

## 13. Vehicular and passenger ferries

### 1. Vehicular ferries

#### Sydney Harbour vehicular ferry

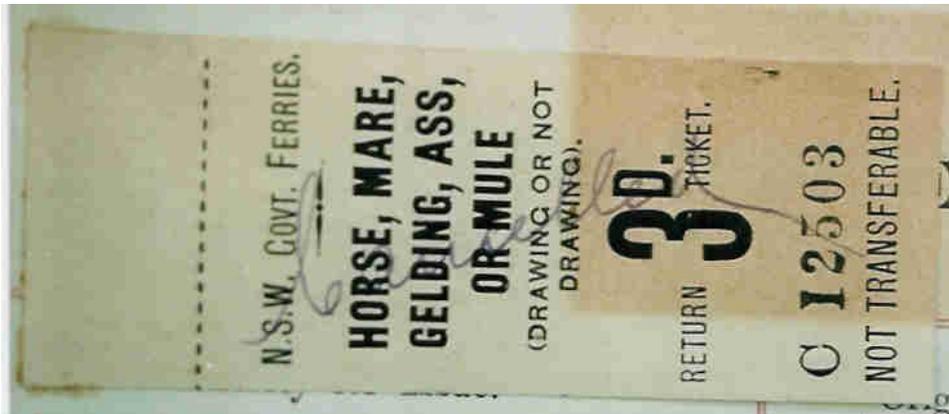
1897-1901. *NSW Government Ferries*. Pink and white tickets with identical numbers plus butts.<sup>1</sup> *See also the chapter on Parramatta River & Ryde toll.*

1d passenger, return, white D

3d horse, mare, gelding, ass or mule (drawing or not drawing), white C

6d gig, buggy, wagon etc. white ?

From 1900-1908 destruction records have been checked and elicit the following tickets all of which had pink return portions: ½d white, child; 1d white, passenger; 1d yellow, handcart; 2d orange, bicycle; 2d salmon, horse or mare; 3d light blue, 2 wheel vehicle; 4d dark blue, other vehicle; 6d colour?, gig & buggy; no value, green, sheep & other animal; 3d weekly, horse or mare; 4d weekly, passenger; 9d orange, weekly horse; 1/6 weekly vehicle; 3/- weekly horse; 6/- blue, weekly vehicle. There may be others.



Archival examples only

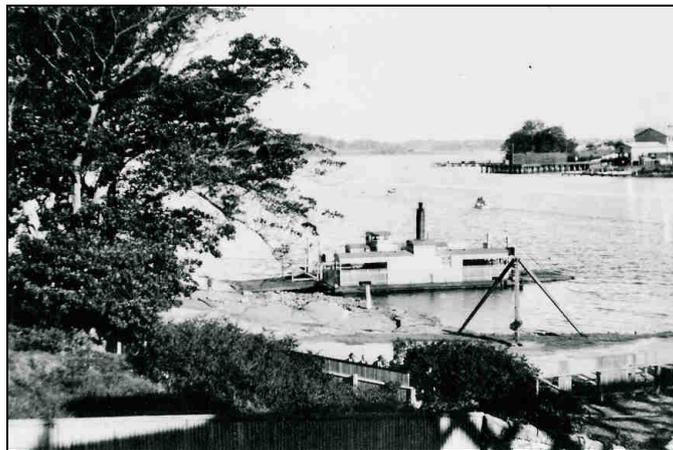
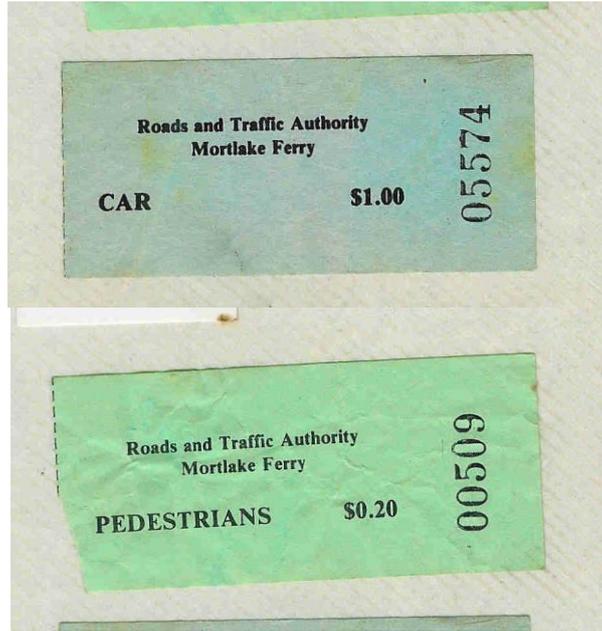
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<sup>1</sup> These were return tickets, hence the two issued together. They were created in 1897 (PRO 19.8.1897) and the plates destroyed in 1909. (PRO ). Returns of tickets printed from 1900 were sent to the Treasury direct rather than the Audit Dept (PRO), the Auditor General requesting a half yearly statement of expenditure in 1908 (PRO). Despite this, no lists of tickets printed (like the tram ticket lists) have been found. Presumably the small letters “RPB 40” mean “Ryde Punt Board”. PRO 1/xxx spoils destroyed

