

Duplicate Ballarat

4th November, 1924.

NOTES ON SEASON TICKETS? WEEKLY WORKMEN'S TICKETS AND 1d. SECTIONS. BALLARAT.

SEASON TICKET PROPOSAL. - PROPOSED SYSTEM.

To issue a weekly season ticket on all 3d. cash sections, other than the Gardens, at _____ per week.

To issue on all 2d. sections a season ticket at _____ per week.

(Note. The present 2d. section from Grenville Street to the Hospital, Sturt Street, to be extended solely for the purpose of these season tickets, to say Ripon Street, to Webster Street along Drummond Street North, and to Eyre Street, Drummond Street South.

The issue of a weekly ticket (season) to include the Gardens with power to ~~the~~ travel either Ripon or Convent at _____ per week.

Final consideration is to be given to whether there would be a one price per week ticket on the Ripon and Gardens route, or whether it should be divided into two prices, and where the stages should be. This is other than the 2d. section.

The season ticket will only be available on one route, excepting on the Gardens when it will be available either for Ripon or Convent. Unless there is a differentiation in the rate per week between the Gardens ticket and the Drummond Street North, people using the latter route will buy the Gardens ticket, so as to enjoy the greater facilities.

The ticket is transferable.

The tickets are only available between Mondays and Saturdays inclusively, and are not available on the following public holidays:-

The system will be in force for three months on trial, on the understanding that the public should show their full support of the same. Unless this is done the system is likely to be withdrawn.

ADVANTAGES IN FAVOR OF SEASON TICKET SYSTEM.

The tickets being purchased at the Grenville Street Office will incur no receiving of cash, no issuing of tickets or the giving of change by the motormen. This should permit of the cars being speeded up more and less waiting to passengers on the one man car system.

To passengers who regularly travel on five days for four trips and two trips on Saturday, or 22 trips per week, the season ticket will grant them a concession on these journeys, and in addition give them free travelling at any time of the day or evening from Monday to Saturday.

To such regular travellers as the above this ticket will mean a considerable concession.

To travellers who do not so regularly use the cars, the season ticket should be the means of inducing them to do so.

The fact that there is a season ticket in the family may induce others to join the member holding it, or the one he has temporarily transferred it to, so as to bring about more tramway travelling.

A business man may not spend a weekly amount on the trams equivalent to the season ticket. The advantage of the season ticket to other members of his family, who would not travel, or to his office staff, errand boy &c., who are in a similar position, may induce him to buy the ticket and so increase the tramway revenue.

The object of the season ticket is to induce passengers to enter into a six days' contract, when we are then able to grant a cheaper fare for the purpose of obtaining their regular support.

The introduction of the system will to many passengers show immediately a saving on their regular running. This constitutes a loss to the Tramways.

The advantage of the ticket will more slowly appeal to other passengers, particularly those whose travelling is somewhat irregular and the costs not clearly known.

The value of the introduction of this system, therefore, to the public and the Company will take sometime to declare itself.

Passengers desiring to go from Sturt Street West to the other side of the Lake via Showgrounds at present have to pay 6d.

To avoid this a system of transfers is necessary, which is undesirable. The holder of the Gardens Season Tickets would be enabled to take this trip without any extra payment.

It is believed that certain of the buses cannot continue at a lower fare than a minimum of 3d. That is to say, they cannot give 2d. sections or issue contract tickets, which give cheaper business and meal time travelling. Against this certain buses are endeavoring to carry on under the latter method.

As the buses cannot be relied upon to give any definite or consistent service throughout the day, and even when they are eventually forced to do this under the Regulations, (their working day being only eleven hours,) it is believed that the season ticket will be valuable in transferring passengers from these buses to the tramways and assisting in bringing about the gradual withdrawal of the buses.

A season ticket may induce many people, who now use their motor or bicycle to go into town, to give up the same and become users of same.

