

Part 4 Travelpass Metroten MyZone and Opal

Summary

Multi-trip prepaid tickets have been used since the days of horse buses when the Sydney Tramway & Omnibus Company sold strips of 12 tickets for 2s 6d, saving 6d.

Despite trials with weekly and multi-trip tickets the government operators were reluctant to introduce new technology. The archaic flimsy tickets stayed in use in Sydney until 2010 when replaced by MyZone card tickets.

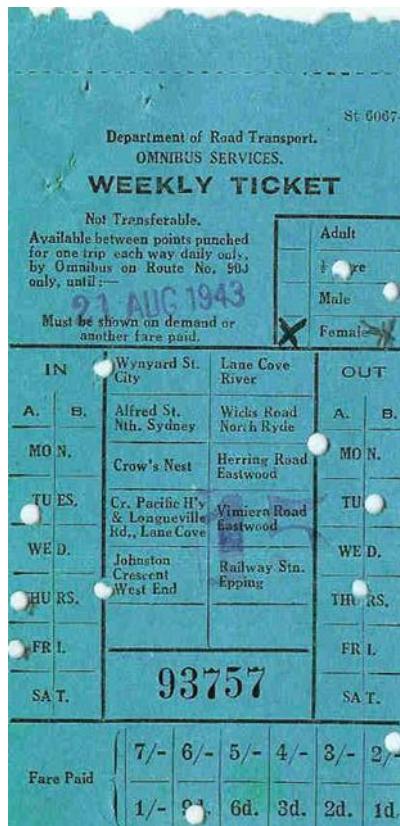
This part of the ticket history covers the general development of prepaid tickets from early weekly tickets through to Opal.

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1938 Weekly Tickets

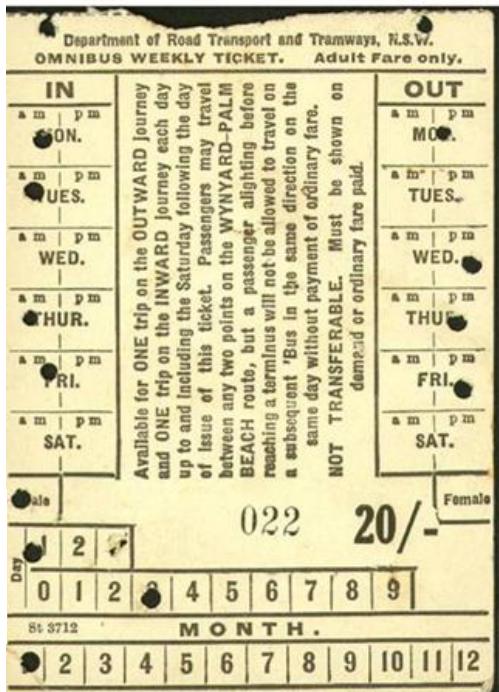
A 1943 bus weekly for route 900 Epping to Wynyard for a female at 9d half fare for use between Wynyard and Johnston Crescent. The traveller had to sign the back of the ticket.



NSW tramway authorities refused to issue weekly tickets.

Bus weekly tickets were first issued for the longer Sydney routes from Palm Beach, Epping and in Newcastle from Swansea.

They were issued on route 157 from 4 to 30 October 1938 and then on routes 150 and 157 from 22 December 1941. The fare was increased by 1s from 14 July 1947 after representations from the Miner's Federation and again increased with the 1948 fare rise. There were two types, a fixed price paper version and a card version which was punched as used. These were combined in 1956. Half fare weeklies were discontinued from 5 November 1951.



Weekly 20s ticket for route 150 to Palm Beach for a male starting on 13 January

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.

Passengers with Weekly tickets, Gold Passes, Incapacitated Ex-Servicemen's Medals or Card passes, and Blind Persons card permits were allowed to join routes 150 151 158 159 170 171 178 and 179 at the priority queue stands 13-14 at Wynyard from 3.30pm weekdays till end of traffic (and from 10am Saturdays).

Holders of other book or card passes, home passes, or concession fare certificates were not permitted to join buses in these queues. On journeys arriving Wynyard before 9am weekdays the top deck was reserved as far as Garden Street, North Narrabeen, for priority passengers.

These were replaced by a simpler design, with clearer conditions by November 1951.



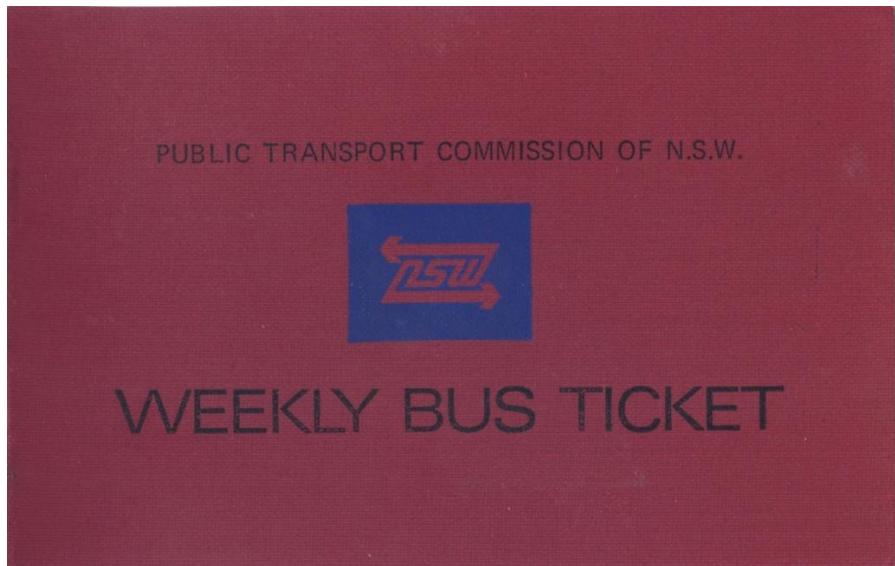
Revised format of weekly ticket

DEPT. R. T. & T. N.S.W.—BUS WEEKLY TICKET.																																																																	
Between WYNYARD AND Palm Beach																																																																	
Available for ONE trip in each direction daily, until the SATURDAY of the week of currency. Break of journey NOT permitted. Must be shown on demand or ordinary fare paid.																																																																	
NOT TRANSFERABLE.																																																																	
28/-																																																																	
Purchaser must sign hereon _____ (Signature.)																																																																	
<table border="1"><tr><td>IN</td><td>Mon</td><td>Tues</td><td>Wed</td><td>Thurs</td><td>Fri</td><td>Sat</td><td>MALE</td></tr><tr><td>OUT</td><td>Mon</td><td>Tues</td><td>Wed</td><td>Thurs</td><td>Fri</td><td>Sat</td><td>FEMALE</td></tr><tr><td rowspan="3">Day</td><td>1</td><td>2</td><td>3</td><td colspan="4">Date of Expiry</td></tr><tr><td>0</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr><tr><td colspan="12">MONTH</td></tr></table>								IN	Mon	Tues	Wed	Thurs	Fri	Sat	MALE	OUT	Mon	Tues	Wed	Thurs	Fri	Sat	FEMALE	Day	1	2	3	Date of Expiry				0	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	10	11	12	MONTH											
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1974 – 1979 Coupons

The Public Transport Commission introduced coupons for the prepayment of weekly fares on 1 September 1974. The coupons were printed on gummed paper in perforated sheets of 100 by the Government Printing Office. The coupons had an availability of seven days commencing on Sunday and ending on Saturday with no limit to the number of journeys. Break of journey was permitted, but the ticket was only available between the origin and destination points nominated by the traveller.

The cover for weekly coupons with the short-lived NSW logo. Greg Travers collection.



Intending users completed an application form and were issued with a booklet into which the coupons were affixed. The coupons were sold at the PTC's travel centre at Transport House, 11-31 York Street, Sydney, bus depots and railway stations within the PTC bus area. The coupons in eight values were available from 1 September 1974 and came into use from Monday, 2 September 1974. Five supplementary values were issued to cover working weeks that had one or two public holidays included.

*Sample coupons, 1974
Orange colour chrome
and June 1976 viradine,*



An increase in bus fares was announced in the NSW Budget in October 1975, and the increase took effect from 4 January 1976. Weekly bus coupons rose by a flat 40¢ and new values and colours were introduced for these coupons.

A Labour Government came into power following the NSW elections of 1 May 1976. The new government announced a reduction in fares on all PTC services would take effect from 1 July or soon after. The reduction in fares was brought forward to Sunday, 27 June 1976 to suit the PTC's accounting arrangements.

