

Engineer's Manager

*Manager -
Personnel Division*

RECORDED
28 MAR 1951
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J.M.
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OFFICER

28 MAR 1951

Ticket

Issue

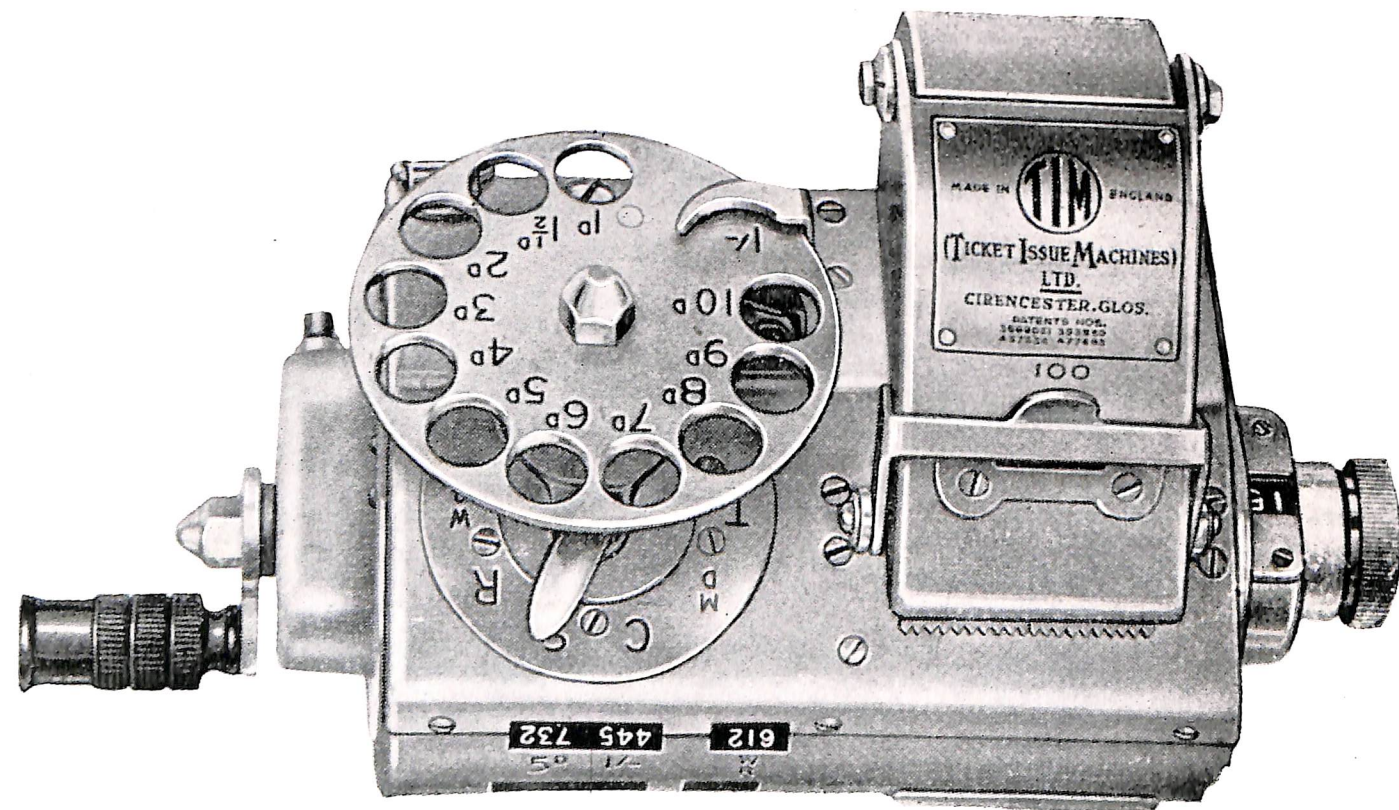
Modernised

"T.I.M." TICKET - ISSUE MACHINES (AUSTRALIA)
EASTERN SUBURBS OMNIBUS SERVICES PTY. LTD.

96-100 MCKINNON ROAD, BENTLEIGH, S.E.14, VIC.