There has been a persistent demand in certain quarters, although we believe the demand was necessarily very small, for the re-introduction of tokens, owing to their convenience.

The season ticket will meet all such requirements, and save the extra expense to us of re-introducing the token system.

DISADVANTAGES.

The season tickets cannot be sold on the trams, but must be sold at one central place.

Where passengers have to pay cash into the fare box as they enter or leave, there will be other passengers who make no such payment, but produce their ticket for inspection.

This somewhat complicates the system of one man car operation, and the checking of same.

As against this, Inspectors on boarding the one man car can obtain from the driver the number of passengers holding season tickets, demand their production and check the same.

There may be attempts made by a passenger to hand the season ticket, after he has boarded or left the car and produced it to the motorman, to another passenger either on the car or about to enter.

A few prosecutions for these tactics, with confiscation of the ticket, will probably stop any such practice.

As the season ticket is transferable after one journey of the car has been made, the above appears to be the only likely abuse.

(Note. The system must ensure that the passenger has the season ticket on him when he boards the car, and in addition that he has it on him when he leaves the car).

The monetary effect of the transfer ticket cannot be calculated. It gives an immediate concession to many travellers, and so create a loss. The loss in cases of these may be made up by the additional travelling done by other members of the family because of the existence of a season ticket in the house.

TWO AND FOUR TRIPS PER DAY WEEKLY TICKETS.

At present only two trips per day weekly tickets are in force, which are little used.

If these tickets were available up till about 9 a.m. no doubt they would be used to a larger extent, and if a four trip ticket was brought in, this would probably induce greater regular travelling and people going home to lunch.

Publicat Duplicate

(d) The collected vouchers represented by the account will be held at this office for your audit and disposal as you may require.

We advise that the printing of vouchers along the lines discussed with your representative has been put in hand and we will endeavour to obtain the earliest possible delivery. We suggest also that it might be desirable for the issuing hospital to stamp an endorsement on the vouchers at time of issue.

If the foregoing arrangements are to the satisfaction of your department we shall be pleased to receive an official acceptance at your earliest convenience.

Yours Faithfully,

K. SUTHERLAND,
Engineer & Manager.

\$

3.10.26.

NOTES ON WEEKLY TICKETS.

At present, only little used due to not available after 8.30 a.m. and sold only at Tramway Office, the latter I feel to be the larger cause of restricted sales. Concessions for midday travelling necessary to encourage both way traffic and also on account of concessions made by busmen.

System required is an extension to 9.0 a.m.; midday concessions; and tickets on sale on cars (Fare Box) an extension by selling the 4d. returns from 11.50 a.m. to say 1.30 p.m. would meet the Sebastopol route.

Present disadvantage is nothing placed in fare box by users of Weekly Tickets on fare box routes.

Proposed system is:-

1. Distinctive ticket for each route.
2. Sectional ticket e.g. different ticket for 3d. and 2d. sections.
3. As it is likely there would be a demand for midday tickets only and to minimise any complicated system to which fare box men may object, suggest a distinctive midday ticket for each section and each route.
4. That something in the nature of a token be placed in the box each side to prevent abuse in riding more than stipulated times per week on such ticket & render it not likely to abuse by transfer, such system would be self-advertising.
5. Tickets to be sold each Monday by drivers that is, up to 9.0 a.m. the ordinary 2 ride morning & night ticket & from 12.0 to 1.30 p.m. the midday ticket. Motormen would only have 2 values of tickets on sale in one period. After 9.0 a.m. on Monday the first tickets would be collected by staff & men issued with the Midday tickets.
6. Tickets to be numbered consecutively for office records & also a distinctively weekly number as on season tickets - Say 1 to 52 to facilitate quick check by motormen.
7. Less of an experiment than the season ticket system.

Suggest that tokens be put up in small bags (such as cash envelopes) & issued Green with 3d. section tickets & pink with 2d. section tickets in numbers 11 with morning & night ticket & 9 with the midday tickets rides being 12 & 10 respectively but to avoid delays on 1st trips on Mondays suggest that tokens be used only on succeeding trips.

