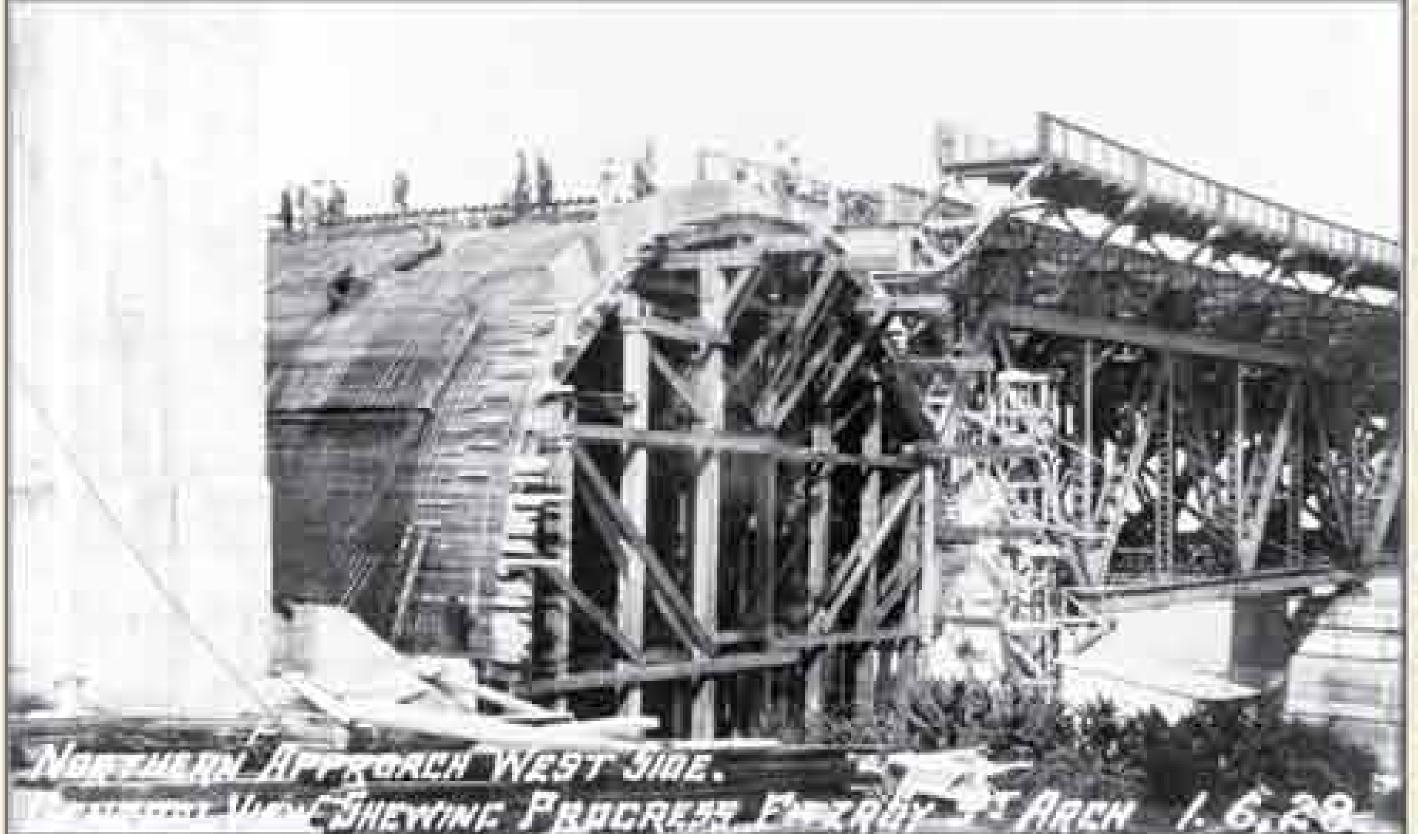
ASHORTHISTORY

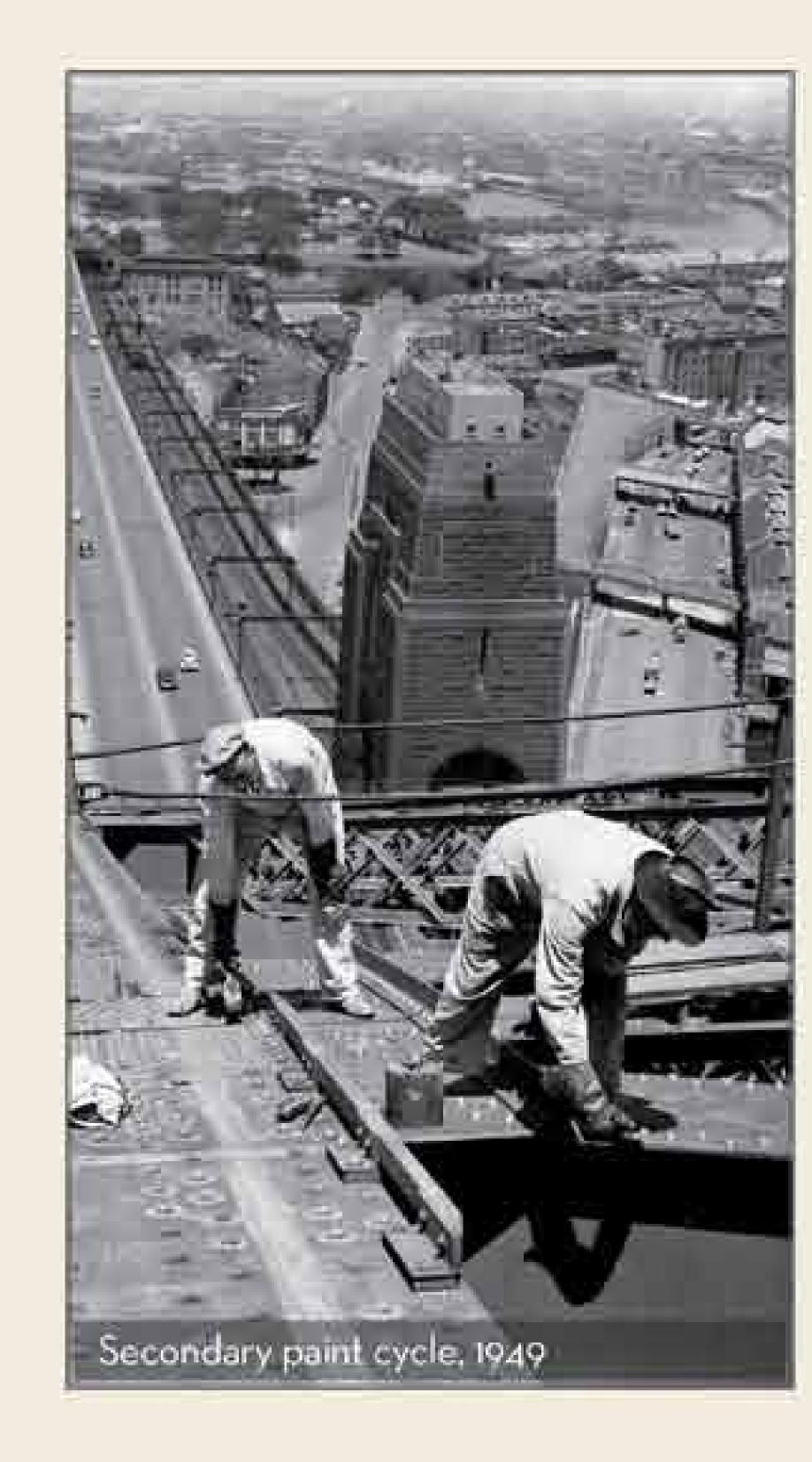
OF THE SYDNEY HARBOUR BRIDGE











1788

Before the arrival of Europeans in 1788 both sides of Sydney Harbour, where the Sydney Harbour Bridge would later be built, were the home of the Eora people.

