

Sydney- horse bus tickets

Why so few tickets are known from the horse bus era is perhaps explained by G.V. Portus who states "...you paid your fare through an ingenious partition of glass, behind which appeared the driver's left hand to give you change. You rang the bell to tell him you were passing your money up, and he rang the bell very vigorously if any dilatory passenger neglected to tender their fare".¹ Boys would try to avoid paying the fare altogether by riding on the rear step but the driver would apply a backward swing with the whip to try to dislodge them!

However there is an archival reference to a ticket box on omnibus 102 in 1884.² A contemporary reference to Melbourne horse buses notes "the price of labour makes conductors too expensive a luxury, and passengers have to put their fare – in most cases threepence – into a little glass box close to the driver's seat".³ It thus appears that very few horse bus tickets have survived because, when issued, they were of the prepaid fare type, which had to be surrendered. Tickets were sold in strips of three or six. No single tickets were sold. The no 'single tickets to be sold' rule was to prevent the resale of collected tickets.

Neutral Bay Bus Co

Before 1840 there were very few permanent settlers in Mosman - the population consisted principally of timber-getters and fishermen who lived in small slab-and-bark shacks. An 1871 postal directory recorded the names of only 16 permanent residents. In 1859 Richard Hayes Harnett Snr purchased Archibald Mosman's original 108 acres and began using small ferries to popularise Mosman Bay as a picnic resort. This venture failed but in 1876 he acquired more land and three years later began horse bus services from Military Road to the Mosman's Bay Ferry, from Mosman to Milson's Point and from there to Chatswood and Lane Cove, in which districts he also had about 12,00 acres of land. His 'Bianconi' (he picked up the name during a visit to his native Ireland) line of horse omnibuses multiplied to more than 20 vehicles. Harnett died in 1902, having seen most of his dreams for the North Shore fulfilled.⁴ The Neutral Bay tramline commenced in 1900.



Neutral Bay Bus Co

Thin card tickets: 2d, red print on white/off-white card.

These tickets were available only for the down trip from the terminus to Neutral Bay. They were sold only in strips of three or six and no single tickets were sold. Note that the cash fare was 3d.

Sydney Tramway & Omnibus Co. Ltd

In 1877, a bill was raised in State Parliament to establish The Sydney Tramway and Omnibus Company, which would set up a tramway network in the city and eastern suburbs. In 1873, 1877 and 1879 the

¹ G.V. Portus, *Happy Highways*, xxx

² PRO 4/486 (Index to Hackney Cab & Coach 1880-1885).

³ From "Linking a Nation", Ch.6 Transport & the Making of Cities 1850-1870

(www.ahc.gov.au/publications/national~stories/transport/chapter6.html) which also gives an excellent account of roads at this time. See also *Daily Telegraph* 11/10/1955 and *The Sun* 19/5/1954 which notes boys collecting for the driver.

⁴ Based on L. Thorne, *A History of North Sydney*, revised edition and C. Wearne, *Lower North Shore Pictorial Memories*.

company put forward proposals to establish a privately owned and run system of horse tramways.⁵ The company became Sydney's largest horse bus company and despite the 'Tramway' in its name, it never operated trams, although one is depicted on one of their tickets, illustrated below. All tickets were issued in trips of three or six and no single tickets were sold.

In 1879 the offices of the Sydney Tramway & Omnibus Co. Ltd were listed in Sands Directory as 72 King Street, City. The company was reformed in 1886. In 1888 the company's offices are listed as at 66 King Street, with a branch (depot) at Glebe. By 1890 the offices are listed as 17 Macquarie Place and in 1898 at 18 Bridge Street. In 1900 the company is listed as in liquidation and this listing continues until 1904.



Sydney Tramway & Omnibus Coy Limited

Thin card ticket: Unpriced, brown / tan print on off-white card.

The back of the ticket has illustrations of a horse bus and a tram. The tramcar is of the double-deck horse-drawn variety but seems to be hauled by a small vehicle in front of it. The significance of the "V" is not known, but it may be a route availability indicator.



ST&OCL

Thin card ticket: Unpriced, green print on off-white card.

The significance of the "K" is not known, but it may be a route availability indicator.



⁵ B. Lennon and G. Wotherspon in *Sydney's Transport, Studies in urban History*, pp 82, 103, 107.



Sydney Tramway & Omnibus Co. Limited
Thin card ticket: 2d, mauve or green print on off-white card.

Their twopenny tickets were available for travel on buses plying at twopenny fares as marked on the bus door. Again these tickets were only sold in connected strips of three or six and no single tickets were to be sold.



Sydney Tramway & Omnibus Co. Limited
Thin card ticket: 2d, blue-grey print on off-white card.

This special ticket was available on omnibuses marked 'Railway', plying between Circular Quay, Bridge Street and Railway Station and also on buses marked 'Woolloomooloo' plying between York Street and the top of William Street, Woolloomooloo. The tickets were only to be sold in complete strips of three or six. No single tickets were to be sold.⁶

The Public Vehicle Regulation Act of 1873 prescribed the form of a ticket for carriages but not for omnibuses. No example seems to have survived.

⁶ PRO Railway Ticket Album dated 1900.

Number of carriage and table of fares to be affixed inside.

52. The number of the license of every carriage on a card six inches by three, printed in clear, plain, legible figures, and the table of fares to be fixed by the Commissioners, shall be affixed at the back part of the panel of such carriage, or in such other place as the Commissioners may direct, and such card shall be kept so affixed, legible and undefaced, during all the time the carriage shall ply or be used for hire, and also the following notice, viz. :—“Driver is required in all cases to give the hirer on entering the vehicle a ticket, and to produce the By-laws and Table of Fares on demand.”

The owner of every such carriage shall provide, and the driver shall deliver when demanded to every person hiring a carriage on entering the same, a printed ticket in the following form, or such other as the Commissioners may from time to time order and direct, and on such ticket the table of fares fixed by the Commissioners, at which the carriage plies for hire shall be printed :—

Owner's name.

Sydney, No. Carriage (or Cab).

Preserve this ticket, and see that No. corresponds with that on the vehicle. In case of complaint apply at the Commissioner's Office.

Table of Fares.

(As in Schedule F.)

Tolls in all cases to be paid by the hirer.

No owner or driver of a licensed hackney carriage or cab shall demand, receive, or take, more than the several fares set forth in the schedule hereunto annexed marked F.

Duncan MacAuslan's *1840-1918 Sydney's Horse Bus Industry* (2014) mentions tickets pioneered in 1858 (p.16). There are further references on pp 21 48 57 59 78-9 (STOC lottery) 82 and 117.



Fare boxes auctioned on ebay in 2016 from the UK.



Horse Bus

from D MacAuslan, "Ryle'wy" (2016)

P13-14. 1858 Howard & Moore pioneered pre-paid tickets

P36. (advertisement) 1871 Hoyt, tickets x 12 from stationers/driver

p.38 Sydney Omnibus Co (timetable) 1871, tickets from office at Rly Stn

P42. Sydney United Omnibus Co, tickets sold at offices 1873, p.43-44 1875

p.57 STOC return excursion tickets, p60 1879 ticket lottery, p.62 1887 tickets as change, shown p69-70

p.75 1874 conductors removed, suit prepaid ticket system, p.76 lines ~ tickets

p.93 shown Neutral Bay Bus Co prepaid (Peck Collection)

p.108 1886 robbery

p.124 1879 Exhibition horse bus tickets/cash

p.127 1905-1907 Manly

