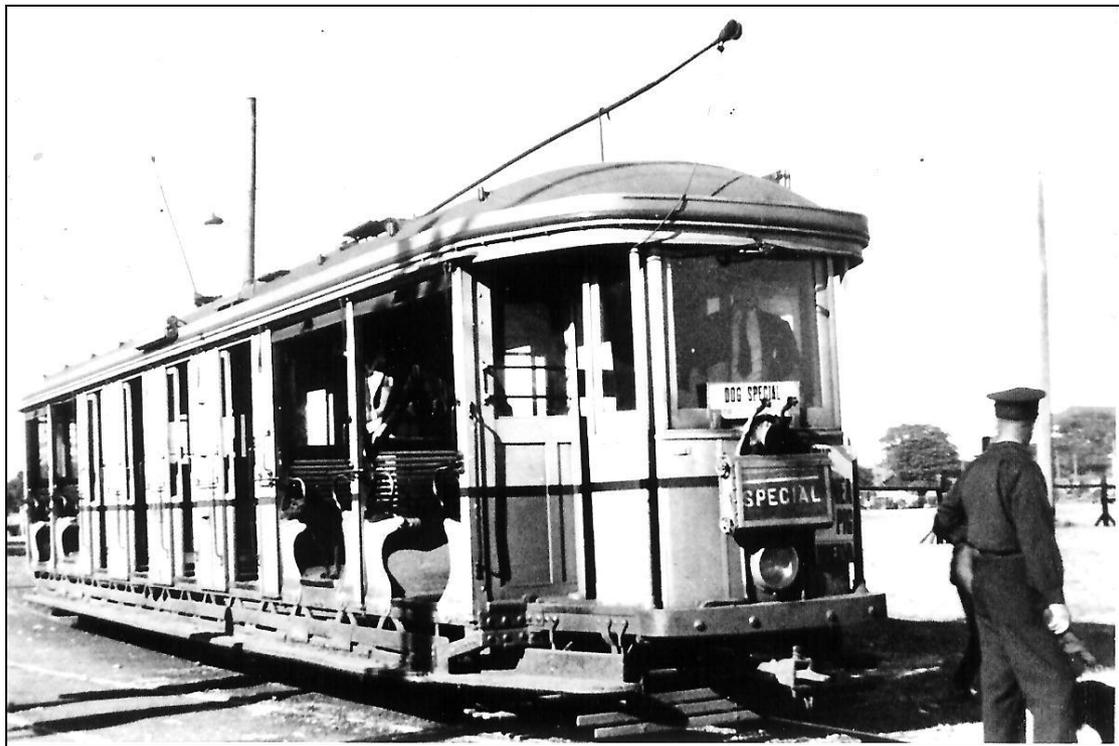
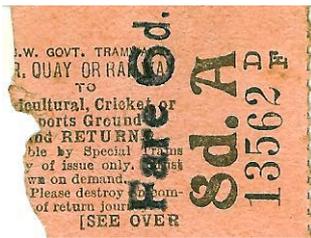


PRICED CATALOGUE OF NSW TRANSPORT TICKETS



Richard C Peck

2017

Preface

In Sydney special DOG SPECIAL trams were used to carry owners and their pets from Central to the Show Ground. Keenan notes that, after use, these trams were thoroughly fumigated! Have you ever wondered what type of ticket was used for dogs? On the front cover I have shown the only surcharge ticket known.

In 2006 Robert Merchant and I published *Fares Please Volume 1* which dealt with private buses in country NSW and was in 2 parts. Since then it has become more economical to publish electronically and the remaining volumes (private buses in Sydney, government background, trams, government buses, tolls & ferries and other miscellaneous tickets) are available from the undersigned.

During this process I became aware that an overall volume was needed in both formats, and this is the result. As the illustrations have been copied from the larger work, their size varies. There is also very little detail- the intention here being to give an overview, though for most sections all of the main types are shown.

