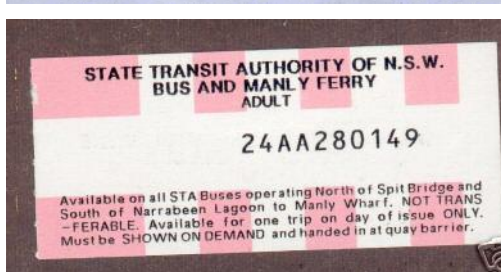
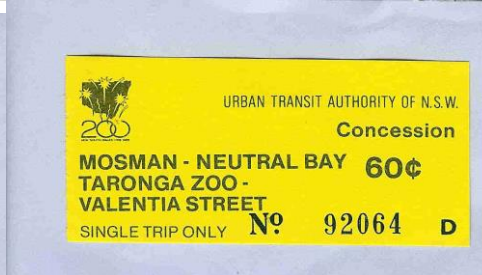
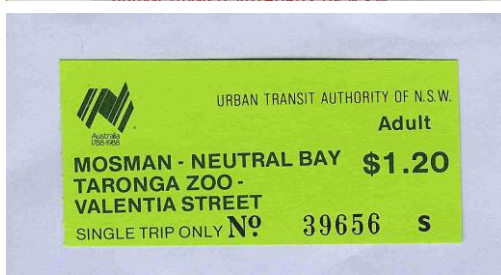
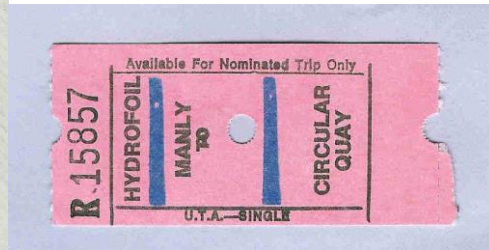
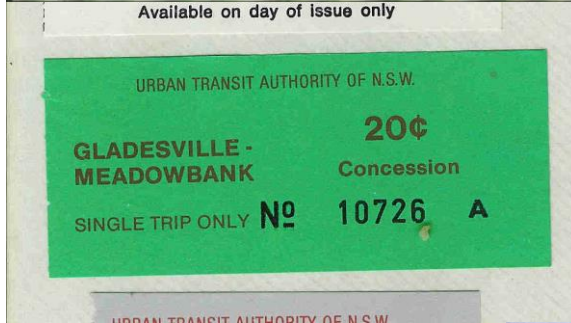
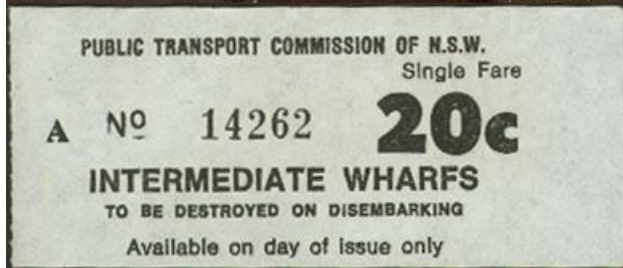


14. Government Ferries

Sydney Harbour



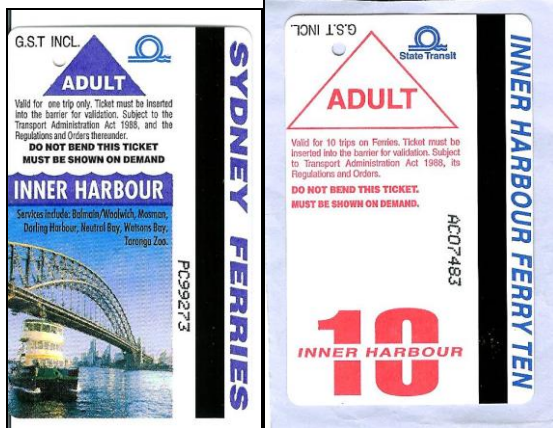
14. Government Ferries

The Mitchell Library has a copy of the Independent Commission into Corruption (ICAC) report of 1999 into the dishonest creation of tickets of this type at Manly Wharf. Some operators were able to create tickets without them being recorded as revenue and the fraud (of about \$200,000) was discovered when abnormally higher than usual numbers of "Sydney Pass" tickets were "returned" for refunds in 1997. The Report comments on the old style IT technology used which led to the introduction of the current system, along with the fact that it needed to be compatible with buses and trains.

From an undated brochure by Aberfield Technology, Brookvale NSW. Richt is a Sydney Ferries \$2.60 ticket vending machine.



14. Government Ferries



14. Government Ferries

Stockton

Passenger ferries

The first reference found was a newspaper clipping of 1882 referring to Hugh Boyce who “8 or 9 years prior”¹ had started the service with “Bluebell” which sank in 1934. There is a reference to a ferry run by Kelly in 1914².

There were also two passenger services until 1939 run by private operators. Fares in 1935 were 2d for adults, 1d for children with weekly tickets available. In 1939 a new ferry “Stockton” commenced (which when retired in 1978 became a floating restaurant). Later vessels included the “Thomas H Walker”, “Edith Walker”, “Newcastle-on-Hunter”, “John H Walker” and “Arthur G Walker”, the firm being owned by Sid Walter

In 1942 pensioners were carried at half rates and there were concessions for bulk purchases as well as a combined ferry/private bus rate of 1d less than aggregated fares (from 3d to 7d). The *Newcastle Herald* 8.5.47 reported free buses replacing the ferry for 10 months.

The service was later sold to Gordon Davey (of Hawkesbury River Ferry Service). The last passenger ferry, the “Edith Walter” run by private operator Gordon Davey ran on 7 July 1982. A bus service provided by Sid Fogg replaced it.

First Stockton vehicular ferry started by PWD “Mildred” 1916. 1930 taken over by DMR. “Kooroongaba”, “Lurgurena” 1945, “Koondooloo” 1950.

The first ferry operated by the UTA commenced on 24 November 1983³, operated by the Ferry Division of the UTA/STA in Sydney. The present ferries- Shortland & Hunter- were introduced as part of the Bicentennial Celebrations in 1988. Automatic Fare Collection (AFC) came in 1992 and the name was changed to Newcastle Buses & Ferries in 1994, an adult single trip now costing \$1.80 (concession 90c) and an all day pass (including buses costing \$7.60 (concession \$3.80). TravelPass for bus & ferry or bus, ferry & train are also available. From 1997 (and possibly 1992) AES dip tickets were used, and in 2008 the daily bus ticket is also valid and the Pet ticket is the light blue “date of issue” type. In 2008 tickets are purchased from one newsagency and from crew on board and there are 2 green machines on board the “Shortland”. Orange weekly TravelPasses are also valid on the ferry and yellow and pink also on the train. Quarterly and yearly versions are also available.

ET 7/1984 shows a pic of Newcastle passenger ferry machine dispensers for 30c and 65c tickets. The Stockton service ceased 7/7/82 and was recommenced by UTA 2/2/83.

¹ Actually from 1853, with a steam ferry from 1869.

² For Kelly’s ferry in 1914 do a www search.

³ Dept. records (Ross Willson) say t/over 2.2.83.

14. Government Ferries