Passengers after 1st trip would produce their weekly ticket & place a token in the fare box. The ticket may be taken as an authority to use the token.

Office would have check of number of rides per week for the tickets sold.

A pro-rata ticket value & token satchel to be issued for weeks which contain a holiday such as A.N.A. day, Good Friday, EasterMonday, Kings Birthday, 8 hours day, Xmas day Showday or any others on which the concession would be withdrawn.

DISADVANTAGES.

Cars on run out use several routes VIZ:-

- Orphanage out via Ripon to McArthur then Drummond North.
- Lydiard ditto ditto
- Mount Pleasant out via Ripon
- Drummond St North Ripon to McArthur St

If a distinct 2d. section ticket sold on Gardens & Drummond North would be available on either Convent, Ripon or Drummond Nth cars. Therefore a universal ticket for these routes also people Webster, Mill(?) McArthur & Show Grounds district use either cars so the design of Convent, Ripon or Drummond North should be identical also would obviate Gardens drivers having 4 lots of tickets. Drivers on run out to other routes would have to have a small supply of same.

Suggested 2 color ticket scheme. e.g. say (Blue for morn & night ticket.
(Brown for midday ticket.

other color being the route color.

? whether for the purposes of Weekly tickets the 2d. section be extended to Ripon St same as season tickets. Demand likely to be small to Drummond St. ? available on Sebas cars to Hospital & token system. For season tickets extended to Ripon, Eyre, & Webster Streets. ? returns on Sebas now cover all routes or wants at 4d. Would it be warranted to get a special cheaper return say 2½ or 3d. return for Eyre Street or Hospital for use morning & midday.

Advantage to fare box drivers is that on Monday they are practically supplying regular passengers with change for the week so that any additional work on Monday is more than recompensed later. To us would mean quicker trips on peak loading periods from Tuesday onwards.

? Prices to be fixed:-

Orphanage	3d section	present W.T.	2/-	Proposed A&PM	2/-	Proposed midday	1/9
	2d "		2/-		1/3		1/-
Mt Pleasant	3d "		2/-		2/-		1/9
	2d "		2/-		1/3		1/-
Lydiard St North.	3d "		2/-		2/-		1/9
	2d "		2/-		1/3		1/-
Gardens Ripon	}	3d "	2/-		2/-		1/9
" Convent							
Drum St Nth.							
	2d "		2/-		1/3		1/-
Sebastopol	Present through & 3d. section		4d. per day	2/-	Week -do -	Midday	4d.
			day	1/8	a week.		
"	2d. section proposed		3d. per day	1/6	week - do -	midday	3d. day 1/3
			week				

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WEEKLY TICKETS.

Sell them at the showroom. This is as nearly as central as Charing Cross where everybody comes for their ticket because they get a distinct concession as against ordinary fares.

It is a well known fact that if there is anything to be gained the public will go out of their way to get it & the showroom is not out of the way, selling them at one place.

The numbers can be kept in consecutive order & so reduce possibility of traffic in them to practically nil.

Selling at the showrooms & on the cars or on the cars only would mean:-

1. We could never issue our tickets in consecutive order. The effect of this would be that great care would need to be exercised in checking off the unsold tickets which would have to be cancelled & the record would show a lot of blanks & at some time later enquiry made as to what happened to those tickets & who certifies to their destruction etc.

2. We could not record the purchasers as we do now there is a distinct advantage in having the name of the holder. This is the custom with all periodical tickets in the Railways.

It may be said that the present tickets give a concession on ordinary fares. This is true but the concession that the ticket carried when we had sectional fares was taken away when the fares were raised & the section cut out the consequence was that our sales fell immediately from about £8 a week to about £2.10.0. We have got to give a distinct inducement to bonafide workers & we will get their trade.

