

## 6.26R Sydney Harbour Bridge Toll<sup>1</sup>

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 They were withdrawn in 1991.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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<sup>1</sup> Based on L Manny's article in *Ticket News*. See also D Keenan, *The North Sydney lines* p.117f



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SYDNEY HARBOUR  
BRIDGE

TOLL TOKENS

BAG No. ....





Protest "No toll" token 1987 issued by Carl Veen JP.



*1932 before the collector's booths were built*





*Recent view of the southern approach including the movable toll booths.  
The automatic toll collection equipment can be seen to the far left in the background.*

Old southern toll structure removed December 2016.





Government Printer archive specimens. It can be seen that the original series contained wording on the back. Note 6d & 9d may not be from the first printing without code letters but just note have had the figures included as proofs. It seems the book from which this page was taken was made up later from stock.



**1932. SYDNEY HARBOUR BRIDGE TOLL (gothic)**

Printed on coloured paper (2 ¼" x 1 ¼"), week codes A,B,C. Size 31-33mm across.

a) no print code 3d green, 4 figure number

b) Small print numbers as for tram tickets (A/A, shown in brackets).<sup>2</sup> "Please do not throw this ticket on ROADWAY) on back. 5 figure number

3d green

c/ Small print numbers as for tram tickets (A/A, shown in brackets).<sup>3</sup>

1d salmon Later withdrawn

3d lilac changed to

3d light green

6d salmon

9d orange

1/- yellow

1/3 dark blue

1/6 light blue

1/9 white

2/- lilac



**1940** because of the shortage of coloured paper during the Second World War toll tickets (like tram tickets) were printed on white paper with coloured bands.

**SYDNEY HARBOUR BRIDGE TOLL (bold)**

printed in black with colour bars, ticket 2 ¼ x 1 ¼" (32mm wide), serif lettering "Available for one crossing". Print codes A/A.

a) bars the length of the ticket (rare)

3d green

6d salmon

9d pink

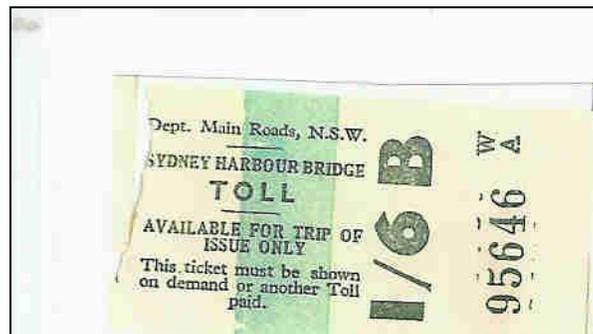
<sup>2</sup> One example of a 3d without code letters is known (PB). This must have been from the first printing. See archival examples above.

<sup>3</sup> One example of a 3d without code letters is known (PB). This must have been from the first printing. See archival examples above.

- b) 1" bars across the ticket
- 3d green
- 6d salmon
- 9d orange
- 1/- yellow
- 1/3 dark blue
- 1/6 light blue
- 2/- lilac

c) Wide colour bar but block letter.

- 3d green
- 1/- yellow
- 1/6 light blue



1947(?). A later series had a reduced width band:

Dept. Main Roads N.S.W. SYDNEY HARBOUR BRIDGE TOLL (bold) printed in black with colour bars, ticket 2 ¼ x 1 ¼" (32m wide), serif lettering "Available for trip of issue only", band ½" wide. Week codes A,B,C. Print codes vary (A/A).

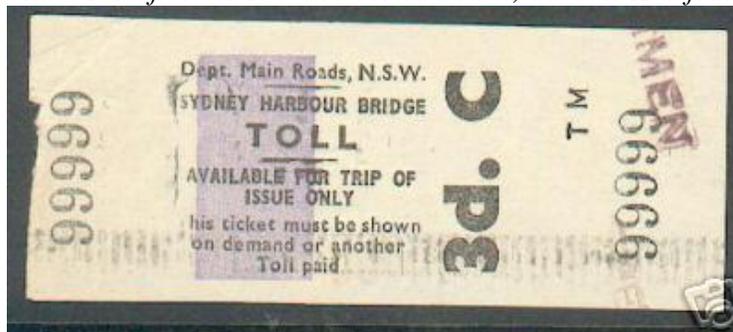
a) Gothic figure (rare)  
9d deep pink

b) large bold figures

- 3d green
- 6d salmon
- 9d deep orange
- 9d deep pink
- 1/- yellow
- 1/3 blue
- 1/6 light blue
- 1/9 no colour
- 2/- mauve



Top row and nos. 1-3 of lower row are series below, 6d C G/X is from that above.

