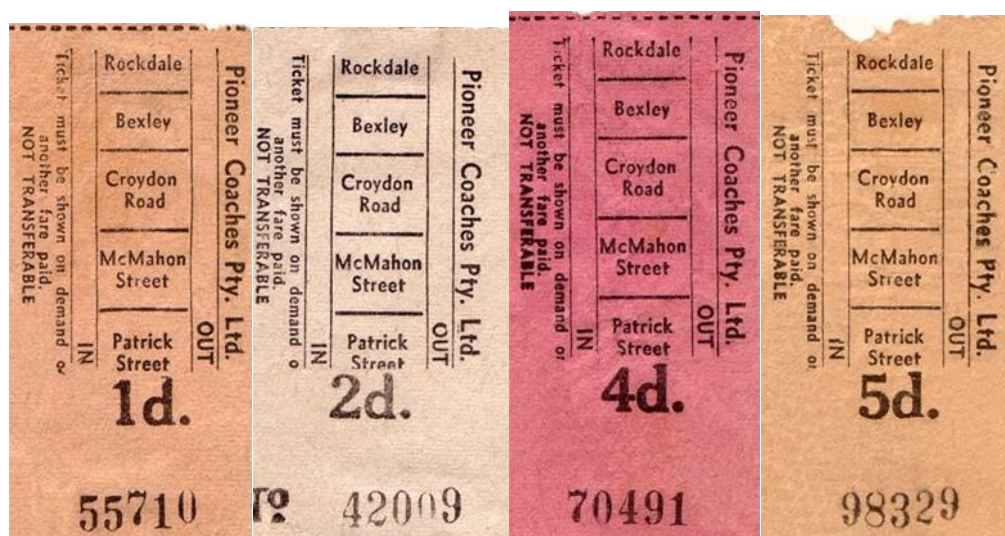
F. Stewart 1918 Strathfield Station-Enfield [Chullora], 1925 MOTC Inc. In 1928 had 90 buses, the largest fleet in Sydney. In 1930 carried 16 million passengers a year with revenue 1/12th of the government tramways.

Printed by J.J. Lee., Flimsy paper ticket: 5d orange – 8 sections.



Printed by Lamson Paragon, Sydney. Flimsy paper ticket: 6d colour not known – 8 sections.

6.15 Pioneer Coaches Pty Ltd

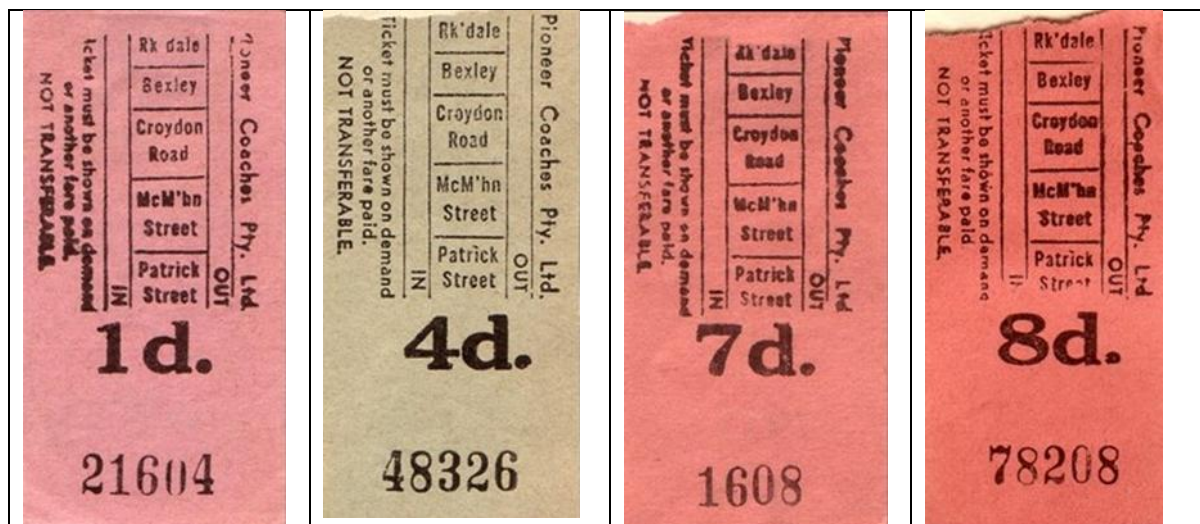


Some of these tickets were used well into the 1950s.

Flimsy paper tickets: 1d salmon; 2d white; 3d pale pink; 4d pink; 5d buff/off-white

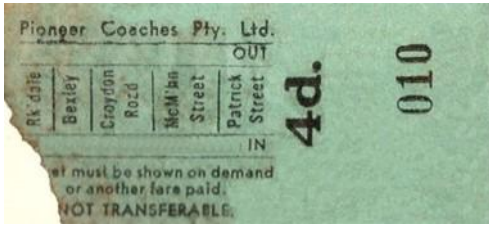


Flimsy paper ticket: 1d white with blue print.



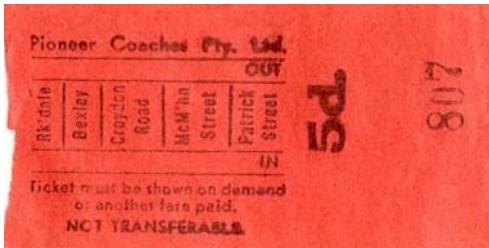
These tickets show the destination Rockdale as Rk'dale and McMahon Street as McM'h'n Street"

Flimsy paper tickets: 1d pink; 3d white; 4d green; 5d pink; 6d grey, pink; 7d salmon; 8d salmon.

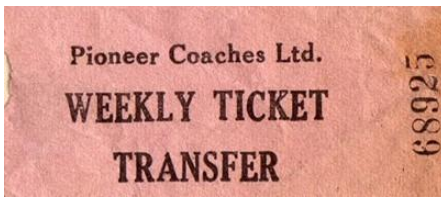


Flimsy paper tickets with small value:

4d green;



5d orange.



Flimsy paper ticket: Weekly Ticket Transfer – unpriced

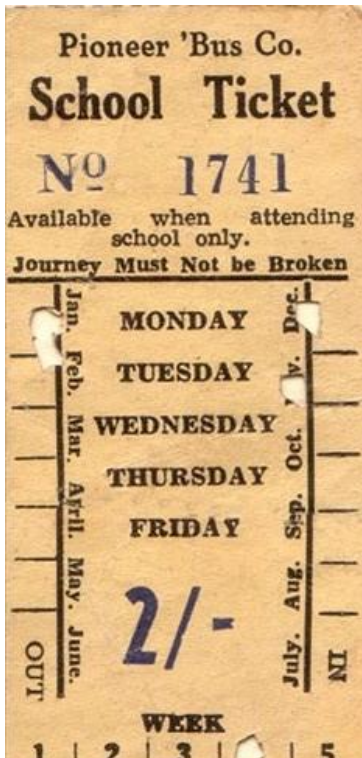
pink



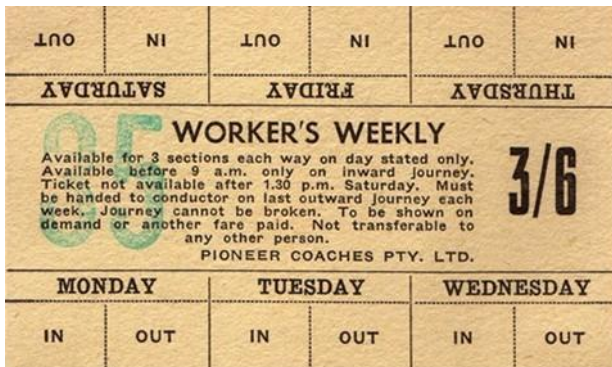
blue



green.