The opening of the Eastern Suburbs Railway on 23 June 1979 introduced new magnetically encoded bus-rail intermodal tickets and a range of bus-only zoned periodical tickets. A fare increase, from 22 July 1979, finally sealed the fate of the weekly coupons and they were withdrawn.

This was a complex, and administrative expensive system – there were twelve different coloured coupons, and each fare rise required new values to be printed. There were also a range of discounted tickets weeks with a public holiday.

BUS WEEKLY TICKETS — As stocks of the normal type Bus Weekly Ticket Booklet are nearly exhausted, it has been found necessary to introduce an interim type card which will carry on until 22 July 1979 when new type weekly booklets will be available. The cards, which will contain the same information as the normal type booklets, are to be recognised for travel when the current weekly travel coupon is attached. It is to be noted that the usual type ticket will also remain valid when the appropriate weekly coupon is attached.

Cards are printed in DARK BLUE on WHITE.



Cover

Week Commencing 3/6/79	Week Commencing 10/6/79	Week Commencing 17/6/79
23	24	25
Week Commencing 24/6/79	Week Commencing 1/7/79	Week Commencing 8/7/79
26	27	28
Week Commencing 15/7/79	NEW TYPE WEEKLY TICKETS AVAILABLE FROM 22.7.79	
29		

Coupon page

Extract from Weekly Notice re shortage of books showing the card.

The supply of books ran low and so in June 1979 cards were printed to hold the stamps.

1978 Multi-trip tickets

Prepaid ticket for route 101 BV indicated Brookvale depot



Multi-trip tickets were first used on the minibus route 101 from 23 October 1978. Paper tickets were purchased from the driver, or at Brookvale depot or Chatswood station, for \$6 and cancelled by the driver using a special symbol type punch machine on the bus. Single tickets were 70c thus a multi-trip ten ticket saved \$1.

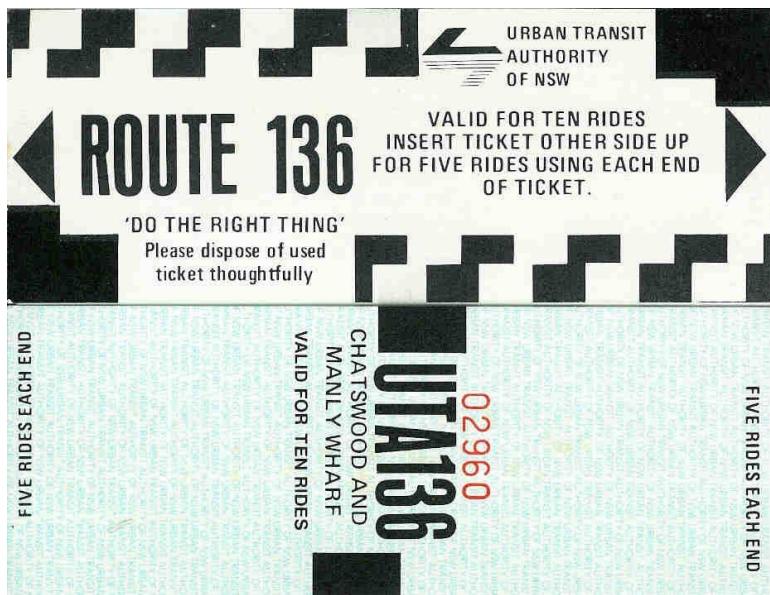
Specimen route 101 Super Saver ticket with all ten rides used. The Almex machine used optical sensing to read the card, and print the details of the trip.



From 14 September 1981 ten trip 'Multi Trip Super Savers' cards were introduced on route 101 at \$7.20 for ten saving

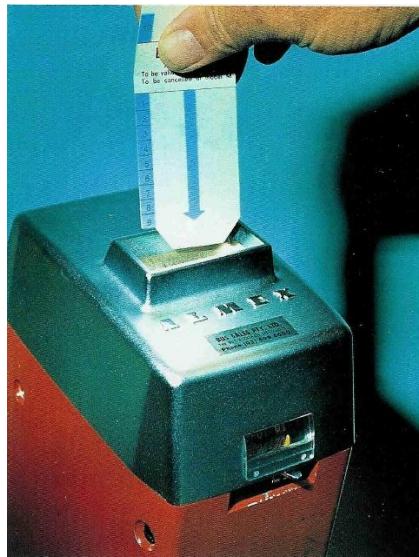
20% on the 90c single fare. Passengers dipped the cards in the optical Almex model M cancellers

The 101 was replaced by an extended service 136 on 26 April 1983.



Route 136 prepaid ticket front and back

The Almex trial proved successful and specifications for ticket cancelling machines for other services were prepared prior to tenders being called. The UTA also announced that it would consider applications from shops wishing to sell multi-ride pre-purchased tickets.



Almex Model M optical sensing ticket canceller. For the 136 trial these were replaced by machines from Associated Electronic Services in Perth.

1979 ESR magnetic stripe

*Publicity showing the magnetic strip on ESR tickets –
Greg Travers collection*



The Eastern Suburbs Railway (ESR) opened on 23 June 1979 and with it came the first magnetic stripe encoded tickets.



The cover for the PTC brochure on bus and rail magnetic stripe tickets

Ticket machines issued ESR Intermodal Tickets



ESR bus and rail magnetic stripe tickets

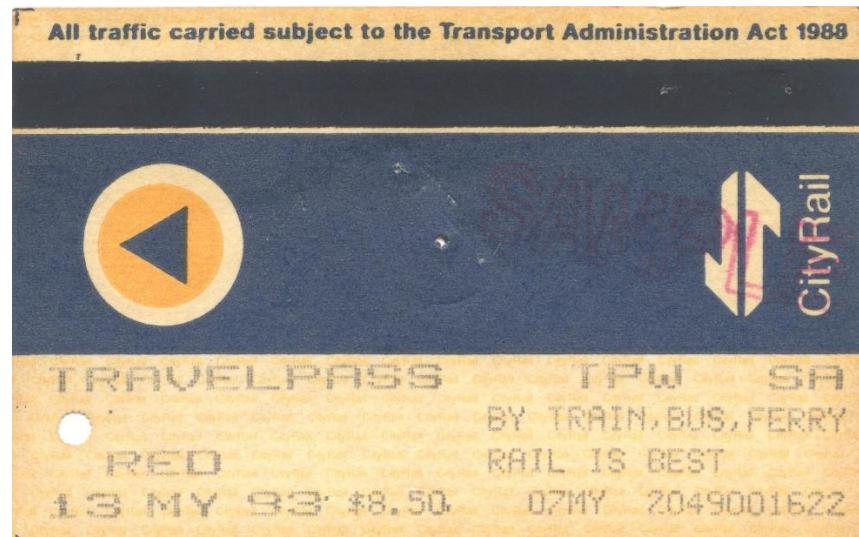


There were eight magnetic stripe card types in use from the opening of the ESR:

- Rail only card
- Rail/Bus Single - Rail between city and Bondi Junction or Edgecliff plus bus journey in bus feeder area - 35 cents adult and 15 cents child /concession.
- Double Trip - a return City to or from Edgecliff or Bondi Junction stations plus two journeys on feeder buses - 70 cents
- 12 Multi Trip- enabled 12 bus and rail trips for the price of ten - \$3.50; replaced from 22 July 1979 by a 10 Multi Trip - \$3.00
- Rail only Weekly
- Rail only Quarterly
- Bus/Rail Weekly
- Bus/Rail Transit – allowed up to seven sections bus travel but could not be used from the CBD zone.

Coin operated vending machines for Rail/Bus' single Magnetic Stripe Tickets were located at Kings Cross, Martin Place, Town Hall and Central. 'Rail Only, Single and Return Machines were at all ESR Stations. Bus/Rail combination single tickets to city were available for purchase on buses but these tickets did not have a magnetic stripe they could not be used through the automatic turnstiles.

*CityRail continuous
roll red TravelPass*



The original ESR vending machines were replaced by rail ticket vending machines (TVMs) in 1983. There were two types: continuous roll and single cards with rounded edges.

1979 Weekly Zone Tickets

Shortly after the ESR opened, on 22 July 1979 the PTC introduced a range of Weekly tickets to replace the cumbersome weekly coupons. The new system saw the PTC's operating area split into seven zones plus the inner city area.