1815

As early as 1815, convict and architect Francis Greenway suggested the construction of a bridge across the harbour.

1857

In 1857 the engineer Peter Henderson proposed the construction of a large cast iron bridge, spanning from Dawes Point to Milsons Point.

1878-1879

This was followed by a proposal in 1878 for a floating bridge by Commissioner WC Bennett, and in 1879 a high level bridge was designed by TS Parrott.

1881

A plan by JE Garbett was actually accepted by the Government in 1881 but never implemented. A tunnel was also suggested around the same period.

1890

Enough public interest had been raised by 1890 for a Royal Commission. The hearing examined eight schemes, including a tunnel, and set out a list of criteria for any future proposed harbour crossing. These included a requirement for a high level bridge with one clear span over the waterway.

1900

Nothing further progressed until 1900, when a design competition was called by the Minister for Works, EW O'Sullivan. At this point, Dr. JJC Bradfield became involved for the first time.

1912

Dr JJC Bradfield was appointed Chief Engineer of Sydney Harbour Bridge and the Metropolitan Railway Construction.

1922

The New South Wales Government invited On 19 August 1930 the two arches touched worldwide tenders for the construction of the Bridge in 1922 and the contract was let to English firm Dorman Long and Co Ltd.

On 28 July 1923 'the turning of the first sod' ceremony took place on the north shore. The first work on the Bridge was the construction of the Bridge approaches and the approach spans.

1926

By September 1926 concrete piers had been built to support the approach spans on each side of the harbour and the erection of the steelwork commenced.

1928

On 26 October 1928 the erection of the arches began. A giant 'creeper crane' was built on each side to move forward on the arches they would help construct. They were used to lift men and materials in a cradle and position them while erecting steelwork.

1930

for the first time.

In February 1932 the Bridge was test loaded. The four rail tracks were loaded with 96 steam locomotives placed end to end. After three weeks of tests the Bridge was declared to be safe for traffic and was ready to be opened. The Bridge was opened to traffic on 19 March 1932. The completion of the entire work, including the Bridge and approaches, took almost 9 years.

1982

The Bridge celebrated the 50th anniversary of its opening. For the first time since opening, the Bridge was closed to vehicles and pedestrians were allowed full access for the day.

1988

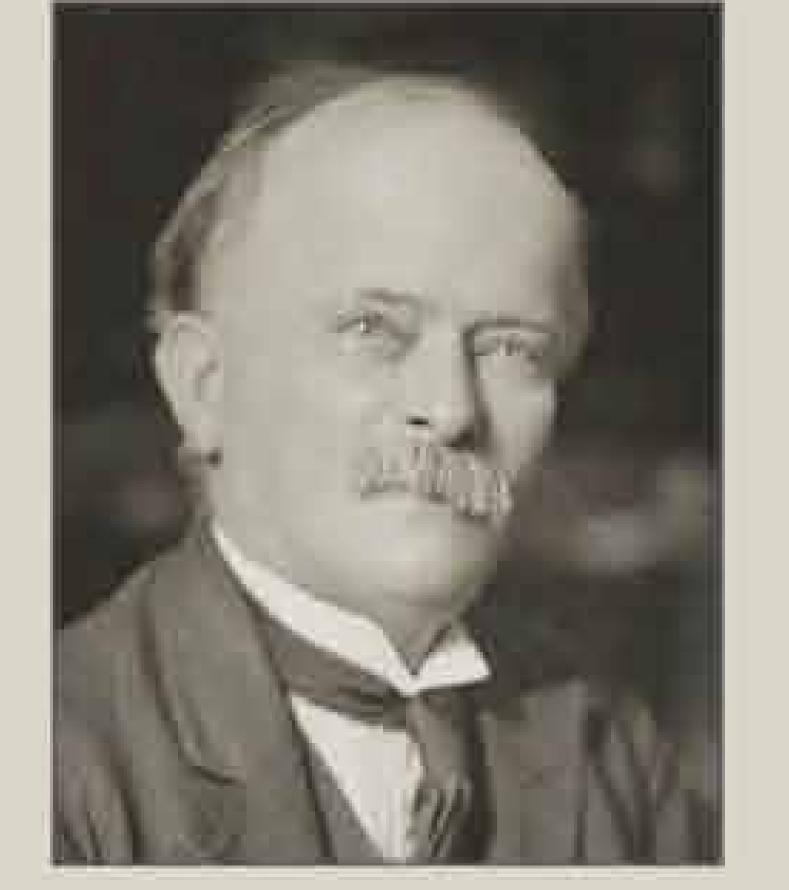
The Bridge was declared an International Historic Civil Engineers Landmark.

