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Full transcript of an interview with

Arnold Lockyer and David Parsons

on 16 January 2008

by Peter Donovan

for the

NATIONAL RAILWAY MUSEUM ORAL HISTORY PROJECT

Recording available

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Interview with Arnold Lockyer and David Parsons recorded by Peter Donovan at the National railway Museum Port Adelaide, South Australia, on 16th January 2008 for the National Railway Museum Oral History Project.

Please note: The recording session was planned as an interview with Arnold Lockyer: with a microphone for Arnold and another for the interviewer. David Parsons, who came with Arnold to the interview, remained to provide moral support. He was also able to make a contribution to the subject and Arnold sometimes deferred to him. During the course of the interview the second microphone was used for David rather than the interviewer. This explains the differing recording levels during the course of the session.

DISK 1

If we can start, I'll read this introduction just to make it a bit more formal.

This is an interview with Arnold Lockyer, assisted by David Parsons. Now, Arnold has put together an extensive collection of tickets – railway tickets, also tram tickets and horse tram tickets – and has delivered this to the National Railway Museum.

Now, Arnold and David will be speaking with me, Peter Donovan, on a project initiated by the National Railway Museum. So on behalf of the Chairman of the National Railway Museum, Arnold and David, I'd like to thank you for agreeing to participate in this program.

Now, Arnold, do you understand that copyright is shared by you and the Museum?

AL: Yes.

This being so, may we have your permission to make a transcript of this recording should we believe it necessary to make one?

AL: Yes.

Okay. We hope you'll speak frankly as possible, knowing that neither the recording nor the transcripts produced from it will be released without your authority.

This interview is taking place today, 16th January 2008, at the National Railway Museum at Port Adelaide.

Righto, Arnold, let's begin by talking a little bit about yourself, as the one who put this collection together. Now, I understand you were born in –

AL: Hindmarsh.

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– 24th of second month, 1921.

AL: Hindmarsh, I was born in Hindmarsh.

Good. Were you born into a railway family?

AL: I say yes to that.

Do you want to explain just a little? This is to explain why you're interested in this collection, why you decided to put it together.

AL: Probably the biggest influence was my mother, who was the daughter of the signalman at Goodwood when there was a crossing there with the Glenelg line and the main south line.

Keep talking, keep talking.

AL: My grandfather was signalman in the signal box there and my mother more or less grew up in the signal box with him. She used to go and sit with him and I have been told on at least one occasion she was told by a senior railway official or my grandfather was told that she could operate the box as well as he could.

Presumably that wasn't official.

AL: This came about because, amongst other things, the signalman at Goodwood, he had certain responsibilities for signal lights that took him away from the cabin at times and my mother was sometimes there by herself. On one such occasion he went out to attend to the signal lights and during the time he was out he got delayed, and this official came into the cabin and asked where Eli was – that was his name – and my mother said he was out, and whilst before he got back – in those days, trains were belled from one station to the next, one cabin to the next – and I believe a train was belled from Mitcham. My mother replied with the bells, made a note of the time on a scrap of paper and when he got back my mother handed him the note she'd made and he entered it in the signal record there, and that's when the comment was made, that the officer said that he reckoned she could run the cabin as well as he could.

I think she passed the train past the cabin while she was still there and Grandfather was still off, she passed it on when it passed the cabin to the next signal box, which I think was at Mile End or towards Adelaide.

But your immediate family were not in the railways? Now, you did not join the railways, did you?

AL: Wouldn't have me. I wanted to join the railways; I wanted to follow my uncle, who was a fitter, and he'd done his apprenticeship at the railway workshops. He was a Salvationist, he went to Melbourne, he came back to South Australia and they took him back in the railways and he went to Quorn for a period as fitter. He then finished up at the roundhouse at Mile End.

As a kid, I used to ride my bike to Mile End, park it and if anyone challenged me there for being trespassing I simply said I was looking for my Uncle George Dew. At that stage I could wander round the roundhouse free, and consequently I had a fairly close association with the railways through him. He was the one I wanted to follow into the railways, but unfortunately the railways didn't want me because at the time when they had their apprenticeship exam I was outside the age that they wanted, and when I went for a clerical job there I found – I'd done a general course at high school and they wanted all commercial subjects. At that stage I'd already applied for a job in the public service and, because I said on my application for the job that I was interested in railways – in those days the public service used to try and put you into something you were interested in – I went for an interview and I was told that they didn't control the railway employees. I knew that, anyway. But they said had I ever heard of the Factories and Steam Boilers Department and I said no. They said, 'Well, they look after all the privately-owned boilers, including some locomotives, in South Australia.' Would I like to work there? And so I left Adelaide High School and I went to work as office boy in the Factories and Steam Boilers Department.

I stayed there until I was called up for the army. I was very fortunate in a lot of respects in the army and when I got my discharge from the army I was put in the Agriculture Department. I got married, went to Barmera for six years in the Irrigation Section of the Lands Department. I came back to Adelaide to be receiver of revenue in what was still the Factories and Steam Boilers Department and after that I became industrial inspector there, and at the time I retired I was one of the senior industrial inspectors in the Industrial Section of the Department of Labour and Industry.

And you were there until you retired at sixty in 1981.

AL: Yes, it would have been.

So where does this collection come in?

AL: I guess it was just I was a rail fan. We used to be considered nuts in those days. I was a rail fan and I collected anything railway-wise and tickets were an easy thing to collect, I guess that's how it started. I can't explain it, really, it was just it was part of the rail fan hobby that I had. I had scrapbooks with cuttings out the paper of trains, I had photographs of trains, and tickets were just another sideline.

Even as a little tacker I started collecting stamps and it was done in a very amateurish way and I sort of gave it up after a little while; but this collection is pretty extensive, very formally collected together. When did you start to take it very, very seriously?

AL: I think when I first started it. See, I had other friends that were interested in railways. For instance, one of the oldest tickets I've got is Port to Adelaide dated 17th August 1885. Now, that was given to me by another railway-interested person, John Goggs – Colonel John Goggs he was in the army – and he gave that to me because he thought I'd like it for my collection. He was also a railway employee in England: he did his apprenticeship in the London and Brighton South Coast Railway. He migrated to Australia and he retained an interest in railways all his life, and I met him in the army in Darwin of all places. He lived at Seacliff and I lived at Ascot Park. He was in charge of the AASC¹ up there – and it made a friendship that lasted up until he died.

But there were a few of us here in South Australia that were interested in railways and we used to get together long before there was any associations here. We used to meet at John's place; Brian Castle was also in the army, he was a railway employee; we used to meet at John's place every Friday night and talk trains. It's hard to say when I started to specialise in tickets; it was just a sideline in my hobby.

So 1885 was your oldest ticket.

¹ AFC – Australian Army Service Corps.

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AL: As far as I know it is.

Do you have any more nineteenth century tickets?

AL: Oh, yes, a few. Mainly they'd be, I should say, in the 'return' section. They were special prints. I don't know if I can add much more to that.

How did you get the tickets? Was it a question of swapping them with others?

AL: No.

Was it a question – ones you got yourself?

DP: You should realise it was pretty difficult, actually, to get tickets.

So how did you form the collection?

DP: If you as a passenger had a ticket, the SAR² were pretty efficient – I mean, there were ways around it, but you really had to know the ticket collector and system.

AL: Now, I must admit I got a lot of them from blokes that I knew that worked in the railways that I was friends with. They knew I was interested in tickets and they just passed them onto me, anything they thought was interesting. They also told me the history of some of them that I got. You know, it was just one of those things. If they opened a new station I always tried to get a ticket issued on the first day that the new station was open, either to or from it, and I had a bit of a reputation that way. I was told recently, and I disclaim it completely, that a bloke whose father I think was in the railways, he said, 'If Arnold Lockyer went to get a ticket from you I knew one thing: the line was either going to close or they were going to open something there the following week.' Now, that was the sort of reputation I had. It was just something I did.

So, looking at the tickets as a totality, where's the strong point? Are they all 1950s, a lot of them 1960s, or do you have any 1920s, '30s?

AL: Oh, yes.

DP: Not many, though.

² SAR – South Australian Railways.

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AL: No, not many.

You said some of these fellows gave you some stories of particular tickets. Are you able to tell any of those particular stories?

AL: (laughs) I guess there were odd occasions when people told me stories about tickets that had been wrongly printed in some cases. I could tell you stories the next half-hour about tickets that I got and how I got them.

Do that. Continue on for a little while; I'll tell you if we ought to stop.

AL: Well, there was a case of a country muck up. Tickets were more or less standard. Most of the tickets that you got were Edmondson tickets, they were the standard tickets.

Little cardboard tickets.

AL: Cardboard tickets. Strangely enough, I don't know why, but the country towns north of Adelaide had – I won't name the station, but they had tickets there that were like that but they weren't like any other in South Australia. They were excursions [to], above all places, Broken Hill. I don't know who the hell would want to go from some of these country towns to Broken Hill for an excursion, but apparently they were fairly common at one stage. And I knew the revenue accountant in Adelaide Station and he used to help me, he had control of the tickets and he used to give me odd things that he thought I'd be interested in. I think this story came from him; anyway, it's a story.

One of the stations had, for the staff, a stationmaster, an assistant stationmaster and a porter. Now, interstate, some of the return tickets, instead of being like our returns which broke across the middle, they had a little tag on the end of it about –

DP: Have you got one here? (turns pages)

AL: No, I don't think, not there, mate. They had a little tag on the end and they resembled reserve seat tickets here in South Australia.

DP: There. (indicates)

AL: Yes. See, they had –

DP: It's not a half-and-half.

Just a little line, a dotted line.

DP: Yes, that little bit there. That's where you break it, that's where you broke it.