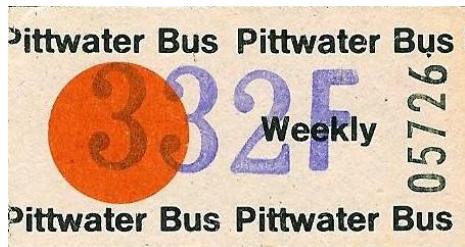


Bus Fares & Tickets
Handbook cover
page

The PTC took out six pages of advertising in the *Sydney Daily Telegraph* on Tuesday 10 July 1979 to explain the system. A twenty-page book was provided to staff and the *Bus Fares & Tickets Handbook* grew from 108 to 130 pages.

The range of tickets were:

1. **Pittwater Bus**, unlimited bus travel north of Sydney Harbour (except beyond the Lane Cove River), and in the CBD.



2. Manly Bus/Ferry, but not hydrofoils



3. Manly Bus/Ferry with Blue Arrow express availability



4. **Inner Bus/Ferry** all buses in the inner zone and all inner harbour ferries



5. **Outer Bus**, all buses in the outer zone but not across the boundary into the inner zone



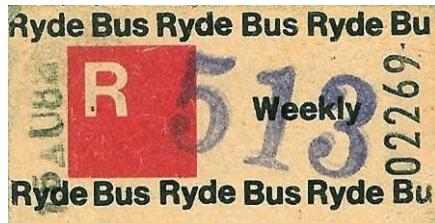
6. **Transit Bus**, seven sections or less crossing a zone boundary

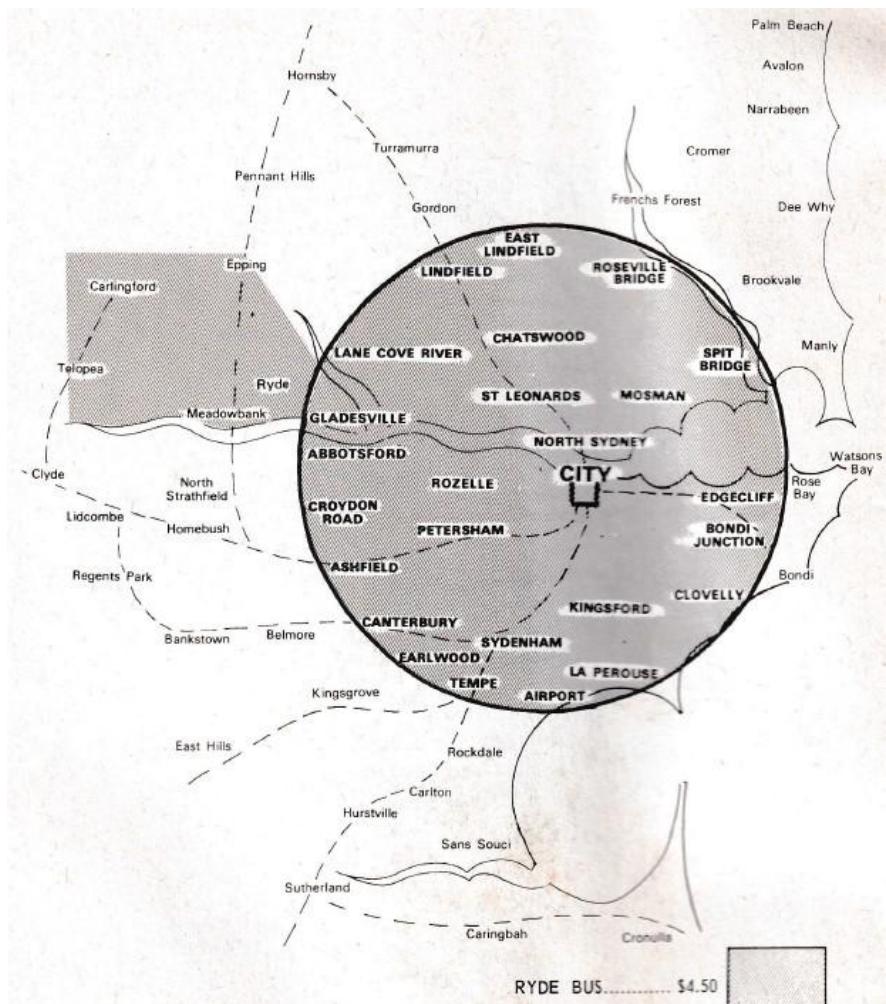


Map 1



7. **Ryde Bus**, all government buses in the inner zone plus Ryde, Meadowbank, Telopea, Carlingford and Epping area

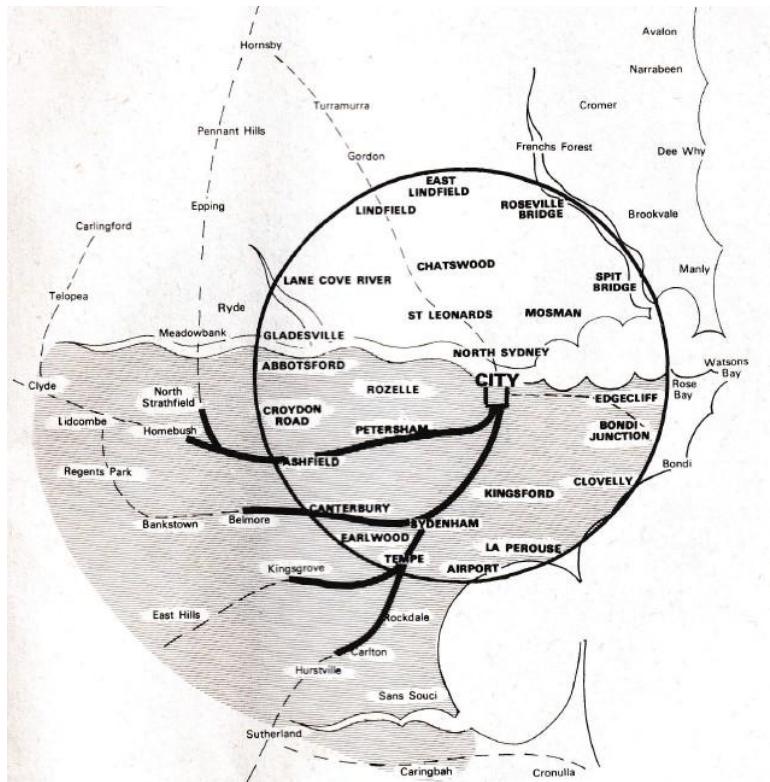




Map showing availability
of the Ryde Bus weekly

8. **South West Bus/Rail**, all government bus services south of the Harbour Bridge and Parramatta River except buses east of Edgecliff or Bondi Junction stations and rail travel from City stations as far as North Strathfield, Homebush, Belmore, Kingsgrove or Carlton stations.





9. Eastern Suburbs Bus/Rail, buses east of Edgecliff or Bondi Junction in zone 7 and city, rail only on ESR and in City Area



Note in all cases 'bus' meant a PTC bus.

Tickets were available at:

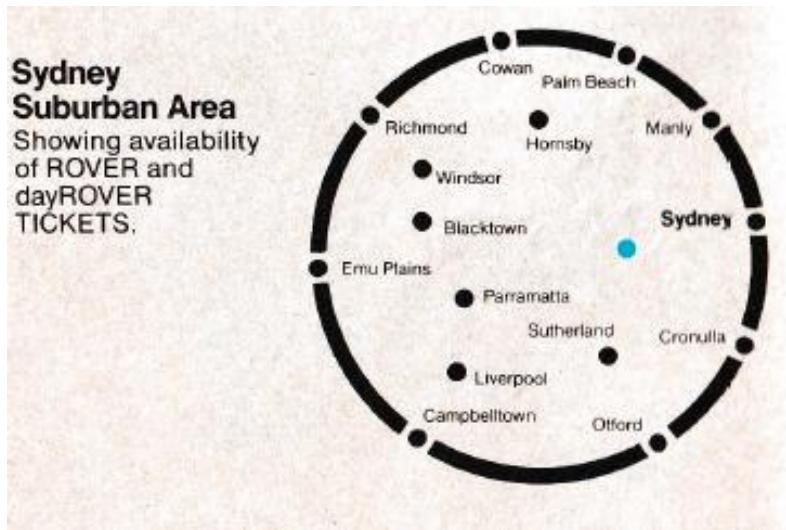
- city railway stations,
- stations served by Government buses
- the Travel and Tours Centre, York street
- Manly and Circular Quay wharves
- bus depots