This information was approach from the System Harbour bridge Conservation Management Plan, www.hydgeclimb.com, www.hydgeclimb.

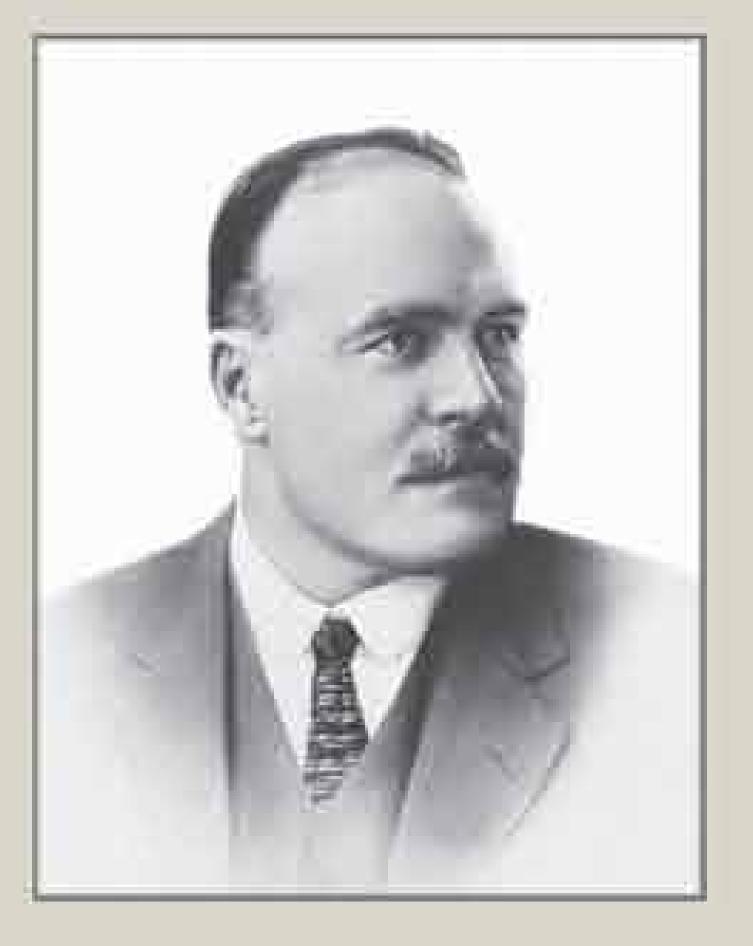
The Sydney Harbour Bridge is one of Australia's most recognised, photographed and loved landmarks.

SYDNEY HARBOUR BRIDGE THE OPENING

Two men stand out in the story of the Sydney Harbour Bridge. They are Dr Bradfield and Premier Lang.



John Job Crew (JJC) Bradfield
was a civil engineer who, for over
30 years, was the most active and
influential person in promoting
and overseeing construction
of the Sydney Harbour Bridge.
The Bridge was part of his grand
vision for the electrification of
the suburban railway network,
which included a new electric
train terminal at Sydney
Central Station and the city's
underground railway.