TELEPHONE: XU 1231

THE T I M



SYSTEM

IN every case where money is collected, Tickets, Labels, or Receipts are issued, those concerned must ask themselves whether their methods are up to date.

If no receipt is issued or if stocks of preprinted, or partly preprinted tickets are being held, duplicate books used, or entries made by hand, the answer is certainly NO.

The T.I.M. machine is so highly adaptable that there is hardly a field in which it cannot be used either to issue tickets or labels or as a simple and inexpensive Cash Register.

Besides being used on 45% of Britain's Transport, large and small undertakings are

using the T.I.M. system for Admission Tickets for Baths, Golf Courses, Fun Fairs, Car Parks, etc.; Packing Slips and Box Labels; and many other purposes where a number of variable particulars have to be printed and recorded.

The adoption of one of the models illustrated in this brochure will result in great economies because of the large reduction in the cost of tickets or labels, the elimination of errors and the reduction of accountancy costs. All the costs and risks incidental to holding stocks of preprinted tickets are also eliminated.

Six Cardinal Points.

- 1** **THE ELIMINATION OF PRE-PRINTED TICKETS.**—T.I.M. machine prints and issues its tickets from rolls of plain paper, so that stocks of valuable pre-printed tickets are no longer necessary, there is no possibility of out-of-sequence or un-numbered tickets, storage space is saved, Audit checks and costs reduced.
- 2** **SPEED OF ISSUE.**—The T.I.M. machine prints and issues tickets faster than any other known system. Road and Factory tests prove an increased issue rate rising from 15 to 45 per cent. as experience is gained.
- 3** **FLEXIBILITY.**—Statistics are preserved by the T.I.M. if required. If not, a cash total is given instead, thus minimising office work. All normal requirements of fare and price range, class of tickets, etc., are comprehensively dealt with. Tickets are also serially numbered.
- 4** **RELIABILITY.**—T.I.M. post-war machines have been designed in the light of experience gained over 18 years by 20,000 machines in operational use, and every effort has been made to secure maximum efficiency with minimum maintenance costs. All our machines are guaranteed for a period of ten years.
- 5** **PREVENTION OF FRAUD.**—Being based on a self-contained system of inter-checking counters, T.I.M. machines render fraud well-nigh impossible.
- 6** **HIGH STANDARDS.**—The best materials only, combined with the highest grade of workmanship, are consistently employed in the manufacture of T.I.M. machines, rolls and accessories. At the same time, prices are kept as low as possible.

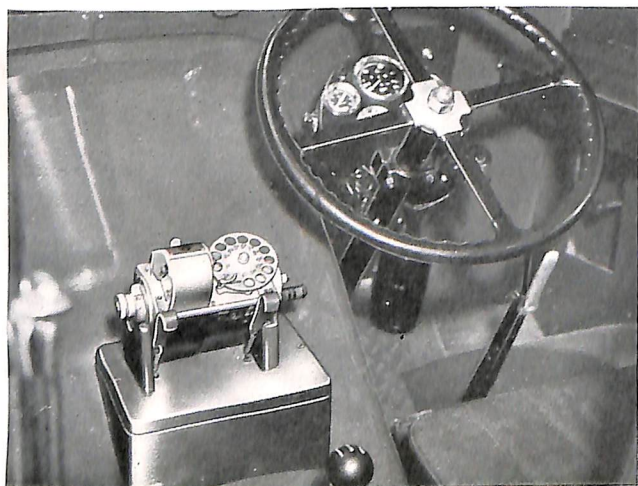
The T.I.M. System in Transport



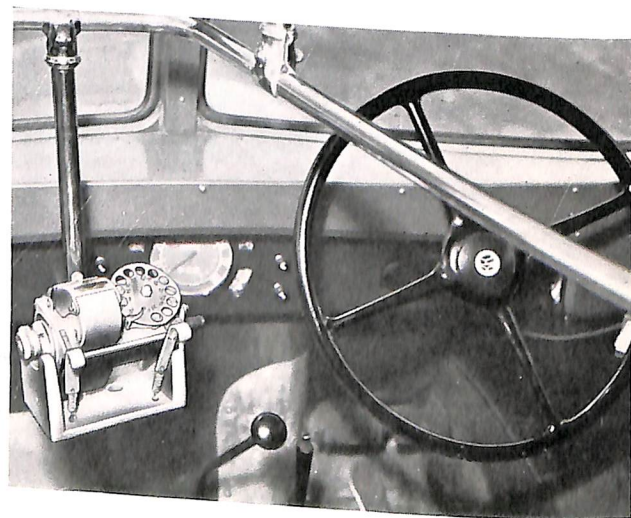
Conductress using the "T.I.M." machine fitted with harness and cancellation punch.