From 17 August 1980 some changes were made. The Pittwater bus ticket was valid on all ordinary government bus services in Sydney. The Ryde tickets were also made available for train travel between St Leonards and the City. The Inner,

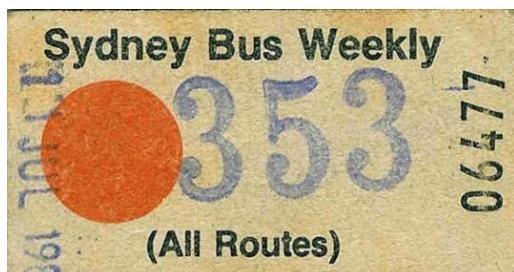


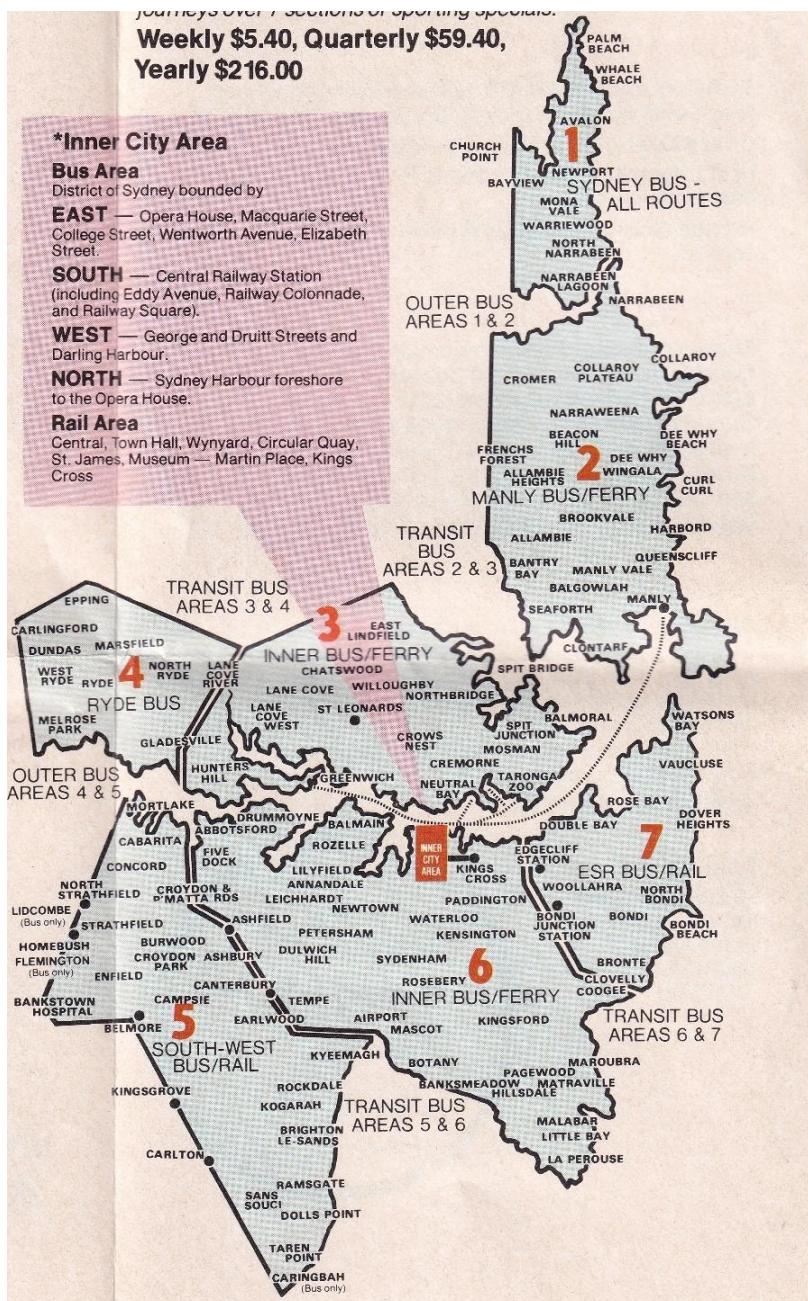
Ryde and Manly tickets now included for rail journeys in the CBD and to Kings Cross.

A Rover ticket was introduced giving unlimited travel on all trains, government buses and ferries inside the suburban rail area.



From 18 July 1982 the Pittwater ticket and zone were renamed *Sydney Bus – All Routes*.





Revised zone map from August 1982 brochure. The zones have been numbered with the old inner zone split into zones 3 and 4.

By March 1983 Inner Bus Ferry tickets were being sold at Picadilly Arcade, Maroubra Junction, Malabar Coinop Laundry and Lexington Place Newsagent Maroubra. This slowly expanded to newsagents all over the city¹. They were also on sale on Monday mornings between 06:30 and 09:30 at bus stops such as Peters Corner Randwick, Kingsford Junction and Drummoyne PO.

¹ In Newcastle from early 1985. By mid-1987 there were 400 outlets in Sydney and Newcastle accounting for 19% of all TravelPass sales.

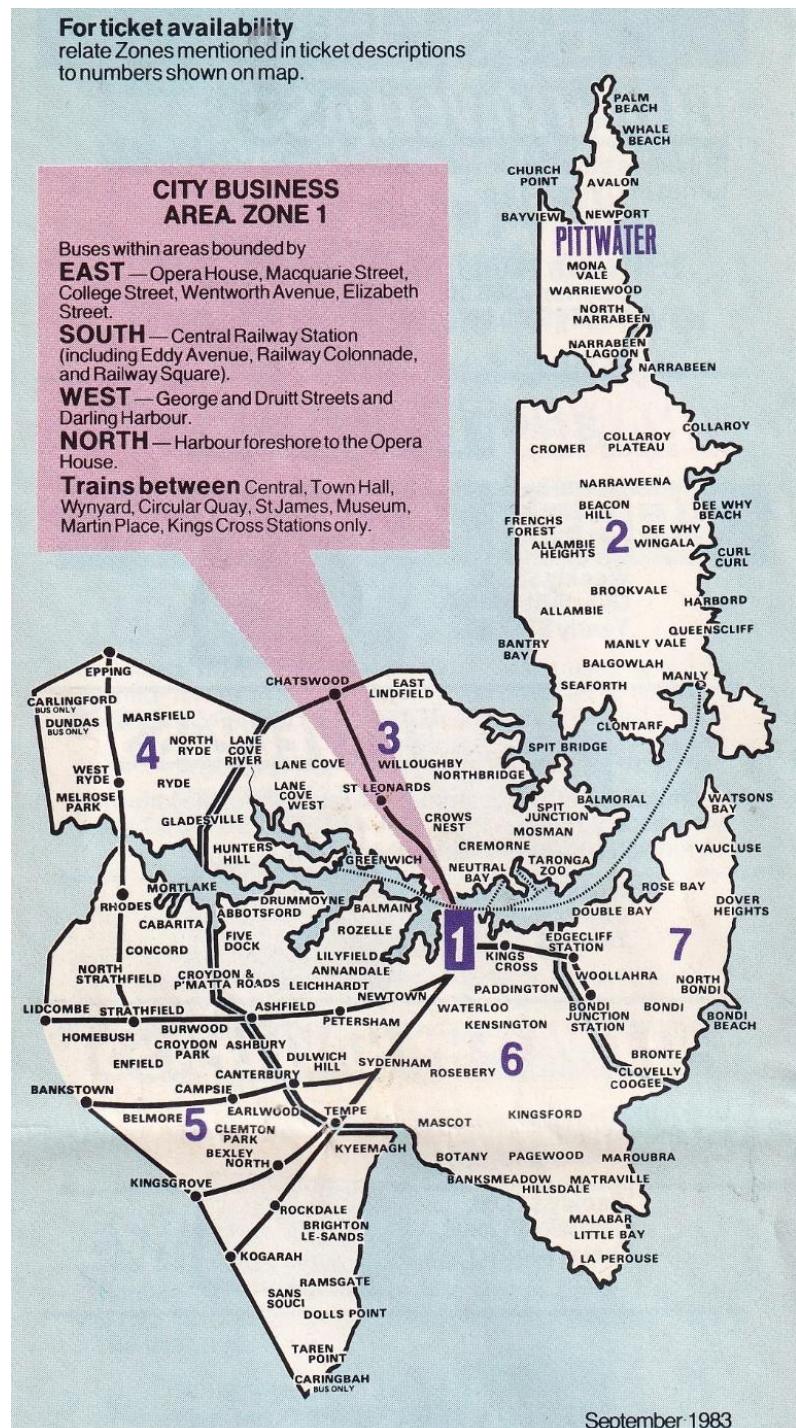


Similar tickets were also issued for use in Newcastle.