Jack Lang was Premier of NSW for two terms, 1925–1927 and 1930–1932. Lang was a colourful, outspoken man who 'made things happen'. He was a staunch supporter of Bradfield and his Bridge plans and helped to raise the necessary finance for the Bridge's construction.

THE CELEBRATIONS

Premier Jack Lang's government decided that the opening of the Bridge would be a public holiday, so all of Sydney could join in the celebrations. Brilliant sunshine greeted the crowds as they assembled on opening day. At the time, it was the largest crowd that had ever gathered in Sydney.



The ceremony began at 10am. Lang had decided that he, and not a representative of British royalty, would perform the opening ceremony.

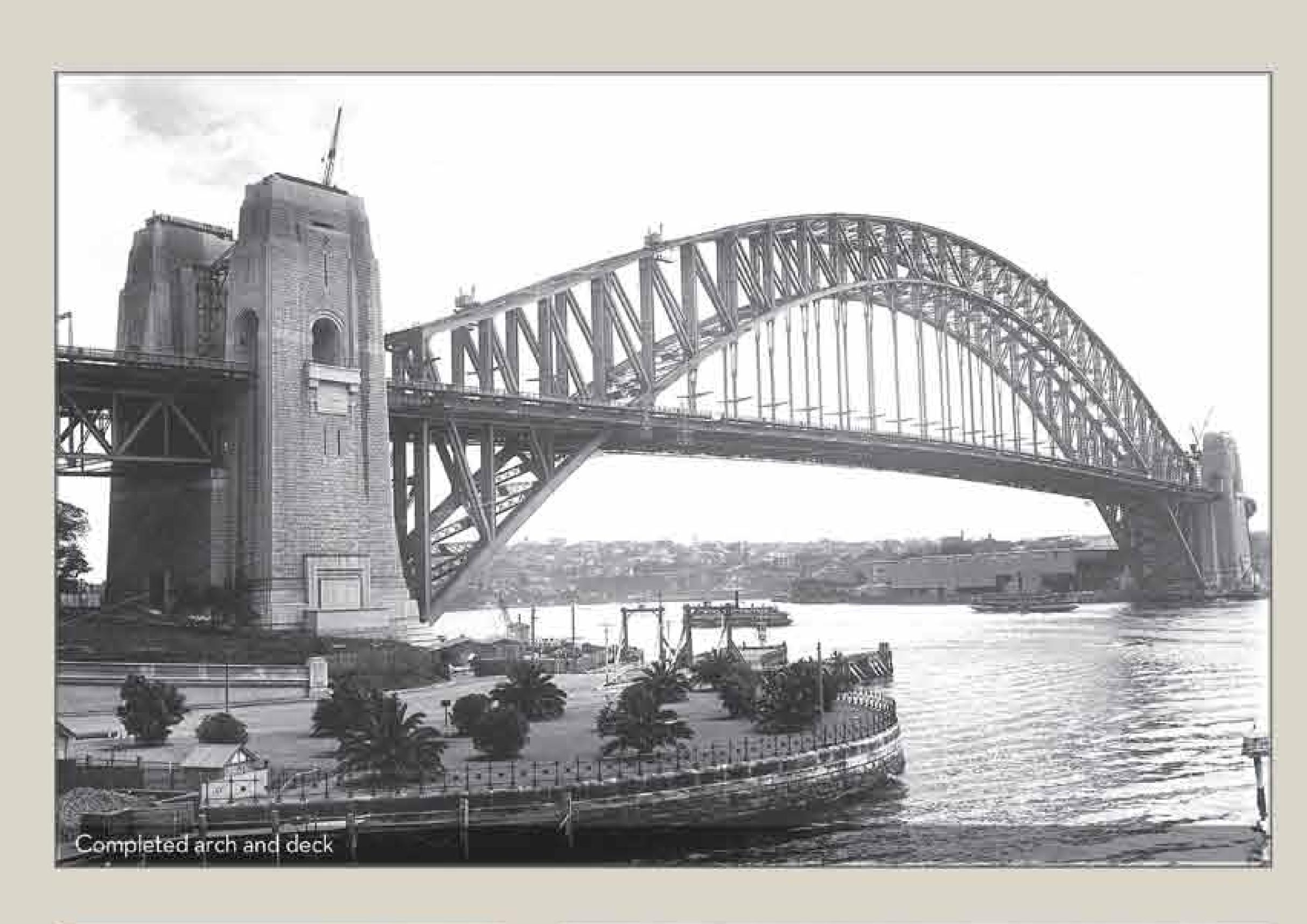
However, at a critical moment in the opening proceedings, Captain Francis de Groot galloped up on horse back and slashed the ceremonial ribbon. As he did so he said: 'I declare this bridge open in the name of His Majesty the King and of all decent people'.

