

4 Machines for automatic fare collection

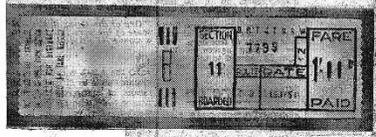
Many suggestions were made for methods of automatic fare collection- from the Meyers Autofare collector of 1912, the suggestion for tickets in rolls in 1924 to consideration of a Bell Punch machine in 1933. The authorities were also keeping an eye on developments in the other states at conferences. The following, however, are the only known machines to have been actually tested and commissioned.

This continued in the 1950s when in 1951 there was an inspection of a Johnson Fare Box machine for change. In 1954 after a European tour, the Gibson & TIM were recommended, particularly for one man operated buses. However there were importation quotas on machines and sometimes Ultimates and others were hard to come by. Ultimate machines were only issued to Beret Girls operating at tram stops. Machines were never issued to conductors on trams. See also the corresponding Bus chapter.

Ticket Issue Machine (TIM)



SIRILEY LONSDALE, an employee of the Department of Road Transport, holds one of the 10 ticket-issuing machines which bus conductors and conductresses will begin using today. The machine, called "Tim", can print tickets in 59 values from 1d to 4/11.



Daily Telegraph 1951



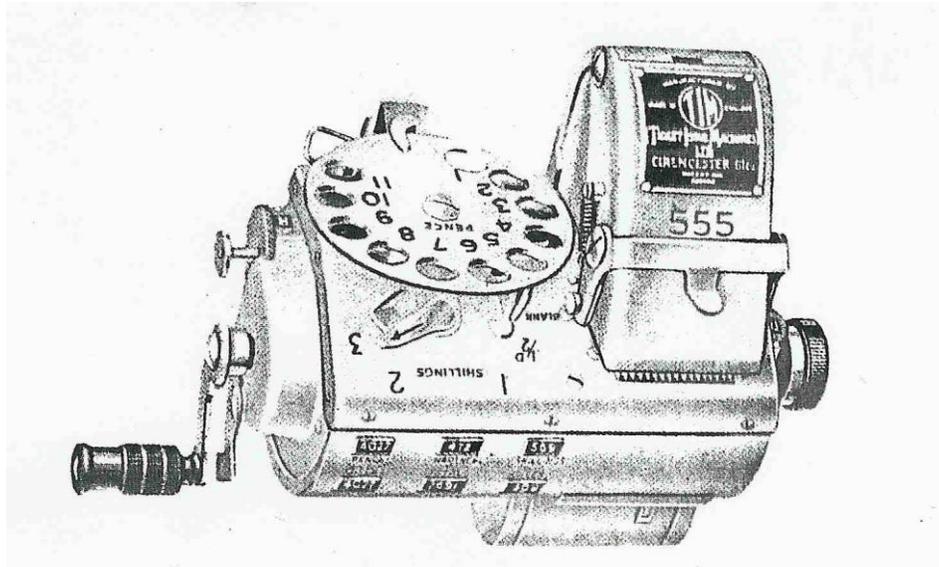
The TIM machine was invented by FE Langdon (UK) whose first patent was 1932. He was also the inventor of the Neopost franking machine.

TIM Model 3, 1d-4/11d. Imported from UK via TIM agents in Bentleigh, Victoria. Whole ticket printed in purple on strip, value dialled by driver or queue conductor¹, includes route

¹ Generally these were female beret girls.

and section (001-009) for bus or day/hour code (11-99) for queue conductor. The code at left signifies O= ordinary, F= combined ferry ticket, 2/W= child’s two way ticket, C= concession, T= transfer ticket, R= return ticket. Five machines initially lent, then a further 24 and 50 purchased. Use expanded as the one man bus network expanded. Four machines initially trialled from 16 July 1951 on route 150 (Palm Beach-Wynyard) plus six by bet girls at Kings Cross (am) or Queen’s Square (pm). Also used in Newcastle where coloured paper (pink, brown and green) used as well as white. Weekly Notices gave the day/hour code. Last reference to servicing TIM machines at Randwick Workshops 1955.² Earliest date known: 15JY51 (machine 2, queue)³, 11OC51 (machine 7, queue). Latest date known: 25OC51 (machine 8, bus 414). Australian agents: Eastern Suburbs Omnibus Services P/L, Bentleigh Vic; AJ Wagg (Sydney).