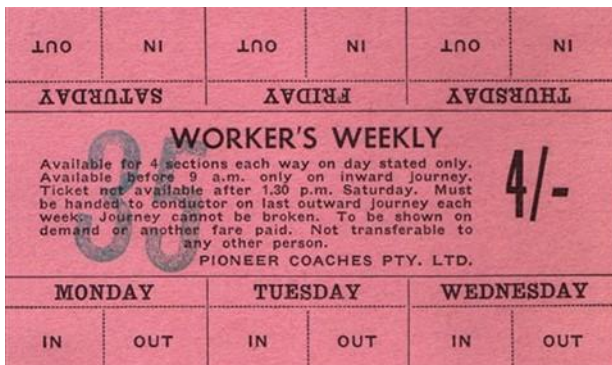


Thin card ticket: School ticket: 2/- black with blue ticket number and value.



Thin card tickets: Workers Weekly: 3/- off-white;

3/6 yellow;



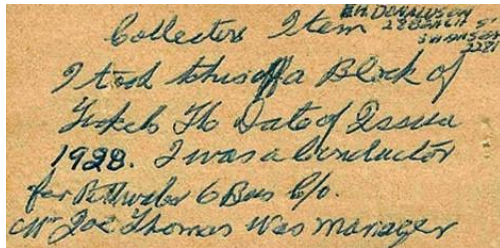
4/- pink

6.16 Pittwater Motor Tourist Co (1930)



Manly-Narrabeen; feeder service from 31 October 1931

Thin card ticket: 4/6 light buff – Palm Beach-Manly.



The writing on the back says 'Collectors item. I took this ticket off a block of tickets The date of issued 1928. I (EH Donaldson) was a conductor for Pittwater bus Co. Mr Joe Thomas was manager..

6.17 Randell Motor Bus Service



Flimsy Paper ticket: 2d second section off-white – Five Dock-Sydney issued 22 November 1922.



6.18 Stewart's Motor Service, (see also Metropolitan Omnibus Transport Co)

Frederick H. Stewart⁵ Started his own bus service Chullora-Strathfield; and took over other companies, formed the MOTC in 1925;

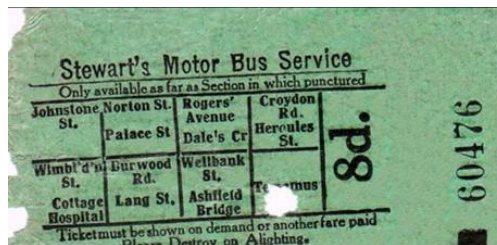
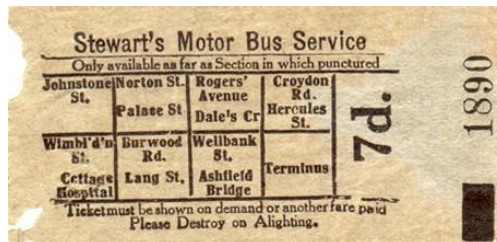
Eastern suburbs service.

Flimsy paper ticket: 3d grey/green.



Western suburbs service.

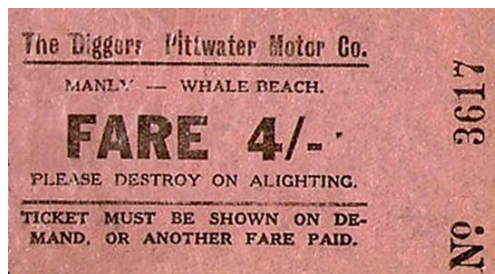
Flimsy paper tickets: 4d pink; 7d light buff; 8d green.



6.19 The Diggers' Pittwater Motor Co.

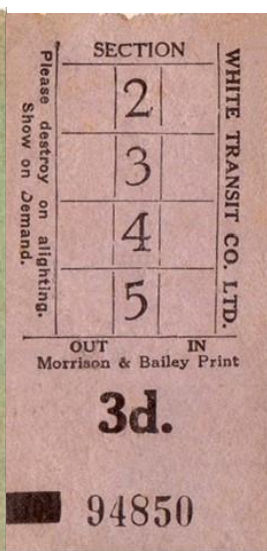
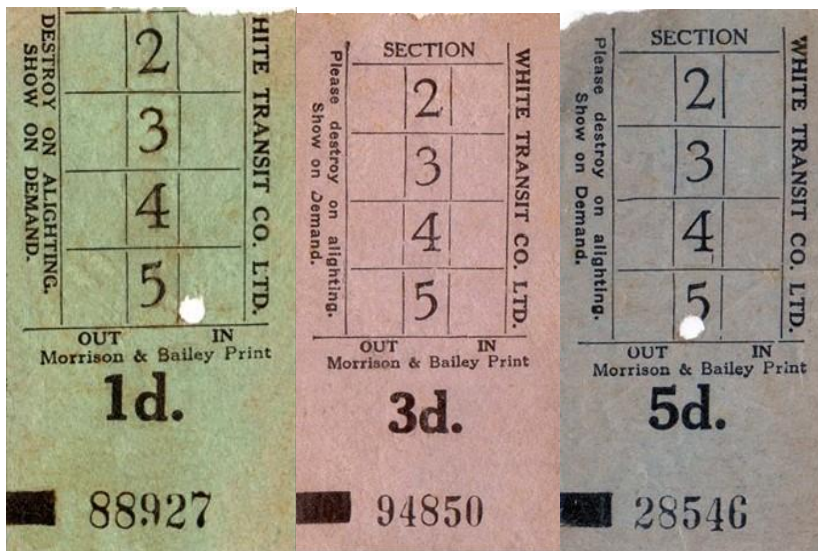
Route 139 (Manly-Seaforth?/Queenscliff),

Flimsy paper ticket: 4/- pink – Manly to Whale Beach.



⁵ See <https://adb.anu.edu.au/biography/stewart-sir-frederick-harold-8664>

6.20 White Transit Co , (C.H. Hicks) Willoughby (1927-1932)



Morrison & Bailey Print.
 Flimsy paper tickets: 2 -5
 sections
 1d green;
 3d mauve;
 5d grey, punched for 5th
 section.

7. Government bus tickets

Apart from a short experiment with steam buses in 1905 and 1906 Government motor bus services began in Sydney in 1932 and Newcastle in 1935. This arose from the need to provide a more cost-effective alternative to the government's tramways and competition from the private bus industry. From 1938 the Omnibus Section was a separate entity within the DRT&T, eventually replacing the trams in 1961. The type of flimsy tickets then continued to be issued until 1992 though other types (eg TIM, Ultimate) were produced after World War.

Unlike trams, bus fares varied according to route. The emphasis will therefore be on the sets of tickets provided.

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7.1 Experimental Steam buses 1905-1906



1905 Steam bus tickets, note use of 'motor'.

The NSW Government Tramways' involvement with buses occurred when it acquired two single and two double deck buses to establish routes to evaluate their potential as eventual tramway services. The four buses were steam powered. The single deck units had seating for 18 and the double deckers 30.

Seventeen routes were considered, including two at Newcastle, but only two routes were established: Potts Point to Darlinghurst (Taylor Square) and Enmore to Wardell Rd.

