

“Tickets please”

**Australasian Tram tickets
(except NSW)**



Richard C Peck
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TICKETS PLEASE

Bus & tram tickets of the Australian states (other than NSW)

by Richard C Peck

I am currently engaged in researching and publishing with Robert Merchant a series of four volumes on NSW transport tickets (other than rail) called *Fares Please*. This will include NSW country buses (Volume 1), Sydney private buses (Volume 2), trams and government buses (Volume 3) and ferries, tolls, combined tickets and miscellanea (Volume 4). Ferries and railways will only be included if their tickets were issued by the tramway or bus authorities. The first volume will appear in 2006.

Fares Please started out as one book on NSW tram and bus tickets. One person who was particularly helpful with this was Greg Travers who suggested we contact the Bus & Coach Association (NSW) as they held a large collection. This turned out to be that of Ken Magor (1912-1994) and includes photos of buses as well as much ephemera including tickets. Consequently we decided to treat the private sector first. A monograph titled *Please destroy on alighting* was published by the Cinderella Stamp Club of Australia based on tickets in the Magor Collection.

I then saw a need for a more definitive work, hence this series which will parallel *Fares Please* but deal with Australia other than NSW. Hopefully it will stimulate others to produce a more definitive set of catalogues. The focus is on the traditional types of tickets, information about modern types is given where known. The following are NOT included: local railway stamps (eg, Puffing Billy, Thirlmere) and some early delivery services (eg, Bryce's) which have been treated in *Cinderellas Australasia*, journal of the Cinderella Stamp Club of Australasia. Tolls and ferries and freight labels are included where known as they relate to bus carriage.

I would like to thank the following for their assistance (alphabetical order): Keith Atkinson, Dave Elsmore, Geoff Foster, Ric Francis, Ray Garlick, Max Hayes, Vic and Margaret Hayes, Robert Henderson, MEF Books, Robert Merchant, John Murray, Will Plumridge, Tony Presgrave, Graham Stewart, Greg Travers, Martin Walker, John Ward and Andrew Young. Special thanks is due to State Records NSW for permission to reproduce material¹.

Additions and amendments are welcomed and should be sent to Richard Peck, PO Box 199 Drummoyne NSW 1470 (rp359@idx.com.au)

¹ State Records NSW: Government Transport; CGS 13100, Correspondence Files, 1902-1938 [8/1398-1359]

The aim of this catalogue is to give a broad brush outline of what exists in the field of Australasian tram and bus tickets (apart from NSW). Tolls and ferries are included where they are known. The use of tickets was made compulsory in NSW in 1924 but I am unaware of similar regulations elsewhere. Many small private bus operators made use of the farebox method of revenue collection where no tickets were issued. This work lists only those tickets known.

Tickets may be classified by their intended use (single, return, weekly, industrial, scholar) and how they were produced (flimsy paper, card or even pre-purchased theatre type tickets). *Ticket News* is the journal of the Australian Ticket Collectors Society and sometimes contains references and illustrations, though their focus is mainly railway. Coach type tickets are not within the bounds of this book but are mentioned where known. Tickets were either prepaid ("token") or cash. "Check" tickets were often issued in exchange for tokens. "Transfer" tickets allowed transfer between lines.

Colours can vary dramatically and are shown as "shades" between a hyphen. Thus "orange-brown" means "orange to brown". However without a hyphen "orange brown" would mean brown with a shade of orange, ie, "orange" is the descriptive adjective qualifying the basic noun "brown". The order of colours is generally shown as printing/paper or board stock/any additional printing (if any).

The paper is generally off white, which has probably deteriorated through age. Some printings however are on a distinctly whiter paper described here as "white".

Advertisements on the back are in black unless stated. Generally the ticket numbers are also black unless stated.

The rarity of many items is as yet undetermined as many examples seen may be the only remaining examples. When one considers that a survival rate of 4% is good and the instruction to destroy, very few examples of Australian transport tickets have so far appeared on Ebay. However the Magor collection does contain sufficient examples of the main capital cities tickets from the 1920s to decimal currency in 1966 for a tentative rating to be suggested. This ranges from **R1** (most common) to **R5** (most rare). Time will tell if this can be applied more broadly.

