

Replica Tram Tickets

- of the -

HAWTHORN TRAMWAYS TRUST

The Hawthorn Tramways Trust built tramlines from Batman Avenue to Burwood and Wattle Park in 1916, as well as a short link from the Depot to the Bridge Rd. cable tram, and operated these until 1920. (for more details, refer to "Tramway by the River" by Bob Prentice, 1993). The fare system operated on the "penny-section" principle (with some variations), there being six sections of approximately one mile each.

The sections were from Prince's Bridge to Richmond Railway Station, then to Power St, Auburn Rd, Bowen St. (Camberwell), Norwood (Toorak) Rd, and finally Boundary (Warrigal) Rd. at the Burwood terminus.

For the benefit and convenience of passengers, there were four "overlap" sections that began and finished half-way between the main sections, these

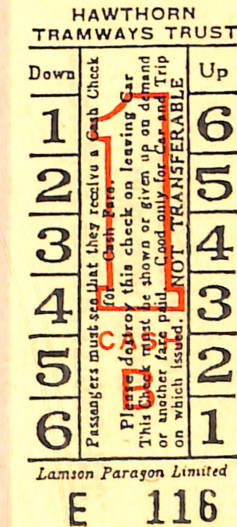


being from the MCG entrance on Swan St. to Burnley St, thence to Glenferrie Rd, Burke Rd, and finally to Hartwell Hill Rd. on Camberwell Rd.

The tickets themselves featured a large central figure denoting the price in pence, and under this was the word "CASH" and a series letter, A, B, C, or D. Each day, all the tickets issued would be of one particular series, chosen at random, to enable ticket inspectors to easily identify current and expired tickets.

Sectional tickets had the numbers of the sections printed on each side, one set for "Up" (towards the city) and the other for "Down" (away from the city) journeys. Conductors would clip the appropriate number when issuing the ticket. Normal sectional tickets had six sections each side, while "overlap" tickets had only four, and Camberwell extension tickets three sections. As a concession to passengers travelling over six sections, the maximum fare was 5d.

Children paid half the adult fare, subject to a minimum of 1d. and that if two children were travelling together, they did not pay more than the equivalent adult fare.



H T.T., HAWTHORN

DOWN	Passengers must see that they receive a Cash Check for a Cash Fare. PLEASE DESTROY THIS CHECK ON LEAVING CAR.	UP
1	1 A CASH	4
2		3
3		2
4		1
This Check must be shown or given up on demand or another fare paid. Good only for car and trip on which issued. NOT TRANSFERABLE.		

J. J. MILLER, MELB.

E 116

J.J. Miller was the first supplier of tickets to the HTT, and these featured printing in a single colour of ink, including the serial No. The first printing featured very angular numbers, while later issues had more rounded figures.

H.T.T., HAWTHORN

Down	Passengers must see that they receive a Cash Check for a Cash Fare. PLEASE DESTROY THIS CHECK ON LEAVING CAR.	UP
1	5 B CASH	6
2		5
3		4
4		3
5		2
6		1
This Check must be shown or given up on demand or another fare paid. Good only for car and trip on which issued. NOT TRANSFERABLE.		

J. J. MILLER, MELB.

E 116

W.H. Osborne, another local printer, replaced J.J. Miller; although issuing the same basic types of tickets, the price was now highlighted in a second colour of ink. Initially the Osborne tickets had solid fare numbers, but later printings had outlined figures.

HAWTHORN TRAMWAYS TRUST

DOWN	Passengers must see that they receive a Cash Check for a Cash Fare. PLEASE DESTROY THIS CHECK ON LEAVING CAR. This Check must be shown or given up on demand or another fare paid. Good only for Car and Trip on which issued. NOT TRANSFERABLE.	UP
1	116 A	6
2		5
3		4
4		3
5		2
6		1

Osborne, Ticket Printer.

A 116

Osborne sold his business to Lamson Paragon Ltd, of Swan St. Richmond, in 1918. He was put in charge of ticket production there, and this final set of tickets for the H.T.T. were (naturally) very similar to the second series of Osborne's.

(See next page.)

HAWTHORN
TRAMWAYS TRUST

Down		Up
1	Passengers must see that they receive a Cash Check for a Cash Fare. Please destroy this check on leaving Car This Check must be shown on given up on demand or another fare paid. Good only for Car and Trip on which issued. NOT TRANSFERABLE	4
2		3
3		2
4		1

Lamson Paragon Limited

NO 116

Separate tickets were issued for the first section from the city to Richmond Station, probably in order for the Victorian Railways to monitor competition, as they suffered a loss of passengers and revenue on their line which paralleled this section. Pink tickets were used for "Up" and green for "Down" trips.

(Not illustrated.)

Under Municipal Guarantee, Camberwell Council re-imbursed the HTT for any losses on the line from Burke Rd. to Wattle Park; therefore separate tickets were required to calculate this. These were identified by a large "C" in the centre. This branch was divided into two sections, from Burke Rd. to Wattle-Valley Rd, then to Boundary (Warrigal) Rd.

A special ticket for travel between Auburn and Trafalgar Rds. created *pseudo*-overlap section for this line.

HAWTHORN
TRAMWAYS TRUST

UP DOWN

AUBURN ROAD
 This Check must be shown or given up on demand or another fare paid
 CASH
 B
 Please destroy this Check on leaving Car
 Good only for Car and Trip on which issued
 TRAFALGAR ROAD

NOT TRANSFERABLE

Lamson Paragon Limited

E 116

H.T.T., HAWTHORN

CASH TRANSFER

A	GLENFERRIE ROAD	12
5	ONE D PENNY	11
6		10
7		9
8		8
9		7
10	TO HAWTHORN STATION	6
11	AND VICE VERSA	5
12	Available only on 1st Car passing Transfer Point.	4
3	MINUTES.	3
1	10 20 30 40 50	2

J. J. MILLER, MGR.

E 116

A transfer ticket allowed passengers on the spur-line to Bridge Rd. to transfer and travel on the mainline as far as Glenferrie Rd. without paying another fare. This ticket, along with the 4d. "overlap", seems to have not been popular, as the original Miller printings lasted until 1920.