7/1899 1/6 red (weekly vehicle), 8/1899 1d white & pink, 11/1900 1d pink & white, 1/6 orange (weekly vehicle).

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#### Mortlake punt



*Mortlake-Putney from 1926 but free; The Spit before 1924 when Spit Bridge opened.*



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#### Stockton Vehicular ferry Value \$15+

The Stockton vehicular ferry commenced running in 1916 from Newcastle to the northern suburb of Stockton by the Dept of Public Works. It was taken over by the Dept. of Main Roads in 1930..

Newcastle Council minutes record the following references:

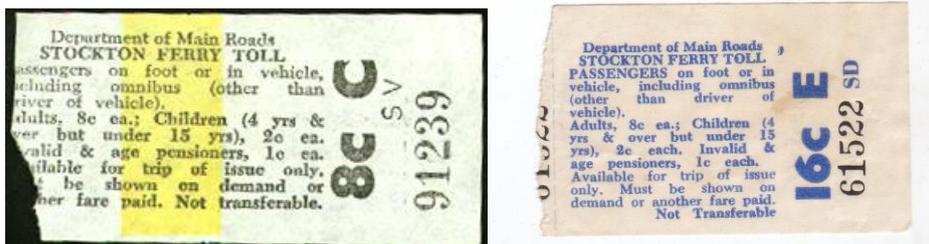
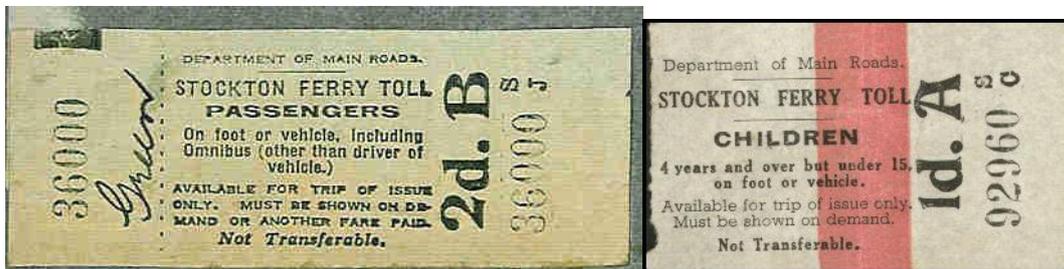
24.2.1919 letter from Stockton Council requesting conference be held

23.4.19 from Stockton Council protesting against excessive punt fares

2.6.19 report on conference 23.5.19 re charges

11.8.19 from Dept of Public Works abolishing vehicular charges on punt; to be thanked.

The vehicular punt (which also carried passengers) was run by the Department of Main Roads after 1932 and a toll was introduced for passengers on this punt from 29 January 1934 to encourage use of the nearby passenger ferry. The original 2d adult fare was increased to 4d from 26 May 1941 but children were still 1d and drivers and vehicles were free. It was noted in 1954 that this was the only punt in the state on which passengers were charged and this remained as a deterrent because it was preferred that passengers catch the passenger ferry whose fares were generally in line with the punt's. From 13 November 1956 the fare was increased to 6d adult and 2d child with pensioners 1d. In February 1958 the adult fare became 7d and the child fare 3d, later 9d which was converted to 8c and 2c at decimal currency in 1966. Further increases to 8c and 10c (4 July 1967) took place before the punt was replaced from 2 November 1971 by a bridge. Bus routes in the area were also altered to accommodate this.