Selected tickets are priced- particularly those of value and where market prices (auction, eBay, dealer information) is known. Factors influencing the rarity of transport tickets include

- The story behind the ticket
- How many years that type of ticket was used
- The condition of the ticket
- What the ticket was used for
- Supply and demand
- Longer journey tickets incur slight premiums

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Some thoughts about the valuation of Sydney & NSW transport tickets

By Richard C Peck in Cinderellas Australasia.

For the last 10 years I have been researching the history of Sydney and Newcastle government bus routes which led to extensive research into the private bus routes before these began in 1932. As a consequence of this and the detail research works of others such as David Keenan on the history of Sydney's trams and my forming a collection of postcards and photographs of transport ephemera, I have researched- initially with Robert Merchant- the history of transport tickets (except rail and air). What follows are some general comments on values based on my observations of how often some of these tickets appear on eBay and other collector markets.

Firstly, some general comments. Why, you might ask, is this article appropriate in a Cinderella magazine? As transport tickets pay a fare or charge, this is no different to other forms of receipts issued for payment such as parcels stamps or receipt duty. It's just that in the case of transport tickets they pay the carriage fee usually of a person- though some packet tickets are known and are quite rare.

The prices quoted are all "From \$..." meaning for a full ticket not torn in any way. Archival examples are worth 4 times more (some are only known this way). Partial tickets are worth proportionately less. For those types of tickets not mentioned below, price must be by negotiation as they are so rare as not to have been seen in the last 10 years.

The main horse bus company- The Sydney Tramway and Omnibus Co- issued several types of tickets as they had many routes and are worth from \$30. The only other horse bus ticket known is from the Neutral Bay Bus Co and the one surviving example must be worth \$100.

The earliest steam tram tickets were sold by newsagents and vendors and could be purchased in multiples (and hence multiples are not worth more than pro rata). These were produced also for official use and so overprinted and for use by other officials such as the ambulance service and postmen. They were also available on government buses until 1968. Apart from some specific purpose types (eg, Sunday School, bathers, apprentice) these are not worth more than \$10.

Later cash fare tickets were produced from 1896 till 1992. These went through many variations and it is worth noting that only in a few cases is the denomination shown on the ticket a factor influencing the value (ie, all denominations are roughly equal in value). This is the 1½d ticket used only at Burwood bus depot from 1938-1947 to cover a special section.

For these tickets, the older is generally the more valuable. The earliest cash fare tickets are large types and worth from \$30. From 1899 the smaller size was used, these being from \$15-\$1 for the last State Transit Authority types.

Only one example of a "check ticket" is known and is worth \$200. This was used between 1902-5 when a passenger transferred from the Rose Bay/Watsons Bay electric tram to the older cable tram at Edgecliff to continue the journey to King St Wharf, until this part of the line was also electrified.

There were two trolley bus lines in Sydney- from Potts Pt to the city and from Kogarah to Sandringham. Apart from the RS (Ritchie St depot) code on the latter, they are indistinguishable from tram tickets.

There are several examples of intermodal tickets- train and tram from Brighton to Rockdale and on the Kogarah line, worth upwards of \$50. Combined tram/ferry and bus/ferry tickets were used on the Balmain-King St line and with the ferries. These had tear off portions and complete tickets before 1940 are worth \$30, down to \$5 for the later ferry versions.

Sydney Harbour Bridge toll tickets were used from 1932-1962 and the earliest are worth from \$40. Similar tickets were used on the Peats Ferry and Peats Ferry Bridge and the Stockton Ferry in Newcastle and on the Ryde and Georges River Bridges. These are worth from \$20 for cars and double for other types of traffic.

Newcastle's transport generally followed that of Sydney and its tickets do not command any premium on that account. However Maitland and Broken Hill tram tickets (including race types) are extremely rare and worth from \$50.