The Potts Point to Taylor Square service, 1.93Km long, commenced on 4 December 1905 operated by the single deck units. The route was divided into two 1d fare sections, from Wylde St to William St and from there to Taylor Square. The prepaid strip tickets used for trams were collected (see part 1 section 6). Free travel on the steam buses, to and from duty, for tramway employees below the rank of ticket examiner was not granted, nor was it granted to policemen. The buses were garaged at Rushcutters Bay tram depot. The Potts Point service proved unsatisfactory and was discontinued from 7 April 1906.

By this time the two double deck units were available and from 23 April 1906 and commenced service between Enmore and Wardell Rd, 2.66Km. The buses were garaged at Newtown tram depot.

There was only one fare section, cash fares adults 2d green ticket, children 1d white, being twice the fare generally applying on the tramways. Adults could purchase strips of eight 1½d concession tickets from the conductor for 1s, saving 25% on the fare. The strip tickets were identical in dimensions

to those used on the steam and cable trams prior to the introduction of the flimsy tickets. Those strip tickets were specially designed for the Enmore bus service. They were headed 'NSWGT' and subtitled 'Omnibus Ticket'. The 1½d fare was shown in both words and numerals. Artwork included Britannia and the NSW shield; the tickets' predominant colour was green. Any passenger who tendered a 1½d strip ticket was issued an orange 1½d exchange ticket.

The Enmore bus service was even less successful than its counterpart at Potts Point and ceased on 29 May 1906 after only five weeks operation. Prepaid 1½d tickets were introduced for use primarily on the second Enmore to Wardell Road (Marrickville) steam bus service, which operated only from 23 April to 29 May 1906. Only one ticket was to be accepted for a 2d fare and a 2d cash fare ticket must be issued. If omnibus tickets were tendered on trams, they were to be accepted at 1½d value only.

These services did not earn sufficient revenue, and the buses were subject to frequent breakdowns. What might have happened if this trial had succeeded? The tramway authorities had a short list of 15 feeder routes ready for bus use.

7.2 The first motor buses, 1932

After a lapse of 26 years the NSW Tramways Department re-entered omnibus operation on 25 December 1932 with a service between Manly Wharf and Cremorne Junction.

During the 1920s private companies and individuals had established extensive bus services throughout metropolitan Sydney, most of which were in direct opposition to the government's tramways and railways causing substantial passenger loss and incurring heavy financial losses. This was accentuated by the severe economic depression of 1930-31 with its high level of unemployment. To rid the railways and tramways of competition the state government enacted the *State Transport Co-ordination Act* which, by imposing a 1d per passenger per mile tax, succeeded in forcing most competing bus services out of business after 31 October 1931 giving the monopoly back to the tramways and railways.

The public protested strongly, and the government was pressured to restore the services. One that had been popular was White Transit's route 144 between Manly Wharf and Spit Junction. Although there was a parallel tram service, tram passengers had to alight at Spit Bridge, walk across the bridge and join another tram to continue the journey. Consequently, the bus service proved more convenient and popular providing a through service across the bridge without the need to change.

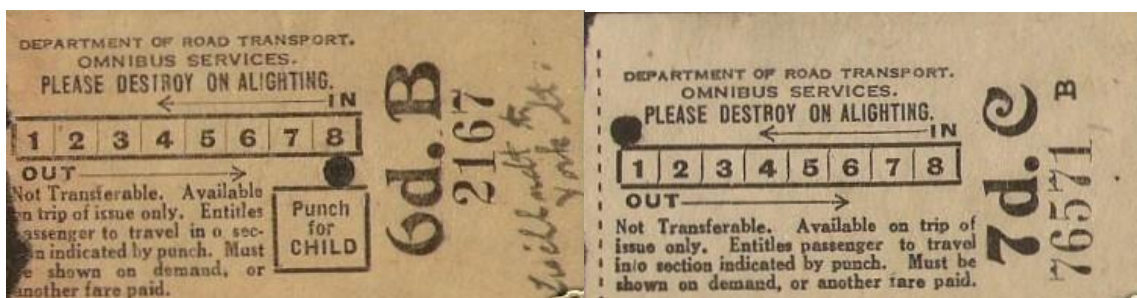
This was the service which the NSW Tramways selected to resume bus operation. As the Tramway Department owned no buses it arranged for the White Transit Co to supply six buses and crew to operate the service on their behalf. The service was extended from Spit Junction to Cremorne Junction in competition with the trams. However, those who used the bus paid dearly for the convenience as it was divided into two overlapping fare sections whereas the parallel tram service had four sections. The bus fare was 6d from Manly to The Spit and 6d from Dudley St, Balgowlah to Cremorne Junction with a through fare of 9d, children a flat rate of 3d for any distance. By comparison the tram fares were 2d from Cremorne

Junction to The Spit and 4d from The Spit to Manly. Children were charged 1d on each tram.

Although the buses were under the control of the NSW Tramways tram tickets were not issued. The bus conductors were supplied with tramway cash bags and standard ten block tramway ticket cases and specially designed bus tickets printed by the NSW Government Printer.

The 144 route only required three tickets: 3d green, 6d yellow and 9d lilac but printing provision was made to issue eleven ticket values. They were of the same dimensions as the standard tram tickets 60mm (plus 13mm butt) by 33mm and used the tramway colour spectrum. Each ticket value had a row of eight section point punch boxes numbered ascending from the left. Additionally, the values 3d to 6d had an extra box 'punch for child'. The tickets had series serif letters A, B and C and a sub series letter but no depot letter. The title heading was 'Department of Road Transport, Omnibus Services'.

The value and colours of the original set were 1d grey, 2d pink, 3d green, 4d salmon, 5d orange, 6d yellow, 7d white, 8d blue, 9d lilac, and 10d dark blue. These ten tickets fully utilised the tramway spectrum therefore the next and only higher value of 1s was pink, commencing a repeat of the colour range. They were stapled 250 to a block.



1932-33 1-8 section tickets, value 6d, no series letter, and 7d series letter B.

As the full set could not be accommodated into the ten-block ticket case, one block had to be carried loose if all eleven were required. That would have been rare at this time because on most of the early government bus routes the fares did not relate to the tramway scale of 2d for one section and 1d for each additional section. Instead, they sometimes jumped two or three pence from one section to another and thus the full range of tickets in 1d multiples was not necessarily required. An extreme case was the route from Manly Wharf to Narrabeen which commenced only six days after the Cremorne Junction service. The through fare from Manly to Narrabeen was initially 1s although the tram fare to Narrabeen along the almost common route was 6d and even that amount was reduced to 4d between 10am-4pm Monday-Friday.

7.3 More routes and new tickets, 1933

Early in 1933 several routes commenced in the east, south and western suburbs and to allow for this expansion the government commenced buying up buses as well as routes. This first fleet was soon replaced by new buses, both single and double deck, which were used to establish new and longer routes with more sections. This necessitated a change in ticket format so that provision could be made to punch higher section numbers.



The only example of the 13-1 section ticket known. No depot code. (Private collection).

The new range was 10mm longer than the original bus tickets but only 29mm wide, meaning that twelve blocks could now be accommodated in the standard ticket case. Wording was identical to the original except that some of the phrasing was repositioned. The section number boxes were increased from 8 to 13 in ascending order left to right at the bottom. 'Punch for child' was now included on all values. The new tickets conformed to the standard spectrum with a slight variation. When the colour range was repeated on the higher values, the 1s pink was overprinted with two horizontal red bars. They had serif A, B, C letters but did not show a depot letter. However as only one example (2d in private hands) has survived it is doubtful if all values were printed 1-13. They were stapled in blocks of 250.

