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THE PROVINCIAL TRAMWAYS OF THE
STATE ELECTRICITY COMMISSION OF
VICTORIA

A short history of the newspaper
and parcel tickets between the years
1937-1972.

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The Provincial Tramways of
Victoria.

Some notes on their newspaper and parcel
tickets.

Maxwell R. Hayes.

Recently, when perusing a collection of fine material relating to railways and tramways of Australia, of which only a small portion related to parcel and freight stamps, the author noticed two large "parcel tickets" - one pre-decimal and the other decimal currency- both in mint condition, and which had not been reported on in the most comprehensive "Railway (and other parcel) Stamps of Mainland Australia", by Ingles, Craig and Presgrave, 1980.

The author's host invited him to research these "tickets", which, have, surprisingly, turned out to have had a very long life in three of the largest provincial cities of Victoria. In the course of this research, much information was ultimately turned up from archives, conversations with former tramway's employees and tramway historians. As is the case with railway parcels stamps, the tramway tickets were scarcely known to the many thousands of people who work for these long established carriers.

It may, therefore, come as a surprise to parcel stamp collectors to read of the newspaper and parcel "tickets" of the provincial tramways of the State Electricity Commission of Victoria, which were operated at Ballarat, Bendigo and Geelong.

The "State Electricity Commission Act", no. 3776 of 1928, which was commenced on 12.2.1929, gave the Commission powers of electricity generation and distribution, and of consolidating supplies previously operated by private distributors of electricity at Ballarat, Bendigo and Geelong. The Act specifically excluded the ownership of the tramways, as these were not regarded as being within the scope of operations of the S.E.C.V. However, by Act no.3845 of 1929, which was commenced on 30.12.1929, the S.E.C.V. became the reluctant operator of the three provincial tramways undertakings on termination of the existing private company franchises. The history of these three provincial tramways prior to ownership by the S.E.C.V. is, in itself, most interesting, and is referred to briefly.

BALLARAT.

First of the provincial cities to have a public transport system was Ballarat, the second largest of the provincial cities of Victoria. This event occurred, when a system of horse drawn trams was opened officially on 21.12.1887, with the public service commencing some five days later. Some time later, the Electric Supply Company of

Victoria Ltd., purchased the assets of the operators. An overhead electrified network and new tracks were installed, and electric trams soon became a familiar sight in Ballarat. The official opening of the new electric tramway took place on 18.8.1905, but a small section of the horse drawn trams remained in use until phased out on 14.4.1913, after nearly 26 years of service. Prior to the acquisition of the Ballarat tramways by the S.E.C.V. it is not known whether parcels/newspaper/tickets/stamps were used. The City of Ballarat (the modern spelling is Ballarat), Joint By-Law No.1, confirmed on 13.8.1906, in its application to all tramcars and other vehicles of the Electric Supply Company of Victoria Ltd., at clause (16) stated-

"every passenger who shall take upon a car any article or articles, which shall altogether exceed the weight of 28lbs, or whose size exceeds 18" square, shall pay to the conductor the sum of 3d for every such article", and at clause

(17) stated- "where parcels are sent in the charge of a conductor, the like fare shall be paid".

In the absence of evidence to the contrary of specially printed parcels/newspaper/tickets/stamps, it must be assumed that an ordinary passenger fare ticket was used for the purpose. The 30 year franchise of the Company officially ended on 30.6.1934, though the tramways systems were officially purchased by the S.E.C.V. on 1.7.1931, but not operated by the S.E.C.V. until 1.7.1934.

BENDIGO.

Bendigo, the third largest provincial city of Victoria, was next on the scene as regards mass public transport. On 9.10.1888, the Sandhurst and Eaglehawk Tramway Company Ltd., was registered to take over the concession from the partnership of Booth, Ellison and Company, civil and electrical engineers, which had earlier submitted a tender to operate a system of battery tramcars. Tracks were installed and tramcars for battery operation built, with a trial run taking place on 10.4.1890. However, the battery tramcars were beset with electrical problems which were partly solved, and a regular service commenced some two months later, but ceased after a very short time on 23.9.1890, as the service became impracticable to operate efficiently. A better service was obviously required, and another company considered the suitability of steam trams, which were brought into service on 1.2.1892. Later, the Bendigo Tramway Company Ltd, acquired the assets of the former company, and, in 1899 sold out to the British Insulated Wire Company Ltd., which subsequently became incorporated as the Electric Supply Company of Victoria Ltd. This company was granted a 30 year franchise to operate electric tramways, the first trial run being on 8.4.1903, with a regular passenger service commencing a few days later. As with the Ballarat tramways, the acquisition by the S.E.C.V. took place as from 1.7. 1931, but the operator's franchise was extended until 30.6.1934, with the S.E.C.V. assuming management of the tramways as from 1.7.1934.

