

## 12. Bridge tolls and road tolls

### 1. Bridge tolls

#### Sydney Harbour Bridge Value \$45+

Administration and collection of bridge toll was the responsibility of the Main Roads Board, later Department of Main Roads. Sydney Harbour Bridge toll charges 1932 6d motor cars and motor cycles with side cars attached plus 3d for any other adults; 3d bicycles, tricycles, motor cycles without side car; 3d sulkies and 4 wheel buggies and light carts; 3d horse and rider; 1/- vans, lorries, drays, wagons (tare not exceeding 2 tons); 2/- (between 2-3 tons); 3/- (over 3 tons); 2d (per head) horses or cattle (loose stock); 1d (per head) sheep or pigs (loose stock). The latter had to be driven over the bridge between 2-4am but this was soon replaced by trucking them. Children were initially charged 1d but this was dropped very early.

From 4 April 1960 there was a flat rate single coin toll for each class of vehicle in either direction. (1/- for cars) and the toll was abolished for private cars. Only 3d 6d 1/- and 2/- tickets remained on issue.

On 2 January 1962 the ticket system was replaced by a cash register system. On 4 July 1970 the toll was 20c, 40c for lorries over 2t. with one way collection and some automatic booths. In 1987 the toll was \$1. Toll tokens were introduced in 1989 on a 4 month trial along with books of 25 tickets for \$37.50, periodic passes (window stickers) & toll account voucher system. The tokens were also available from some local garages at a light discount for bags of 30. They were withdrawn in 1991.

When the Sydney Harbour Tunnel opened in 1992 the toll rose to \$2 and the same charges applied (*SEE ELECTRONIC RECEIPT BELOW*). Motorists are now encouraged to use E-Toll electronic arrangements though in 2003 these are not still uniform over all freeways. In 2008 the toll for light & heavy vehicles was \$3. The SHB finally went cashless (E-tag) from 31 January 2009. From that date a de facto congestion tax applied to the SHB & Harbour Tunnel with the toll being \$2.50 off peak, \$3 shoulder and \$4 peak (variable tolling).



*Toll token.*

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### Ryde Bridge Value \$45+

When the bridge opened in 1935 the tolls were: 1d sheep & pigs per head; 2d horses & cattle-livestock; 3d motorcycles without sidecars, bicycles, tricycles, sulkies, 4 wheeled buggies, handcars, horse & rider; 6d motor cars, motorcycles with sidecars, trade vehicles of 2 wheels, horse-drawn; 1/- vans (empty or loaded), lorries, drays, wagons, tare weight not exceeding 2 tons; 2/- vans (empty or loaded), exceeding 2 but not 3 tons; 3/- vehicles not otherwise. In 1939 charges were reduced: cars 6d>3d, motor cycles 3d>2d, light utility truckd 1/->3d, lorries 1/- to 2/->6d-1/-, bike, trike 1d, horse, cattle, sheep or pig not in vehicle free.

The Ryde Bridge toll tickets were also printed by the NSW Government Printer and were 1d orange, 2d grey, 3d yellow, 6d white, 9d lilac and 1/- blue.<sup>1</sup> In 1938 tickets were 1d 2d 3d<sup>2</sup> 6d 1/- 1/6 2/-.<sup>3</sup> The letters A-E denoted staff and only the 6d ticket has a suffix "G" after the number, probably because it was the most used and the "G" series had been reached by 1938.<sup>4</sup> Details of later changes of charge or denomination are not presently known.

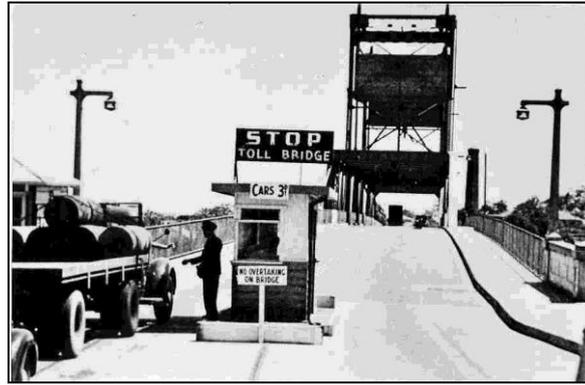
<sup>1</sup> PHM (GPrO exercise book).

<sup>2</sup> BTM has an example (faded).

<sup>3</sup> Ryde Centenary Library, local history collection, *Tollmasters reports 1938-1939*.

<sup>4</sup> *Tollmaster's reports* which often contained the reason why the ticket was appended to the report. That for 6d ticket 19507G states "with reference to the lady who threw 6d on roadway, I spoke to her about throwing money on roadway. She was full of apologies and stated she was only a beginner, driving a car, was afraid Engine would stall. I pointed out to her the necessity of taking ticket, she promised to pull up at Toll Box in future". 21/11/38.