AL: These are the tickets that I received after this story came into being. Each month, the stationmaster had to send in a return of what tickets he'd sold and the money he'd collected and all that and sent down to Adelaide, and these tickets were issued back in the very early days – I can't give you a date for them, I don't think – but they had them still in their cabinets years after they fell into disuse. And one of these stations, the stationmaster come to balance up his returns for the previous month, all the money he'd sent in, and he was out. And it was a peculiar amount and it didn't check out with any of the tickets in his cabinet. He talked it over with his assistant stationmaster and it was a ticket to Broken Hill. Anyway, he said to the assistant stationmaster, 'Did you sell a ticket to Broken Hill?' And the bloke said, 'No.' He said, 'Well, there's one missing from it.' Anyway, they put their heads together and decided that the only one who had access to the ticket cabinet by himself at times there was the porter, the more or less junior porter, and they challenged him with it. And he said no, he hadn't sold any tickets to Broken Hill.

Anyway, the thing was that the fare to Broken Hill was different to what they were out, and they showed him the ticket. 'Oh,' he said, 'one of those. They're reserve seat tickets,' he said. 'My girlfriend came down one night when I was here by myself and I was showing her how to use the dating machine,' he said, 'and I thought they were reserve tickets, so,' he said, 'every time she dated I cut a bit off and finally we chucked all the bits in the bin and I put ninepence' – or whatever the reserve seat ticket cost here at the time – 'in the till.' What he'd done was cut up one of these special print tickets to Broken Hill. That was all explained, and when that came down to the revenue accountant he got out all the ones that they recalled at that stage from other stations on that line that were the same way. That's just one of the stories of tickets.

I never got one, unfortunately, but occasionally the ticket printer would make a mistake with a ticket. I remember at one stage being told about a bloke who got

on the train at Edwardstown and he got a single ticket and when he handed it up to the porter the porter said, 'Are you going to Port Pirie?' It was Adelaide to Port Pirie. What had happened is that they used to print the tickets in blocks of a hundred and they'd check them through to [check] if there was any mistakes there, and they'd pull them out and do another ticket and put it in there. Apparently, someone altered the printing press in the ticket printing office and they took out the Edwardstown to Adelaide ticket and put in an Adelaide to Port Pirie ticket. And the bloke didn't check it; he just ran through a number of tickets he was missing and put them in there, they got numbered in the thing – it was several tickets: Adelaide to Port Pirie. And that was at Edwardstown in their box there. When a bloke came in for a ticket to Adelaide they just simply dated one of those and gave it to him. And of course they did a mad check-up then and they found out what had happened, and I never got one of those, unfortunately, I didn't hear about it until after it was all over. But that's the sort of thing that could happen. You got tickets that had – they went through the machine wrongly when they were replacing them and they got the colour for the up ticket with the down stations put on it, and *vice versa*. There were mistakes made in it.

It wasn't a mistake, but one night a bloke got on the train, I think it was at Callington, to go to – single ticket to Melbourne, and they gave him one of these Edmondson tickets. And, unfortunately for him or otherwise, an inspector was on the Melbourne Express that night and when he got it he said, 'Where the hell did you get this ticket from?' And he said, 'I bought it at the station.' They'd had Edmondson tickets there, singles apparently from Callington to Melbourne, for years and they'd never issued them, and then this bloke went there and he got issued with one and it just happened there was an inspector on. They couldn't withdraw them quickly enough. But that's what happened. Tickets remained in the cabinet, some of them, for years after they – – –. You agree with that, David?

DP: Yes. Well, they were still valid tickets because they hadn't been withdrawn.

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AL: They were still valid tickets, you see. They still had a value when the bloke did his returns each month, but they didn't always check on what he had. So there were mistakes like that that were made.

DP: Actually, interstate tickets went into coupons for a start, didn't they?

AL: Yes.

DP: Coupons, then later on, much later, they were aircraft-style tickets. So the time when this bloke – if he'd had one of those, anybody else would have had a – and they were in coupons.

AL: Yes.

DP: If you went from Adelaide to Melbourne on a sleeper it was about that long when you started off.

AL: I've got some in the collection.

DP: Yes. You'd take a little bit, one bit for the sleeping car, the other bit for the fare, then as you came back you ended up just with the top butt part of it.

So what sort of tickets have you got? What sort of tickets have we ever had? You mention there you'd never reserve seat tickets, as distinct from the fares. So tell us about the different sorts of tickets.

AL: Bicycles, prams – what else, David?

DP: Dogs.

Were they similar tickets to these, little cardboard ones?

DP: Some were.

AL: Some were.

DP: Reserved seats were.

AL: Reserved seats were.

DP: Reserved seats only started, what, 1917 I think it was. Not quite sure what they did about sleeping cars before then; they had tickets. But

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1917 I think in South Australia was the first time they could reserve seats. You'd have some somewhere, wouldn't you, reserve seat tickets?

AL: I've got reserve seat tickets, yes.

DP: They were Edmondson ones, like that. What else did you have?

You've mentioned Edmondson tickets.

DP: Yes.

What's the significance of that term?

AL: They were standard tickets around the world.

DP: Invented by a man by the name of Thomas Edmondson in the about 1840s, thereabouts.

AL: They were accepted size all round the world.

DP: Yes, anywhere in the world you could go ---.

Why were they so good?

AL: Because they were standard.

DP: Yes, that's right.

AL: They had a standard dating machine you could use them with and they were just accepted, the railways accepted them.

DP: Apparently, before that, they had some – you know, when you're travelling by stagecoach and things like that, they must have had some written sort of thing. But these standardised ones, you realise, say by the 1840s, 1850s, there were that many lines in England and they all had their own sort of tickets and things, so he patented this and also the ticket machine, the ticket dating machine, he patented all those. He would have made a fortune out of them. I couldn't even tell you at the moment where you could buy an Edmondson ticket in Australia – whether Queensland's still got any, I don't know. You certainly can't buy them here in SA. Probably if you went to India, you'd probably buy one in India.

AL: Yes.

DP: But they spread worldwide, and they were called 'Edmondson' tickets him. He was the one that did all this back in the 1840s and made a fortune out of it.

AL: The tickets that you get to come in the Museum down here, they're Edmondson tickets.

DP: Yes. They're printed here on the ticket-printing machine.

AL: They're printed on the Edmondson, the Edmondson ticket size.

DP: He actually invented the ticket printer, too, as well as the ticket dating machine. But anybody who knows anything about tickets, you say 'Edmondson', you know immediately. I can't tell you exact dimensions, you'd have to measure them; but that's what they are, they were standardised worldwide.

When were these Edmondson tickets phased out?

DP: When we went into zone tickets, didn't they? That's in Adelaide. That's what I say, but worldwide you'd probably find somewhere in the world there would be people still using [them]. I'd say India'd probably be a fair bet where they'd still be using Edmondson tickets.

AL: They probably became worldwide because, let's face it, most of your early trains came from England and they would have taken them from England because that's where they were invented.

DP: Yes, that's right. That's what I say. I can't be dogmatic, but I'd be surprised if you could – then, I say, Queensland, there might be still Edmondson tickets on sale in Queensland, I'm not sure. I don't know about New South. New South and Queensland, possibly; but otherwise the rest of Australia now they went out from about the '70s. Locally 1990. Where's your zone tickets, pal? What have we got over there, in there, we got any in there?

AL: This. These are in zones. They had zones in the singles, didn't they?

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DP: Yes, but they when we went into the – yes, there's platform: platform tickets would be in there. See, these are actually a different style of ticket. Excess fare and a book ticket. There's a difference. This one actually says it. Not many of them said it.

So what's the distinction of a book ticket?

DP: This one says so; that one doesn't.

AL: The guards carried two books in all their equipment. They were an excess fare ticket and a book ticket. That was the one they issued you with if you had to pay a fee on it, and that was the ordinary one if you got on a train where there was no booking office, you bought a ticket off the guard.

DP: Actually, excess fare also is where you – I used to buy them when you actually extended a journey. Like I had a ticket from Oaklands to Adelaide, if I got off at Goodwood to go to Mitcham they would issue me excess fare ticket to go from – either at Oaklands or on the train.

AL: Yes.

DP: Book tickets were normally only issued on trains, is that right?

AL: Yes, and they were returns or singles.

Well, perhaps we can go through this particular volume and just look at different sorts of tickets that are there.

DP: Oh, crikey, there's a block ticket.

So what's the ticket with a block ticket?

DP: Generally they were –

AL: They were like tram tickets.

DP: Yes. On a block, on a block.

AL: They come in a block and they tore them off. See, they're block tickets.

DP: Ones you tore off, you know, like tram tickets, where you tore them off? See this. Of course we haven't got a date, but they were sort of

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the first thing that we went into. Oh, that's – no, I don't know when that was.

Just say one thing about the 'up' and 'down', because people who don't know railways won't know the distinction between what's up and down.

AL: Up trains were trains that went towards Adelaide and down trains were trains that came away from Adelaide.

DP: Yes, in South Australia.

AL: In South Australia.

DP: Don't ask in Queensland, that was a bit different.

AL: What about from Port Pirie to Broken Hill?

DP: Yes, but actually they went *via* Peterborough.

AL: Yes, that's right.

DP: That was a peculiarity. You actually [went] 'down' from Peterborough to Pirie and 'down' from Peterborough to Broken Hill.

AL: You had different colours for up and down tickets.

DP: Yes.

AL: Now, where you had a ticket that you wanted to go from, say, Brighton to Outer Harbor, you were travelling on an up train for part of the journey and a down train for the rest, and they had special prints for those.

So what was the distinctive print there?

AL: Had a cross on it.

DP: Had a cross.

AL: A red cross on the ticket.

DP: Shows it went through from one side of the town to the other.

AL: For instance, there's one, Goodwood to Port Adelaide, you see, red cross.

DP: Yes.

AL: Outer Harbor to Semaphore, red cross.

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DP: In that case they actually went – because you started off on the up and then you went on the down from Glanville.

AL: Yes.

DP: So it wasn't just going through Adelaide; it was actually where you went from one part was up and the other down.

AL: Well, the same on our line: if you got a ticket from Brighton to, say, Bridgewater, that would have been one you'd have got a ticket with a red cross on it.

DP: Yes. Where you started on the up and then you went on the down. That's a later reserve seat; but these were the normal sort of SAR reserve seat tickets.

So did a reserve seat ticket indicate the actual seat?

DP: Yes.

AL: Yes.

DP: That's what it was for.

AL: The train and the seat.