GEELONG.

The largest of the provincial cities, and the last to operate a tramways system, was Geelong, a very much later entrant into the field of public transportation. With the introduction of a reticulated electric power supply to Geelong in 1901, the Electric Lighting and Traction Company of Australia Ltd., in 1904, made approaches to the Town of Geelong to build an electric tramway system, and, on 27.1.1907, signed a preliminary agreement with the Town of Geelong, the Boroughs of Newton and Chilwell and Geelong West, and the Shire of South Barwon, to build electric tramways in

those areas. In 1908, the company name was changed to the Melbourne Electric Supply Company Ltd., and a principal agreement was signed on 27.7.1908. The first electric trams appeared in Geelong streets when a regular service began on 14.3.1912. By 1930, electric trams traversed 12 miles (20km) in and around Geelong. No extant copies of the By-Law relating to the Geelong tramway service have been found, but as all relevant city or town By-Laws were made in accordance with the Tramway Act, it follows that they would have been similar to the By-Laws enacted at Ballarat, and it is likewise assumed that carriage of parcels/newspapers, etc, would have payment made in the form of cash receipt or adult fare ticket.

With the Councils of Ballarat and Bendigo, Geelong Council held a meeting on 6.6.1929, and it was agreed that each Council request the State Government of Victoria, to legislate to give the S.E.C.V. the power to operate the various tramways. None of the Councils wanted to acquire the tramways from the respective companies, which they, in effect, controlled through their By-Laws. In Geelong, the company's franchise terminated on 31.8.1930, and the S.E.C.V. assumed ownership and management of the tramways on the following day, by virtue of the Act of Parliament passed in December 1929.

STATE ELECTRICITY COMMISSION OF VICTORIA.

Having reluctantly assumed control of the three provincial tramways, the S.E.C.V. caused to be made the "Electric Tramways of the State Electricity Commission of Victoria, By-Law No.1" pursuant to Section 16(1) of the "State Electricity Commission of Victoria Act" of 1929. This By-Law was approved on 5.9.1932, and at clause (3) states, inter alia, that - "the several tolls, fares and charges in existence prior to the S.E.C.V. assuming control, would continue to be charged by persons travelling or having luggage or goods carried".

This really does not assist when information is required as to whether "goods carried" payment was evidenced by a cash receipt, or an adult fare ticket. Thus the S.E.C.V. became involved in the carriage of newspapers and parcels, in the course of its operation of the three provincial tramways, for periods of up to and including the next 40yrs.

THE TICKETS AND THEIR VALUES.

The first reference which can be found to newspaper or parcel tickets is in a revised By-Law approved on 9.3.1937, which states at Clause (6) - "The Commission may sell- (e) in blocks of fifty, newspaper tickets," and, "(i) the price of a newspaper ticket shall be 8/4d per block."

For details as to what could be carried, information is given in Clause (21) - "For accompanied luggage, not exceeding 18" in any dimension, or less than 28lb in weight, there is no charge. For personal luggage more than 18" in any dimension, or total weight in excess of 28lb, the equalivalent adult passenger fare will be paid. For unaccompanied goods, or parcels, carried on a tram, a charge of 3d will be made, with the exception of a pre-stamped bundle of newspapers which will be charged 2d. If newspaper bundles are not pre-stamped, a charge of 3d will be made".

Clause (21c) refers to goods and parcels collection charges as in the form of a receipt or receipt docket initialled by a duly authorised officer given before the carriage, and the inference of this Clause is that carriage of goods and parcels was evidenced by some form of cash receipt, though the former method of collection in the form of

Some indication of the continuing losses are given in a memorandum of 1949. In 1935, the operating loss was £15,995. By continuing losses, even during the war years, the aggregate of the losses by the end of 1948 was £510,218 (\$1,020,436).