Dates preceded by "A" are known archival specimens. When, for example, Queensland introduced tram weeklies in 1933 the NSW authorities were keen to know how the system worked, and were constantly writing to their counterparts. A selection of this correspondence has been reproduced in my *The Sydney Bus* series as Vol.18. Dates in () are known at that date. # = stuck down into an album (and therefore no details of the back known).

The tickets are listed in what I believe is their chronological order of issue, based on any known dates (some are dated by the users on the back and these dates are shown in brackets), any archival sources and their general type layout. Changes of colour generally indicated the end of a series of numbers, changes of format or layout indicate a deeper reason within the printing works such as new machinery.

Single tickets are generally reproduced exact size but multiples and larger items have been reduced in varying degrees. Freight is included mainly where carried by tram or bus. References are also to general freight carriers which issued stamps or tickets.

This work is not intended as a treatise on companies or fares though details are included where known. Complete (ie, unused) tickets taken from residue butts are sometimes more common than genuinely used tickets.

Tramways overview & background²

AUSTRALIA

Queensland

Brisbane 1897-1969 108km 428 trams

10.8.1885 The Metropolitan Tramway & Investment Co Ltd, horse; sold to Brisbane Tramways Co Ltd 1895 & electric 3.7.1897; taken over after Brisbane Tramways Trust Act 1922 by Brisbane City Council Electricity Dept (1925); many lines closed after fire 1962, finally closed 13.4.1969

Rockhampton 1909-1939, steam, 19km, 11 trams

16.6.1909 Rockhampton City Council, steam, closed 24.6.1939

South Australia

Adelaide 1878-1917, horse, 90km, 170 trams; 1909-* electric, 133km, 311 trams

1873 The Adelaide, Glenelg & Suburban Railway Co, railway, electric tram to Municipal Tramways Trust 1929-*

10.7.1879 The Adelaide & Suburban Tramway Co Ltd, horse

1879 The Port Adelaide, Queenstown, Albert Park & Portland Estate Tramway Co Ltd, steam, horse 1882-

23.10.1880 The Adelaide & Hindmarsh Tramway Co Ltd, horse

4.9.1882 The Adelaide & Parkside Tramway Co Ltd, horse

22.11.1882 The Adelaide & Goodwood Tramway Co Ltd, horse

1.9.1883 The Adelaide & Hyde Park Tramway Co Ltd, horse

The Adelaide, Prospect, Nailsworth & Enfield Tramway Co, horse

19.12.1883 The Adelaide, Payneham & Paradise Tramway Co Ltd, horse

9.3.1909 Municipal Tramways Trust (formed 1906), electric (gradually took over all horse tramways by 1914 & a small line at Glenelg which closed 1914)

22.11.1958 last MTT tram (except Glenelg line*)

Gawler 1879-1931, horse, 2km, 2 trams

Moonta 1896-1931, horse, 8km, 9 trams

Victor Harbour 1894-1955, horse 3km, 2 trams; 1986-** 2km horse, 4 trams

Tasmania

Hobart 1893-1960, 27km, 79 trams

23.9.1893 The Hobart Electric Tramway Co Ltd, electric, taken over by Hobart City Council 1913; Metropolitan Transport Trust formed 1955, closed 1960

Launceston 1911-1952, 20km, 29 trams

4.8.1911 Launceston City Council, electric, closed 13.12.1952, replaced by trolley buses till 1968 then by motor buses.

Zeehan 1893-1919, steam, 4km, 2 trams

For documents relating to ticketing systems in Australasia see The Sydney Bus Volumes 18, 20 & 22.

² Based on S Brimson, *Tramways of Australia*. Dates are those of first operation, not formation of the companies. *=current, **=current tourist only

Victoria

Ballarat 1905-1971**, 22km, 27 trams

26.12.1887 The Ballarat Tramway Co, horse; taken over by Electricity Supply Co of Vic 1903, system electrified 1905-1913; 1929 taken over by State Electricity Commission of Vic (SECV), closed 1972 except for tourist line*

Bendigo 1892-1903, steam, 6km, 8 trams; 1903-1972** 14km, 25 trams

9.10.1888 The Sandhurst & Eaglehawk Tramway Co Ltd, battery electric/horse, closed 23.9.1890

1890 The Bendigo Tramway Co Ltd, steam, taken over by Electric Supply Co, lines electrified from 1903, taken over by SECV 1934, closed 16.4.1972 except for tourist line*