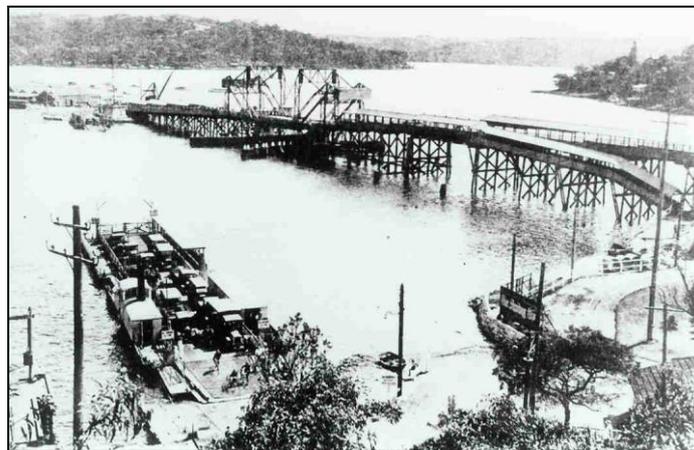
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### Spit Bridge Value \$45+

The original hand punt at The Spit operated by Peter Ellery from 1850 charged 1/6 for a horse & trap and 6d per foot passenger. It was taken over by the government in 1888 and the following year a steam punt was introduced.

A wooden bridge across Middle Harbour at the Spit was opened on 23 December 1924 by the Sydney Harbour Trust for the Manly Municipal Council. Tolls were levied to defray expenses until 1930 when the bridge had been paid for and was transferred to the state government.



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### Georges River Bridge Value \$35+

From 26/4/1929 the Georges River ferry was replaced by a bridge the tolls being lorries to 1½ tons 6d, to 3 tons 1/-, over 3 tons 1/6; trucks 6d; motor buses 1/6d; motor cycles with rider 6d, without rider 3d; motor lorries 1/6d; bicycles 1d; horse drawn vehicles- 1 horse 3d, each extra horse 3d; loose stock- horses & cattle 3d, sheep 1d; horse & rider 3d. Quarterly tickets were also available. In 1931 charges were increased (eg, cars 6d to 1/- as were as quarterly tickets) but charges were again reduced in 1937 to motor car 6d, motor bus 1/6, motor lorry 6d-1/6, trailer 6d, motor lorry (carrying passengers or fitted with seats, permaneny, temporary other than drivers) 1/6; motor cycle 3d & side car or tricycle 6d, bicycle 1d; single horse vehicle 3d, two horses 6d, each extra horse 3d; loose horses/cattle 3d, sheep 1d; horse & rider 3d; passenger on foot or vehicle free. From 1937 Sunday cars were charged 1/-. Quarterly tickets in 1937 were motor car £2to £2/10/-, motor bus £6to £6/10/-, motor lorry £2-6 to extra 10/-; motor cycle £1, with side car/tricycle £2; vehicle (1/2 horses) £1. In 1943 special provision was made for cars equipped with gas producer engines. In 1952 cars were 6d but 1/- on weekends and public holidays. The last toll was levied on 31/5/1952.



### Peats Ferry & Bridge Value \$45+

#### *Peat's Ferry*

Named after George Peat who was granted 60 acres at Mooney Mooney in 1831. Peat provided the original ferry which was purchased by the roads department in 1852. The original ferry operated till the opening of the railway in 1889. In 1925 the Main Roads Board secured approval for the Pacific Highway and from 25 May 1930-1945. Two vessels, the "George Peat" and "Frances Peat" operated the service until 1941 when they were requisitioned for war service.

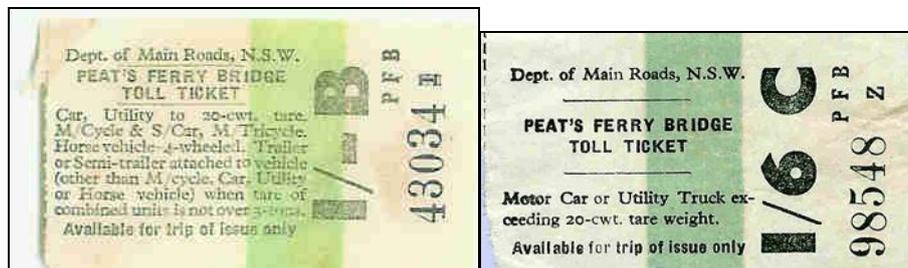
The road from Sydney to Newcastle via Peat's Ferry was the first major construction carried out by the Main Roads Board after its formation in 1925. This route dates back to a line marked out in 1847 by George Peat, a settler who owned land on both sides of the Hawkesbury River near its junction with Berowra Creek. Peat ferried stock and supplies across the river in a vessel "with sails which was worked with sweeps". This route became neglected after Peat's death in 1870 and was closed in 1889 when the railway bridge opened. However by the 1920s Newcastle had become the second largest city in NSW and with a coast road established between Newcastle and Gosford it was necessary only to fill in the 50 mile gap to Sydney. The project was offered to Hornsby Council as relief work during the depression and it was named the Pacific Highway in 1931. Nevertheless the trip to Brisbane remained a hazardous and slow

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trip, taking at least three or four days. In the 1930s many of the existing punts were gradually replaced by bridges.