DP: See, Car No.8, Seat No.26. 705 – crikey, where are we going? Pinnaroo or somewhere?

AL: Don't ask me, mate, this stage of the game.

DP: 705, yes, Pinnaroo. The others – yes, well, there's a sleeping berth, that's a sleeping berth ticket. How did you get away with a sleeping berth ticket?

Here we go: you've got a sleeping berth ticket with a red line through the middle. What's this?

DP: Yes, that would be children, child.

AL: Child, probably.

DP: Although – well, actually, yes, I don't know. Good question. Because I mean the sleeping berth fee was the same whether it was an adult or a child, as I can tell you from having bought many such things in my

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lifetime. Yes, this looks an older one, what's it say? Yes, see – what's it say there?

It's the Melbourne Express, from Callington.

DP: Yes, there you go. (laughs) That a seat from Callington.

It's a first class ticket. So first class tickets were differentiated from others?

AL: Oh, yes – different colour.

DP: Yes, but not as far as reserved seats, I wouldn't have thought.

AL: Let's have a look at that.

DP: That's a Budd car one there.

AL: That's a reserve seat from Callington.

DP: Oh, this one, too, that says 'first class', doesn't it?

AL: That's a reserve seat from Callington – – –.

DP: Now, that one actually says 'first class'. Well, actually, they're first class colours, you see, brown and white.

AL: But you see here, this is one of these examples I was talking about: here's reserve seats. They were printed in 1923 for tickets from Melbourne Express from Callington. And they were different colours but they were overlooked and not withdrawn until '57. That's probably when I heard the story about them being picked up. They had '57 reserve seat tickets up there, and they just sat in the cabinet there. They'd only issued eighty-seven of them since 1923, (laughter) and they were still in the cabinet up until 1957 up there. See, that's just how I come across a lot of them was things like that turned up.

So, looking at metropolitan –

AL: Tickets.

– well, fares, how many classes were there in the metropolitan area?

AL: There were originally three but then they went to two and they finished up with only one.

Did they have different-colour tickets for each one?

AL: Oh, yes.

DP: Yes.

AL: Oh, yes.

And differences if they were returns or singles?

AL: Oh, yes, because returns had two colours – one for the up and one for the down – and singles just had one colour, and if you're going in one direction you got purple, which was later altered because they couldn't see it at night in the cars with the black printing, and they were originally purple and – what would you call that?

DP: Blue.

AL: Blue.

DP: Yes. We've got returns there, haven't we?

So what did you get for first class travel in suburban railways?

AL: A lot more – the seats were the same, if I remember correctly.

DP: No, they weren't. No, that's one of the differences.

AL: What, here on a second class on the suburban line?

DP: Yes. Weren't they leather-upholstered?

AL: No, they weren't.

DP: They were rattan for the second class.

AL: They were the same in the first class, too, when I was young.

DP: Yes, actually, I wouldn't really know because I wasn't here in the days of first class.

AL: No, I think the only difference was that you were segregated.

DP: No, no, there was another difference. First class cars had mirrors when they were built.

AL: That's right, yes.

DP: When they were built, where the seat – this is on the end and centre
– where the seats faced each other there's a panel between it; on the
first class cars they had mirrors there.

AL: Yes.

DP: But, as I say, not in my time they haven't had mirrors.

AL: But that was it.

DP: But as far as the end and centre go, as far as the number they held,
they both held the same whether it was first or second; whereas when
you get to country cars there are generally fewer seats in a compartment
and fewer compartments. The 500 class cars had seven compartments,
600 class cars had eight, the first class compartment in a 500 class car
held six; and the second class car, 600 class car held eight.

DP: Yes. 42 are the first class (500 class), but the same length as the 600
class.

AL: Another interesting thing regarding tickets was that women weren't supposed to
travel in smoking compartments and, whilst they wouldn't order them out, they'd
make them known that they shouldn't be there.

So how was that – did they have separate tickets?

AL: No. The first and second did, but not for the sex.

DP: No, only weeklies. Weeklies were the only difference for men and
women.

AL: Yes. What they called 'periodical weeklies'.

DP: Yes.

**Let's talk about excursion tickets for a little while. Why was there a distinction
between excursion tickets and normal tickets? If somebody was going from
Adelaide to Semaphore to go to the beach.**

AL: They were cheaper, the weekend excursions.

DP: The railway would promote at certain times with the aim of getting more people at the lower fare, so they were called excursion tickets; and similarly you'd get country ones, these things to Broken Hill – probably over West Darling Week or something – they'd advertise excursion.

AL: There's your zone tickets, David.

DP: In interstate excursions, generally the trains were older stock. (laughs) Didn't travel quite as quickly, see? But you got an excursion fare, and this was a recognised thing.

AL: Yes. Excursion tickets here in South Australia were mainly weekends.

But why have a separate ticket?

AL: Well, they were different value.

DP: Because they were different fare, different value.

AL: You had to account for them. The stationmaster had to account for them.

DP: Yes, different value.

AL: Different value. You got cheaper at the weekend.

So part of the tickets was used in an accounting

DP: Oh, yes.

AL: Oh, yes.

DP: Yes, that's right, for sure.

It was for ease of accounting.

DP: Yes, that's right. And then you had a check on how much money you actually took with that train, whether it was worth your while offering an excursion in the future. It was a recognised – well, ever since Thomas Cook ran his first excursion back in the 1800s, (laughs) they realised that if they could get people who normally wouldn't have travelled, and even though they charged a lower fare they got more people, they were still going to come out hopefully with a profit, so it was a recognised function – well, right up until recent times.

AL: Promotion, yes.

DP: Yes. Well, actually, Great Southern do it now. I got a thing from Great Southern: they're offering cheaper fares at the moment to go to the West, if you book by a certain time. You know, like the airlines, if you book by a certain time and for a certain time so far ahead, they'll give you a cheaper fare. So Great Southern do it even now.

But they won't give you a separate, different-coloured ticket to indicate that it is a special offer.

DP: Oh, not these days. It might have on it, though, it would have on it somewhere a key that says it's – well, actually they add the fare value on.

AL: Well, they'd have to have something on it because if someone decided to cancel and wanted a refund – – –.

DP: Yes. That's right, see, that's it.

AL: They'd have to keep a record for refund, you see.

DP: Modern day, they're like the airline, some of these excursions, there's no refund; otherwise, they have the standard refund. But no, these sort of principles were basically the same, been derived from the railway practices from years gone by. But in years gone by the railways would probably always give you a refund.

AL: See, Easter weekend you'd have excursions for the whole weekend.

DP: Yes.

AL: Holidays, you'd have excursion tickets on the holidays.

DP: Well, particularly long weekends.

AL: Long weekend particular.

DP: Excursion fares would be offered. As I said, they didn't really do it much in more recent times; but it used to be, as you say.

AL: Yes.

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DP: Used to be quite common for excursion – and, well, at one stage, back in the '30s, they had these tickets to the beach, you know, special rate, go to the beach; or even to the hills, there were some to the hills at one stage, weren't there? SAR ran things to the hills, you know, special excursion to the hills at a cheaper rate.

And each station would have its own little block of excursion tickets –

DP: Yes, basically, yes.

AL: Oh, yes.

– from Semaphore to Belair.

AL: You've seen one of the cabinets, haven't you? You know, they had all these – – –.

DP: Have we got one out here?

AL: Got one here we can show you.

DP: That we can show you, yes.

So any one station must have had lots of tickets.

DP: That's right.

AL: Well, they did.

DP: They did, that's right. That's right, that's what I say.

AL: That's why you said how many tickets: there were thousands of them.

DP: Yes – millions.

AL: Millions of them.

DP: Any attended station in South Australia, I would say, just about without exception attended stations would have had printed tickets. A lot of them could be used like this – Kilkenny, see? – with a blank, not necessarily – – –. They would carry ones which they used a lot of, say like that, Goodwood to Port Adelaide, they'd have both originating station and destination; but others were called 'blanks', they just had

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the name of the station and they'd fill in the destination. But they could carry hundreds. When you see photos of some of the interstate and overseas, you know, they had thousands, thousands of different tickets, you know? And that's only one station, so you can see it was quite a big business, really, and would have taken quite a bit of time and effort and staff to keep these stations up to date. They used to mark them – have you got one with a mark on?

AL: Oh, yes, they used to mark them.

DP: They used to mark them, and in the cabinet – – –.

AL: There's one there.

DP: Yes, there.

AL: See that mark?

DP: Yes.

AL: Now, that would have been the next – when they put them in these slots – – –.

So when we're talking about a mark, we're talking about a little line through the number.

DP: Yes, that's right. Pencil – no, not necessarily; anywhere.

AL: Anywhere.

DP: Anywhere, pencil or ink.

AL: Here you are. See, when you pulled a ticket out of the cabinet, the next ticket dropped down and came out, just the end of it came out, and to make it easier for stationmasters to do their returns at the end of the month they had to put a stroke on the next ticket, and if there was a stroke on it it meant that they knew they hadn't sold one during that month because it was still there.

DP: Yes.

AL: If the stroke had gone they knew they'd sold some to that station for that month, and that gave the only way they could keep a check on how they put their returns in.

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DP: Tell him the story about the bloke that objected. (laughs)

AL: Telling a story about this, over in Victoria: I went to Victoria and I forget where we were staying, we were staying in a place where they had tickets to the – what was the name of the shortest station over there?

DP: Emu.

AL: Emu. And that was only a bit up the line and I decided I wanted a ticket to Emu, because it was one of the shortest named stations. And I went there and I told the bloke I wanted a ticket to Emu – these blokes, you got co-operation if they knew you were interested. I was in the ticket box with him in the station and I said, ‘Oh, I’d like one to Emu.’ And he said to me, ‘Do you want a clean one?’ And I said, ‘I don’t care.’ It had this mark on it. And apparently what had happened, some keen ticket collector in Victoria had gone there to get a ticket to Emu and he’d issued him with the next ticket and of course it had the stroke on it, and the bloke objected and he went and complained to head office that this bloke had given him a ticket that was marked. And he got a letter from head office saying that if anyone came there and wanted an unmarked ticket they were to cancel the one that was marked and issue them with the next unmarked ticket. Now, that’s how keen some of the collectors were. You know, you may think I’m a nut, but there were other nuts that were a lot nuttier than I was.