The first Australian fleet to be fitted with "T.I.M." machines.

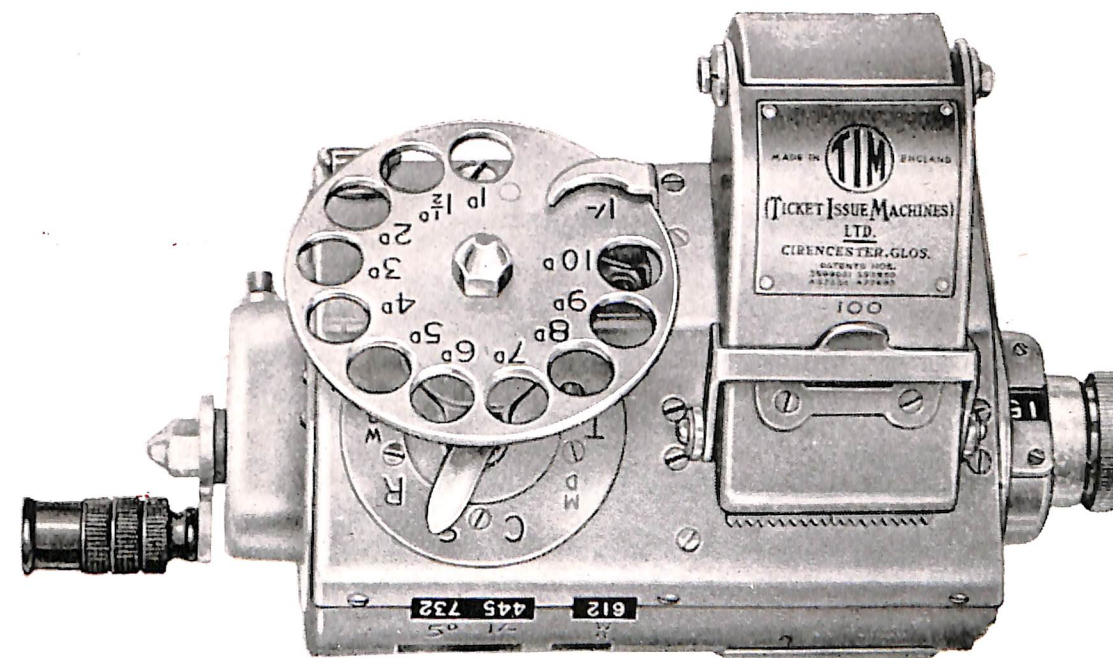


Machine in large stand in forward control bus.



Machine in small stand.

The T.I.M. 12 for City Services



Note details shown—

- Fare Paid
- Class of Ticket
- Section Boarded
- Service or Route Number
- Date
- Serial Number
- Number of Machine
- Name of Undertaking
- Conditions of Issue

Facsimile of ticket (actual size)—



(Approximately 350 tickets per roll.)

The T.I.M. "12" is used where up to twelve values only are required. These values can be from 1d. to 1/- in 1d. stages, or they can be any set of 12 different amounts and they are selected by movement of the dial.

The lever at the front of the machine is used to select the class of ticket, but extra values can replace the classes, if required. The date and Route, or Service, are changed through the inker door and the consecutive number is changed automatically with the issue of each ticket.

The Section Boarded is changed by movement of the

knurled wheel at the side of the machine, and any fixed wording can be incorporated within the framework of the ticket.