Geelong 1912-1956 19km, 31 trams

10.3.1912 The Melbourne Electric Supply Co Ltd, taken over by the SECV after 1929, closed 23.5.1956

Melbourne 1906-*, electric 238km, maximum 839 trams; cable 1885-1940, 74km, 592 trams

Melbourne Omnibus Co Ltd, horse buses, 1877 changed to Melbourne Tramway & Omnibus Co Ltd, cable 11.11.1885, 1916 Melbourne Tramways Board takes over cable lines; closed 26.10.1940

14.10.1889 Box Hill & Doncaster Tramway Co Ltd, electric; closed 6.1.1896

1890 (Clifton Hill-Preston), cable; taken over by Northcote Council by 1920

Prahran & Malvern Tramways Trust, electric

Hawthorn Tramways Trust, electric

Melbourne, Brunswick & Coburg Tramways Trust, electric

11.10.1906 North Melbourne Electric Tramway & Lighting Co, electric

5.5.1906 Victorian Railways (St Kilda-Brighton), electric, closed late 1950s

11.10.1906 North Melbourne Electric Tramway and Lighting Company opened 2 tram lines.

30.5.1910 Prahran and Malvern Tramways Trust opened 2 lines.

17.2.1914 Brunswick and Coburg Tramways Trust established.

14.6.1914 Hawthorn Tramways Trust established.

1.11.1914 Kew horse tram closed.

3.8.1915 Fitzroy, Northcote and Preston Tramways Trust established.

5.12.1915 Coburg horse tramway closed.

30.12.1915 Footscray Tramway Trust established.

31.1.1915 Hawthorn horse tramway closed.

10.3.1919, Victorian Railways opened a tram line between Sandringham and Black Rock and extended it to Beaumaris on 1.9.1926 but subsequently closed that extension a few years later as it was unprofitable. The Sandringham to Black Rock line closed in 1956.

1.11.1919 the M&MTB formed to take over, operate and unify the various other tramway trust lines, and assumed control of those lines on 2.2.1920. This did not include the two VR lines. M&MTB inherited a cable tramway and five electric tramways and decided to convert all cable tramways to electric traction.

6.11.1923. The Zoo horse tram depot was destroyed by fire and the line abandoned. This was the last horse tram in Melbourne.

26.10.1940, the last cable tram to run, Bourke Street to Nicholson St, Fitzroy and Northcote.

The former engine houses for the cable trams remained as depots for the M&MTB- they were always on prominent intersections.



1/2d token

Western Australia

Broome 1902-1910, horse, 5km, 2 trams; steam 1910-1942, 5km, 4 trams, 1 petrol tram 1946-1954

Fremantle

30.10.1905 The Fremantle Municipal Tramways & Electric Lighting Board, electric, closed 1952 (replaced by buses)

1908 The North Fremantle Municipality, closed 1938

1915 The Melville Road Board (operated by FMT&ELB), taken over by Fremantle Municipal Tramways 1928

Kalgoorlie 1902-1952, 24km, 25 trams

10.5.1902 Kalgoorlie Electric Tramways Ltd, electric; taken over by Eastern Goldfields Transport Board 1949, closed 16.3.1952

Leonora 1903-1908, steam, 4km, 1 tram; 1908-1916, electric, 4km, 1 tram (continued to 1921 with 1 petrol tram)