DP: Yes.

AL: But that happened in Victoria, and I was told about it.

And another thing, you see, the thing that happened – this is also going back to Victoria – I bought a ticket in a station in Victoria that the station was already *closed* when I was there but they still had the tickets. (laughter) That was on the line to Yarrawonga. The station was being demolished, but he still had his tickets there and he sold me one.

And when I went to Bendigo – this was just after the Pope had been here – and I got into the cabinet there with the bloke and he said, ‘We have special prints for the Pope’s visit, so,’ he said, ‘do you want one of those?’ And I said, ‘Yes.’ Well, he had them there still and he pulled one out of the middle of block that was

still there and he said, 'They don't check them when they go back. Here, have this one.' So there was a lot of interest.

DP: There's an excursion, Adelaide to Victor Harbor, see? Second excursion, it's got two lines on to show the difference.

AL: Two black lines down it.

So why the black lines, vertical black lines, on that one?

DP: Well, to show it was different.

AL: To show it was different.

DP: That's all, show a difference from a single.

So who would have put the black lines on that?

DP: Oh, no, they're printed.

AL: Well, they're printed.

DP: They're printed on those.

AL: He would have had a block with ordinary tickets and a block with excursion tickets.

DP: See, that's the 13th January '65 – gee, that's a bit late in the piece.

AL: Don't ask me, mate.

DP: I know, but I'm saying it shows that they were still issuing – and here's one: this one's Adelaide to Peterborough. Oh, that's '62, see? First, excursion.

Now, is there a distinction between country and city tickets in terms of their colour?

DP: Yes.

AL: Oh, yes. Definitely.

AL: The city tickets were two colours, (leafs through book)

DP: Yes, that's the later ones.

AL: There. They're suburban tickets.

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DP: Later they were changed to that, there[?].

Again, you've got to remember this is not a visual thing.

DP: Yes.

So this is sort of a green and a purple, at one stage.

DP: Yes, that's what they were.

AL: Yes.

That's 1963.

DP: Yes.

1978, we've got a yellow and a blue.

DP: Yes, that's right.

AL: But before they came out, they changed the purple to – what did they change to, David?

DP: Well, I don't know.

AL: They changed the purple because in the carriages at night, with the lighting there, when they got printed the black on the purple you couldn't read them at night.

DP: Yes. They were really a slightly lighter purple, for a start, see?

AL: Yes.

Here we go. There's a red line down the middle of these tickets.

DP: Yes, that's a child.

AL: It's got 'Child' on it, you see.

But here you've got a ticket that's been cut in half.

DP: Yes, that's a child.

AL: That's a child ticket.

So why the distinction, or why the necessity for the distinction?

DP: They went from that to that.

AL: I'll give you one reason for it.

They went from the half-ticket to one with a stripe on it.

DP: Stripe, yes.

AL: I'll give you one reason. I used to go to Sunday school at Edwardstown from Ascot Park. I walked up there and I caught the first train home. Now, we used to have to buy a ticket to get home. The return to Ascot Park to Edwardstown or Emerson[?] was threepence, single was twopence. Child's return was twopence and single was a penny. Now, that was all very nice, until they introduced this sixpence business and you couldn't cut – some tickets, you couldn't split the ticket into an even amount for the child, and that's when they introduced child tickets. See what I mean? You couldn't issue – you couldn't cut a ticket to give them a half fare because that would have meant a halfpenny or something like that and they just wouldn't be in it. That's when they started to introduce tickets for children as distinct from cutting adult tickets into two. And, of course, the children's tickets were originally issued to pensioners.

DP: Yes; that's '64, that one, Arnold. That'd be pretty rare.

That's got a stripe on it.

DP: Yes. It doesn't compare to ---.

So we had children's tickets ---.

DP: Yes – well, that's what I say: I reckon that'd be pretty early in the days of the ones with stripes.

AL: Yes.

DP: Well, that's actually before decimal currency, too, that one – yes, '68, you see, they're into yellow.

So what would happen to the other half?

AL: They're the remains ---.

DP: They'd hold them.

One of these is cut in half for a child.

DP: They'd hold it.

They'd hold it there for another child?

AL: Yes, that's right.

DP: When I had two kids they'd give you a full one. But if you asked nicely the SM³ would cut it in two so they'd give the kids half each.

AL: When you got country tickets, they used to take a bite out of them like that. Now, that had on it the details of this, and that used to go back to the revenue accountant's office to show why that ticket had been sold for half fare. That was the country ones.

So we're talking of these country ones here, a little triangular piece cut out from across the bottom.

AL: Yes.

DP: Yes.

So that designates a child's ticket?

DP: Yes.

AL: That's right.

DP: Yes, that's right.

That's a child's singles ticket?

DP: Yes. Child return was the same, only broken in the middle. You still cut that bit out. I could well remember – I'm not from here, but in Victoria when I was a kid, you used to have these bits cut out.

AL: The tickets had printed on them, on that part there, that detail.

DP: Yes. It generally had the abbreviation for the station and I think it had a number. I don't know if you've got one.

AL: No, I don't appear to.

³ SM – stationmaster.

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DP: See, there's a half, where they've cut it *that* way. Others I think they cut it – oh, did they ever cut them diagonally? No, they wouldn't. They'd have to sort of do that so you could tell where it was. There's another.

Now, what's the difference between those white tickets, or cream tickets, and the red tickets?

DP: First class.

AL: First and second class.

DP: First class.

AL: That's white.

So they are country tickets, are they?

DP: Yes.

AL: Yes.

All of those?

DP: Yes. Oh, actually, that's a privilege – that's something we haven't touched on, privilege tickets. Privilege tickets are tickets which railway employees could buy at a lower fare: quarter fare, roughly.

So how were they designated?

AL: With 'Privilege'.

DP: 'Privilege' printed on them.

And there you've got one with a red stripe across it also.

DP: Yes, that'd be a kid's.

AL: A kid's privilege.

DP: Actually, I'll tell you, because not many people would know this. See, the privileges extended to your children. (laughs) When my children started – well, actually, one case my son, he caught the train in his secondary education and the privilege applied. See, you got employees, on suburban tickets to go to work, you got roughly quarter fare; and the

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same applied to your kids. (laughs) Even my son, he got the railway privilege, and then when they both went to university the same. So that's why a lot of railway employees lived down the Brighton line, like me! (laughs) Didn't just extend to your wife and yourself; it also extended to your kids. Although it didn't extend to my wife when she was working; you know, if your wife wasn't working.

AL: See, this is the sort of thing. It's very hard to cover all these things. Here's a cancelled one from Oakbank to Adelaide, 1952.

DP: That's a different sort of number.

AL: I know it is.

DP: Yes, it's old. See, the number, you can tell by the number that it's pretty old.

AL: That's right, yes. They were probably there for years, you see.

DP: And it's faded, I would say.

So that's just No.7.

DP: Yes, that's right.

AL: That's No.7. And that wasn't issued there until 1952.

DP: But it's probably been sitting there for thirty years or something.
(laughs)

AL: Yes.

DP: Oh, crikey!

AL: But, you know, that was it. I was trying to find one with a – see, now, if you cut that out you took that off. Right, David?

DP: Yes. The numbers would be the numbers of stations, I think, wouldn't they?

AL: I should think so, yes.

So perhaps we'll get on to that in a moment. Let me just change [the disk].

END OF DISK 1: DISK 2

We're continuing the interview with Arnold Lockyer and David Parsons. This is flash card No.2.

Now, David, it's good having you as part of this interview, but tell us a little bit about yourself and what background you bring to this.

DP: I won't bore you with my early history, so the only (laughs) forbear of mine that worked in the railways was a great-uncle who worked for the Victorian Railways in the Melbourne goods yard. But I got interested in railways in my teenage years, I suppose, and I won't bore you with all the details; suffice to say that in June 1952 I actually came and worked for the SAR in the drawing office at Islington. How I got that job was, show you how easy it was, a couple of months earlier – I'd actually been working with the VR; I only worked for them for twelve months – but I came to Adelaide and actually had an interview with the then chief draftsman, A.W.C. Crossman, over there. Because I had already graduated as a mechanical engineer. He said, 'Yeah, I could do with another engineer.' And that was it. He said, 'Yes, I've got to get the approval of the Commissioner', which duly came forth, so I started work at Islington on 16 June 1952. And I then stayed with the SAR until, in 1978, we became part of Australian National, when the South Australian country services became part of Australian National, and I retired from Australian National on 3rd September 1988 in the position of Mechanical Branch design engineer, in effect in charge of the rolling stock design, although actually I also had, at that stage, also included I think the plant engineer from Islington.

But, as I say, I became interested in the railways in my teens and I certainly had no regrets at making my career as a mechanical engineer in the railways. As Arnold says, you were viewed with a bit of suspicion in the early days if you showed any signs of it, because to most people it was just a job and if you sort of looked on it as a vocation – yes, well, you were a bit queer. So you soon learned to tread a bit warily on occasions.

AL: Yes.

DP: And sometimes that attitude was not appreciated by other people who were interested in railways who weren't in the railways. But I think in the end we became well-known. (laughs) You soon knew who the railwaymen were who were really interested in the railways, and a lot of those I must say became members of the Australian Railways Historical Society because that was sort of where the original forum was in South Australia.

AL: Interrupting, being a rail fan during the War of course was no fun. A couple of times I was put in the position where I was considered a spy because I was interested in railways and took photos. And a good example of this was a friend of mine on the Melbourne Express, he wasn't young, and he used to train time – that was sit in the passageway or the window of the train and clock it between the stations and put it on a note. He came to Adelaide during the War from Melbourne and he did this, which was his normal hobby, and someone at Murray Bridge dobbed him in, and when he got to Adelaide the police were waiting for him, and he was pointed out and he was whisked off to the stationmaster's office. They thought he was a spy. And the only way he got out of it was that Lionel Kingsborough, who was a well-known railway enthusiast here that worked up in the office there, and Lionel had to come down and vouch for him. It was just a hobby, but as far as they were concerned it was just not on.