As well as Weekly tickets there were also Quarterly and Yearly tickets. The earliest quarterly and yearly designs were laminated by the railways like some of their products. This continued into My Zone and rail also produced copies ordered online.

1983 TravelPass

These complex zones were simplified with the introduction of the branded TravelPass on 25 September 1983.



Zone map from
September 1983
brochure introducing
Travelpass, note
renamed Pittwater zone.
The CBD is now Zone 1.

The zone names were discarded, except for zone 1 which was renamed Pittwater, possibly so as not to confuse Zone 1 with one zone!



Eight TravelPass types were introduced, many given a colour.

- Red, replaced Inner, buses and ferries in zones 1, 3 and 6 and trains to Tempe, Canterbury, Ashfield, Chatswood and Kings Cross.



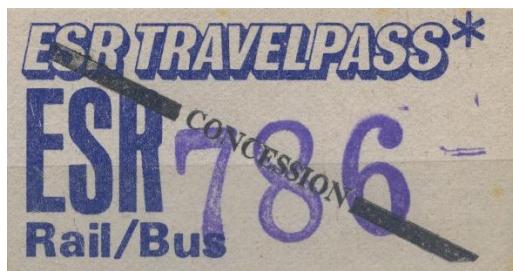
Red Travelpass for zones 3 & 6 on a 'Edmonson' card

- Green, buses, trains and ferries in zones 1 to 7, that is not Pittwater.



Green Travelpass issued from a stapled bundle of lighter cards, issued to newsagents

- ESR, buses in zones 1 and 7 with train travel to Kings Cross and zone 1



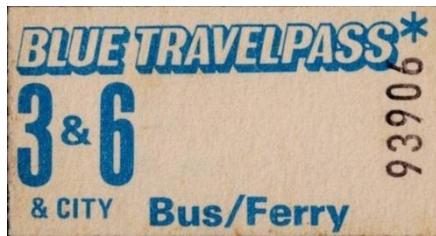
ESR Travelpass, overstamped 'concession' at short notice of introduction, later issues were part shaded.

- Rover, buses and ferries in all zones and train travel bounded by Cowan, Richmond, Emu Plains, Campbelltown, Cronulla and Otford.



- Blue, buses and inner harbour ferries in zones 1,3 and 6





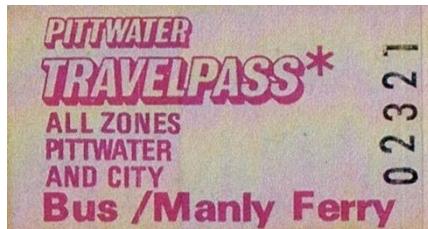
- Orange, buses and ferries in zones 1 to 7



- Two Zone, replaced Transit, unlimited travel in any combination of two zones except 3 and 6, not valid in zone 1 (CBD).



- Pittwater, replaced Sydney, buses and ferries in zones 1 to 7 and Pittwater



1983 saw the introduction of rail Ticket Vending Machines (TVMs) at Central and other stations. The ESR was not brought into this system until 1992.

From 1 June 1985 the Red TravelPass was extended to zone 7 to include bus services east of Edgecliff and Bondi Junction interchanges.



From 3 July 1988 significant changes were made in the single trip fares such that there were only three ticket values:

- 1-2 sections \$1.00
- 3-9 sections \$2.00
- 10-27 sections \$3.00.

For longer journeys, over 16 sections, the TravelPass became better value². The ESR TravelPass was withdrawn and the Red TravelPass now covered all of zones 3, 6 and 7.

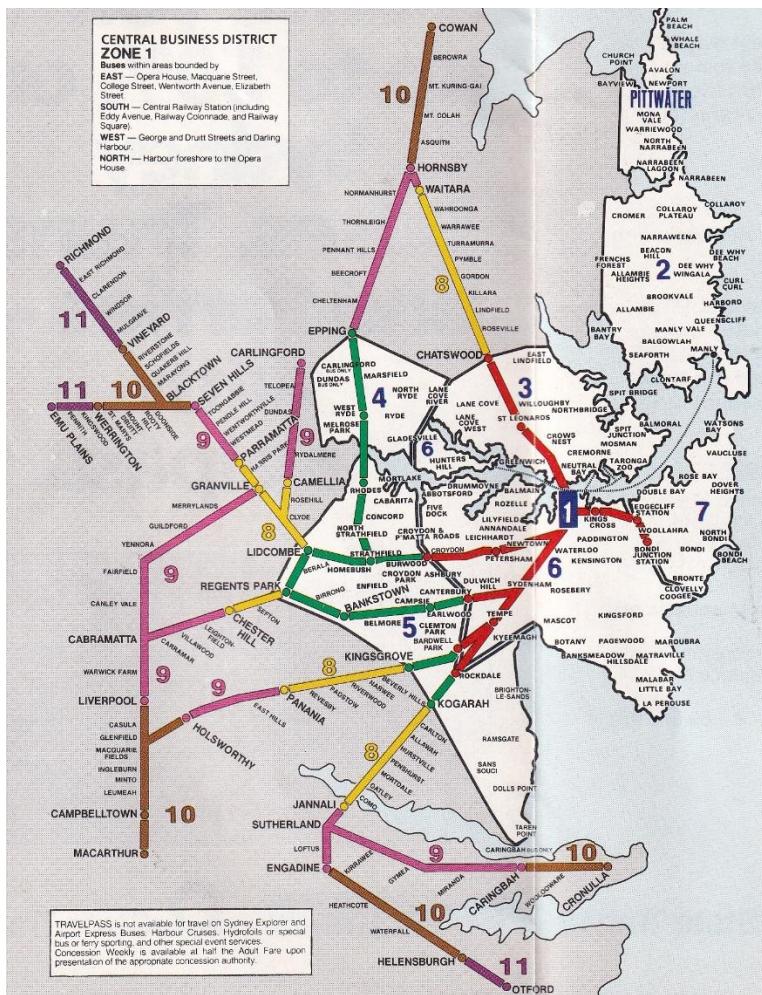
Within weeks the effect was significant with sales of TravelPass and MetroTen rising and less cash fare sales resulting in quicker journey times and a third less cash being collected by drivers³.

During the life of card TravelPasses they were printed in a variety of colours and fonts.

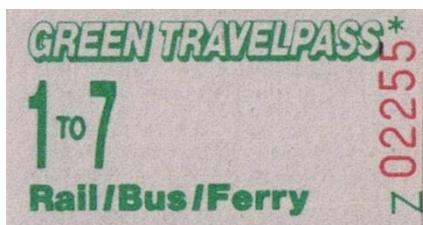
The July 1986 fare increase saw the addition of several new train bus and ferry tickets. Zones 8, 9, 10 and 11 were introduced as rail only extensions. New TravelPasses were introduced, all included State Transit buses and ferries in zones 1 to 7.

² Fleetline 156 July 1987 p176

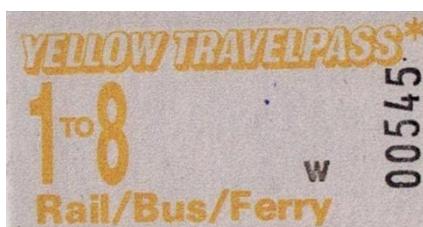
³ Fleetline 159 Oct 1988 p248



- Green – extended to cover rail travel between Bankstown and Lidcombe by Regents Park giving unlimited rail travel in zones 1 to 7

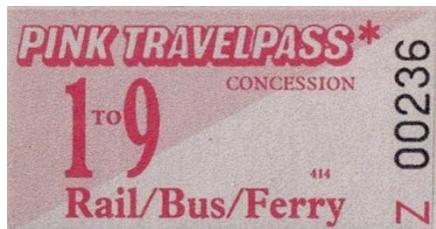


- Yellow – unlimited rail travel in zones 1 to 8

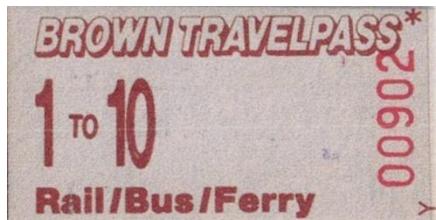


- Pink – unlimited rail travel in zones 1 to 9





- Brown – unlimited rail travel in zones 1 to 10



- Purple - unlimited rail travel in zones 1 to 11, this replaced the Rover TravelPass⁴.