7.4 Revisions, 1933

The '1-13' type of bus ticket had a very short life due to a design fault. Bus services did not have individual section tickets as used on the trams but instead depended on the tickets being accurately punched to assist detection of attempted overriding by passengers.



1933 1-13 sections 1s3d, depot code B for

Fimsy tickets could be neatly detached from the butt by tearing along the perforated line. However, this was rarely achieved, as the further down the block, tickets were torn shorter due to residual old butts and the lower numbered section boxes were often missing. Obviously, the greater number of passengers used the lower sections.

To circumvent this the '1-13' tickets were partly redesigned as '13-1'. Where, on longer routes, the higher numbered boxes required punching, conductors were instructed to see that the whole ticket was detached. This proved generally successful.

The ticket range was also increased to sixteen. New were 11d green (which may have been included in the second issue), 1s3d salmon, 1s6d orange and 1s9d yellow. There is also reason to assume that there may have been a 2s white though this has never been sighted. These also followed the spectrum, with the higher values having the red bars. They were originally issued without depot letters; these were later included.

The DRT&T commenced bus operation in Newcastle by the acquisition of two privately owned services on 22 September 1935. These operated in the Mayfield area to Pacific St, Newcastle. Several others were later acquired including the longest, Swansea to Newcastle, on 1 March 1937 using Sydney tickets with depot code NC

7.5 Exceptions and additions

On 1 March 1937 the government acquired route 9 (later 409) from Burke & Shepherd and established an exceptionally short section between Hurlstone Park Station and Hurlstone Park tram terminus. The special section fare was 1½d and a light blue with two red bars ticket was only carried by conductors from Burwood depot. The fact that this ticket was light blue gives rise to the conjecture that there was a 2s white ticket in this set, otherwise the colour of the 1½d would be out of spectrum order.

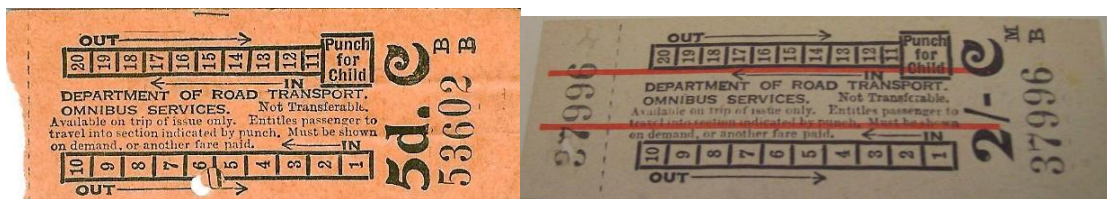
When the Sydney Harbour Bridge opened on 19 March 1932 the government vowed that, being the exclusive preserve of trams and trains, no regular public bus services would be permitted to cross. However, subsequent events dictated otherwise. The Suspension Bridge at Cammeray, crossed by the Wynyard to Northbridge tram, developed a serious structural fault and was condemned on 27 May 1936, closing it to all traffic. The DRT&T established a replacement bus service the following day between Northbridge and Frenchs Rd, Willoughby, where passengers transferred to Chatswood trams. There was apparently no provision for through fares.

Northbridge residents strongly disliked this arrangement and from 4 April 1937 the DRT&T extended the Northbridge bus service to North Sydney and re-introduced a fare of 3d adult and 1d child, the same as the former tram fare. The Harbour Bridge crossing had been classified as a separate section for tram passengers and when the Northbridge passengers now changed at North Sydney to trams their overall fare between Northbridge and Wynyard amounted to the same 6d fare as had been paid on the tram. Following further pressure, the Northbridge buses were extended, as route 2, across the bridge from 1 August 1937. Bus conductors were issued with tram Bridge tickets until 1948.



This required two additional tramway 'Bridge' tickets, 3d dark blue adult and 2d yellow child. This practice was extended to route 163, Cammeray and Neutral Bay to North Sydney, which was extended to Wynyard from 12 February 1938; this was not a tramway replacement service. Higher values not required were replaced by the two blocks of bridge tickets. The only bridge bus ticket was a 2d between 1948-1951.

7.6 Another change in format, 1938



1938 format 20 section tickets. Note 'hanging chad' on 5d orange ticket. Depot codes Burwood and Manly. Image of 2s white ticket is distorted and discoloured..

Apart from a Sunday only extension of route 88 (Enfield-Central Railway) to Bondi Beach in 1933 where a through adult fare for fourteen sections was 1s2d, probably payable by issuing two tickets, there was no need to increase the number of sections until 1938 when both route 65 (Campsie-Central) was extended to Bondi Beach and route 150 (Wynyard-Palm Beach) commenced. A new 20 section ticket was gradually introduced.

The longest government bus service in Sydney, route 150 (later 190) Wynyard to Palm Beach, started on 4 October 1938. This required a further change in ticket format. The fourth set of bus tickets was the same dimensions as the previous two retaining the same colour spectrum. There was a 2s ticket in this set, white with two red bars. The section boxes increased from 13 to 20 and 'punch for child' appeared on all values. However, due to space limitations 'please destroy on alighting' was now omitted.

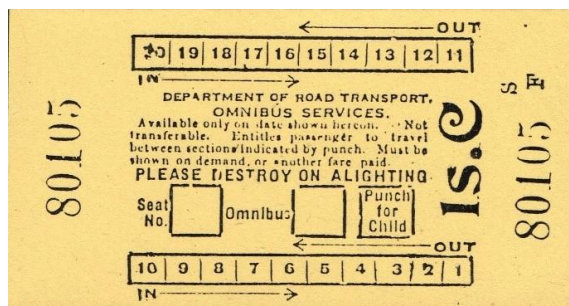
Special ticket cases were used on route 150, being 470mm (127mm longer) and were officially known as the 'full bus case' with sixteen tickets. Even so they could not contain all eighteen blocks needed, the top values 1s9d and 2s being carried loose. There now were nineteen ticket values on issue, the 1½d on route 409 and 1s1d and 1s2d for the longer Newcastle routes. It could be assumed that the 1s2d was issued first as it was coloured lilac, the next colour in the spectrum after the 1½d. This left two colours (grey and dark blue) not repeated but for some reason the 1s1d was orange (the same as the 1s6d). 1s1d and 1s2d fares on Sydney routes were covered by issuing two tickets.

The 'full bus cases' were also used on most routes radiating from Manly as well as route 900 (later 290) Epping to Wynyard from 4 February 1940. They were also used in Newcastle and on the Cronulla -Sydney route (61) until 16 December 1939 when that ceased upon opening of the Cronulla railway.

The child and adult bridge tickets were reduced to 1d and 2d from 1 January 1939. The twenty section box ticket did not mean replacement of the thirteen section type immediately, they were used up on smaller routes, a block of thirteen section 11d green was sighted as late as 1948.

Another ticket added to the general bus issue from April 1941 was the 1d yellow school pupil 'two trip' (two way) ticket which was of standard tramway dimensions and was the same as that used on trams. Previously a ½d ticket was used for Newcastle only.

7.7 Coach tickets



Type 3 1935 coach ticket, 20 sections, depot code S North Sydney.

There was at least one other twenty section ticket, but this was different in format, wording and dimension and probably was a coach ticket.