You got ridiculous things – I know I'm getting away from tickets a bit, but you got the same thing. When war first broke out I was offered a ride, because I'd never been outside of the metropolitan area, I was offered a ride with a couple of inspectors who were going up the River Murray. There's a combined road-rail bridge at Paringa, if you know it, and I wanted a photo of Paringa railway bridge. And I wandered round the Murray there with a camera to get a photo of it, but I didn't get that far. But you could buy as many photos as you wanted in Reiners Studios at Renmark. But the next morning I got challenged by the local JP⁴ and he said he'd heard that I was taking photographs of the Paringa railway bridge.

⁴ JP – justice of the peace.

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Well, I was not, I took photographs of another bridge that was over one of the floodways there. And I said – well, in the end; I was a bit cheeky in those days ‘Well, you get my film processed and then send me an apology and my prints.’ He backed down at that stage. He said, ‘I was only told it.’ ‘Well,’ I said, ‘you were told wrong.’ But that’s the sort of thing that happened to you.

In the army I was paraded because I took some photographs, and one of the amusing things about that was that they asked me to produce evidence that I was interested in railways before the War, and I produced some photographs I’d got from a firm in Germany of compressed-air locomotives in mines. And when I told them what they were, oh, I was really a fifth columnist.⁵ But that’s the sort of thing. Being a rail fan wasn’t always easy. You sort of got accused of all sorts of things and you were only just having a hobby.

And this ticket was another one, where you just had a hobby but a certain amount of suspicion fell on you.

Getting back to some of these tickets – I’ll lean over to David there just to get on the [recording] – and we’ve got here ones that have intrigued me.

AL: What?

DP: Where was it?

Well, again we’ve got these munition weekly tickets. Now, how would you have come by those? These are obviously for travel between Adelaide and Penfield during the War, to the munition factory.

AL: The thing was that they were workmen’s weeklies. I can tell you about those. Ordinary workmen’s weeklies, they were cheap, but you had to get them before 8.00. Because [of] the shift work out there they brought those in without this limitation.

DP: Yes.

So they’re designated ‘Munition weekly ticket’.

DP: Yes.

⁵ Enemy sympathiser.

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AL: That's right.

DP: As opposed to that, see: 'Workmen's weekly ticket'. As Arnold says, you had to complete your forward journey by 8.00am

AL: Something like that, yes.

DP: You had to finish your journey before eight o'clock in the morning, but with the munition works, where they were on three shifts, you see, they would have had to specify three different times, probably, so probably easier to do that. This one's actually just after the War, 9th Feb '46.

This one here's 12th June 1943.

DP: Yes, '43, right during the war – yes, that's for sure.

Okay, just below that, you've got this distinction between female and male weekly tickets.

DP: Male, yes.

AL: Yes.

So why the distinction?

AL: That's because – to stop me buying a ticket, using it to go to work every day in the week and then giving it to the missus to go shopping on Saturday.

But why the distinction between male and female? Were they different prices?

AL: Well, I didn't marry a male, mate!

DP: Yes.

No, but were they different prices?

DP: No.

AL: No, same price.

DP: No, same price. Just as Arnold said, just so that – if you just had one colour like that you could buy it and then one day during the week your wife wanted to go to town and you didn't, so yes, you could give it to her. I mean, all tickets carried this ridiculous statement: 'Not transferable'.

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AL: 'Transferable'.

DP: Now, how could they check that they weren't transferred, you know?
But that was one means to overcome it, with male and female.

AL: See, this is a different workmen's weekly.

DP: Yes.

AL: Later on, of course ---.

DP: They got onto numbers. Oh, the others had numbers, didn't they? See,
the number of the week.

AL: Monday to Friday.

DP: Oh, yes, look at them all! Did I give you those?

AL: You could have, mate.

DP: I might have. Might have come from my wife

AL: See, there's an 'All lines weekly ticket'.

So what would that mean?

AL: What it says.

DP: Yes. Crikey.

So a person could travel anywhere in the metropolitan area?

AL: Yes. (reads) 'Abolition of five-day weekly tickets. Transition ---.'

DP: Actually, the way that reads, could be anywhere on the SAR.

AL: Yes. 'Available for economy or first class travel, where provided.' Don't ask me
what that one's for, David, I can't remember.

DP: No, I don't, either. Well, see, the railways used to issue for tourists all
lines, but I've never actually seen one like that, Arnold, to be honest.
Of course, being a railway employee, I never had to use things like that.
But you would have, you would have bought things like that.

**So what's the distinction between – here we've got one that's pink and white and
we've got a light blue and white ticket.**

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DP: Probably just different years, I would think.

AL: No.

DP: What?

AL: About every three months they used to change them.

DP: Did they? They did, yes.

AL: Yes, they used to change them. Every three months they used to issue a different-coloured ticket.

DP: Again, to avoid fraud.

AL: Yes.

DP: But despite – well, then they have got these numbers, which were number of the week. In other systems, particularly in Victoria, they went into all fancy different designs to try and eliminate fraud, and they'd have random numbers. Here, they actually stuck to the number – well, generally, number of the week.

AL: See, this is the sort of thing that I came up with. That's Ascot Park to Adelaide and Ascot Park to Adelaide.

So this first one is a male one, and it's pink and green –

DP: Yes.

AL: That's a female one.

– and that's yellow and orange.

AL: But the story behind them is they were issued at the end of December, and from 1st January they issued a different style. The agent at Ascot Park, he issued the wrong tickets.

DP: Oh! Yes, you can see there, that '56.

AL: Yes. He didn't read the instructions that said he wasn't to issue those after December. And he did.

DP: (laughs) He did, yes.

AL: I got them!

See, here we go.

DP: Yes – look at them.

Now, there's a distinction here: there's a weekly ticket, looks like a dark blue and white but that's vertical stripes; and here we've got the male one with horizontal stripes.

DP: Yes, that'd be right. When were they – '56, gee. Again, to show the staff immediately whether they were male or female.

AL: You had to put your dress on to use them if you were – – –.

DP: Yes, that's right. All these systems are on the principle that somebody's going to set out to defraud the railways of some money.

AL: The first class – '51, that'd be one that when they had that bit of first class up there.

DP: Yes, that's right, yes: '51.

So that's a ticket to Bridgewater. Between Bridgewater and Adelaide.

DP: Oh, it's at least 328 – – –. (laughs)

So that's a weekly.

DP: Yes, that was during the period when first class was provided on the Bridgewater line.

So when were classes abolished?

DP: Well, that's what I say: the suburban ones, 1929 went to all second class.

AL: One.

DP: Until these first class came back in the '40s. I think it was about 1947 to 1956, somewhere in that order.

AL: That was '51.

DP: Yes.

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AL: That would have been the middle of them, yes.

DP: That comes in the middle of it. They showed there were at least some other people besides S.H. Watson travelling in the first class.

AL: Oh, yes.

DP: Yes – wouldn't be too many, though.

AL: There you are: Glenalta to Adelaide, it's a double blank.

DP: Yes, that's right. That's a double blank, yes. Then you get onto these things.

Oh, we won't worry about STA-type⁶ stuff. So we've got other sorts of season's tickets.

DP: Periodical, yes.

I can remember, going to school, getting a quarterly ticket.

DP: Yes, that's right; or a term ticket.

So tell me about those.

DP: There's a pretty old one: Adelaide to Bowden. Is that the opposite to that?

AL: Yes. That was a second and first class – – –.

DP: That's the first class, yes. See, these'd be – 1989, that's pretty old. See, there's a term ticket.

What is a term ticket?

DP: What it says.

AL: A term ticket.

Oh, just a term.

DP: Yes.

AL: School term.

⁶ STA – State Transport Authority.

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DP: As opposed to a quarterly one, you see? But these were only just for the term. See: 24th May to 1st September.

AL: 24th May to 1st September.

DP: So it actually covered June, July, August – covered more than a quarter, just over a quarter. Yes, that's a 'Railway employee' one: 'RE'.

So there's a red stamp across these saying RE.

AL: Printed 'RE'.

DP: Printed, yes. What's that one? Yes, I think – when's that, '54. Yes, I can't really remember. So they obviously then simplified them to just a single card thing, a bit smaller. Oh, there's an 'Incapacitated soldier', yes. And there's a normal half-yearly.

AL: Half-yearly ticket.

DP: And yearly, they were like that.

AL: You could get a yearly ticket the same as that.

DP: Yes, that's right.

So they're in a little voucher.

AL: No, fold.

DP: No, fold.

Folding – – –.

AL: Folding.

DP: Yes, they fold.

AL: Carry them in your wallet.

DP: Like, actually, you'll come in a minute to other pass – I think you've got some: that's the form that there are a lot of other – railway employees passes on duty were like that. You see, look at them. Oh, 'Engine pass', yes – gee, I don't see many of those.

AL: What's the date of that one?

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DP: No, that just says No.59.

AL: 1919.

DP: Yes. Outer Harbor.

So what is that? That's a ---.

DP: Good question.

So is it a weekly ticket?

DP: Doesn't say! (laughs)

It's between Croydon and Outer Harbor.

DP: What's on the back? Let's have a look at the back. There you are: monthly.

AL: Monthly ticket.

DP: Monthly ticket, how about that? You'll notice little hole.

A little eyelet at the top, yes.

DP: Yes. Put on your watch chain. (laughs) They catered for, you know, you could put it on your watch chain, that was the idea. Oh, look at those. Then you're into third fare and two-thirds and all sorts of things.

AL: That sheet is in there because of the varieties

DP: Yes. Then you're onto season tickets.

AL: 1912. Port Pirie. 'Free pass', Port Pirie.

DP: Pirie and Petersburg.

So what's the little blue ticket here? A 'Departmental travel in baby health car only'.

AL: That was the nurse who travelled with the car.

DP: You were telling me – I told you she had to pay. Somebody recently was trying to say she didn't have to pay.

AL: I didn't say that!

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DP: Don't know whether it was you or what.

What's the significance of that?

AL: Well, they had a baby health car that went all round the country.

DP: Gee, I didn't know they printed special tickets for them. That'd've been a one-off job.