Quarterly and annual TravelPasses were also available.



⁴ Transit Australia, September 1986 p139



These had to applied for at least ten days in advance at government bus depots, suburban stations and the Bus & Ferry Travel Centre in Wynyard. They were calculated at 11 and 40 times the weekly price

Monthly tickets were introduced with the fare rise from 2 July 1989, they gave 31 days travel.⁵

Three Swiss Autelca Ticket Vending Machines were installed at York and Carrington Streets at Wynyard and Neutral Bay Junction in August 1989. Initially they only sold cash fare tickets⁶.

Amongst other changes: Purple TravelPasses were now valid in Pittwater, the tourist oriented bus/train/ferry Day Rover was discontinued due to low usage, a \$6 Bus Tripper bus only day pass was announced for \$6, and ESR double trip bus/rail tickets were withdrawn⁷.

⁵ TA Sep 1989 p213

⁶ TVM TA Sep 1989 p214

⁷ TA Oct 1989 p234

1986 MetroTen



Red MetroTen showing usage and optical sense marks

On 5 June 1985 the Government issued a \$2.4 million contract for 1700 AES AE582 cancellers and six issuing machines. These were for the new MetroTen tickets allowing passengers to purchase ten distance limited tickets for the price of eight.

Ticket Colour	Any Distance Between	Normal Full Fare	MetroTen Fare	SAVE	Normal Conc. Fare	MetroTen Fare	SAVE
Blue	1–2 sections	60¢ (x 10 = \$6)	\$4.80	\$1.20	30¢ (x 10 = \$3)	\$2.40	60¢
Red	3–7 sections	1.20 (x 10 = \$12)	\$9.60	\$2.40	60¢ (x 10 = \$6)	\$4.80	\$1.20
Green	8–15 sections	1.50 (x 10 = \$15)	\$12.00	\$3.00	75¢ (x 10 = \$7.50)	\$6.00	\$1.50
Orange	16–21 sections	2.10 (x 10 = \$21)	\$16.80	\$4.20	\$1.05 (x 10 = \$10.50)	\$8.40	\$2.10
Purple	22–27 sections	2.40 (x 10 = \$24)	\$19.20	\$4.80	\$1.20 (x 10 = \$12)	\$9.60	\$2.40

MetroTen was an optical sense system using strong card tickets, 250gsm ivory board, 27mm long and 50mm wide.

The ticket machine was manufactured by AES in Perth with three components:

- The machine to cancel and record use
- A bracket to attach the machine to the bus
- A driver's console

One set was installed on each bus and also a brochure holder. Sufficient machines were available to enable introduction in Newcastle on 8 Dec 1986⁸ and Sydney on 21 December 1987.

As well as the usual outlets a large number of newsagents sold MetroTen.

⁸ See FL 138, FL149, 151 and TA Mar1987, Dec1988, fraud FL170 Sep 1989 and TA June 1989



*MetroTen bus stop from
Manly Wharf section point
showing the section
number for various routes.*



As part of the MetroTen project new bus stop signs and section numbering was introduced. The bus stops were referred to as 'j-poles' with yellow flags. Sections were numbered outwards from Circular Quay or Manly starting at '00'.

Although popular one unforeseen action by passengers was to see the system replaced. Passengers discovered that if

they covered their ticket with polythene kitchen wrap the ticket machine didn't print the marker of the ride and so the ticket could be used many times more than ten.

*The orange
MetroTen machine –
needs driver console
picture*



*AES MetroTen
remote control unit
showing section
number and time.
Greg Travers*



The right-hand switch controlled the display of either route number or section number. The left-hand switch changed the route or section number depending on which was displayed.

1987 Metropass

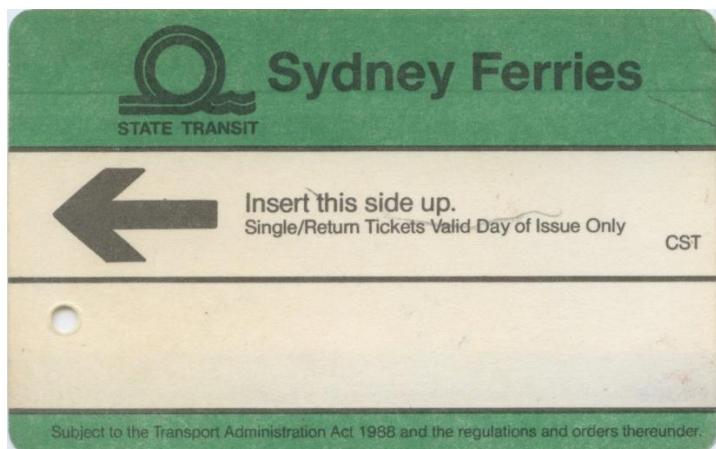
Brown
Metropass for
use on
Westbus
services at Mt
Druitt.



After considerable negotiations between the UTA, SRA and private bus companies a three-month trial started on 9 February 1987⁹. Metropass covered designated bus routes operated by Westbus and Rowe's Bus Service to St Marys, Mt Druitt and Rooty Hill stations. A weekly Metropass costing \$21.90 covered the bus fare, plus unlimited train travel in the area bounded by Bondi Junction, Cowan, Carlingford, Vineyard, Werrington, Campbelltown, East Hills, Helensburgh and Cronulla.

⁹ TA June 1987 p114

1992 STATS and Travelten



A new ticket system for ferries was announced in late 1987 to be installed at Circular Quay in early 1988. Thorn EMI supplied \$5 million of equipment known as AFC (Automated Fare Collection). This introduced the first magnetically encoded credit-card sized tickets¹⁰. Even after fare increases new FerryTen tickets reduced the cost of tickets to just below the previous levels¹¹. Tickets were to be forward compatible with other future systems.

On 29 December 1989 State Transit issued an EOI for electronic ticket machines for buses in Sydney and Newcastle¹². Trial equipment was fitted to four buses:

- Software Sciences (Sanyo) – bus 1796
- Association Electronic Equipment (AES) 1803 and 1812
- Dalcairo-Bartrol (Wayfarer)

The buses were used for demonstrations to the STA Board, management and unions. They were also used in simulated service trials from Tempe Depot. One of the problems encountered was the recognition of over 207 different passes and tickets.

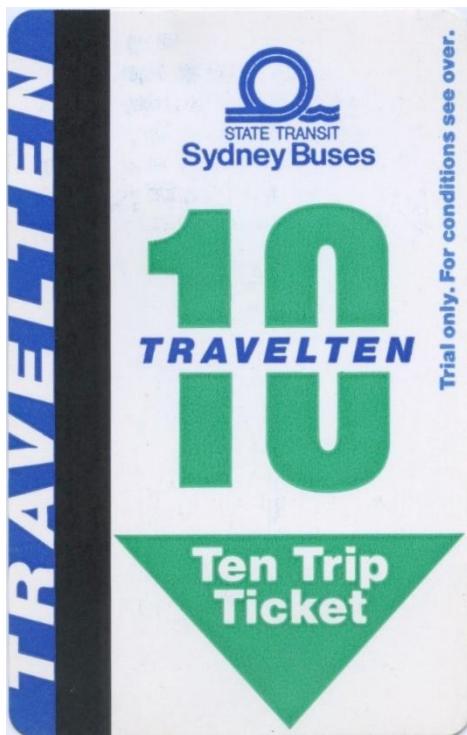
After the tendering process a contract for \$14million was awarded to AES for their Datafare 2000 system on 7 May 1991¹³.

¹⁰ TA Jan 1988 p11

¹¹ TA Sep 1989 p213

¹² TA July 1990 p154

¹³ TA Sep 1991 p210



From 3 August 1992¹⁴ *MetroTen* was replaced by magnetically encoded credit-card sized *TravelTen*. The railway type weekly card *TravelPass* was also replaced. Quarterly and yearly versions, in similar style to railway tickets were also issued. These led to the STATS (State Transit Automated Ticketing System) type tickets introduced in 1992 and the AFC system was recoded to match.

CityRail ticket systems were also converted to match STATS giving Sydney a single common ticketing system.

¹⁴ TA October 1992 p232



Thermal AEC Prodata machines issued single trip tickets on buses from this time.