In 1935 the DRT&T took delivery of two Leyland half cab 'camel back' coaches and placed them in service between Manly Wharf and Palm Beach. It is believed they also saw service between Cronulla and Sydney. This ticket did not feature a depot letter, common to earlier ticket issues. It measures 60mm (plus butt) by 44mm, orange, printed in horizontal format with

two grids of section boxes 1-10 at bottom and 11-20 at the top. The standard title 'Dept. of Transport- Omnibus Services' was used with additional 'available only on date shown hereon'. There were also three other boxes for 'seat no.', 'omnibus' and 'punch for child'. The value was printed as 1s. It is possible that this ticket was the fourth in the spectrum (of 3d 6d 9d 1s) and therefore was orange. However, in 1940 these vehicles were used in the Ryde area using normal tickets and were re-bodied shortly thereafter. The two coaches were later used on route 61 (Cronulla-York St).

7.8 Fare variations.

Pre-war government routes did not adhere to a standard fare scale and child fares also varied. Generally, bus travel was dearer than trams though during off peak hours tram fares were often charged on bus routes. From the early 1940s with set down restrictions, minimum fares were introduced.

However, on two routes there was a special 1d section to avoid financial disadvantage. One was between Taylor Sq and Kings Cross on the Elizabeth Bay service which was co-ordinated with the trolley bus, and the other was on route 47 between Willoughby Park and Frenches Rd.

Trolley buses were classed as trams and used tram tickets from K (Rushcutters Bay) or RS (Ritchie St Depots).

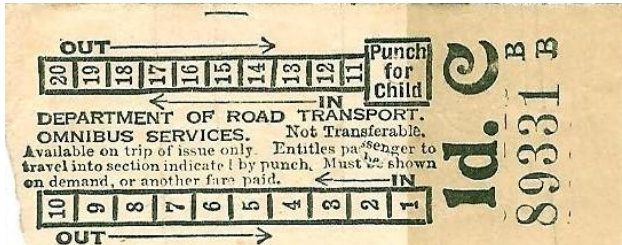
Randwick depot (RW) was opened on 10 September 1939 and Woolloomooloo closed and 'K' bus tickets were no longer issued, except for the 1d grey which continued to be issued to trolley bus conductors based at Rushcutters Bay tram depot.

On 30 September 1939 Manly depot (M) opened, and the former Cowles Rd Mosman depot was closed. Its 'S' tickets were held in stock pending opening of North Sydney bus depot, adjacent to the tram depot.

7.9 Feeder services and wartime shortages

As some routes were cut to feeders, interchange facilities were made available though no special tickets were issued. However, the original child 'two route' ticket was expanded to include tram and bus travel. This new ticket had the title 'NSW Government Tramways & Omnibuses' and was printed in red on white paper and overprinted with a large blue '2'. It was superseded in 1943 by a child's two trip ticket. There were several variations all concurrent.

When stocks of dark blue paper for the 2d bridge ticket ran out in 1942, it was subsequently printed in blue ink on white paper with the number being black. There were two sizes of the word 'bridge'. At about this time the 1d yellow child bridge ticket was superseded by a ticket printed in black on white paper with a central 25mm yellow band.

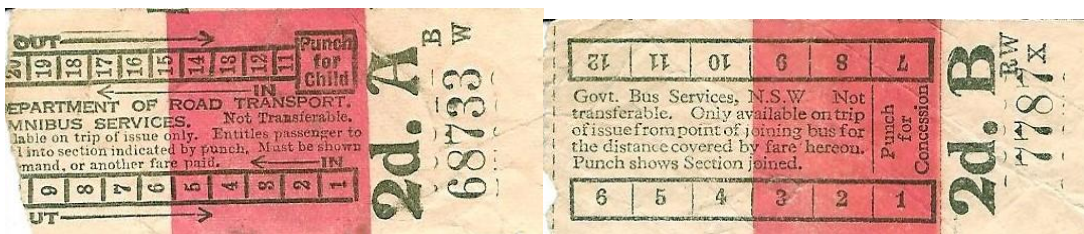


1940 1d white paper with colour bar at end. 20 sections Burwood depot.

problems. Later printings became a 25mm vertical band positioned centrally, thus leaving the ticket number prominently black and white at the end of the ticket. All values except the 7d which was white were treated this way but the 1s3d was withdrawn and the 1s9d has not been seen. The text was the same.

The range of bus tickets 1d to 11d then appeared printed in black on white paper with colour bands, initially of 25mm at the right-hand end. An emergency printing of 1d grey as 1d brown occurred due to a shortage of colour.

During the 'brown out' wartime conditions the dark colours of some values caused



Left: 1942 white paper with thick central band, 20 sections, Burwood depot.

Right: 1944 title changed to Government Bus Services, 12 sections,

However, another problem arose. Some conductors complained that the central colour band now made the accurate punching of the section boxes in that area harder and so a new design evolved. This was titled 'Government Bus Services NSW', there now being twelve section boxes. The colour spectrum was retained but no 1½d or 1s9d tickets of this type have been seen. 'Punch for child' was replaced by 'punch for concession'. This revised type debuted at Manly Depot on 20 November 1944, ten months after the lifting of the brown-out conditions which prompted the revision! The 2d pink was trialed first, and other values reprinted as stocks ran out. Sections on route 150 were now renumbered 1-11 from Wynyard-Narrabeen at which point conductors had to rebook their journals. This remained till 5 November 1951 when route 150 was increased from 18 to 27 sections. If the passenger boarded at section 20. the digits '2' and '10' were punched.



Kingsgrove depot.

A slight modification occurred in 1947 when the central colour band was reduced to ½" in width. With the fare increase from 1 July 1947 the special route 409 1½d was abolished. An adult 2d bridge bus ticket was introduced at this time. The child version continued to be the standard tram yellow issue. There were no weekend 'S' bus tickets to correspond with the tram series from

1948. Buses used A, B or C in rotation and from 1949 to 1951, C was reserved for weekend.

Overlapping sections were abolished with a fare increase on 9 October 1950 but no new bus tickets were needed. 6d and 8d tickets were no longer needed and were phased out.

7.10 Machine issued tickets

7.10.1 Ultimate Ticket Machines



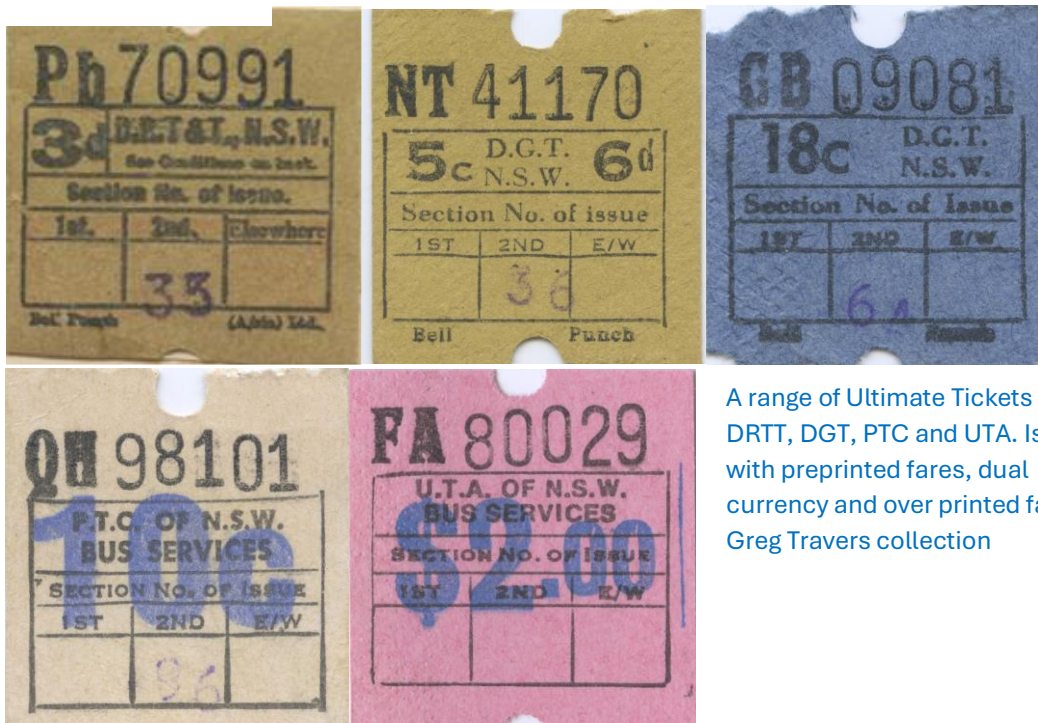
Bell Punch Ultimate Ticket Machine GT187, manufactured London, 1949, Sydney Bus Museum collection.