AL: Yes.

DP: At the most, possibly two, you know?

AL: I don't know, both numbered 158

DP: Oh, so it is, yes. That's probably the person had their own number, eh?

AL: Well, that was No.1 car and that was No.2 car.

DP: Yes, but they're – oh, wait a minute. Oh, I see, yes.

AL: One was broad-gauge and one was narrow-gauge.

DP: 'Sister in charge'.

So let's just go through this a little bit. We've got 'Baby health centre, twenty-third tour.'

DP: '232'.

And this other one is fifteenth –

DP: '156'

– hundred and fifty-sixth tour.

DP: I was just thinking over that. I think that would relate to each car. See, that's car No.1, which, as Arnold says, that's broad-gauge.

AL: Yes.

DP: This one is narrow-gauge, car No.2.

How is that designated there?

DP: Well, that's what it had on the car. The passenger car, carriage, baby health car No.1, baby health car No.2, see? So you've got to take my

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word that that's broad-gauge and that's narrow-gauge, but that so happened No.2 was narrow-gauge. No.3 was broad-gauge. So in actual fact they've actually printed that for each tour. In fact, I'm surprised it was – gee, '232'. I've got no idea, offhand, how many tours it did in the end. I would have thought that would have been pretty close to the end, although it's 1960.

AL: Look, it only had about a month – – –.

DP: Yes. It's for each tour, see?

AL: Yes.

DP: That's what I say: they printed one for each tour.

AL: Yes.

DP: And that'd be right. They just said 'Sister in charge'. That's interesting, I've never seen those before, you know. It shows you the sort of thing that – as I say, why they're both '158' I don't know. Whether that's just coincidence – – –.

AL: No, it's the same month, mate.

DP: Yes, I know it is. I know it is. Yes, because, as we said, that's broad-gauge and this is narrow-gauge so they overlap, but why they should have the same number I don't know.

AL: What's that 1912 one there: 'Free pass second class'? Loco – – –.

DP: Yes. What's it? 'Loco workman'. That'd be a duty pass, actually.

AL: Yes.

DP: A duty pass is a pass that's issued to a railway employee.

AL: What's on the other side of it? There you are.

DP: Just says 'Free pass', yes. But that's actually a duty pass. I don't know whether we've got any others. We got any others? That's a staff leave pass, I can give you thousands of those, I've got hundreds of those.

So what's that?

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DP: When you went on leave.

And that enabled you to travel on the railways?

DP: On the SAR, yes. I've got stacks of those. It says it's got to be returned but you never returned them. 'Should this pass not be collected, a member of the staff to whom it is issued will be held responsible [for its] prompt return.' No-one ever bothered to return them so I've got stacks of those.

Actually, there were different types of duty passes. This one says 'On, to or from duty', in other words, whoever had that issued to them could actually travel from their home station. Others, we used to have ones at Islington that were only just on duty, but – I don't know if you've got one here, Arnold – but they were endorsed for riding in the brake van, for riding on the locomotive. That wouldn't entitle anybody to travel on a locomotive. I don't know whether you've got – well, you may have one; have you got one there? That's – oh, Colin Moore[?] – crikey, how did you get that one? Poor old Colin, he died years ago. Look at them all.

So here we've got these student tickets. They're printed student tickets.

DP: Yes.

Why do they have these red lines across them?

DP: Probably just to differentiate them from something, I don't know. I wouldn't know.

Here we've got a term ticket with diagonal red lines. Single stripe for over 16 years and double under 16.

DP: That's right, diagonal. And it's a different shape, you see. Whether that's – who's the ---? No, they're different people. I don't know whether it was just a ---. Just a minute. See, that's got a fare on it, looks like 12.65 or something.

AL: Yes.

DP: No, I don't know. See, there's a bicycle ticket, how about that? How about a bicycle ticket? There's a railway employee bicycle ticket, how

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about that? Crikey. See, you mightn't know, but the Adelaide Station had a bike shed. I don't know where else you'd have paid. Where else would you have paid [for a] bike? I don't know of any.

AL: I don't know any of them.

DP: No. Adelaide Station had a bike shed and that's what that'd be for, you know, people who rode. I remember I used it a couple of times on a casual basis, you could just – at one stage I took my bike to town because there were no trains on Sundays and I was riding back on a Sunday morning, so you could leave it there for a fee and pick it up.

AL: That's the back of them, David.

DP: Yes. Mr Moore ---. Oh, Gary Dunsis[?] – crikey, how did you get Gary Dunsis? Crikey! (laughs loudly)

AL: Listen, mate, if you ask me that you'll have me in jail next week because *I* don't know where the hell I got them from! (quietly) Sorry, that's being recorded, isn't it?

Yes.

DP: He worked at Islington, Gary Dunsis, Gawler and Islington. That's right, he lived at Gawler. (laughs)

They seem to be more of the same.

DP: Yes.

Now, on some of these others we've got advertising, some of these early ones.

DP: Oh, the old ones.

When did advertising on the back of tickets continue?

DP: Good question. (laughs) I wouldn't have a clue.

AL: Get out your crystal ball, mate. No-one would know at this stage, I'd say.

DP: Yes, I wouldn't have a clue, wouldn't have a clue when that was.

Now I'm looking for them. These zone tickets, what's the significance of these zone tickets?

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DP: That's after they went off individual station-to-station fares. They went into zones. God, how many zones were there? [Not correct – station to station in connection with zones fares]

AL: Seven, I think.

DP: Eight, there's eight there.

AL: Eight.

DP: Yes, Noarlunga Centre. I couldn't tell you offhand, although I should have some guff somewhere that tells you what zones. And, see, this is seven zones and a bus.

AL: Eight zones and a bus.

DP: Yes, *eight* zones and a bus. Three zones to Oaklands[?], that's probably right. See, Oaklands's probably about three zones.

And we've got special tickets for pensioners.

DP: Yes, that's right, yes. [Only Edmondson Zone tickets are pensioner tickets]

AL: See, that's the sort of thing that's in here. I did a trip and I used to keep the tickets like that in the trip and a record of what I did on the trip.

So what's the significance of this one?

DP: Reserve seat, yes, car 2.

That's a reserve seat.

DP: Car 2, No.14, by the look of it. Where were you going? Adelaide to Peterborough – yes, that'd be on the broad gauge; 27th May '46.

AL: Adelaide to Peterborough, Gladstone and Port Pirie, I did a round trip.

DP: Yes, I know; but this, here. This reserve seat would only be to Terowie. Seven-forty a.m., that'd be right, must be the down Terowie.

AL: (turns page) There's some more of my trips.

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DP: Adelaide to Port Augusta, how about that? That's more to the point.
Oh, here's a risk note, how about that?

AL: Yes, I know.

So what's the significance of that?

AL: I could travel on a freight train, and if I got killed it was my own fault.

DP: Yes.

AL: When I lived at Barmera I used to go, I attended an ambulance meeting at Berri, that's where the St John Ambulance was, I was a member, and Arch Parry was one of these blokes that he did everything by the rulebook.

DP: By the book, did he? Yes.

AL: And I wanted to go for a trip somewhere one day and I asked him for a ticket and he made me pay my fare. I never used to pay my fare going up there to the ambulance meetings. I'd ride my bike and if the train was there I'd have a ride home on the train.

DP: Karoom, why did you get out in Karoom?

AL: I don't know, I can't tell you that now. The only time that I was required to sign a risk note was to travel on a freight train between Barmera and Berri. Most times I didn't have to.

DP: Pay a fare, either.

AL: Travelling to Berri I could sometimes ride part of the way – I'd be going to an ambulance meeting at Berri.

AL: With my bike, you see. I got on the train and went to Karoom and got off there and rode my bike to Berri to the ambulance meeting.

DP: Where was Karoom – before Berri, was it?

AL: Oh, yes. But that was the only time – that was remarkable, it was the only time I got stung for a ticket.

DP: The only one I ever – which I've also got; the only one I ever got was actually from Naracoorte to Tailem Bend on a fast goods, and I think I

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was travelling on a privilege ticket or a pass any rate, you know, I was travelling at my own risk any rate. But the station clerk at Naracoorte insisted that I fill out this ---.

AL: You see, these are tickets on trips I made. I kept the tickets. That's how you get a ticket collection together.

DP: But, see, in the -- well, not even necessarily in the 'good old days'; even during the War there were a lot of people travelled by freight trains and on the SAR -- just about, not all -- just about every brake van, certainly on freight trains, had a passenger compartment. Actually, in Queensland it was even -- I well remember the first time I got a Queensland Railway working I just saw how many trains there were that weren't advertised that people could travel on. Incredible. But a bloke I worked with, he actually came from Yongala and initially he was stationed at Peterborough but his home was at Yongala, and he used to use freight -- well, even when he went to school, he went to Peterborough High, he said they used to catch the freight train every day to go to the high school. Then when he started work the same. There were that many trains between Peterborough and Pirie, all trains, it didn't matter, there'd always be one rolling up within an hour or so.

AL: See, I've got all these tickets of my own personal trips.

DP: Oh, look at that one: that one's been sitting there for a while, look at it, eh?

AL: Yes.

DP: Hamley Bridge to Stockyard Creek! (laughs) Crikey!

AL: That was a car run to Wallaroo and of course naturally I called in and bought a ticket.

DP: You've got *two* Stockyard Creek ones there, eh? There's three numbers apart in over 4 years..

AL: Yes.

So where is Stockyard Creek?

DP: Where *was* Stockyard Creek. I'll tell you what, there's four years' difference (laughter obscures speech)

AL: That's why I kept them.

DP: Stockyard Creek was the first station beyond Hamley Bridge on the way to Balaklava. I can assure you, there is absolutely nothing there now. The station was a wooden one, just got completely demolished.

AL: This is the sort of thing that I kept. I got a reserve seat ticket and it's got 'Departmental' on it: that was *my* ticket and that was my wife's ticket. Because I was on an official – I had to represent the department in court and Dorelle went down with me. I organised it and we went down by the Bluebird to Mount Gambier, and then I flew home – after the court case on a Monday I flew home.