Steam trams (and later buses) were used to move crowds to various racecourses and special tickets- some with tear off butts for return journeys- were used. In 1918 an entertainment tax was imposed and this was overprinted on current tickets. Later the price included admission to the racecourse. Whole tickets are worth \$80.

Private buses were not obliged to issue tickets until 1924. Some of the omnibus proprietor associations arranged for tickets to be printed for their members (we call these generic) and this later extended to machine printed tickets such as Solomatics. Generally the older the ticket, the more valuable. Pre 1940 tickets are worth \$40, 1960s about \$5 and current types \$1.

Ferry tickets, by comparison, are generally scarcer as they were less often used. Some companies like the Port Jackson & Manly Steamship Co issued monthly passes which are quite common. Others, like those shown here (worth from \$30+), are not. Of the combined tickets, the ferry versions are worth slightly more.

Tram and bus museums have issued replica tickets and these are fairly common. Passes (metal or cardboard) are not generally seen and price must be by negotiation.

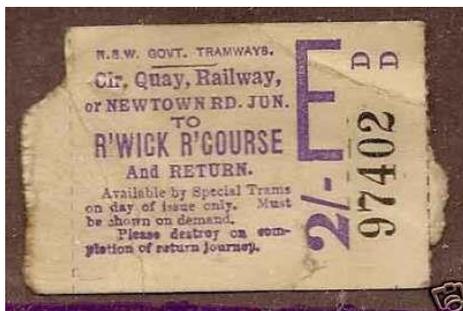
In the 1980s buses started moving to automatic fare issue tickets, often printed on paper and where the design fades if exposed to light. There are many variations of these, and some such as "transfer" tickets are somewhat rare and should command a premium. In 2011 My Zone was introduced and even here there some little used versions. What is a failed T-card worth? Many were issued to school students and some on public trials but they were supposed to be surrendered. Some private bus companies had their own versions of electronic cards. My TransitFirst card cost \$11- it is now worth much more than that!

For a short time in 1997 when the light rail (tram) started, magnetic tickets were issued and are worth from \$10.

Factors influencing the rarity of transport tickets include

- The story behind the ticket
- How many years that type of ticket was used
- The condition of the ticket
- What the ticket was used for
- Supply and demand

For example, the first steam tram tickets of 1879 rate 5/10, the check ticket on the cable tram 10/10, part of a racecourse ticket 6/10, a modern ferry ticket 2/10 and a T-Card 9/10.



The end of an era

When the greater metropolitan area of Sydney converts to using the Opal Card for all of its transport in 2015, it will be the end of an era for the old type of tickets.

The Sydney to Parramatta railway was the first form of transport to use paper tickets, in 1855. Recent research by Duncan MacAuslan shows that some Sydney horse buses had tickets in 1858, and possibly earlier. The railways did not start using Edmondson tickets till 1867.

The steam tramway to the Sydney International Exhibition in 1879, and the network that grew out of it used either cash or prepaid token tickets, the latter also adopted by many of the early ferry companies. Paper cash tickets were first used on the special Randwick racecourse trams and on all electric trams from 1899.

Private motor omnibuses sometimes used tickets, till these were made compulsory in 1924. Government buses (commenced in 1932) also used paper tickets till 1989.

Private horse and motor coaches and airlines generally used vouchers until the advent of electronic ticketing.

Machines such as the Ultimate made their appearance with beret girls (queue conductors) in 1949 and on one man operated buses. Private buses generally adopted the Ultimatic model though other types of machines such as TIM were sometimes seen. These were gradually replaced by cash register types and finally the electronic models of today.

Vending machines and magnetic stripe tickets were first used on the Eastern Suburbs Railway in 1979 and introduced generally when the NSW Government Printing Office was closed in 1989. These were gradually standardized into the My Zone system introduced in 2011. From the 1990s inter modal and longer term tickets became available.

No longer will I be able to play conductor using discarded tickets from the street as I am seen here doing 60 years ago!