The abolition of queue conductors in the 1990s saw the end of the Ultimate machines, but in recent years the use of queue conductors for special event and sporting buses has necessitated the printing of paper tickets which are hand-held. Some queue conductors also use special machines.

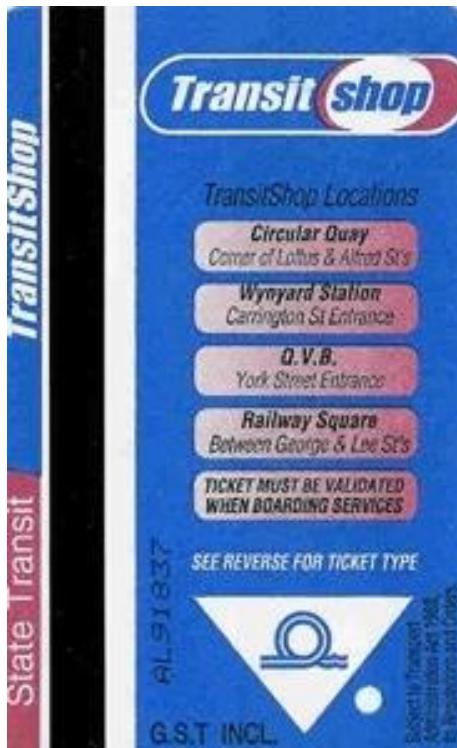
The growing importance of State Transit's tourism services department meant a growing number of varied products in various ticket styles since the 1990s.

The 1990s also saw the integration of tickets across the bus, ferry and rail networks.

*The STATS AES
driver's console
and canceller.
Greg Travers
Collection*



*As the details of the
ticket were encoded on
the magnetic strip a
standard design could
be used for all types of
ticket sold at Transit
Shops.*



It should be noted that there were many special tickets not illustrated here such as Explorer, Airport and special events. These will be covered in part 5.

2005 Tcard



TCard was the NSW government's first venture into 'smartcard' technology where information is held on a microchip embedded in the card and the exchange with the validator is made using NFC (Near-field Communications) over a distance of 4cm or less.

After a 3-month trial, in early 1990, Glenorie buses had implemented AES *Faresaver* smartcard ticketing at a 20% discount on all trips. The drivers could add \$10 to expired tickets¹⁵.

In early 2004 the schedule was announced for the introduction of TCard which was to cover Sydney, Newcastle, Wollongong, the Blue Mountains bordered by Dungog, Scone, Bathurst, Goulburn and Nowra. It was to allow customers to pay for travel on all participating NSW Government and private bus, rail, ferry, light rail and monorail services. The project included the Ministry of Transport, State Transit, StateRail, the Bus & Coach Association representing private bus, light rail and monorail operators, and private ferry operators. Integrated Transit Solutions Ltd (a consortium comprising ERG and Motorola) was contracted to deliver and operate the system for 10 years. Tcard was to be initially introduced as part of the School Student Transport Scheme (SSTS), which provides subsidised travel for eligible school

¹⁵ TA Apr 1990 p84

students. A number of trials to test the Tcard system were to take place in 2004 and during 2005. The schedule was:

- July 2004: Field trial of SSTS on private buses;
- Jan. 2005: Full operation of SSTS on private buses;
- Late 2005: Commence rollout of equipment and distribution of Tcards;
- End 2006: Complete rollout of equipment on buses, rail stations and ferry wharves.



Tcard validator

The development and rollout of the system was beset with difficulties, leading the government to terminate the contract in November 2007. The government sued ERG for \$77 million who counter sued for \$215m. The claim was settled in February 2012.

2007 Prepay

The first prepay only brochure. The PREPAY logo was used on all publications including timetables

- Sydney Buses services at Cambridge St bus stop will not sell tickets on board.
- Buy your ticket before you travel.
- PrePay allows faster passenger boarding at bus stops and better on-time reliability of bus services.
- PrePay multi-ride tickets can save 20% or more compared to single ride tickets.
- Ticket options, destinations, section and fare guide, and list of ticket resellers inside.

www.sydneybuses.info  **Sydney Buses**
Safe, Clean & Convenient

In April 2006 Sydney Buses began a campaign to persuade passengers to use pre-paid tickets for a faster trip to save time and money. Following the success of this campaign the decision was made to progressively convert all services to PrePay only with no tickets to be sold on buses.

The first conversion was for new express route 297 from Denistone East to QVB from 16 April 2007. Progressively through the rest of the year individual

services were converted.

From 20 August 2007 an EFTPOS facility for credit and debit cards was placed at the outward bound 500 stop in Druitt Street selling prepaid tickets. Single ride tickets were not sold here after 30 August 2007.

Epping Station's Cambridge Street stop for city and Manly services was made a pre-pay only stop with no tickets being sold on the bus from 25 August 2007. This was followed by Chatswood Interchange west side, Eastwood, Military Road, Wynyard, Sydney CBD etc. By 13 December 2010 all Sydney Buses services were prepay, no more tickets were sold on buses.



2010 MyZone



The cover of the original MyZone brochure which had to be reissued to correct the map inside.

In February 2010 the NSW Premier announced the My Zone public transport ticketing system¹⁶. over-ruling the Independent Pricing and Regulatory Tribunal. This integrated State Transit and private bus, Sydney Ferries and CityRail fares for the first time and simplified the ticket structure in advance of the introduction of a smart card.

Key features:

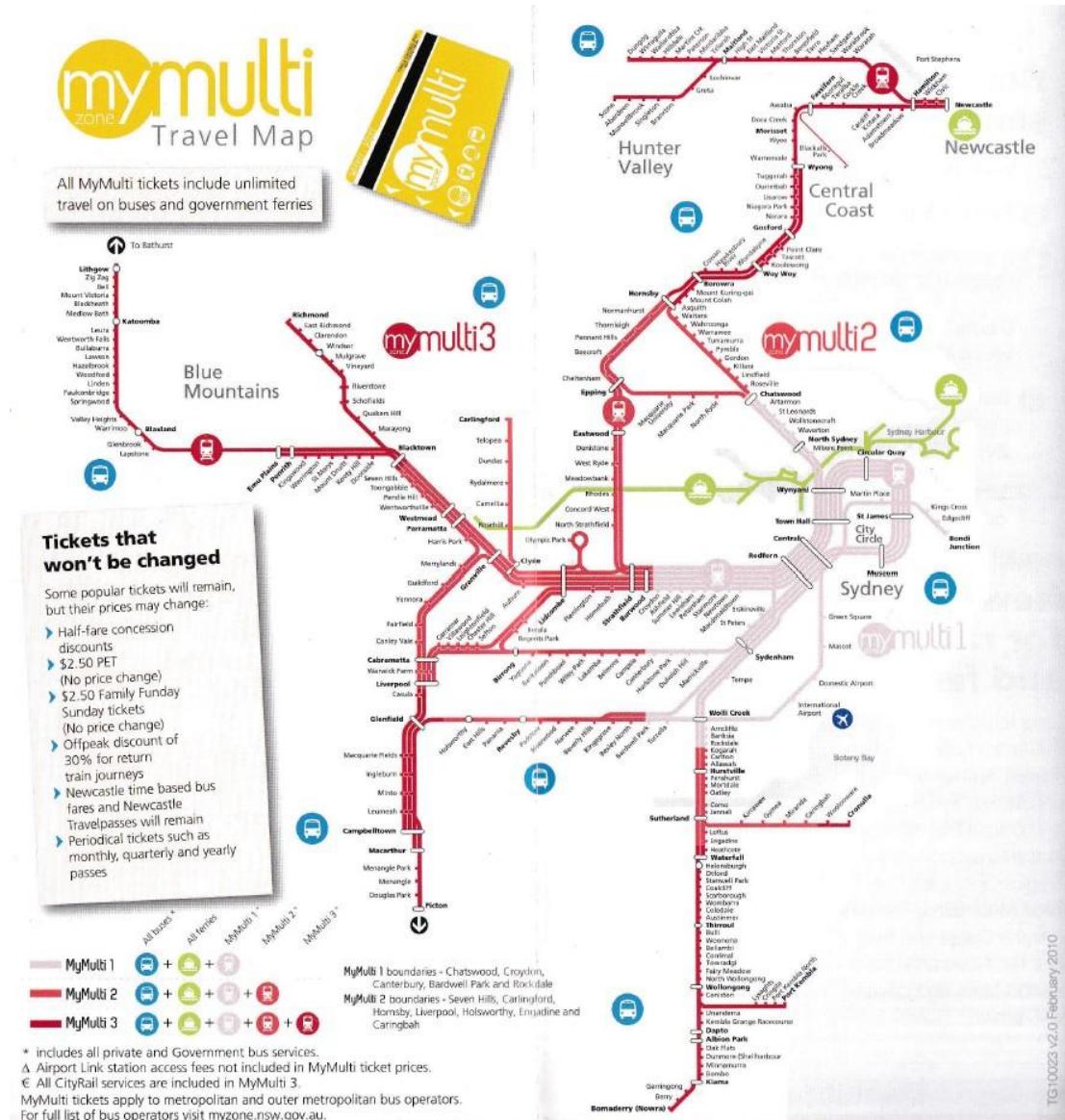
- The twenty fare bands for Cityrail were reduced to five, based on approximately 5Km

bands

- A new MyMulti ticket gave passengers the ability to use buses (including private buses), ferries and trains replacing the current TravelPass products and covered three zones centred on the CBD.
- Passengers on private buses were able to access multi-trip TravelTen tickets (valid for 10 trips) for the first time valid for use on all contracted bus services.