Ultimate machines were used on trams, buses and by queue conductors from 18 November 1949. All have conditions printed on the back in black. Initially five values were printed but later more values were available, and staff could choose the most appropriate.

After the ESR opened in 1979 some 'ESR Ultimate' machines had the two ESR tickets and three others. Sports and special services issued double tickets for return. The practice of issuing some tickets only to some depots occurred as early as 1956 when 1d Ultimate at Rushcutters Bay was only for Beret Girl (female queue conductors) working at

Wynyard. Also used for a short period on one-man buses. These machines were also used on trams.

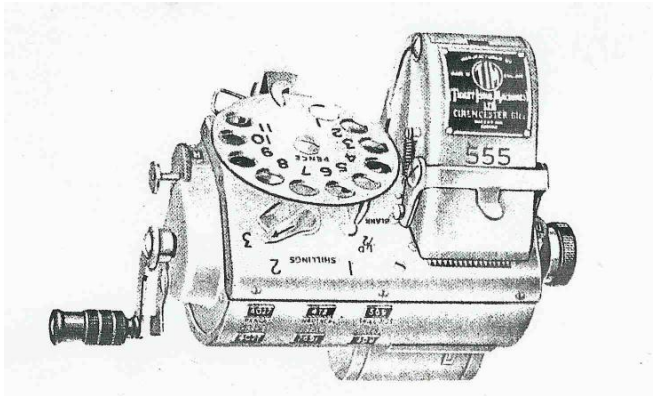
Later issued were made for DGT, PTC, UTA and STA for sports and sports services. After the demise of Ultimate machines special event paper tickets were used.



A range of Ultimate Tickets from DRT, DGT, PTC and UTA. Issues with preprinted fares, dual currency and over printed fares. Greg Travers collection

7.10.2 Ticket Issuing Machine (TIM)

The TIM machine was patented by FE Langdon (UK) in 1932.



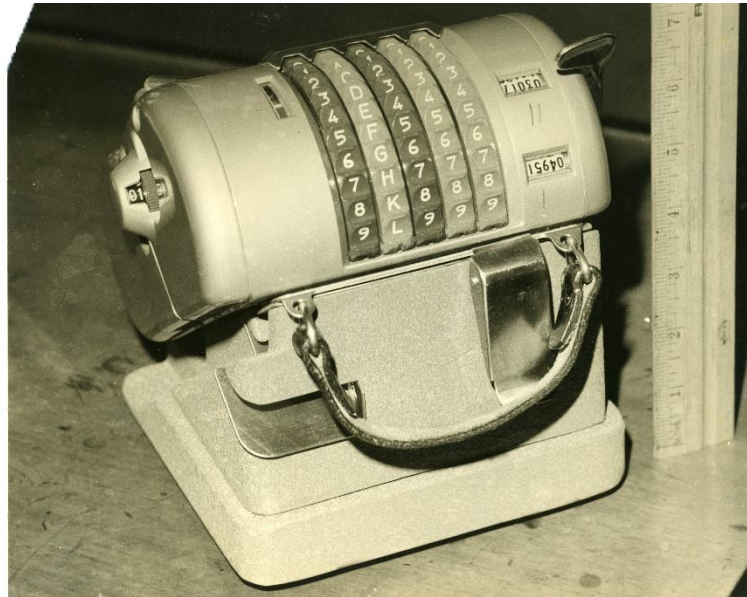
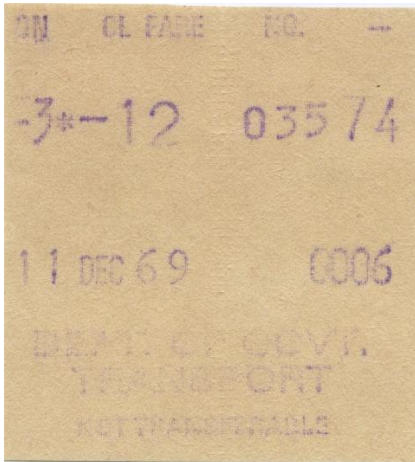
A TIM Model 3, with fare range from 1d to 4s11d was imported from the UK via TIM agents in Bentleigh, Victoria. TIMs printed thole ticket in purple on a roll of blank paper. The value dialled by driver or queue conductor, includes route and section (001-009) for bus or day/hour code (11-99) for queue conductor.



The code at the left signifies: O ordinary, F combined ferry ticket, 2/W child's two-way ticket, C concession, T transfer ticket, and R return ticket. Five machines were initially lent to the DRT&T, then a further 74 purchased. Use expanded as the one-man bus network expanded. Four machines were initially trialled from 16 July 1951 on route 150 (Palm Beach-Wynyard) plus six by beret girls at Kings Cross (am) or Queen's Square (pm).

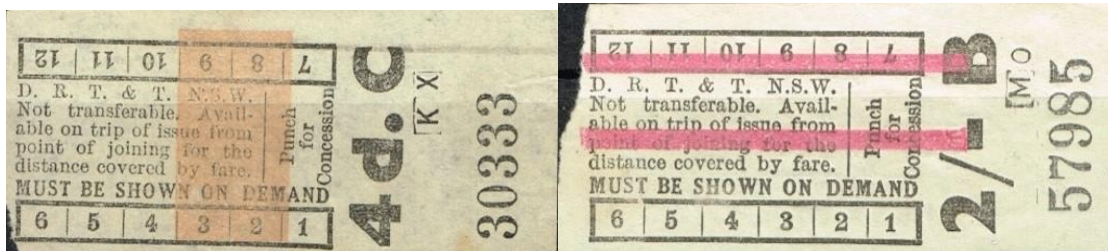
Last used around 1955.

7.10.3 Almex



Trialled at Waverley 1968-69 and initially used on mini-bus route 101 Chatswood-Dee Why Beach in 1978).. Almex machines were manufactured by AB Almex, Sweden.

7.11 Common bus & tram tickets, 1951



1951 Common tram and bus tickets

The fare increases from 5 November 1951 significantly shortened most sections, so most passengers had to pay more. Common tickets for buses and trams were introduced, being 64mm (excluding butt) by 29mm headed 'DRT&T NSW'. Also added was 'must be shown on demand'. Values were 1d to 1s1d plus 1s6d and 2s. There was also a school pupil 1d white headed 'NSW Govt Tramways & Omnibuses'.



4d non-punch second section

A non-punch bus ticket was also introduced, similar to those used on trams, being a 4d '2nd section' to more readily facilitate detection of over-riding. The same spectrum was retained but the higher values now had horizontal colour patches instead of the two red bars. During the currency of this type, a change of type face from serif to sans serif was made. Not all tickets appeared in each range.