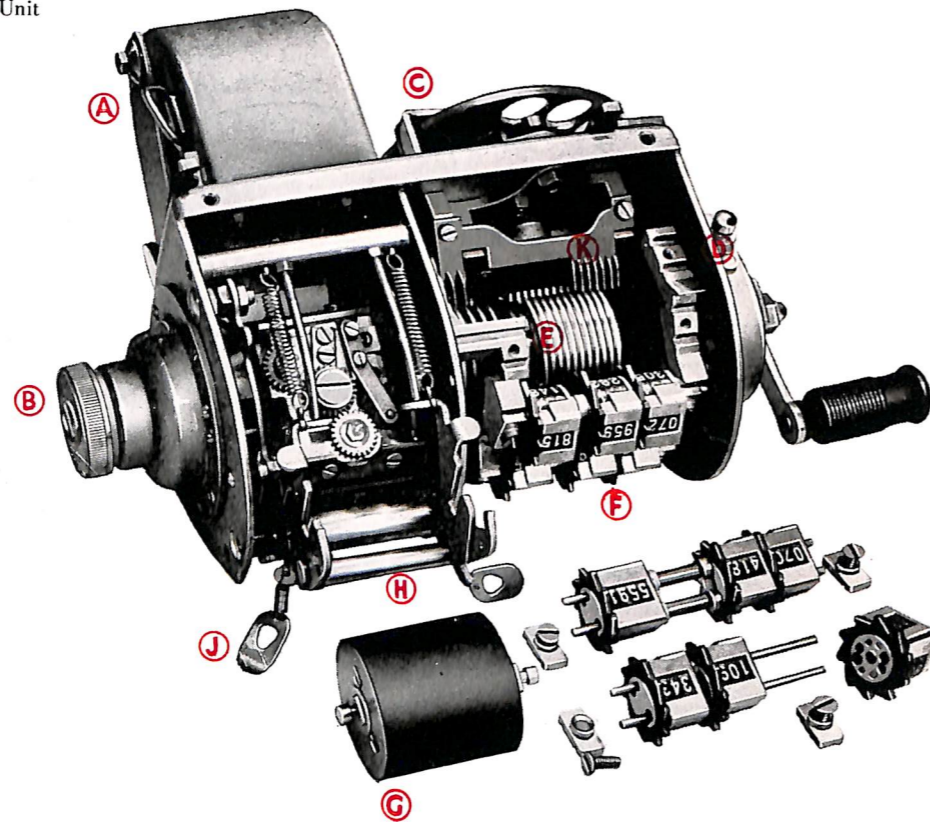
Recording is done by 19 different counters, easily read round the machine, 12 for the values, 6 for the classes and a total counter. The recording mechanism is in a separate compartment, which is sealed, and cannot be tampered with.

The writing up of the journal from the machine is a simple matter, and a full record of all tickets issued during a shift is available.

The T.I.M. 12

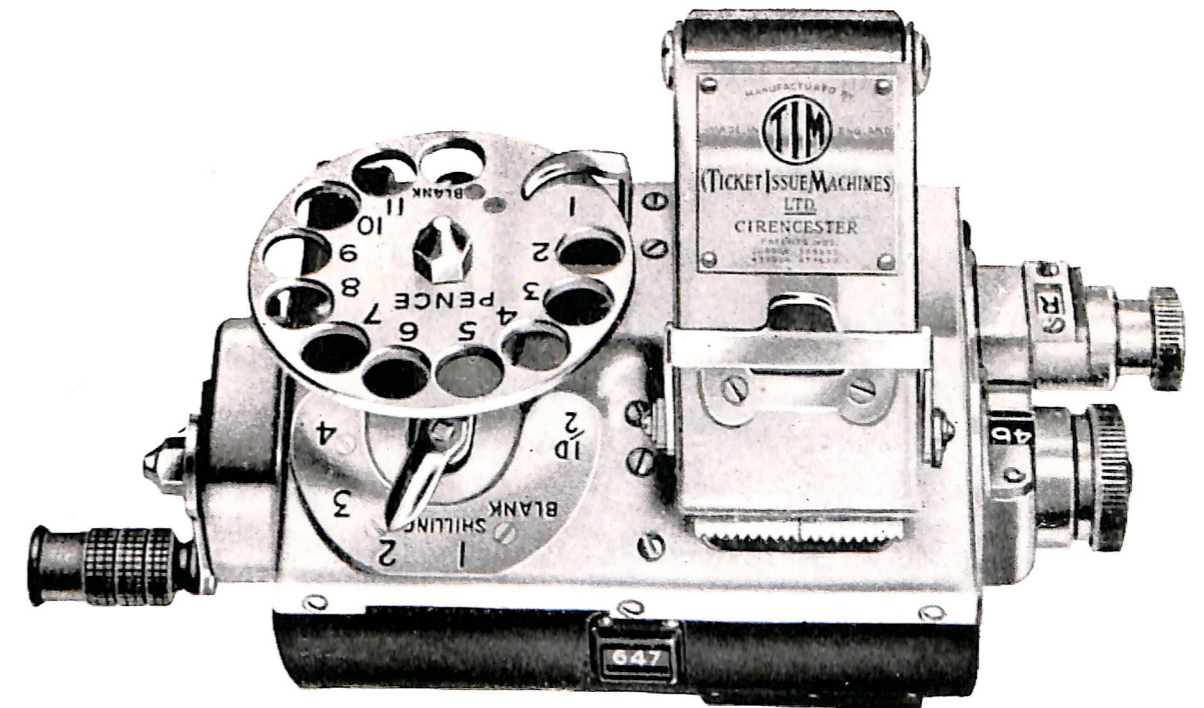
View of the Machine partly dismantled, showing Counter Assembly, Inker Unit Assembly, etc.