Perth 1899-1958, 92 km, 159 trams

9.1899 Perth Electric Tramways Ltd, electric, taken over by state government 1.1.1913, closed 19.7.1958

NEW ZEALAND

Urban Transport Milestones During the Tramway Era

7 May 1862	First horse-drawn passenger street tramway service started between Nelson and the Port of Nelson.	21 March 1901	Dunedin City Council took over the running of horse-tram services.
1860s	Horse-drawn tramways running on wooden rails used extensively on the West Coast of the South Island during the goldrush.	17 November 1902	Electric tramways at Auckland officially opened by Sir John Logan Campbell—the public service did not start until 24 November.
9 November 1867	First suburban railway line between Christchurch and Lyttelton opened.	August 1903	The Hawke's Bay Motor Company placed a steam-driven bus on the Napier-to-Taradale service.
2 December 1871	First steam tramway opened between Grahamstown and Tararu on the Coromandel Peninsula.	27 September 1903	Electric tramway opened to the wharf at Onehunga in Auckland.
31 December 1872	Dunedin to Port Chalmers railway line opened.	24 December 1903	Municipal electric tramway service opened for the public in Dunedin.
24 December 1873	Opening of the Auckland to Onehunga railway line.	April 1904	The first motor-bus service started in Christchurch between the Railway Station and Cathedral Square.
14 April 1874	Wellington's first railway was opened for traffic to Lower Hutt.	2 June 1904	A motor-bus service from Auckland to Howick was inaugurated by Sir Maurice O'Rourke.
24 August 1878	Steam tramways inaugurated at Wellington by the Governor, the Marquis of Normanby.	30 June 1904	The first Wellington electric trams started running from the Newtown Sheds to the gates of St Patrick's College.
7 July 1879	David Proudfoot started steam- and horse-tram services in Dunedin.	5 June 1905	Christchurch inaugurated an electric tram service, the first suburb served being Papanui.
9 March 1880	Canterbury Tramway Company commenced the first steam-tram service in Christchurch, between the Square and the Railway Station.	15 March 1908	Horse-trams ceased running in Invercargill.
24 February 1881	First cable tramway south of the equator began running up Rattray Street, Dunedin.	11 December 1908	First provincial tramway service started at Wanganui to the suburb of Aramoho.
4 August 1881	The Devonport Steam Ferry Company was registered at Auckland.	22 December 1910	Steam-trams in Auckland commenced a service from Bayswater to Takapuna and Milford, with a connecting ferry service between Bayswater and Auckland.
3 December 1881	Southernmost horse-trams in the world started running from Invercargill to the suburb of Gladstone.	12 March 1912	Electric trams introduced to the streets of Invercargill.
1882	Horse traction replaced steam in the streets of Wellington.	1913	Private bus services in Timaru taken over by the council.
16 March 1883	Mornington cable trams commenced running from the Exchange in Dunedin.	13 April 1913	Edison battery tramway service opened at Gisborne.
11 August 1884	Horse-trams started a service from Queen Street to Ponsonby in Auckland.	1 September 1913	Eastbourne Borough Council purchased the ferries from the Harbour Ferry Company.
18 March 1885	In Dunedin the Maryhill cable line opened—reputed to be the steepest cable tramway in the world at the time.	8 September 1913	Municipal electric tramway service started at Napier to Port Ahuriri.
25 September 1886	A horse tramway from Devonport to Cheltenham Beach, on the North Shore of Auckland, started a service meeting all ferryboats.	November 1913	The Tramways Amendment Bill was passed, requiring all trams to be equipped with a centre passageway.
1896	Wooden-railed horse tramway operating at Paeroa.	10 March 1916	Electric trams started running at New Plymouth—the last city in the country to install electric tramways.
22 February 1900	The Kelburn cable tramway started running in Wellington.	1916	The first woman conductor in New Zealand employed on Searle's motor-bus at Oamaru.
1 August 1900	Wellington City Council took over horse-tram services.	1 July 1919	The Auckland City Council purchased the electric tramway system from the Auckland Electric Tramways Company Ltd.
22 October 1900	A cable car service from the Octagon in Dunedin, up Stuart and Albert Streets and down into the Kaikorai Valley commenced.	September 1920	A free bus service opened in Auckland to the Farmers' Trading Co.
23 October 1900	First electric tram-cars started running at Maori Hill, Dunedin.		