We would never have lost it in 1921 if we had left this ticket alone (above) which I proposed & on the other hand introduced a lunch hour ticket which I also proposed in 1921 & I firmly believe our revenue would have risen to £16 a week instead of falling to £2.10.0.

I also proposed at the time that the hour should be extended to 9a.m. & so get all the workers for it is my opinion there are more go to business at 9 than earlier.

The above is for tickets available before 9 a.m. and return between 4 and 6.30pm. and exactly the same quantities and numbering are required for the other eight tickets marked 9 to 16 available between 11.50 a.m. and 2.30 p.m.. It will be noted that the total quantity required is - divided by thirteen the idea being to change back to No. 1 after the - thirteenth weeks' issue. You will also see that all tickets for 9. a.m. and 6.30. p.m. are colored blue on the right hand half and the 11.50 a.m. to 2.30. p.m. are brown. The small perforation on the corner is only required for the 9 a.m. and 6.30 p.m. and not on the Lunch Hour ticket. All tickets in blocks of 25 size and thickness of paper as per sample ticket enclosed.

3d. Daily Returns.

We also require these as follows:-

|      |           |         |        |                |
|------|-----------|---------|--------|----------------|
| 2000 | Monday    | colored | Blue   | Nos: 1 to 2000 |
| 2000 | Tuesday   | "       | Salmon | " 1 to 2000    |
| 2000 | Wednesday | "       | Green  | " 1 to 2000    |
| 2000 | Thursday  | "       | Gray   | " 1 to 2000    |
| 2000 | Friday    | "       | Purple | " 1 to 2000    |
| 2000 | Saturday  | "       | Pink   | " 1 to 2000    |

All in blocks of 50. Specimen enclosed.

CHECK TICKET.

15,000 check tickets colored green and numbered 0000 to 14,999 as per specimen enclosed.

All the above tickets are required for our experiment and would like to get them into operation as early as possible in the New Year and we will, therefore, thank you to give the matter your best attention. Kindly let us know early when you can make delivery certain so that we can advertise the date etc., in advance.

We have numbered the tickets on the back 1 to 16 for reference purposes only but not to be printed.

Yours faithfully,

THE ELECTRIC SUPPLY COMPANY OF VICTORIA LTD.

Chief Accountant.

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NOTES FOR MOTORMEN RE NEW WEEKLY TICKETS.

Commencing Monday 7th February 1927, a new system of weekly tickets will be put into operation, and it is imperative that you make yourself thoroughly acquainted with same.

There are two kinds of tickets governing (1) morning and evening as was the practice with the old system, and (2) lunch hour tickets. There are no 4 ride per day tickets.

The times during which the morning and evening tickets are available will be from 1st. car in morning up to and including last trip which reaches terminus by 9.0 a.m. and evening return trip between 4 p.m. up to 6.30 p.m. (Fridays only 4 p.m. to 9.30 p.m.)

The lunch hour tickets will be available between 11.50 a.m. and 2.30 p.m. daily.



The tickets displayed in notice case show a color scheme has been adopted to simplify the identification of the various tickets according to route and kind of ticket. The right hand half is colored for all routes in Blue for morning and night tickets and Brown for lunch hour tickets. This renders the check of same very easy. Again the left hand half is colored Red for Mt. Pleasant; Green for Orphanage and Yellow for Lydiard. The tickets covering the Gardens and Drummond St. North routes are of necessity the same, thus, white for the Alfred St., or Macarthur St. ticket and Helio for Gardens ticket. The tickets will not be dated but each week the week number in the centre of the ticket will be changed - thus, week commencing Monday 7th February, Week No. 6; week commencing 14th February, No. 7, and so on.

A concession has been made for the 2d. cash sections of the Orphanage, Mt Pleasant and Lydiard St. routes by the issue of a cheaper ticket which should be largely availed of.

To make them distinct from the through ticket, you will note that the two colors are placed corner to corner, whereas the through 3d. section ticket is divided down the centre.