- (A) MAGAZINE COVER
- (B) STAGE BOARDED KNOB
- (C) DIAL FINGER STOP
- (D) HANDLE STOP
- (E) RECORDING GEAR
- (F) COUNTERS
- (G) INKER ROLLER
- (H) INKER FRAME
- (J) INKER TENSION SPRING
- (K) RECORDING GEAR LOCATOR ON DIAL CASTING



Driver handing boarding passenger the ticket issued by a "T.I.M." "12".

The Major T.I.M. for Long Distance Services



Note details shown—

- Extra Panel to Denote Class of Ticket
- Fare Paid
- Section Boarded
- Serial Number
- Service or Route Number
- Date
- Number of Machine
- Name of Undertaking
- Conditions of Issue

Facsimile of ticket (actual size)—

ISSUED SUBJECT TO THE COMPANIES REGULATIONS	R	SECTION		A. B. BUS SERVICE		FARE
		21		3261		10'6 ^D
				SERVICE	DATE	
		BOARDED	129	-8N050	PAID	

(Approximately 324 tickets per roll.)

The T.I.M. "Major" meets the special requirements in the operation of Long Distance Routes. The Ticket Rolls are common to both models, the operation of which is almost identical.

The outstanding characteristic of the "Major" is the large fare range it provides. There are 71 values— from ½d. to 4/11d., giving ½d. rises up to 1/-, and thereafter 1d. rises to the maximum fare, and, if ½d. and 1d. rises are not required, the dial can be arranged in 2d., 3d., or 6d. rises, and the normal shillings lever can select in units of 5/- or more, thus giving a greatly increased maximum fare. The "married" ticket is

eliminated and the number of passengers carried is shown on a separate totals counter.

Six classes of ticket are provided and return tickets can be recorded separately.

The Section Boarded, Date and Route Numbers are provided as on the T.I.M. "12".

Owing to the wider fare range the separate fare records have been abandoned, and, instead, there is shown a cash record in units of a halfpenny, penny and shilling, or larger units in the larger range machines.

Both types of machine can be provided with a harness, when used by conductors, or fitted into stands, photographs of which are shown on the previous page.



The "T.I.M." machine can be mounted on a stand, as shown, and can be taken out, if necessary, and used with a harness.

Admission Tickets, Packing Slips, Cash Receipts, etc.

ALTHOUGH the T.I.M. machine was originally produced for Transport use, many industrialists, on the lookout for efficient means of issuing tickets, packing slips, etc., saw the many advantages of the T.I.M. System, and we have installed machines for dozens of different uses.

Entrance tickets of all kinds, such as Baths, Cinemas, Sports Grounds, etc., where various values and classes of ticket are required; Fixed Value tickets for Car Parks, Hire of Deck Chairs, etc., where the time factor has to be recorded; Packing Slips or Carton Labels, showing quantities, packers' numbers, date and machine numbers; can all be handled with ease by the machine.