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#### Peats Ferry Value \$45+

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 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>2</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>3</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>4</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>5</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.

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<sup>2</sup> This may have applied to the other tolls. Check toll charges.

<sup>3</sup> Levied under the Local Government Act 1919 and the Main Roads Act 1924-1929

<sup>4</sup> Dept. of Main Roads

<sup>5</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.

### 13. Vehicular and passenger ferries



### Colo Shire- Wiseman's Ferry Toll Value \$75+



### 13. Vehicular and passenger ferries

#### 2. Private passenger ferries

Boats such as the Rose Hill Packet plied on Sydney waterways since 1789 and the Parramatta River was often, in the early days, the only means of transport to some places. A cable punt was established at Bedlam Point in 1830, charging 1/6d for 4 wheel wagons and ½d per animal, double on Sundays. Along the river a vehicular punt was later established, being replaced by the Ryde toll bridge in 1935. Billy Blue (then aged 82) commenced a passenger service to what is now Blues Point in 1830. Pleasure cruises are known from 1831. A paddle steamer was employed to Parramatta for a short time from 1832. The first powered vehicular ferry in Australia was the steam punt *Surprise* in 1841. Owned by the Sydney Ferry Co it charged 3d for foot passengers across the harbour to the North Shore, with children half fare. 4 wheel carriages were 2/6, drays 2/-, gig or cart 1/6; cattle, goats or pigs 2d each, geese & turkeys 1d with fowls and ducks 1d per pair! The Australian Steam Conveyance Co ferry *Australis* was on the Parramatta route in 1844 and they later operated a vehicular ferry to the north shore.

The North Shore Ferry Company was formed in 1860 (reformed in 1873 as the North Shore Steam Ferry Company) to run a regular service between Circular Quay and Milsons Point which was connected to the tram in 1886 which terminated at the large arcade wharf constructed for the purpose. The 1893 extension of the north shore railway line, terminating at the tram and ferry *exchange* made Milsons Point the hub of ferry traffic on the north shore. The North Shore Ferry Company was the forerunner of Sydney Ferries Ltd which was incorporated in 1890. In 1901 it also took over the operations of the Parramatta River Steam Company.

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Fig. 5

*Some stamp collectors believed these were packet stamps. Also known in blue and all are printed both sides identically & variously rouletted. They may sometimes be found in stamp auctions.*

*A similar type in green with "Ltd" added has been seen.*

Expanding its operations, Sydney Ferries purchased the hotel and grounds at Clifton Gardens in 1905 and ran a regular steamer service between Taronga Zoo and Circular Quay. An adult journey cost two pence with children paying one penny. Sydney Ferries continued to expand, taking over most of the other major operators in Sydney Harbour including the Balmain New Ferry Company in 1917 and the Watsons Bay and South Shore Steam Ferry Company in 1920.

The Milsons Point arcade and transport interchange were demolished in the 1920s to make way for the Sydney Harbour Bridge which, when it opened in 1932, led to an immediate decline in ferry use. Sydney Ferries closed operations in 1951, selling its boats and operations to the State Government. The Port Jackson and Manly Steamship Company were appointed managers until the State Government assumed direct control of ferry services in 1974.

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Vehicular punts of the North Shore Ferry Co started in 1862, from Dawes to Milsons Pt and later from Fort Macquarie to Milsons Pt. They ceased when the Sydney Harbour Bridge opened in 1932.

Richard Hayes Harnett established his Mosman estate and picnic grounds in 1860 and in 1873 established the Milsons Pt Ferry Co in competition to others. He also had a connecting horse bus.



This ceased after the Neutral Bay tram was established.