DP: What did Dorelle do? She flew home too, did she?

AL: Yes, she flew. That's the only time we flew together, I think, at that stage.

DP: That's 1976. I think they might have been into compulsory reserve seats by then.

AL: Could have been.

DP: I reckon, yes, I would think so.

AL: That was an embarrassment, too. I had an official trip to Mount Gambier and there was a foul-up on my booking and I had to get on the late trip down, I had to get onto the overnight train to Mount Gambier. And they rang up and they'd booked it for me to pick up and I was shown as Lady

DP: What, 'Lady'?

AL: Yes, 'Lady'.

DP: 'Lady Lockyer'. (laughs)

AL: Yes, because 'A.D. Lockyer', you see, was ---.

DP: Oh, A.D. (laughs)

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AL: And they issued a ticket to 'Lady Lockyer'.

DP: Lady Lockyer. (laughs)

AL: And I think I was the only one on the sleeping car.

DP: That's all right. So otherwise you might have been in an embarrassing position.

AL: Well, I woke up – we went to sleep. I remember passing Callington on that trip. I went to sleep, I woke up. I was due in court in the morning and I woke up and I found out we hadn't even made Naracoorte at that stage, there'd been a hold-up during the night, and so I didn't get to court till the afternoon.

DP: Actually, what they used to put on the seat reservation – that's got his name, but on these other things – they'd put 'Gent' and a name or 'Lady' and a name, and that's what that'll say.

AL: Being A.D. Lockyer they put me down as 'Lady Lockyer'.

DP: Being made over the phone they put 'Lady', you know. But that was it, they used to just put 'Gent' or 'Lady', depending, on them. Because actually I could tell you another case, on the New South Wales rail at one stage when we travelled actually on the Forbes Mail, and the train was full, which was most unusual for a mail train. But I remember the woman on the gate actually demanded to see our reservation. Any rate, in the morning we woke up and the connie says, 'Oh, we've had a bit of trouble,' he said. (laughs) They had a sleeping berth booked for a 'Dr' somebody but it happened to be a lady doctor and they'd booked it in with the men. He said they had to do a bit of rearrangement so he could find her a berth.

AL: That was the first train.

DP: Oh, to Mangurie?

AL: Yes. That was the first train.

DP: Yes.

This is the ticket we're looking at here.

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AL: A sea-reserved ticket. Actually, that was a special train run by the Lion's club

DP: What's it say? Oh, berth *and* seat, actually, is it? I think that's 'berth', although it says seat number.

AL: Yes.

DP: They would have been sleeping cars, were they?

AL: Yes. But the Lions Club, they went to open a new Lions Club at Coober Pedy and they organised a special train. Was the first passenger train to use the new standard gauge line

DP: Train on the new line.

AL: – it hadn't been completed at that stage.

DP: No, no, no, that's right.

AL: And one of the blokes I worked with knew I was interested and he got me on the train.

DP: Yes, that's interesting.

AL: I couldn't get a ticket from it, but that was the reserved seat and berth that I had on the train. Very embarrassing, too. They had a big dinner for the inauguration of the club there, and of course I was there as a guest, and they got up and they mentioned where everyone came from. They said, 'We've also got a ring-in' and they named *me*.

DP: (laughs) Yes, that's on that.

AL: But, you see, that's what all these tickets are, is about.

So is there any others of particular interest or particular significance?

AL: In what way?

I don't know, I'm hoping you might be able to tell me. Are there any ones that have got particular stories attached to them? Now, those personal ones of yours certainly do.

DP: What's that 'CC'?

AL: Change of class.

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DP: Oh, change of class.

AL: Adelaide to Pirie. See, that's the way they put 'P' on the back of them like that for 'Pensioner' and they book at half fare, and at one stage they issued them with kids' tickets and they got upset by it, the pensioners. What are you looking for, Dave?

DP: I was looking for a – *there's* a coupon ticket, isn't it? That's a pretty small one.

AL: That was "The Eclipser", that was as special – they ran a special train for the eclipse down at the Mount [Gambier]. Kalangado was the best place you saw it from and the railways spent a special train down there and I travelled on it. And that's the tickets that we were issued for it.

So how far – have you got many inter-system tickets?

DP: Yes, you've got a special book, haven't you?

AL: Yes.

DP: Somewhere there's another book.

So how extensive is your collection that way? You have many other interstate tickets?

AL: Yes, I've got whole books of interstate tickets. They're not all South Australian, the tickets there, and there are overseas, I've got wide world, the whole world.

So how did you get those? With you travelling, or knowing people?

AL: No. Knowing people, I guess. People gave them to me.

How many collections like this might there be in Adelaide?

AL: I wouldn't know. I know a couple of blokes collect tickets; I wouldn't know what they've got.

So you don't meet and swap tickets?

AL: No, no. We haven't got any ticket clubs here.

Did you make a point of trying to get a ticket from every little siding, station?

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AL: No. Only if it had something different about it. It was just coincidence I got all these, really. I didn't go – as I say, I got some specials by going into the stationmaster at the station and finding out if he had anything special there; but most of them I got simply by asking. As I say, I was very friendly with the revenue accountant and he used to let me see those that were collected and sent in. They all used to go into the revenue accountant's office and he used to let me have a go at what was there.

So you didn't look at your collection and say, 'Ooh, I don't have many from Eyre Peninsula.'

AL: No.

'Therefore I've got to go and target that and try and get some from Eyre Peninsula.'

AL: No.

Have you got any from Eyre Peninsula? Port Lincoln? Buckleboo?

DP: Where is it?

AL: I won't tell you the story about the celebratory train there.

DP: No, we won't tell you about that.

AL: That was a dirty one.

DP: But you'd only have them – they'd just be in here, any rate, would they, if you had Eyre Peninsula?

AL: I'm not sure.

So the collection isn't set up, you know, Eyre Peninsula, narrow gauge – – –.

AL: No, no, simply as it is there.

DP: No, no.

AL: Just in the type of tickets, really, I'd say – wouldn't you, David?

DP: Yes, basically by type of ticket. Actually, I don't know, I can't say – I wouldn't know whether Eyre Peninsula had any – they would have, wouldn't they, in the days of railcars.

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AL: They had railcars there, they would have had them.

DP: Yes, they would have. There weren't many attended stations in Port Lincoln but there were some, you know, Cummins, Locke and, places like that.

AL: See, I used to go to the Eyre Peninsula regularly in my job and when I went there I travelled, we had a car or one of the blokes I was travelling with it was his car, and consequently I had nothing to do with the railways there except get a few photographs and that sort of thing. See, they used to issue special tickets on occasions, and the most peculiar – talking about the celebration on Eyre Peninsula of the railway over there, they coupled a carriage on a freight train that was going to Cummins and they had a celebration at Cummins. This was – what would that have been, seventy-five years over there, David?

DP: Fifty years.

AL: Fifty years, was it? Yes.

DP: Yes, fifty years.

AL: And they had this special celebration.

DP: It was only a hundred last year.

AL: And they overprinted some tickets there and they sold them to people on the train as a souvenir of the trip, and I got in touch with the bloke over there that was the assistant superintendent that I knew and he sent me one of those, I've got one of those in here. I don't want to say anything more about that, but that was – see, that's the sort of thing you heard about things and you followed it up. That one I wouldn't have got except that I used to go to Railway Historical Society meetings and one of the blokes there said they'd printed special tickets for this train, and when I tried to get one I couldn't, I ran against a blank wall. David, be careful, they're only held in with photo corners.

DP: Oh. Yes.

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AL: And I just couldn't get anywhere with it and I finally got onto this bloke and he said, 'Oh, yes, we had some special tickets printed here.' Oh, *they're* early ones, David. [Referring to interstate tickets]

DP: Yes. Well, these are interstate. Oh, yes, look at that: 1896, that one.

AL: Cook's Tour.

DP: Cook's Tour. Yes, how about that?

AL: They're Cook's Tour tickets.

DP: 'Cook's excursion, second class, 15th January 1896, Adelaide to Sydney.' How about that? Oh, this one, yes, this is similar up here. That's second class; this is first class: '3rd February 1897, Cook's excursion.' 'Cheap excursion, single journey, Adelaide to Ballarat, 16th August 1899, first class.' How about that, eh?

All those are Edmondson tickets.

DP: Yes, they're Edmondson tickets, yes, that's right. Actually, there's about half a dozen – (laughs) you've got about half a dozen volumes of interstate stuff there. Later ones, some are there by state – Victoria, New South Wales – and we haven't touched the Commonwealth ones yet, either, have we?

AL: No.

DP: See, Commonwealth Railway ones are separate. But these, this is labelled 'Intersystem', which it is: in other words, more than two systems. But a lot of them are paper ones because they're later. That's part of a coupon ticket, see? This is Adelaide to Melbourne, first class return. For some reason you've got, coupon No.4; there would have been three others.

AL: What's that?

DP: That's an intersystem excess fare. Wolseley to Melbourne. First return. Issued Adelaide – I reckon I might have given you that. Do you know that?

AL: Well, it's nice and battered; you probably did. (laughs)

DP: Yes. I bought it for my wife-to-be. That'd be about right: April '52. Put it this way: I made a mistake, I made a mistake, being young and ignorant. We'd actually come from Melbourne to Mount Gambier, up by train to Wolseley and then to Adelaide and we were going straight back. Actually, the coaching book did provide for the special fare but I didn't realise that at the time, so I had to – I'd got a pass but my wife-to-be had to buy a ticket, so I bought a ticket everywhere and I bought one from Mount Gambier to Wolseley, single –

AL: Yes.

DP: – and then from Wolseley I bought a first class return. So to get back to Melbourne we had to buy this thing here, intersystem excess fare ticket.

AL: Yes, if you didn't know the situation of these alternative routes. For instance, I showed you one of my trips there. I went to Peterborough, across to Pirie and back to Adelaide and I paid excess fare and I found out afterwards that was an alternate route; I could have avoided this payment.

DP: Oh, you'd have still had to pay from Peterborough to Pirie, pal.

AL: No, they said you didn't, that particular one.