¹⁶ TA April 2020 p101

- The maximum anyone paid for unlimited travel was \$57 per week using the new MyMulti3, whatever the mode(s) of transport they use and wherever they travelled within the Greater Sydney area.
- No rail journey was to cost more than under the existing system.



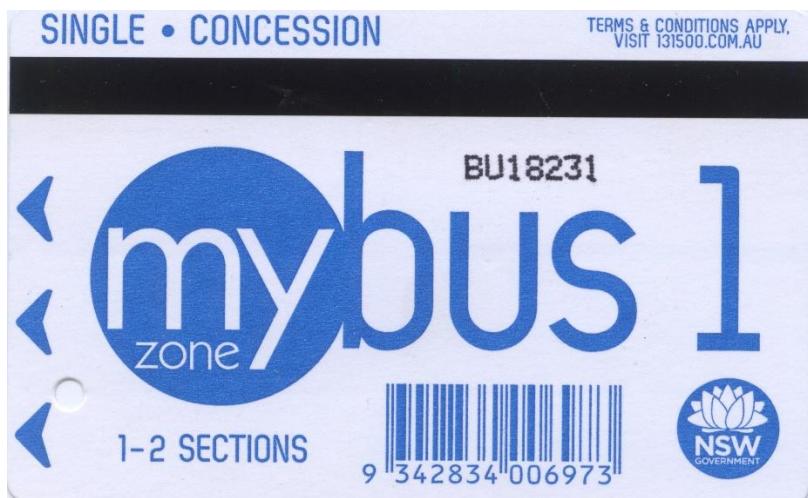
The corrected Myzone map

The NSW Government claimed that the new fare structure has been developed to deliver several major benefits to commuters and the wider community:

- **Easier** reducing the number of ticket types gave passengers an easier and more flexible way to use public transport.



- **Fairer** many commuters regularly travel long distances to work, therefore the aim was to make it cheaper the more passengers travel.
- **Greener** to encourage people onto public transport to ease congestion, reduce pollution and minimise our carbon footprint.
- **Integrated** tickets across the whole network will have standardised discounts and the same logo. The MyMulti will allow travel on CityRail, Sydney Buses, Sydney Ferries and private bus services with the one pass so passengers can change services as much as they like.



The number of bus fares, still based on 1.6km sections was reduced to three: 1-2, 3-5 and 6 plus. A MyBus single trip and a My Bus Ten were available.

Ferry fares were reduced to two, up to 9km and above 9km but transfers at Circular Quay counted as two trips. A My Ferry single and a My Ferry Ten were available.

The nine TravelPasses were replaced by three multi-mode weekly tickets.

A new MyMulti Day Pass enabled a day travel on all modes.

Some longer-term tickets could now be bought and paid for online while there was a dramatic increase in ticket resellers due to the introduction by Sydney Buses of PrePay routes and interchanges.

The following ticket products were no longer available from 18 April: BusPlus, BusTripper, CityHopper, DayTripper,



ManlyLink, Macarthur Pass, CityRail Platform Pass, Super10 Tway tickets (Tway BusPlus, Tway MultiRide, Tway Weekly), FlexiPasses (replaced by 28 Day, 90 Day and 365 Day RailPass), and TravelPasses.

2012 Opal

After terminating the Tcard contract in 2007 the government reset the smartcard project, calling for expressions of interest for the second attempt in August 2008. In April 2010 the government awarded the contract to the Pearl Consortium, whose members were the Commonwealth Bank, Cubic and Downer EDI. The initial contract ran until September 2024 and was extended until September 2026.

In September 2011 the new name for the system was announced as *Opal*, chosen from a selection of 665 names. Transport for NSW said Opal was chosen because it was 'uniquely Australian', short, and easy to say. As well as the opal being Australia's national gemstone, the black opal is the New South Wales gemstone symbol.



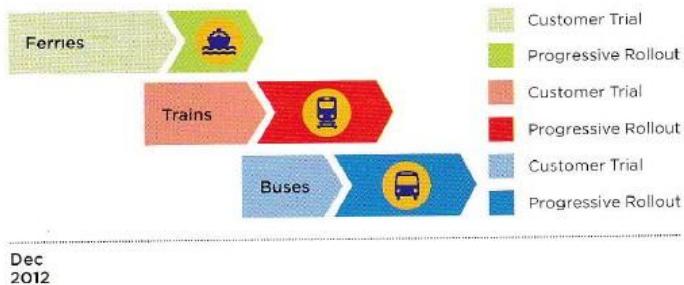
The Opal system reduced the ticket types to four smartcards:

- **Adult** black - for individuals 16 years or older
- **Child/Youth** green - For children aged 4-15 and full-time NSW/ACT high school students aged 16 and older who have a senior secondary student card issued by their school.
- **Pensioner Seniors Gold** – for seniors, pensioners, asylum seekers, DVA Veteran Gold card holders, only available on-line with proof of concession
- **Concession silver** – for tertiary and TAFE students, apprentices and trainees, job seekers and other approved Centrelink customers- only available on-line with proof of concession
- **Employee** blue



The progressive rollout of the Opal card

*Rollout plan from the
'Your Opal journey is
beginning' brochure,
December 2012*



The initial Opal rollout commenced in December 2012 on the Neutral Bay to Circular Quay ferry. The actual rollout dates are below:

Mode	Commenced	Completed
Ferry Sydney	7 December 2012	30 August 2013
Ferry Newcastle		20 November 2014
Train	14 June 2013	11 April 2014
Bus	30 September 2013	20 November 2014
Light rail (Inner West)		1 December 2014

Other services have since been added such as the Lane Cove River and Dangar Island ferries.

All Opal cards are 'credit-card' size 86mm by 54mm





Opal replaced all pre-existing paper tickets, with these tickets being withdrawn in stages and completed on 1 August 2016.

On 1 January 2016 all other paper tickets were withdrawn except single and return tickets for trains, ferries and light rail and single bus tickets.

A trial supporting direct contactless payments from debit and credit cards started on 6 July 2017 allowing passengers to tap on or off using their card or a mobile device linked to their card's account.

The trial began on the F1 Manly ferry service for holders of Mastercards. All passengers were charged the adult Opal single trip fare. On 12 March 2018, the trial was expanded to include all Sydney Ferries and Sydney light rail services, adding Visa and American Express cards. On 26 November 2018, it was further expanded to cover all Sydney Trains and NSW TrainLink intercity services. The contactless fare structure was also changed to charge normal Opal peak hour fares, and support for the daily, weekly and Sunday caps was introduced. On 29 July 2019, all Opal benefits except park &



ride and on demand services, were extended to contactless payments. The rollout of contactless payment to Opal controlled buses commenced on 2 August 2019 and was complete by the end of September 2019.

Opal Next Generation

Announced in mid-2022 the replacement for the aging Opal ticketing system was expected to be introduced in 2026. Now delayed until 'soon', Kurt Brissett, Chief Technology and Innovation Officer, Transport for NSW, said "Opal Next Gen will deliver a state-of-the-art new Opal system that will further enhance the way passengers travel on public transport in NSW. New hardware and technology will help ensure the Opal system remains reliable and resilient and can integrate with emerging technologies into the future,"

2016 The end of paper tickets



Get your Opal card today
Call **13 67 25** or visit opal.com.au



The last remaining paper tickets were withdrawn on 1 August 2016. Single trip Opal tickets serve as their replacement.