8 September 1921	Municipal bus service started at Palmerston North with four Commer vehicles.	5 September 1949	Multiple-unit electric railway coach introduced on the Wellington Paekakariki suburban service.
26 October 1921	The first one-man trams, dispensing with conductors, placed in service at New Plymouth.	24 September 1949	Trolley buses replaced trams on the Herne Bay route in Auckland—the start of the conversion from tram to trolley buses.
October 1924	The first trackless tram (trolley bus) inaugurated a service in Wellington, from Thorndon to Kaiwarra (Kaiwharawhara).	29 May 1950	Trolley buses introduced on the first suburban route in Wellington—the Oriental Bay—replacing trams.
1 November 1926	The Motor Omnibus Traffic Act came into force, making it illegal for private buses to run in competition with tram-cars.	24 September 1950	Greyhound Buses Limited took over all services formerly operated by the Wanganui Corporation Tramways.
November 1926	First suburban road service to be operated by the Railways Department started between Napier and Hastings.	27 October 1950	The only provincial trolley bus service to run in New Zealand inaugurated at New Plymouth—to the suburb of Westown.
1 April 1927	Eastbourne Borough Council acquired omnibus service for £8,000.	24 December 1950	The first trolley bus service in Dunedin started at Opoho—formerly served by electric trams.
27 April 1927	The steam-tram service from Bayswater to Milford came to a standstill, motor-buses taking over.	26 October 1951	The pioneer Roslyn cable car line built in 1881 closed with full ceremony in Dunedin.
May 1927	Motor-bus competition on the new waterfront road at Auckland caused the closure of the ferry service to St Helier's Bay.	10 September 1952	Celebrations marked the change from municipal trams to buses at Invercargill.
1929	Peak for tramway tracks in suburban streets—with 273 route kilometres of lines. The total length of running track, including double sections and loops, was 420 kilometres.	14 September 1953	First section of Hutt Valley suburban railway electrification opened to Tait Station.
16 January 1929	Tramway and motor-bus services operated by the Auckland City Council taken over by the newly formed Auckland Transport Board.	23 July 1954	Last provincial tramway system closed at New Plymouth.
14 February 1929	First suburban electric railway service inaugurated between the port of Lyttelton and Christchurch.	11 September 1954	Christchurch farewell to its electric trams in Cathedral Square.
8 July 1929	Motor-buses replaced battery trams at Gisborne.	24 July 1955	Completion of electrification of suburban railway services in Wellington—with multiple-unit electric coaches reaching Upper Hutt.
3 February 1931	Earthquake closed the Napier Corporation Tramways service.	29 October 1955	Last day of the Maryhill cable tram in Dunedin.
1 April 1931	Trolley buses introduced to Christchurch—from the Square to Shirley.	29 March 1956	The last tram-car in the South Island at Dunedin made the final journey from the Exchange to St Clair.
30 May 1932	Pioneer trackless tram in Wellington withdrawn from service.	8 November 1956	Diesel buses replaced trolley buses in Christchurch—bringing to an end the use of electric transport in the streets of Christchurch.
22 November 1933	Tram No. 232 <i>Fiducia</i> introduced to the Wellington public, marking a new style of tram travel in the capital.	29 December 1956	The last tramline at Auckland from Queen Street to Onchunga closed with full ceremony.
6 May 1936	Free tram service for shoppers started in Auckland from Beresford Street to the Farmers' Trading Co. in Wyndham Street.	2 March 1957	The last Dunedin cable car line at Mornington closed.
1 July 1936	The first electric tramway line at Maori Hill, Dunedin, closed.	30 May 1959	Opening of the Auckland Harbour Bridge—vehicular ferry services to Birkenhead and Devonport ceased during the afternoon. Passenger ferry services to Chelsea, Birkenhead, Northcote and Bayswater finished at midnight.
4 July 1938	Opening of the first suburban multiple-unit electric railway service at Wellington, to the suburb of Johnsonville.	31 May 1959	North Shore bus services at Auckland started running across the Harbour Bridge into the central city area.
19 December 1938	First trolley bus service in Auckland started between Wyndham Street and Hobson Street as a free shoppers service for the Farmers' Trading Co. Women conductors first employed on tram-cars.	2 May 1964	Wellington's and New Zealand's last tram made a ceremonial journey from Thorndon to Newtown car sheds.
June 1942	Women conductors first employed on tram-cars.		
1943-1944	Petrol rationing during the Second World War saw passenger totals for electric tramways reach the all-time high of 220,216,000.		
31 July 1947	Stuart Street cable line in Dunedin closed without prior public notice.		
2 July 1948	Eastbourne-Days Bay ferries ceased running across Wellington Harbour.		

from G Stewart, *The end of the penny section reproduced with permission..*

MYSTERY SOLVED BY TRAM TICKET

ROBERT PINE

THIS is a true account of how a Melbourne tram ticket solved the identity of a murder victim found under a hedge in a London park in the mid-1930s. With all clothing labels removed the only clue was a tram ticket, thought to be Australian, in one of the pockets. A description of the body and a mention of the ticket was placed in a London daily newspaper. A Melbourne and Metropolitan Tramways Board inspector holidaying there saw the notice and made enquiries — identifying it as a Melbourne ticket and said he could name the exact date, time and locality the ticket was issued, and even perhaps the identity of the victim.