After barely two years, charges again rose, and on 1.7.1951, an amendment to the By-Laws saw the introduction of a new type of ticket. Clause (6) amended, deleted the words 'newspaper package', and inserted the word 'parcel' and increased the charge to 16/8d. per block of 50 tickets. Clause (21b) then became,
 "Any article or package or bundle of newspapers may be paid for by a 4d. parcel ticket".

Further amending By-Laws in force as from 1.11.1955 increased passenger's accompanied luggage from 3d. to 4d., and limited newspaper packages to 28lbs weight. Charges and fares then remained static until 1.3.1963, when charges for newspapers, parcels and excess luggage, were increased to 6d., a block of 50 tickets selling for £1.5.0.

In 1955, the S.E.C.V. signed an agreement with the Postmaster General for the carriage of Her Majesty's mails at Bendigo, the flat fare charge being 5d. per mail bag delivered by the conductor to a post office. An increase in this rate was approved on 5.3.1963 to 8d. per bag. It is believed that this mail was not stamped with parcel tickets, as there was no such denomination, but that accounts were sent for the carriage of mails.

In 1965, the S.E.C.V. was preparing for the introduction of decimal currency, to be introduced on 14.2.1966. An amending By-Law which commenced on 1.10.1965, saw the introduction of small blocks of tickets, and an increase in cost. By amendment, Clause (6) now read -
 "(a) In blocks of 25 parcel tickets, and
 (i) The price of parcel tickets shall be 18/9d. (\$2.00) per block of 25 tickets", and,
 Clause (21b) "(i) Any article or package or bundle of newspapers may be paid by a 9d. (8¢) parcel ticket".

A tramways adult fare ticket bearing both pre-decimal and decimal figures of 4d. and 4¢, has been sighted. Incidentally that conversion rate depicted on that ticket is not in accordance with the official conversion scale of converting 12pence into 10 cents. Pre-decimal 4d., should of course be decimal 3¢, and those tram fare tickets must be of special interest to ticket collectors, and must have raised a little extra revenue for the S.E.C.V. As to whether dual pre-decimal and decimal figures combined appeared on parcels tickets, or not, is not known, but it is believed that due to a comparatively small useage, no special printing of a dual value parcel ticket was made, and that the 9d. parcel ticket remained in use until the conversion to decimal currency on 14.2.1966. Thus the 9d. parcel ticket had the shortest life of any parcel ticket, of only some 4½ months.

On 1.9.1966, parcels tickets rose in cost from 8¢ to 10¢, and were in use for some 6½ months before the cost rose to 13¢ per ticket, with a block selling for \$3.25. A proposal was made to increase the rate once again to 16¢ as from 1.12.1970, but this was deferred until Parliament's decision was known on the S.E.C.V. proposals currently then before the Parliament, to abandon the tramways systems at Ballarat and Bendigo.

Newspaper, newspaper package, and parcels tickets used over the years measure in the vicinity of 53-58mm x 61-62mm (top ticket), and 53-58mm x 77-78mm (bottom ticket). Because of the long run of these

tickets, it is not possible to give the exact dimensions of all tickets, but all would be within the range of dimensions quoted, or very close to those dimensions, allowing for various errors in the guillotining of these tickets, over a very long period. The overall length of the vertical pair of tickets and the ticket stub varies between 155-162mm.

Each ticket appears as a vertical pair, separated by a roulette between each ticket. The roulettes vary in size also. Each ticket bears a serial number with the prefix letter "A", "B", or "C". Both vertical tickets, bear the same serial number. Almost all of the series of tickets were printed on white or off white paper in red, with one exception being the 4d. parcel ticket which was printed on a pale yellow paper. Tickets were printed on ungummed paper, however a strip of gum arabic, about 12mm in width, was placed horizontally near the top of the top ticket, for affixing to the bundle of newspapers or parcel, as the case may be. The bottom portion of the ticket was detached at the horizontal roulette and handed to the consignor as evidence of transmission. An additional parcel ticket printing of the 13¢ denomination was made late in the period of useage, due to demand. It bears quite a different type of printing from the earlier 13¢ printing and is in orange, on a P.V.A. adhesive paper without any gummed strip being necessary.