Sydney Harbour Value \$75+



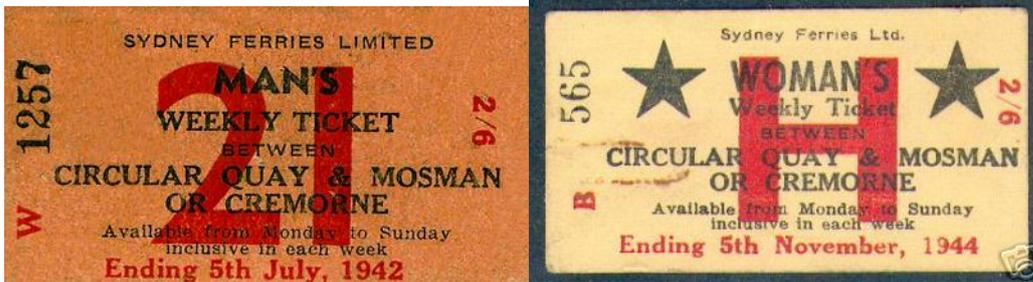
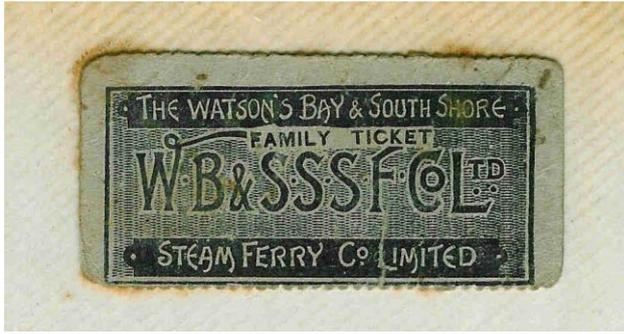
Value \$35+



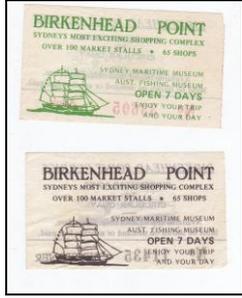
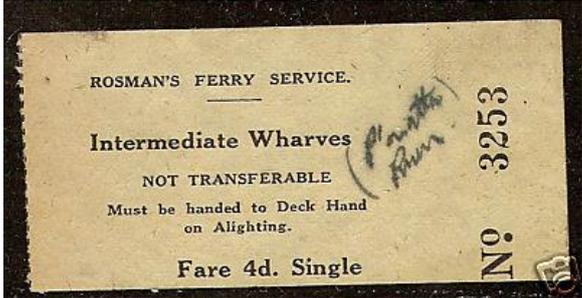
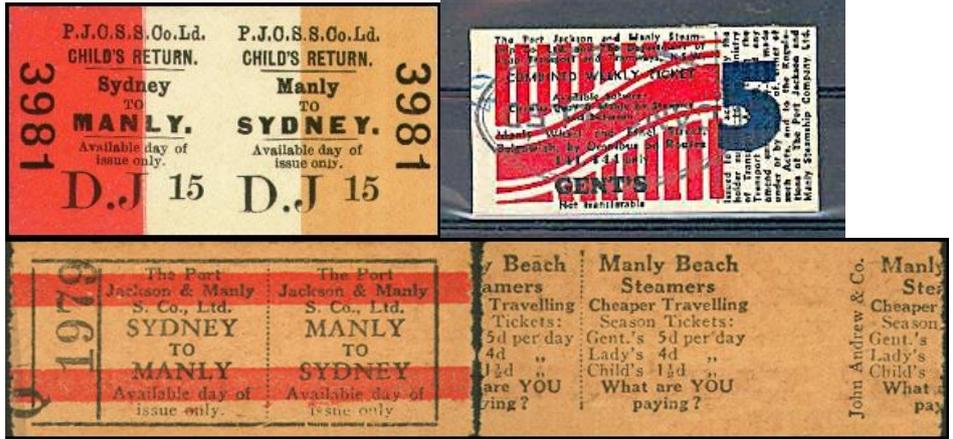
Fig 5



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**Private services**

**Bass & Flinders Manly Fast Ferry**

After the Jet Cat ceased, am and pm peak services were provided by this private operator from 10.2.09. Single tickets cost \$8.20 but from 9-13.2.09 were at a discounted price of \$6. A 10 trip smart card ticket costing \$67.20 is also available. Tickets were sold on board until booths could be set up at the termini. Prices at March 2010 were single \$8.50, 10 trip \$70, against the flow discount \$6, 24 hr hop on/off connection to Darling Hbr ad \$24, ch \$12.