The November 1951 fare increase also saw the demise of the special bridge tickets with normal tickets being issued. A 'Dept of Govt. Transport' 1d child two route ticket was issued.

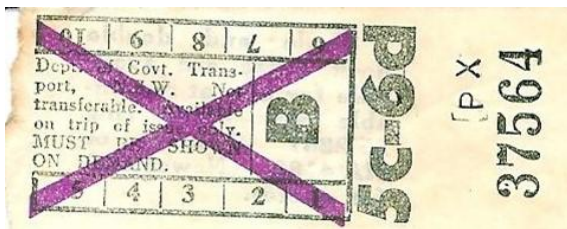
7.12 DGT New tickets – 1956

The next fare rise, on 1 July 1956, also saw new ticket designs. The section



DGT tickets. Low value patches across ticket, horizontal line mid-values, high values horizontal patch, and later colour ticket.

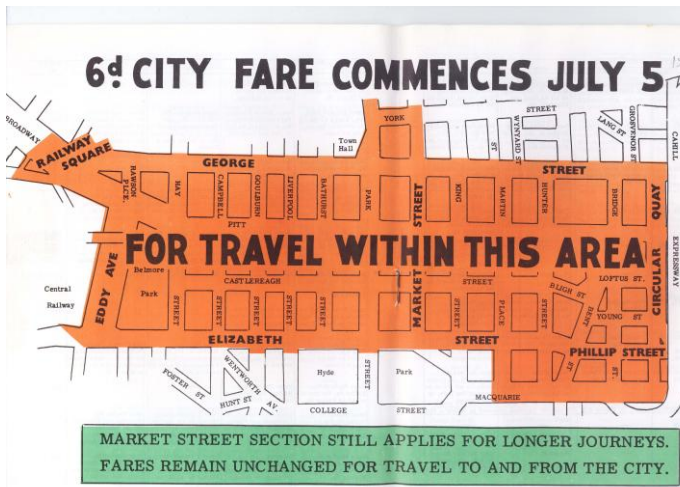
boxes were reduced to ten and the title was now 'Dept. of Govt. Transport'. To assist conductors crossing the bridge, some new ticket values such as 1s4d were issued. In 1965 tickets with colour crosses were issued for the city fare section. Some tickets continued in serif type. A 6d pink 'child-student-retired person' ticket was issued.



DGT 1966 dual currency ticket

The introduction of decimal currency in February 1966 saw dual currency tickets printed, being replaced later in 1966 by decimal only versions. Some were now printed wholly in colour (rather than black with colour patch or cross). A curious 6d-5c half fare return concession ticket was issued so that persons would not be disadvantaged by the fact there was no longer the equivalent of a 3d ticket. This was printed on thick card 35mm x 51mm including a 16mm return stub.

7.13 Inner City Fare Zone



After the Market Street section was created in 1951 overriding was rife. From 5 June 1965 a City Fare Zone was created with fares of 6d and 9d. From 10 January 1966 the southern end of the section was Goulburn St (except for routes 417 and 427). Initially 6d purple cross tickets were issued, known range 6d to 60c, followed by special 6d blue cross and 9d red cross tickets before decimal currency.

From decimal currency purple X tickets were overprinted CITY ZONE, range known 5c to 15c. After that purple cross tickets were used in the range known 6d to 60c.



In 1975-6 purple cross tickets were issued on outward journeys from Circular Quay or Millers Pt to King St. On inward journeys this was from the start of the zone.

On routes 417 and 427 only the orange X was used from Market St to Central with for lilac X for journeys from Central to Circular Quay. There were also regulations for eastern services (327, 328, 330 and 365) and cross city (090, 092, 093, 312, 316, and 385). Orange X was also used inwards on these.

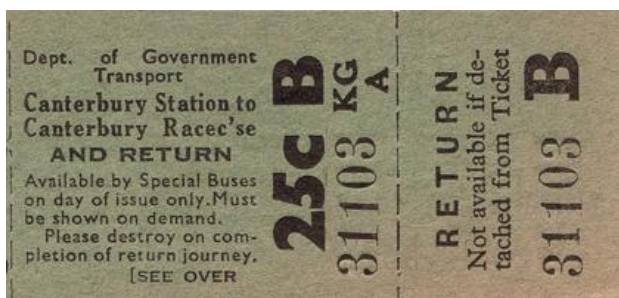


Plain white second section tickets were used for the second section of other journeys and at some points in the suburbs. 10c remained the city fare zone fare from 2 September 1974. The city fare zone appears to have been abolished in 1976. Orange X tickets seen in range 7c to 20c.

Greg Travers Collection



7.14 Sports, Showground & Racecourse



Greg Travers collection



While trams carried most of this traffic before World War 2, when on occasion buses were used, they used the tram style return tickets, and on return journeys passengers not in possession of return tickets were issued with normal bus tickets.

Return bus tickets were used at Canterbury Racecourse either from the station or the city.

Return city to sports events at Moore Park or Randwick Racecourse. Issued by queue conductors. Greg Travers collection.

7.15 Weekly tickets

Department of Road Transport and Tramways, N.S.W.
OMNIBUS WEEKLY TICKET. Adult Fare only.

IN		Available for ONE trip on the OUTWARD journey and ONE trip on the INWARD journey each day up to and including the Saturday following the day of issue of this ticket. Passengers may travel between any two points on the WYNYARD-PALM BEACH route, but a passenger alighting before reaching a terminus will not be allowed to travel on a subsequent 'Bus in the same direction on the same day without payment of ordinary fare. NOT TRANSFERABLE. Must be shown on demand or ordinary fare paid.	OUT	
a m	p m		a m	p m
●			MO.	
a m	p m		a m	p m
●			TUES.	
a m	p m		a m	p m
●			WED.	
a m	p m	a m	p m	
●		THUR.		
a m	p m	a m	p m	
●		FRI.		
a m	p m	a m	p m	
●		SAT.		

Male Female

022 20/-

Day: 0 1 2 3 4 5 6 7 8 9

St 3712 MONTH: 2 3 4 5 6 7 8 9 10 11 12

Department of Road Transport
OMNIBUS SERVICES
WEEKLY TICKET

Not Transferable
 Available between points punched for one trip each way daily only, by Omnibus on Route No. 290 only until:—

Must be shown on demand or another fare paid.

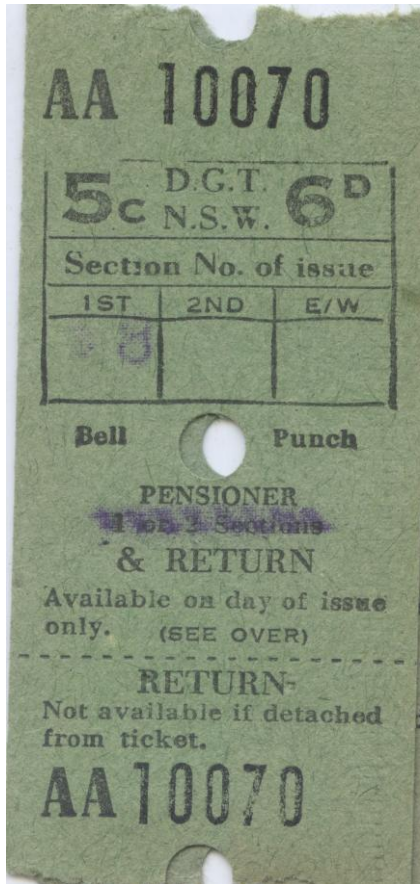
IN		Wynyard St. City	Lane Cove River	OUT	
A.M.	P.M.	Alfred St. Nth. Sydney	Wicks Road North Ryde	A.M.	P.M.
MO N.		Crow's Nest	Herring Rd. Eastwood	MO N.	
TUES.		Cr. Pacific Hwy & Longueville Rd. Lane Cove	Vimiera Rd. Eastwood	TUES.	
WED.		Johnston Crescent West End	Railway Stn. Epping	WED.	
THURS.		17 FEB 1951		THURS.	
FRI.		6388		FRI.	
SAT.				SAT.	