A printer's mark sometimes appears on the top left side of the top ticket, and also on other stationery and By-Laws connected with the tramways operations. This is usually in the form of 'TYE', followed by a prefix numeral and subsequent numerals. This number indicates a S.E.C.V. stationery stock reference number. This reference symbol may be broken up as follows-

"TY" designates the department- in this case it refers to Tramway,

"E" designates its use as Extra Metropolitan area."

The numerals indicate the particular item and stocks of newspaper and parcels tickets were ordered from bulk stock by reference number and not by denomination.

Over the years, the newspaper, newspaper package, and parcel tickets were printed by Sands and McDougall Pty. Ltd., then of 365 Collins Street, Melbourne, who were also the printers of the ordinary fare tickets.

It would seem that newspaper and newspaper package tickets were sold at the provincial office of the S.E.C.V. and also at the tramway depots, as they were only sold in booklets of 50 and later 25. They were not carried or sold by conductors, but it is known that in April 1944, 3d. parcels tickets were carried in conductor's outfit kits and sold by them to passengers requiring same. The outfit kits contained only sufficient tickets to cover the estimated daily requirements, plus a small safety margin, and were made up by the tramways clerks.

Some tickets may be seen with varying "TYE" numbers, examples being TYE 2.8 (2d newspaper ticket), TYE 2.9 (3d. parcel ticket), and TYE 3.220 (6d. parcel ticket), etc. TYE numbers were in use by 1944 and possibly before then. In August 1949 new stock numbers were allocated to the two tickets in use for parcels, viz, TYE 3.17 (3d. newspaper package) and TYE 3.18 (4d. parcels checks). There is evidence that the parcel tickets were printed in three separate series, each with a different letter, viz, "A", "B", or "C", which letter preceded the serial number, and also that some newspaper package tickets were similarly printed. This method of printing and using a different series from time to time, follows a standard tramways practice, common to passenger tickets, wherein a different series is used each week, as a means of preventing fare evasion. The "C" series was eventually eliminated and by 1947 was

DETAILS OF QUANTITIES.

Some details of ticket printings, and quantities issued, with revenue derived, and the like, were obtained from S.E.C.V. archives, but there is little contained in their annual reports to ever acknowledge the existance of these tickets. One of the few references may be found in the annual report of 1950, which states, that, "scholar's tickets, newspaper and parcel tickets constituted 2% of the gross revenue", of which the greater proportion would have been for sales of scholar's tickets. However more information is available from the archival files.

The earliest records extant, which give some indication of the useage of newspaper tickets and parcels tickets, are contained in a memorandum detailing revenue for the 12months ending 31.12.1940.

	Geelong		Ballarat		Bendigo		Total	
	sales	%	sales	%	sales	%	sales	% of revenue
2d newspaper	£12	.032	£17	.063	£34	.185	£63	.076
3d parcel ckeck	£20	.053	£10	.037	£53	.289	£83	.100

On 1.2.1943, Bendigo suggested that parcels checks be numbered from 1-100, but no action was taken on this, and in November 1943, 2d. newspaper ticket blocks, numbered between 01500 - 02499 were despatched to Geelong. On 31.3.1944, all three provincial depots were required to notify stocks of items held, and the anticipated period of useage for these stocks. The following figures were given-

		Stock held.	Sufficient for.
Bendigo,	2d newspaper tickets	4,700	11 months
	3d parcels, series A	1,550	3 years
	series B	2,700	21months
	series C	2,900	23months
Geelong,	2d newspaper tickets	2,100	11months
	3d parcels (all series)	650	4 months
Ballarat,	2d newspaper tickets	3,400	10months
	3d parcels (all series)	1,900	12months

Following loss of a parcel at Ballarat, a query was made to S.E.C.V. tramways department on 25.3.1946, as to the advisability of continuing to operate a parcels service, with the comment that, "newspapers carried are of sufficient importance to warrant the continuance of this practice, as they are not subject to very much risk of loss or theft. The average number of other parcels carried in these trams, varies from about 20 in the winter months, to 60 during the summer months. The parcels comprise mainly food such as fruit and cakes to the kiosk at the Gardens, and cases of fruit from the market to traders at Sebastapol". As a result of this query, the S.E.C.V. sought advise from the depots at Geelong and Bendigo. Bendigo by letter of 4.4.1946 advised, "It is considered that the handling of parcels at peak periods causes delays to traffic at the place of despatch and destination, especially when recipients are not in attendance to receive them. The amount of revenue which would be lost by discontinuance of this practice would not be great, but as the carriage of parcels

has been a privilege enjoyed by the public for many years, adverse criticism would result should this service be withdrawn. Set out hereunder is a review of the number of parcels and news packets carried on trams over the last five years.