WN48.54 TIM no need to change rte if bus changed



² PRO 12/8193, 12/8201

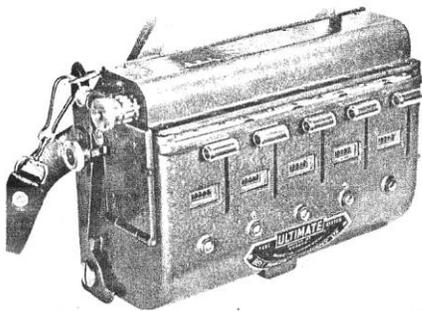
³ *Daily Telegraph* 16/7/51 “Transport Dept. lets Tim do it”.



Used in Newcastle.

Ultimate machine (Bell Punch)⁴

5 value machine issuing pre-printed tickets, could be issued in multiples. Imported from Bell Punch (UK) via Australian Agents Control Systems A/Asia Pty Ltd. Day/hour code & number printed in black within base of the pre-printed ticket. Not transferable details on back. Issued in rolls of 500???. Initially printed in black on colour, later a generic version with colour overprint used. Initially used by beret girls (queue conductors) from November 1949. A 2 unit machine is known but was not used in NSW.



Period	Saturday		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
5 am – 6 am	11	12	51	52	91	92	41	42	81	82	31	32	71	72
6 am – 7 am	13	14	53	54	93	94	43	44	83	84	33	34	73	74
7 am – 8 am	15	16	55	56	95	96	45	46	85	86	35	36	75	76
8 am – 9 am	17	18	57	58	97	98	47	48	87	88	37	38	77	78
9 am – 10 am	19	20	59	60	99	00	49	50	89	90	39	40	79	80
10 am – 11 am	21	22	61	62	11	12	51	52	91	92	41	42	81	82
11 am – 12 noon	23	24	63	64	13	14	53	54	93	94	43	44	83	84
12 noon – 1 pm	25	26	65	66	15	16	55	56	95	96	45	46	85	86
1 pm – 2 pm	27	28	67	68	17	18	57	58	97	98	47	48	87	88
2 pm – 3 pm	29	30	69	70	19	20	59	60	99	00	49	50	89	90
3 pm – 4 pm	31	32	71	72	21	22	61	62	11	12	51	52	91	92
4 pm – 5 pm	33	34	73	74	23	24	63	64	13	14	53	54	93	94
5 pm – 6 pm	35	36	75	76	25	26	65	66	15	16	55	56	95	96
6 pm – 7 pm	37	38	77	78	27	28	67	68	17	18	57	58	97	98
7 pm – 8 pm	39	40	79	80	29	30	69	70	19	20	59	60	99	00
8 pm – 9 pm	41	42	81	82	31	32	71	72	21	22	61	62	11	12

Card showing the time period numbers to be used (also repeated in WNs).

⁴ Commenced 1949 with ‘beret girls’.

Ultimate machines used by queue conductors. All have black conditions on back.



1. 1951. DRT&T NSW, Bell Punch (A'Asia) Ltd.

1d fawn, 1d white, 3d yellow, 3d purple, 4d grey/blue, 5d green, 5d grey/blue, 6d brown, 6d fawn?, 9d brown, 9d lilac, 1/- purple, 1/3 brown

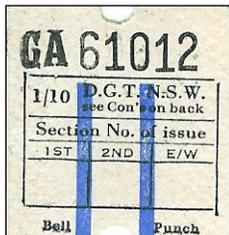
Note later printings omit the red pattern

WN36/55 shortage of 4d blue, temporarily printed on orange 9.9.55



2. 1952 DGT NSW, Bell Punch.

1d fawn/white, 3d green, 6d brown, 6d yellow, 9d lilac, 1/- blue, 1/- pink, 1/- grey, 1/3 brown-orange, 1/10 white+blue bars, 1/10 orange-brown



3. Smaller values, Bell Punch.

1d white, 3d green, 6d yellow, 9d lilac, 1/- purple, 1/3 orange, 1/10 buff (4.62), 1/10 white+blue



Although it was believed tram conductors did not use Ultimate machines on board trams, this picture of a P class bound for North Bondi contradicts this.



From a GB cutting. Believed not used here?