When construction of the bridge over the Hawkesbury at Peat's Ferry commenced in 1938 it was scheduled for completion in three years. Not only did the outbreak of World War 2 delay this but many engineering problems were also encountered. The bridge finally opened on 5 May 1945.

Local Government 1919 Ordinance 33 dated 23 May 1930<sup>5</sup> established the tolls at child (under 4) free, (aged 4-14) or in vehicle 2d; passenger on foot or vehicle including in buses 4d; passenger with perambulator or wheel chair 4d; passenger with bicycle 6d; motorcycles 9solo), horse & rider 8d; car, bicycle and side-car with driver 1/-; horse-drawn vehicles (2 wheeled with 1 horse 8d, 4 wheeled with 1 horse 1/-; each additional horse 6d); motor lorries, vans and trucks to 3t 2/6d, buses (20 or more passengers 40/-); horses or cattle 6d each; sheep or pigs 3d each. Loaded vehicles exceeding 1t were not permitted. The Peat's Ferry tolls<sup>6</sup> were modelled on those in operation for the crossing of Sydney harbour between Sydney and Milson's Point with suitable allowance for the lesser traffic density, but were, in the absence of the regulating authority which has since been established<sup>7</sup>, designed, so far as passenger and goods service of a public character were concerned, to prevent unreasonable competition with the railway. They practically eliminated motor omnibuses.<sup>8</sup> From 16.6.35 charges were child 4-14 1d; motor bike, horse & rider 6d; motor lorry 1/6-4/-. Ordinary rates applied to 12.15am when they were doubled. There were also special trip rates 1.30am-5am of £1, vehicles 10/-, passengers 2/6.



## 2. Road tolls

Tolls 15.12.65 cars 1/3d, larger 2/3d, heavy trucks 4/-. (Opening brochure)

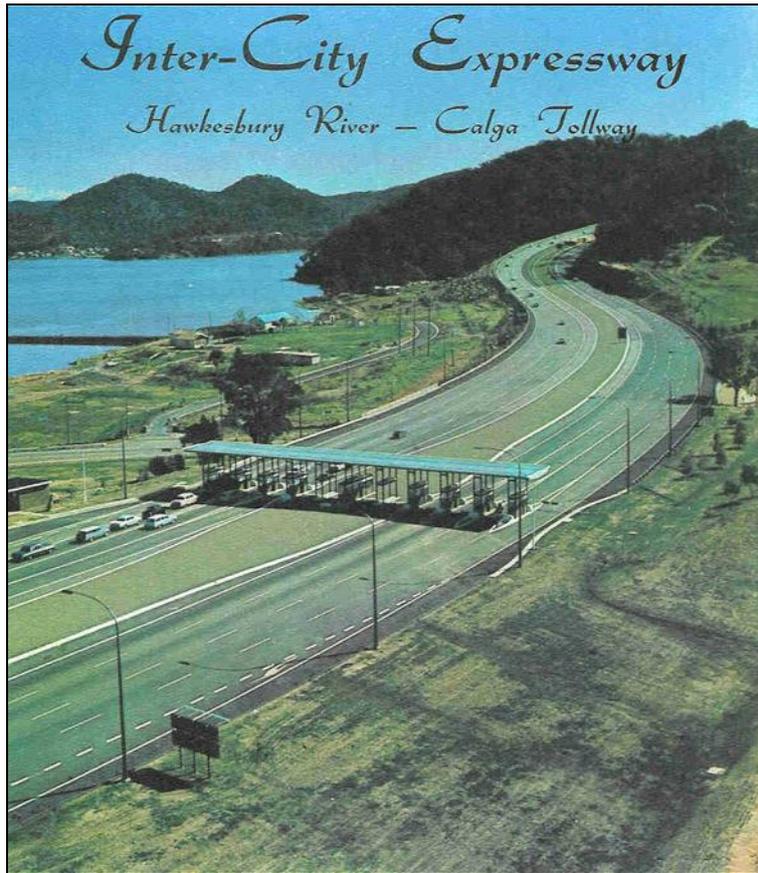
<sup>5</sup> This may have applied to the other tolls. Check toll charges.

<sup>6</sup> Levied under the Local Government Act 1919 and the Main Roads Act 1924-1929

<sup>7</sup> Dept. of Main Roads

<sup>8</sup> TH Upton, "Sydney-Newcastle Road" in the *Journal* of The Institution of Engineers of Australia, 1932 reproduced as a pamphlet later by the Dept. of M Main Roads.

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F3 tollway Value \$75+



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### Sydney motorways