Year	Parcels	Newspaper Packages	
1940-41	4,471	3,600	
1941-42	4,645	3,850	
1942-43	3,232	4,550	
1943-44	2,697	4,500	
1944-45	2,761	5,400	"

Some further particulars of stock and useage are given for the year ended 31.7.1947 by Geelong and Ballarat, and for the year ended 30.6.1947 by Bendigo

		Stock on hand.	Used during year.
Geelong,	2d. newspaper, series A	3,100	2,700
	series B	--	
	3d. parcel, series A (stock)	7,920	2,599
	series B (res)	500	
Ballarat,	2d. newspaper	2,550	6,700
	3d. parcel	7,196	1,419
Bendigo,	2d. newspaper		5,750
	3d. parcels		4,468

Ballarat advised early in 1948, that further stocks of tickets were required and that for the year January-December 1947,

" 7,150 2d. newspaper tickets totalling £59.11.8,
1,132 3d parcels tickets totalling £14.3.0,
were sold".

On 3.2.1948, the S.E.C.V. advised that "the Geelong suggestion, that one ticket be used for both newspapers and parcels would cause annoyance to the few who now send parcels by paying the conductor 3d. in cash, and it would, probably, not be a wise procedure to make this alteration, as the tickets are purchased at the office".

This reference is one of the very few, which actually indicates that newspaper package tickets were indeed sold at the S.E.C.V. office. Being sold in blocks, they were an easy method of newsagents and publishers of newspapers prepaying for the consignments and causing minimum inconvenience to conductors. On the other hand, passengers would not wish to purchase a block of parcels tickets, on the off chance that they would occasionally require to transmit a parcel. Thus the system of buying a parcel ticket from the conductor when actually required was far better.

On 20.12.1948, the S.E.C.V. advised that supplies of tickets held in bulk, were in short supply and requested information on the stocks held at depots. The following replies were received-

2d newspaper,	Geelong	3,200,	sufficient for 10 months,
	Bendigo	1,850	" " 3 "
	Ballarat	2,500	" " 4 " , with

each depot advising that approximately 4 years supply of parcel tickets was held.

No figures of stocks printed or used are available after 1948, but it seems likely that the carriage of newspapers and parcels would have

tapered off, with the emergence of private carriers and courier services, etc.

CLOSURES OF THE PROVINCIAL TRAMWAYS.

After the 'heady' tramway days of the first part of this century, passenger growth declined rapidly due to the availability of other forms of transport and changing lifestyles. There was a reversal of this trend during the war years- 1939-1945-, when petrol rationing brought back a flood of passengers to the provincial tramways. Once petrol rationing ceased, and private buses and vehicles again became available, public patronage of the tramways declined. Significant losses were recorded against all public transportation systems in all states, and the S.E.C.V. tramways was no exception, their files and annual reports indicating that no profit was ever made from the provincial tramways. In 1953 an enquiry was held by the Transport Regulation Board, which recommended the closure of some of the provincial tramways. In 1955, the State Government announced that the provincial tramways would be closed and the routes substituted by motor buses operated by private companies. Details of the Geelong closures were announced on 9.12.1955, and the routes progressively closed down, until the last electric tram ran on 23.3.1956. Tramway services continued in Ballarat and Bendigo for many years. The last of the S.E.C.V. operated tramways services ran in Ballarat during September 1971, and at Bendigo during March 1972.

GENERAL.

With each fare and parcel ticket increase, instructions to destroy all obsolete stocks of items, by burning locally, were given by the S.E.C.V. audit department.

Because of this practice, and of the destruction of all extant stocks of tickets when each of the tramways systems progressively closed, examples of newspaper tickets, newspaper package tickets and parcels tickets are likely to be extremely rare, particularly of the earlier issues. The only surviving collection believed to exist is in the possession of a former clerk of the Bendigo tramway depot, who kept one example of each ticket. He has the following parcel and newspaper ticket denominations, 2d., 3d., 4d., 6d., 9d., 8¢, 10¢ and 13¢.