To follow all the steps in the enquiries it is necessary to have some idea of how the ticket system worked. In those days the Board had single trip tickets with a different colour for each value. In all the years these tickets were used there were never two identical tickets. Each conductor had four tins of tickets — A, B, C and D — each with a sub-series code of Aa to Zz. Each block had 200 tickets. When tickets of a certain value had been sold from Aa000000 to Zz999999 the colour of that ticket was changed and a previous colour used again.

To trace the ticket found on the body in London only required a routine check. When the tickets arrived from the printer they went into stock in the Tramways Head Office in packets of 20,000. At the end of each month depots got replenishment packets which were entered on the Depot Bulk Sheets. Depots also had Shelf Stock from which conductor's tins were filled daily to a set number of tickets. These were recorded on a Replenishment Sheet. From this it was possible to know which conductor had handled the particular ticket found on the body.

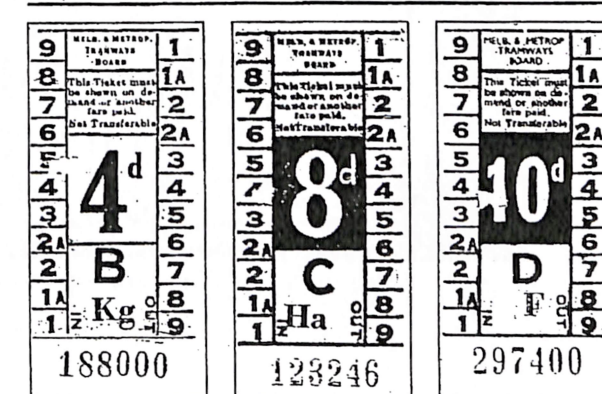
The Conductor's Revenue Journals were consulted after the replenishment date and it was then found the date on which the conductor sold the ticket. The Conductor's Running Journal was next inspected and this gave the line on which the conductor was working on that date. The punch hole in the London ticket was then used to show, in this case, that the ticket was issued for a journey into the City, and on which section of the trip the ticket was issued. It was punched in the space 4a, that is between Thomas Street, Kew, and Kew Junction. As the tram should have left Mont Albert at 8.08 a.m. it would have been due at Thomas Street at about 8.21.

In those days most of the staff had been on the job for between ten and thirty years. Some had their favourite shifts which they could change on to, if they wanted, so that many of them had regular 'friends' and were friendly with passengers. There was a three-minute service on that line at the time and the Depot Master interviewed those

conductors who had been on the two cars following to find out if they had missed any of their regular passengers. After talks in the mess room it was thought that it might have been a passenger named Clem who was English and whose surname was not known. They did know that he got off the tram at Queen Street in the City. One of the passengers interviewed knew where he lived, and enquiries from the landlady revealed that he often went away for two or three weeks at a time — she had a solicitor's letter that had arrived a couple of days earlier. When asked the solicitor said that he was a sort of agent, receiving a quarterly cheque from England, but only an English solicitor's address was shown.

The English solicitor was then asked to contact the family who did not know that the deceased was in England, but they did identify the body. It seems that the victim was a heavy gambler on the races and it was thought that he must have had a good win and that robbery was the motive for the murder.

Robert Pine recounted this story several years ago and recently, at the request of Jack McLean, placed it on record especially for TICKET NEWS. Robert said when he started in M. & M. T. B. Accounts, this story was used to impress upon newcomers the importance of being thorough. The assistance of Jack in supplying this account for publication is appreciated.



Yellow, black print.

White, purple ink.
Black sub-series
letter and number.

White, blue print.
Black number.

with acknowledgement to *Ticket News* the journal of The Australian Transport Ticket Collectors Assoc. Inc. See <http://ticketnews.tripod.com>