The recording mechanisms inside the machine can give accurate statistics at a glance, whatever unit the machine is made to record, whether it be cash, goods, or time.

As will be seen from the specimen tickets shown on the opposite page, there is no limit to the uses to which these machines can be put and, in every case, a great saving in time and money can be seen.

The T.I.M. "Major," giving up to 71 recordable variables, the "12," giving 18, and the Single Value machines are used to suit various requirements. Should these standard machines not quite serve your purpose, an adaptation or combination of the machines can be made.

Our experts will be pleased to submit draft schemes for your consideration if you would advise us of the variables required to be printed and those it is desired to record. A specimen of the ticket, label, or slip in use at the present time would assist us in giving you a layout suitable to your need.

Sample of Tickets used in the T.I.M. System—

ISSUED BY TURNER BROS. ASBESTOS CO. LTD.	OFFICE	T. B. A. Co. Ltd.	CASH
	STAFF	3716	3
	DINING ROOM	DATE	TEA
		26AP49	8 ^D
			PAID


CANTEEN.

BOROUGH OF NEWPORT, I.W. ISSUED SUBJECT TO THE REGULATIONS	BATHERS	SWIMMING POOL	AMOUNT
	MUST	8701	1
	HAND IN	DATE	ADULT
	THIS TICKET WITH THEIR CLOTHES	25MY48	6 ^D
			PAID

PUBLIC BATHS.

THIS TICKET IS AVAILABLE ONLY FOR THE ONE RIDE FOR WHICH IT IS ISSUED	DREAMLAND	GOOD
	4600	1
	RETAIN	DATE
	FOR	31MR48
INSPECTION		FARE PAID

FAIRGROUND RIDES.

MADE IN ENGLAND  TRADE MARK PAC B KER	SIZE	WEST RIDING	QUANTITY
	24	1442	1
	COLOUR	GARMENT	2 1/2
	WHITE	VESTS	DOZEN

PACKING SLIP.

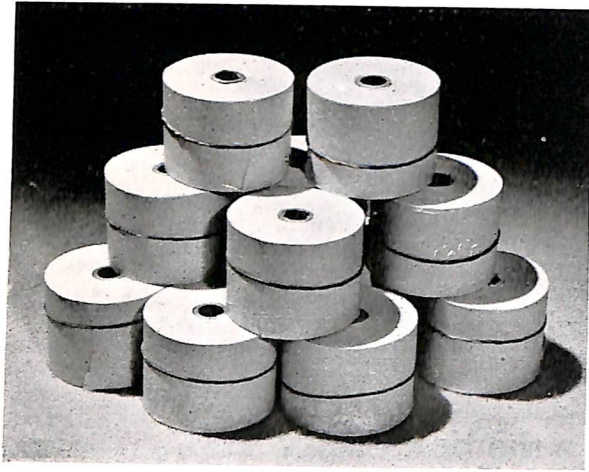
STAKE	RACE	MYRTLE TRACK	DOG
2/-	10	0719	2
STAKE	NUMBER	DATE	WIN
		70C49	4
		TWO SHILLINGS	NUMBER

TOTALISATOR.

T. H. GLASSWORKS CHESTERFIELD	SHIFT	BOX NUMBER	BULB
	14	3548	C 2
	CLEAR	DATE	45
	NUMBER	100	23AU49
			TYPE

CARTON LABEL. (Gummed Paper).