DP: Oh, I don't think that's right. But that was it, there was the thing called the 'coaching book' – and this was available; people at some stages in their career they used to actually advertise in the public timetables, you could buy the coaching book – and the coaching book had all the fares laid out in it so you could check, if you wanted to, you could actually check what they were charging, particularly if it was a bit complicated. Melbourne to Adelaide *via* Mount Gambier, there was actually a thing laid down for that, you know, what you could charge; and similarly *via* Hamilton, if you went from Hamilton to Mount Gambier. They were actually shown, these things. And in some cases – I don't know with that one, but particularly when you get the Victorian book – in some cases there were combined – tickets were issued, say, for rail, bus then

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rail again, things like that. Victoria had, oh, umpteen dozen of different things like that. But that is the first part, as I say, of a coupon ticket. This is coupon No.4; there would have been three others. The first one would have been coupon no 1.

AL: Well, keep going. I've probably got a full one in there.

DP: Yes. Well, there's coupon No.3 – oh, yes, there's a full one, there, see? There's a full. They went into those in the '20s, in Webb's time.

AL: Did they?

DP: Yes. I reckon I've read that somewhere. It was in Webb's time they went into those. Got an American thing, where you could, and particularly if you had – – –.

So this one here's a return ticket, so it's Adelaide to Serviceton.

DP: Yes. That's the first part, right?

Adelaide to Serviceton. And Serviceton to Melbourne.

DP: Serviceton to Melbourne. Then Melbourne to Serviceton and Serviceton to Adelaide.

And Serviceton to Adelaide.

DP: Yes. So that's it, you ripped off – the sleeping car conductor or the porter for the sitting cars, they'd detach those and hang onto them. I've never seen one, say, for instance, from Brisbane to Perth. (laughs) It would be colossal!

So the little sections, they're each for the different system.

DP: Yes.

AL: Yes.

DP: Well, whoever checked the tickets on that section would take the – that's right, so they're in order, you see.

AL: Don't bend it back.

DP: Don't worry, it'll be all right.

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AL: I hope so.

DP: It'll be all right. There's the Adelaide to Sydney. Yes, look at that. I won't do it, but you can see that one. Which way are we going? It will tell us here which way we're going.

AL: That's first and second class.

DP: Yes, I know. But which way are we going to Sydney? Most people, put it this way, in these days most people would have gone *via* Melbourne, any rate. But you never know, might have been via Broken Hill. You could actually also get – I actually bought my kids one when they were younger at one stage, when I had to pay for them – you could get round trip tickets, Adelaide–Sydney–Melbourne–Adelaide. Sydney *via* Broken Hill, return *via* Melbourne, and so they were round trip tickets. Because actually the intersystem fares back in the time I'm talking, the '60s, were called 'arbitraries': they weren't based on a distance; they were just arbitrary fares. Eventually they got down to a rational system where they had sections that were sort of based on distance, but before that they were arbitrary and actually I think on a round trip ticket it would have cost more, probably, to buy the sections. I would have had free travel for the kids from Adelaide to Broken Hill and Serviceton to Adelaide, but it would have cost more to buy a single ticket, say – well, even from Broken Hill to Serviceton, you know, it would have cost more than the round trip, I'd bought them a round trip ticket; that's because they were intersystem. And at one stage I know definitely the fare from Adelaide to Melbourne was the same as Serviceton to Melbourne. (laughs) They were arbitrary. That's what they were called, they were known as 'arbitrary', they would just fix arbitrary. They'd sort of think, 'Oh, yeah, well, this is a good figure and the people'll pay this or they won't pay it', as the case might be.

See, that's '79, that's still an Edmondson ticket.

AL: Yes.

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DP: And actually I can remember my aunt came from Melbourne in the '80s. She was the widow of a First World War serviceman so she got free travel, the Commonwealth gave her free travel. To get to Adelaide she only had a normal Edmondson ticket, stamped 'Departmental'.

AL: Yes.

DP: And that was in the '80s. They were still issuing – yes, because it was after my wife died – it'd be about '86, I think, it'd be about 1986. They were still Edmondson tickets. But the normal passenger, you'd get one of those – or then they went into the airline-type tickets. See there, they're special ones. That's a Scout jamboree.

AL: Scout jamboree.

DP: Yes, look at them all! 'Scout Jamboree'.

AL: See, they're Scout jamboree tickets, you see.

DP: Look at them! Crikey.

AL: When we had a Scout jamboree at Mount Lofty.

DP: Yes, there's Sydney to Mount Lofty, Griffith to Mount Lofty, Darra to Adelaide, how about that? Crikey. These'd be, what, samples.

AL: Yes.

Okay. Well, we've got about ten or so minutes left on this little flash card. Is there anything else that needs to be covered, do you reckon?

DP: You want to see any other – oh, Commonwealth Railways, what about Commonwealth Rail? You got any – – –?

Are they different in kind to what we've been looking at so far?

AL: Oh, yes.

DP: Different colour, different colour.

Is that all?

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DP: I'll get the book, I'll get the book. (moves away from microphone) Oh, you've got that one about the head of the line, haven't you? Is that in that Commonwealth book?

AL: I think it might be, yes, it would.

So when did you stop adding to this collection there, Arnold?

AL: Still adding to it. My daughter's sending me tickets from England.

I see one from the Showground. I can remember going to the Showground by train in the early days.

AL: Cheltenham Racecourse, there was a special ticket Cheltenham Racecourse, special siding there. (door closes) Oh, this is from Jack Bradbrook, he was a railway stationmaster: he gave me all these. I acknowledge him at the top, where they came from: Jack Bradbrook.

DP: There's a beauty.

AL: What's a beauty?

DP: Here they are.

AL: Where? Katherine to Larrinah, yes. Returning from National Railways to New South Welsh Railways, do you see it across the top?

DP: North Australia Rail.

AL: Yes.

So what are particular about the ones in here?

AL: They're Commonwealth Railways. There: 'Port Augusta to head of track'. That's a ticket issued when they were building the Commonwealth railway line to Kalgoorlie. Bern Dyason gave me that one.

DP: Here. See those?

AL: Yes.

DP: The Commonwealth Railways, because a lot of the early employees came from the Victorian Railways they copied Victorian Railways practices.

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AL: These are Budds tickets.

DP: Yes, that's a bit later.

AL: That was a trip to Marree.

DP: Basically they were blue, weren't they? Blue for second class and white for first class. There's a privilege ticket, big 'P'.

But they're essentially the same. Edmondson ticket is –

DP: Yes. Edmondson tickets, yes, that's right.

– giving way to paper tickets.

AL: Port Augusta, Kingoonya. Oodnadatta. Hawker to Farina. See, these were ones that were withdrawn, I think, or samples that I was given. Railways of Australia appeared on – replacing the Commonwealth Railways.

DP: Yeah? Good heavens – that'd be a bit late.

AL: 1980.

DP: Look at all the sleeping berths! Crikey, what's that interesting-looking one?

AL: Which one?

DP: That one.

AL: Kingoonya to Port Augusta.

DP: Purple and pink.

AL: 'Holiday excursion'.

DP: Oh, there you go. (laughs)

AL: That's a holiday excursion, too.

DP: Yes. Well, I suppose it's the same sort of colour, isn't it?

AL: Port Augusta to Maree.

DP: Yes. You'll notice now there's different types, see?

AL: Privilege.

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DP: No, but here's the numbers, see?

AL: Yes.

DP: That's what, that's a Victorian one, is that right? Is that a Victorian print?

AL: That is.

DP: Yes, that one.

AL: Yes.

DP: What about that one?

AL: That's a Victorian print, too.

DP: Too, yes. Later one.

AL: Later one. But there you are: sleeping.

DP: Commonwealth, you've got mostly tickets printed by Victoria.

You've even got a dining room car ticket.

DP: Oh, yes.

AL: Oh, yes.

So you have to go on board with a whole pocketful of different tickets.

DP: Well, I'll tell you something. I'll tell you something. In 1962, my wife and I had two children. Did what one railwayman said only a railwayman could devise this trip: we went from Adelaide to Sydney *via* Broken Hill, Sydney to Wallangarra, Wallangarra to Brisbane, returned on the North Coast Line from Brisbane to Sydney. I actually travelled then on the South-West Mail *via* Narrandera to take them all to Melbourne; my wife, I actually shouted her and the two children on the Southern Aurora, which had only been running a few months at that stage. I think at one stage I ended up with fifty-nine different tickets and I think about five or six passes to cover that journey. And I didn't actually have them all together at the one time, but certainly, when I went to the ticket office in Sydney, which had all the bookings [for]

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New South Wales, they presented me with a bagful of tickets because everywhere we went there were four of us, so that we had four sleeping berths going to – actually, we went to Glen Innes. We had four seat reserve tickets, everywhere we had to reserve a seat ticket. And it was laid down that if you travelled on an intersystem journey through Wallangarra you had to reserve seats on the Queensland Railway train from Wallangarra. As it so happened, on the day we were the only passengers (laughs) from Wallangarra, but we still had to have reserve seats. I also had to have, because I had to pay for the children in those days, I had to buy two tickets to Brisbane from Sydney for the children, and I opted to buy a return *via* Wallangarra, which is a longer route, because that would have been cheaper than buying a single Wallangarra to Brisbane and then Brisbane to Sydney. But we had to have a change of route – now, you haven't got one of those, Arnold, a change of route. Not a change of class; this was a change of *route* ticket you had to have. They insisted we have a change of route ticket. And I say we didn't actually travel from Brisbane to Sydney in one hit; we did it in two hits, we stayed overnight at Coffs Harbour. So for the train from Brisbane to Coffs Harbour they had four reserve seats and Coffs Harbour (laughs) to Sydney I had four reserve seats. Everywhere we went we had four of them, so I ended up with a considerable number of tickets, and they were basically all Edmondson tickets apart from the round ticket through Sydney and the Sydney to Brisbane ticket.

AL: You're saying how I come by these tickets. Well, here's a collection I got. The last run of the up Silver City Limited. Broken Hill to Adelaide, Peterborough to Adelaide and Silver City, pensioner free rail ticket.

Well, that's just about another card load there so I'll just close that off.

END OF INTERVIEW