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#### Manly Fast Ferry



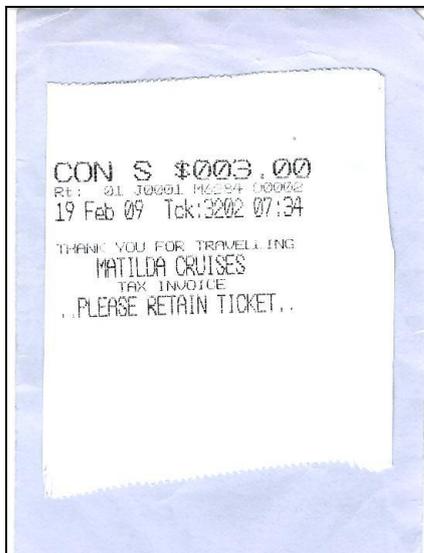
#### Sydney Fast Ferries

1.4.2010 Manly Fast Ferries now private operator, and Sydney Fast Ferries as the tender.

Protocols established for docking at Manly.

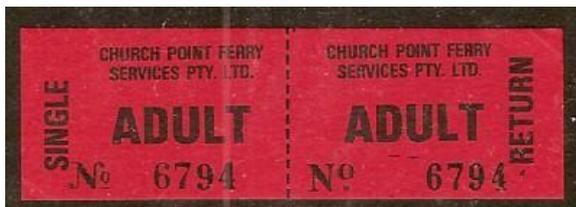
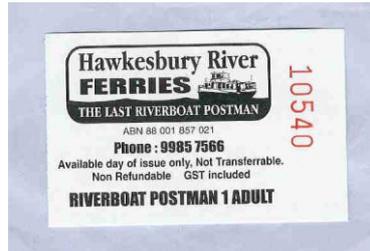
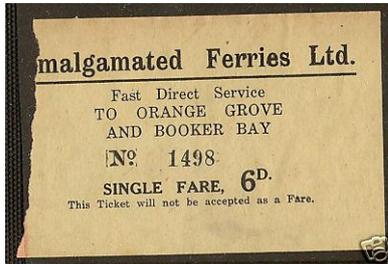
Fares peak single \$9, return \$16; counter peak single \$5. Manly Day Tripper (at CQ ticket booth only, day of purchase only & return not before 4.45pm) \$9. Travelten TravelCard \$70 plus initial \$5 card activation fee.

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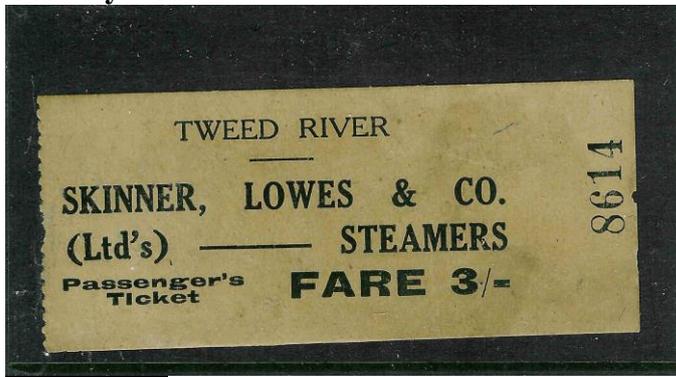
#### Other than Sydney



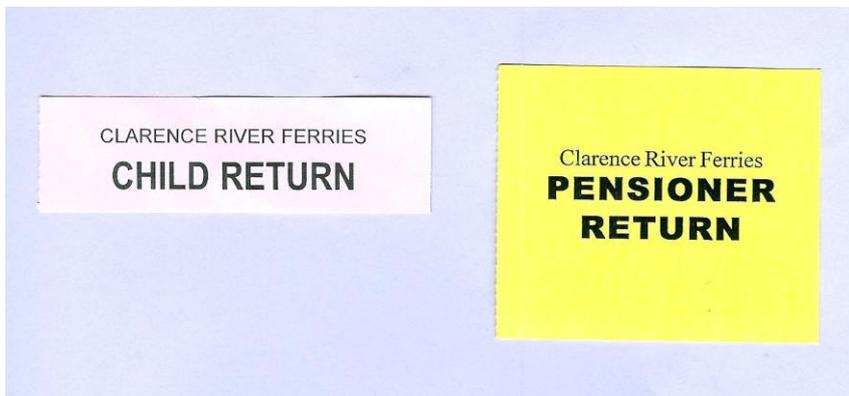
### 13. Vehicular and passenger ferries



#### Country NSW



Value \$50+



### 13. Vehicular and passenger ferries