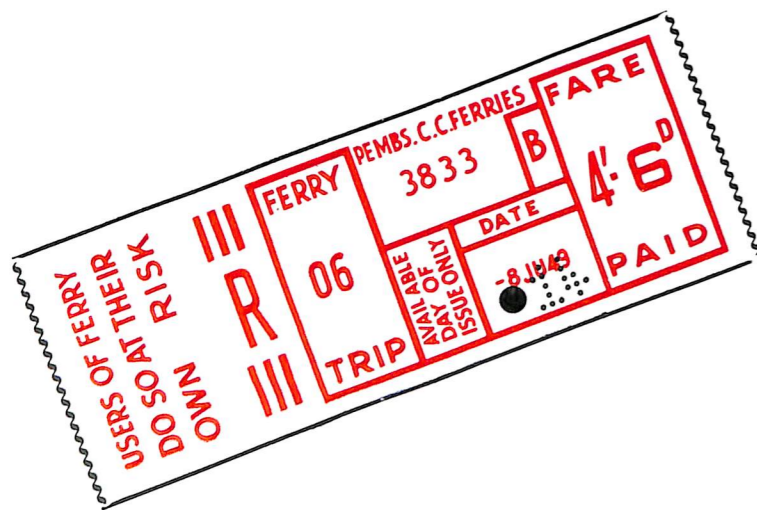
Ticket Costs



One of the many advantages of the T.I.M. system is that inexpensive blank rolls of paper are used. No more waiting for the printer and no more closely guarded ticket stocks. The cost of tickets with the T.I.M. system is, in most cases, less than half the cost of pre-printed tickets and many undertakings have paid for their machines out of this saving in under three years.

Coloured paper can be provided and gummed paper is supplied, if required, for machines issuing carton labels.

T.I.M. Cancellation Punch



The "T.I.M." Cancellation Punch perforates the punch number on the ticket. It can be used for cancellation of Return Tickets, or to mark time of entry on Admission Tickets.

Servicing

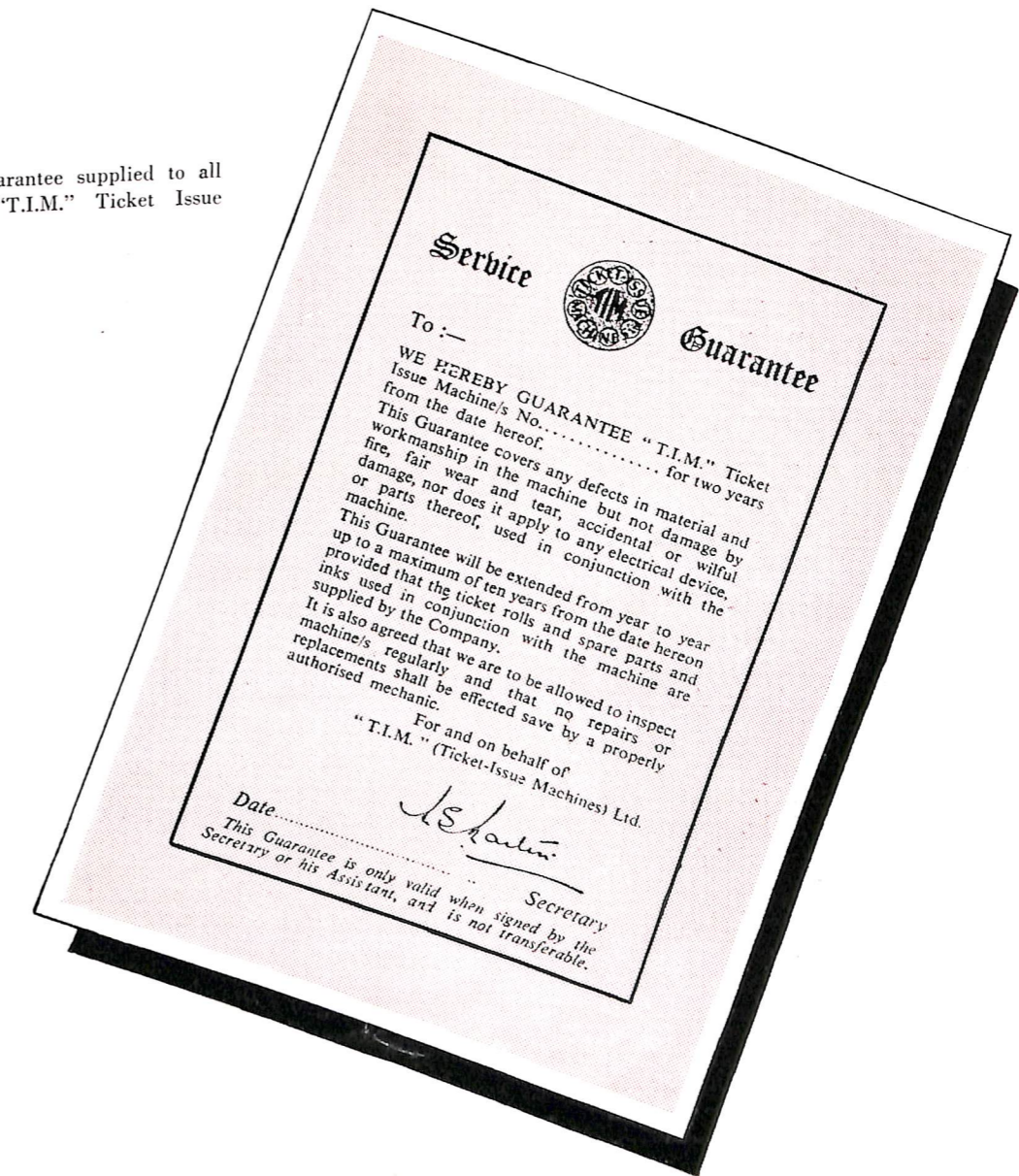
All machines require servicing and T.I.M. machines are no exception to this rule.