Fare Paid: 7/- 6/- 5/- 4/- 3/- 2/-
 1/- 9d. 6d. 3d. 2d. 1d.

Both Greg Travers collection

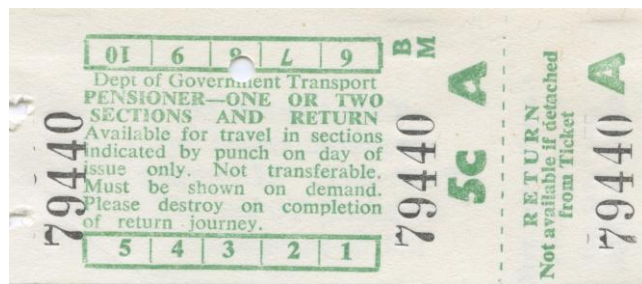
Bus weekly tickets were first issued for route 290 along Epping Road which for a time was treated as if it was a railway line. At commencement of route 150 (Palm Beach-Wynyard), weekly tickets were introduced.

7.16 Pensioner Excursion Tickets

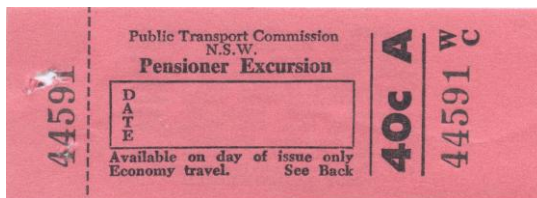


In 1951 a person in receipt of certain approved types of pensions were eligible to obtain a *Retired Person's Railway, Tramway and Departmental Omnibus Fare Concession Certificate* which entitled them to half fare travel less any half penny. In 1966 a 5c return pensioner ticket was available for the first two sections replacing the old 3d ticket for which there was no conversion. This pensioner ticket was not recognised on ferries. Discontinued from 1 September 1973.

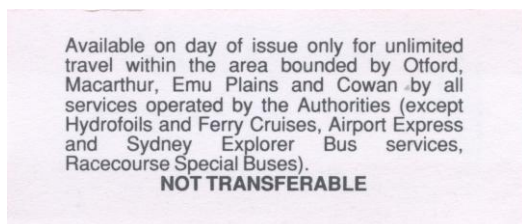
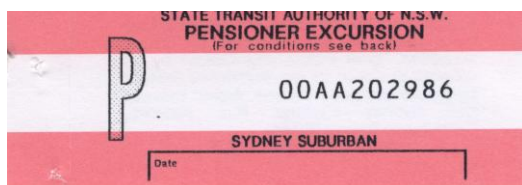
From 31 December 1967 a Sunday pensioner concession was available in Sydney and Newcastle. From September 1974 the concession ticket became the Sunday Pensioner ticket. There was a 50c ultramarine Bus/Rail for Sydney & Newcastle suburban areas, and a \$1 outer metropolitan (Rail only).



Both Greg Travers Collection



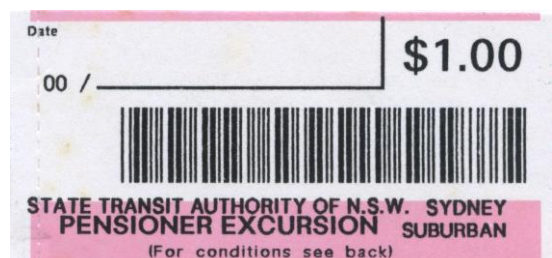
Greg Travers Collection



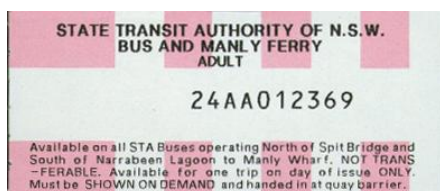
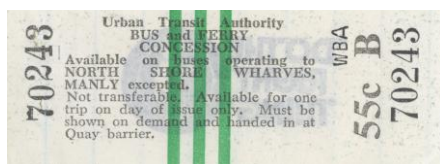
STA PET card tickets Greg Travers Collection

In 1975 a Day Rover became available after 9am in Sydney and Newcastle and allowed travel for the day on buses, trains and ferries (except Blue Arrow express buses and Manly hydrofoils). Restraints were later gradually liberalised. From 4 October 1978 the 80c pensioner excursion ticket (PET) was available after 9am also on Wednesdays. From 22 July 1979 the PET ticket was available Saturdays, Sundays and public holidays. From 8 November 1981 it became available after 9am every day. From 15 February 1987 the 'no travel before 8am' restriction was lifted. From February 1988 the Sydney outer area included Newcastle.

From 31 August 1992 the PET ticket could be purchased weekly any day of week. From 10 May 1993 a railway machine at Devonshire St Central issued PET and TravelPass tickets.



7.17 Combined Bus and ferry tickets



Examples of bus and ferry combined tickets. North Shore wharves include Neutral Bay, Cremorne, Mosman and the Zoo. Greg Travers collection

From 1 May 1931 combined tram and ferry weekly, quarterly, and monthly tickets were issued on the Manly lines for travel from The Spit, Narrabeen and Harbord, or intermediate points via Manly Wharf to Circular Quay. When buses replaced trams in 1939, they inherited and expanded the concept. These tickets were issued by the ferry company and so as not to disadvantage passengers travelling first by bus to the wharf, 'deposit' tickets were issued on the buses. The abolition of petrol rationing in 1950 severely disadvantaged the Manly ferry company and to force more people to use buses and ferries under the Manly Co-ordination scheme, combined tickets were instituted. The format included 'bus/ferry' and 'ferry/bus'. An attempt to coordinate the Mosman area in 1952 led to similar tickets but the scheme was not a success, and the latter were withdrawn from all services except the Balmoral Beach via Taronga Wharf. (They were later to reappear in the 1970s).

Combined tram/ferry/tram tickets had been issued since 1932 on the Balmain to King St Wharf line. When buses replaced trams from 1950, these tickets were slightly altered to accommodate this. (See the chapter Balmain tram/ferry).

7.18 Tickets 1966-1991

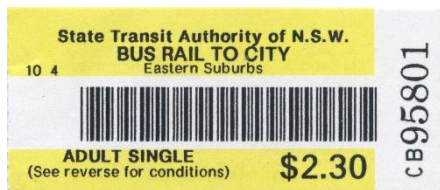
These years (the last of NSW Government Printer tickets) saw increasing use of printed colours and symbols to supplement the traditional black printing with a colour bar, an increase in fare rises (there was only one reduction!) and eventual abandonment of the 'colour' tied to a particular section.

Bus flimsies continued to be issued until 1989 when the Government Printing Office closed. From then, single trip tickets were printed by private contractor and sometimes included the barcode to facilitate checking.

Multi-trip tickets were first used on the minibus routes 101 and 102, and later gradually introduced as *MetroTen*. These, and other developments will be covered in part 3.



A range of DGT, UTA and STA flimsy tickets, Note values disappeared and reappeared.



STA Bar coded ticket Greg Travers