The whole at a glance may appear a little complicated, but if you will study the tickets for one route at a time you will realize that every consideration has been adopted to make these tickets simple to identify when shown by passengers.

The tickets will be on sale on Mondays and Tuesdays only by the Motormen on the various routes, only during such hours as they are available for travel upon and Motormen will not hold the two kinds of tickets at the same time.

A schedule is drawn up showing that the a.m. drivers are issued on Mondays and Tuesdays at the Depot with a block of the morning and night ticket according to their route. During the morning, at time shown, the clerk will collect these tickets and issue a block each of the lunch hour tickets which will be collected as shown. The p.m. shift men will be issued with a block of morning and night tickets on Monday only in case some issued getting same in the morning, and they will be collected by clerk as shown.

An additional 10/- in shillings will be provided in outfit for a.m. shift men on Mondays and Tuesdays.

At the prices offered these tickets should be largely availed of and will be a boon to drivers in that during the peak periods and business trips the large majority of persons will hold tickets and not require change. By selling a ticket on Monday, you will be immune from giving change to that passenger on your busiest trips for the rest of the week.

The extension of the hours on Friday nights to 9.30 p.m. on morning and night tickets may be an unscrupulous person be availed of to get an extra ride. To defeat this the bottom right hand corner is perforated and printed "Friday P.M." and you are requested to tear this corner off when used after 4 p.m. on Fridays and destroy same.

Motormen on a.m. shift Orphanage and Lydiard St. routes (and Mt. Pleasant when not on Rubicon Special) may be asked for a Gardens ticket on run out and to meet this, these 2 runs and 13 run a.m. conductor will receive a block of Gardens tickets.

You will note that Orphanage and Mt. Pleasant tickets are available to Doveton St. These passengers can transfer to any car Gardens, Sebastopol, Drummond North, or Lydiard St. to Post Office, during the hours of ticket to complete their journey from Grenville St. to Doveton St., and board any up car in such sections in order to reach the East cars.

(Copy)

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.

Rec 30-12-26.

CLAUSE 38 of A. T. E. A. AGREEMENT - CONDUCTORS' "SHORTS & OVERS"

AS VARIED BY CHIEF JUDGE DETHRIDGE 20th. DEC. 1926

Each Conductor shall be responsible and shall account for all tickets handed to him and an amount not exceeding the face value of any of such tickets which from any cause whatever are not returned nor accounted for by him in cash may be charged against such conductor and subjects to the following provisions of this clause the amount of tickets not so returned or accounted for hereinafter called "shorts" may be deducted from any wages then owing or thereafter earned by him. Any conductor against whom any such "shorts" are debited may within three days of the debit place before the proper officer of the Board either in person and/or by some officer of the Association any objection he may have and may support such objection by evidence and if the officer persists in making the debit the conductor may within three days of the pronouncement of the decision of such officer bring his objection in writing before the Board of Reference. The Board of Reference shall hear and determine the matter and shall have power to reverse vary or modify in any way whatever the decision of the proper officer. The proper officer for the purpose of this clause shall be the Manager of the Board or his deputy.

Any "overs" caused by clerical errors in a conductor's report shall be refunded by the Board.

There shall be a weekly balance of any "shorts" when finally ascertained as aforesaid and of "overs". "Shorts" to be paid by the men responsible, "overs" to be paid to some fund or devoted to some object for the benefit of employees at the discretion of the Board.

The Board shall supply each conductor on electric tram cars with a padlock and key to enable such conductor to fasten the tin containing his reserve supply of tickets. Such padlock and key shall remain the property of the Board and if either or both are lost shall be replaced immediately by such conductor at his own expense.

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P. O. Box 46

31st. December 26.

Messrs. J. J. Miller Printing Co. Ltd.,  
84 Williams Lane,  
MELBOURNE.

Dear Sirs,

WEEKLY TICKETS.