In the case of transport undertakings, the usual procedure is for the transport company to purchase a small stock of spare parts and to send a mechanic to our Depot for a thorough course of instruction. Thereafter, in the event of a mechanical breakdown, the mechanic will replace the defective parts

and order a replacement for his stock, the transaction being carried out under our guarantee in so far as faulty workmanship or materials are involved.

In cases where the number of machines in use does not justify the training of a mechanic, machines may be sent to our Depot, where they will be quickly repaired and returned, and a report submitted where necessary.

Facsimile of Guarantee supplied to all purchasers of "T.I.M." Ticket Issue Machines.



Some of the users of the "T.I.M." System

45% of Britain's Transport Undertakings, including:—

Aberdeen Transport Dept.	London Passenger Transport Board.
Alexander, K., & Sons Ltd.	Middlesborough Transport Dept.
Blackpool Transport Dept.	Morecambe & Heysham Transport Dept.
Bombay Electric Tramways.	Nigerian Railways.
Cardiff Transport Dept.	Nottingham Transport Dept.
Coras Iompair Eireann	Omnibus & Tramways of Lyon.
Darlington Transport Dept.	Oxford City Services.
Durban Tramways Motor Dept.	Portsmouth Transport Dept.
East Midlands Motor Services Ltd.	Preston Transport Dept.
Edinburgh Transport Dept.	Rawtenstall Corporation Motors.
Glasgow Transport Dept.	Reading Transport Dept.
Great Yarmouth Transport Dept.	Salford Transport Dept.
Hull Transport Dept.	Sheffield Transport Dept.
Hyderabad State Railway	West Riding Automobile Co.
Liverpool Transport Dept.	

Large and Small Undertakings Using "T.I.M." Machines for Canteen Tickets, Packing Slips, Receipts, or Package Labels, include:—

Aero Zipp Fasteners Ltd.	Imperial Chemical Industries Ltd.
Bingley U.D.C. Baths & Parks.	Kelvin, Bottomley & Baird Ltd.
Birtwistle, J.H., & Co.	Littlehampton U.D.C.
Blackpool Borough Council.	London Brick Co. Ltd.
Bognor Regis Pier.	Newark Borough Treasurer's Dept.
Bristol Corporation Baths.	Pembrokeshire C.C. Ferries.
British Thompson Houston Co. Ltd.	Priest, Alan, & Sons Ltd.
Butlin's Ltd.	South Pier, Blackpool.
Chillington Tool Co., Ltd.	St. Marylebone Car Parks.
Clydebank Burgh Unionist Asscn.	Stafford Baths.
Crosses & Winkworth Ltd.	Stockport Gas Dept.
Crossley Motors Ltd.	Swindon Borough Treasurer.
Dugdale, J., & Sons Ltd.	Rank, J., & Co. Ltd.
Eccles Corporation Baths.	Rhyl U.D.C. Entertainments Committee.
Edinburgh City Chamberlain's Dept.	Turner Bros. Asbestos Co. Ltd.
Edward Elwell Ltd.	Walker, James, & Sons Ltd.
Gloucester City Treasurer's Dept.	Wolverhampton Borough Treasurer.
Gyproc Products Ltd.	

Many Australian Companies, both Transport and Industrial, are installing the "T.I.M." system and finding it eminently suitable for Australian conditions.