It will be noticed from the accompanying reproduction, that the words, "this stamp", appear on the top ticket, and this, coupled with the gummed strip, or gummed P.V.A. back, clearly causes these tickets to come within the general description on "parcels stamps".

Several serious collectors of parcels stamps have been spoken to, but none has seen any examples of these long running tickets before.

It is unfortunate that more examples of these tickets do not survive, especially as they had an extremely long life of some thirty five years, and were printed in tens of thousands, the exact quantity of which will never be known.

If any reader has further information, or examples of any of the earlier tickets for the S.E.C.V. period, or the period, prior to the operation by the S.E.C.V., the author would be very pleased to receive information. It is stressed, that due to lack of early information, these notes might not be complete.

The author gratefully acknowledges the valuable assistance given him by Messrs. K. ATKINSON, K.S.KINGS, T. SHAPCOTT, and former employees of the various tramway systems.

TYE 3-220

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 6^D.

Permitting a parcel to be accepted for carriage by the Commission, and to which this stamp is affixed to be carried as far as the tram's destination, subject to the by-laws made under Act No. 6377. The parcel will be accepted only subject to the conditions as to loss or damage set out on the portion to be retained by the sender.

A No 036966

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 6^D.

This portion of the ticket is issued to intending sender of parcel on payment of 6d. cash, and, if initialled by the conductor of a tram, entitles holder to send a parcel which does not exceed 28 lb. in weight or 18 inches in any dimension and is accepted for carriage by the Commission, and to which the other portion of this ticket is affixed, on the tram to the tram's destination, but the Commission shall not be liable for any loss or damage to the parcel or contents except such as arises from the wilful misconduct of the Commission's officers.

A No 036966

TYE 3-590

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 10^C

Permitting a parcel to be accepted for carriage by the Commission, and to which this stamp is affixed to be carried as far as the tram's destination, subject to the by-laws made under Act No. 6377. The parcel will be accepted only subject to the conditions as to loss or damage set out on the portion to be retained by the sender.

A No 012650

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 10^C

This portion of the ticket is issued to intending sender of parcel on payment of 10c cash, and, if initialled by the conductor of a tram, entitles holder to send a parcel which does not exceed 28 lb. in weight or 18 inches in any dimension and is accepted for carriage by the Commission, and to which the other portion of this ticket is affixed, on the tram to the tram's destination, but the Commission shall not be liable for any loss or damage to the parcel or contents except such as arises from the wilful misconduct of the Commission's officers.

A No 012650

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 13^C

Permitting a parcel to be accepted for carriage by the Commission, and to which this stamp is affixed to be carried as far as the tram's destination, subject to the by-laws made under Act No. 6377. The parcel will be accepted only subject to the conditions as to loss or damage set out on the portion to be retained by the sender.

A No 01024

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 13^C

This portion of the ticket is issued to intending sender of parcel on payment of 13c cash, and, if initialled by the conductor of a tram, entitles holder to send a parcel which does not exceed 28 lb. in weight or 18 inches in any dimension and is accepted for carriage by the Commission, and to which the other portion of this ticket is affixed, on the tram to the tram's destination, but the Commission shall not be liable for any loss or damage to the parcel or contents except such as arises from the wilful misconduct of the Commission's officers.

A No 01024

TYE 3-590

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 13^C

Permitting a parcel to be accepted for carriage by the Commission, and to which this stamp is affixed to be carried as far as the tram's destination, subject to the by-laws made under Act No. 6377. The parcel will be accepted only subject to the conditions as to loss or damage set out on the portion to be retained by the sender.

A No 007215

STATE ELECTRICITY COMMISSION
OF VICTORIA
PROVINCIAL TRAMWAYS

PARCEL TICKET 13^C

This portion of the ticket is issued to intending sender of parcel on payment of 13c cash, and, if initialled by the conductor of a tram, entitles holder to send a parcel which does not exceed 28 lb. in weight or 18 inches in any dimension and is accepted for carriage by the Commission, and to which the other portion of this ticket is affixed, on the tram to the tram's destination, but the Commission shall not be liable for any loss or damage to the parcel or contents except such as arises from the wilful misconduct of the Commission's officers.

A No 007215