We now enclose you sixteen specimen tickets as follows :-

| Reference No. | Route.                         | Total Tickets. | Numbered Consecutively to |                                                                                                        |
|---------------|--------------------------------|----------------|---------------------------|--------------------------------------------------------------------------------------------------------|
| 1.            | Gardens                        | 6500           | 6499                      | The week No. to be changed every 500 Tickets, the first 500 being No. 1., Second 500 No. 2. and so on. |
| 2.            | Alfred & McArthur Sts )        | 6500           | 6499                      | ditto ditto                                                                                            |
| 3.            | Gregory St in Lydiard St. )    | 1300           | 1299                      | First 100 being No.1. Second 100 No. 2. and so on.                                                     |
| 4.            | McArthur St in Lydiard St. )   | 1300           | 1299                      | ditto ditto                                                                                            |
| 5.            | Orphanage and Doveton St. )    | 1300           | 1299                      | ditto ditto                                                                                            |
| 6.            | Queen St and Doveton St. )     | 1300           | 1299                      | ditto ditto                                                                                            |
| 7.            | Mount Pleasant & Doveton St. ) | 1300           | 1299                      | ditto ditto                                                                                            |
| 8.            | Grant St and Doveton St. )     | 1300           | 1299                      | ditto ditto                                                                                            |



We have evidence of a desire for such a ticket in connection with the girls from Lucas', who are prepared to pay 4/- per week for four trips per day over five days.

By extending the time of these tickets up to 9am. they would be used by a lot of people who are not actually workers. By entering into a weekly contract for six days, it may pay to give these concessions over the two as well as the four trips per day.

Such a ticket has the same disadvantages as a season ticket, in that it means that holders of the same would not pay into the fare box in the way that the usual passenger does.

The selling of them and checking would be much the same as the season tickets.

They would also meet to some extent the motor bus competition, but not to the same extent as could be anticipated by the use of the season tickets.

Their introduction would be less of an experiment than the season ticket, but if the season ticket should prove successful, it is likely to induce further tramway travelling than is possible with the two or the four day weekly ticket.

It is always possible that, should the season ticket not prove successful, we could introduce later on such a system.

It is not necessary to introduce it if a season ticket system should remain in force.

Owing to some motor buses giving cheap business and dinner time tickets, it is necessary to do something to meet this.

#### EXTENSION OF 2d. SECTIONS.

By extending the 2d. section to the Hospital, Sturt Street, as indicated above, and making it only to apply meantime to the season tickets, may create additional demand for these tickets.

The 2d. fare to the Hospital is too short in comparison with the 2d. sections on other routes, and, as a result, many passengers walk who might instead become season ticket users.

It might be desirable to consider extending these sections to the cash fares later on. This depends upon how the season tickets are taken up. It does not appear to alter any other twopenny sections.

The season ticket will usually be purchased by an adult, but can be used by a child in the family. Children will only get the advantage, therefore, to the extension of this 2d. stage when they are using a season ticket.

#### INTRODUCTION OF 1d. SECTIONS.

When certain 1d. sections were in force before, they were only available between certain hours and this probably militated against their more general use.

It is proposed to introduce 1d. cash sections as follows available at any time:-  
Grenville Street to Railway Station.

do to say Lyons Street.

do " " Humffray Street, both on the Orphanage and the Mount Pleasant lines.

It is believed that by re-introducing these 1d. fares, it will induce a great deal more short distance traffic in the centre of the Town than occurs at present.

The buses cannot payably offer such fares.

Their re-introduction will require more care on the part of the motorman and inspectors, to see that overriding does not occur.

As they are being introduced at the same time as season tickets, it may be desirable to have the numbers sold checked by the motormen over a period to see the effect of the same.

There are a certain amount of passengers, who desire to proceed beyond Grenville Street for short distances, both east and west. At present they can only do this by paying an additional 2d. fare, which means that the majority walk.