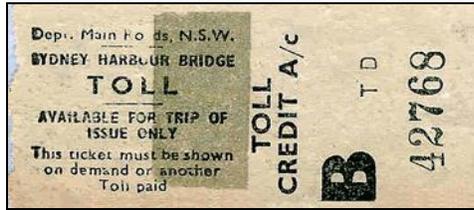


Specimen (NB value larger as in previous series of A/A)

**1950s.** Then there was a series in the same size as bus tickets :  
 Dept. Main Roads N.S.W. SYDNEY HARBOUR BRIDGE TOLL (bold)  
 printed in black with colour bar ½”wide, ticket (2 ¼”x1 1/8”) 22m wide, sans-serif  
 lettering, “Available for trip of issue only”. Week codes A,B,C & value smaller than  
 previous. Print codes start as TA. [T=toll?]

Medium bold letters

- 3d green, mauve **SPECIMEN**, pink **SPECIMEN**
- 6d salmon
- 9d pink
- 1/- yellow
- 1/3 dark blue
- 1/6 light blue
- 1/9 (no colour bar)
- 2/- lilac
- grey Credit Account (see text below)



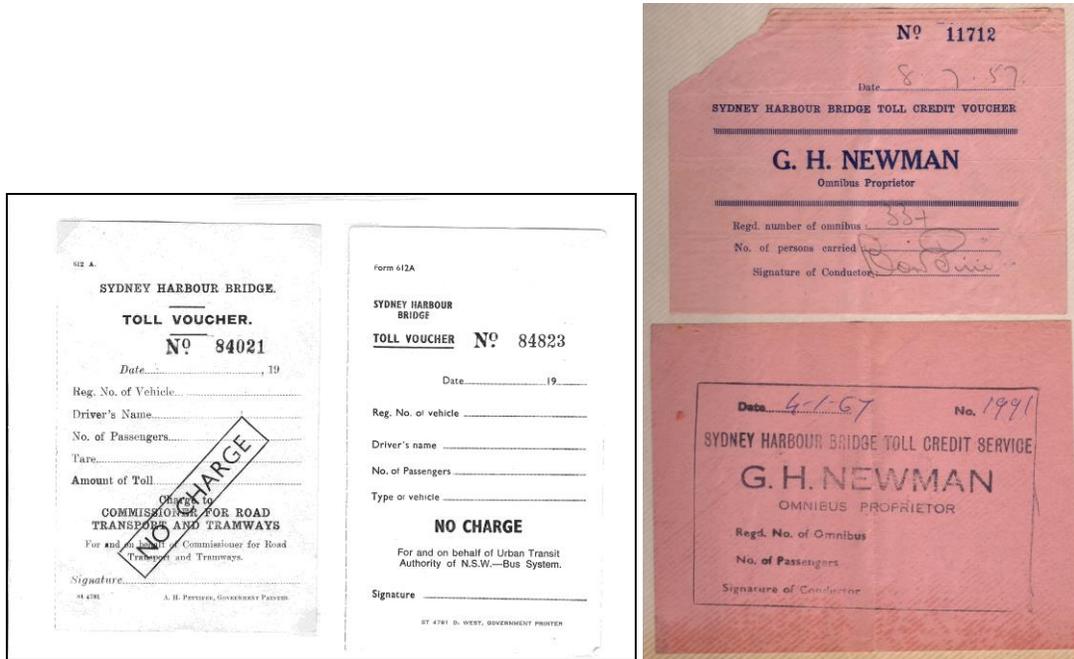
1950s. Long bar and larger bold letters. Code T/A.  
9d pink (rare)

***Electronic receipt***

Thermal type SYDNEY HARBOUR BRIDGE/TOLL/  
17/06/06 14:28:49 \$2.00

**Private buses**

Credit vouchers were used for private buses (which used their own standard tickets) and other vehicles which crossed the bridge, these being “account customers”. A special TOLL CREDIT A/C ticket was introduced (in 1959, certainly before 1962) to make toll collectors more accountable for the vouchers.



(Reduced). See also Manny “Under & over the Bridge”