De Groot was bundled from his horse and led away.
The ribbon was hastily retied and this time officially cut by Lang.

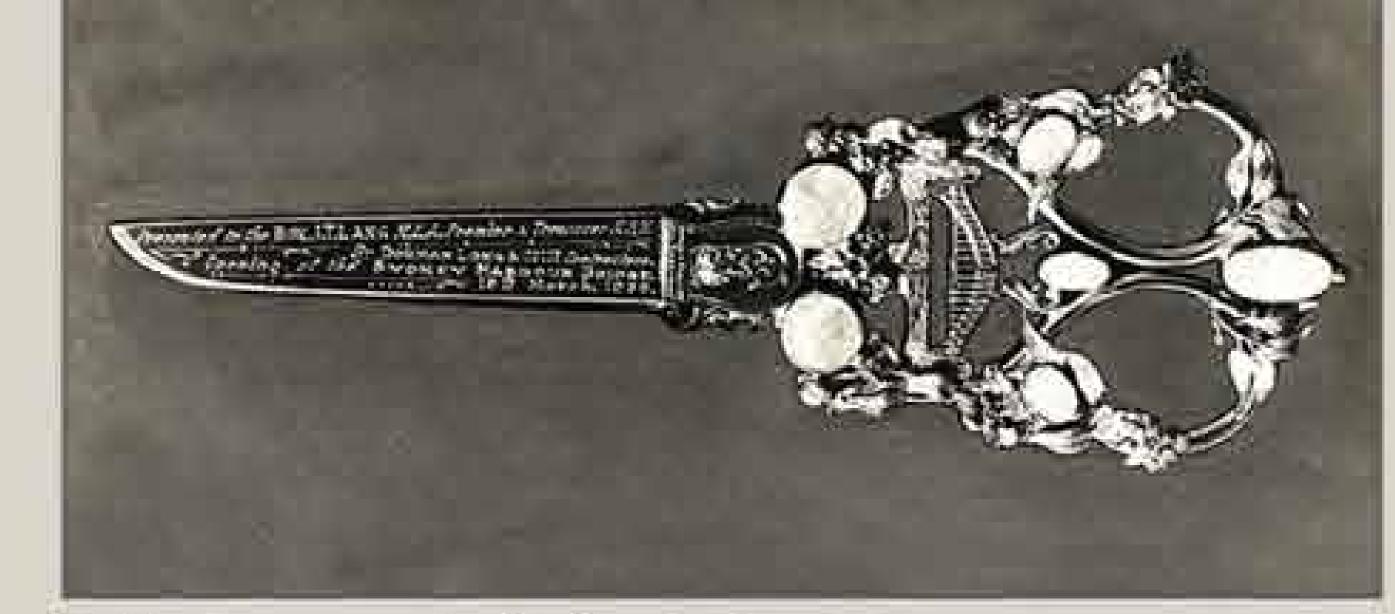
The ceremony was followed by a pageant across the Bridge.
After the procession, an estimated one million pedestrians crossed the Bridge.





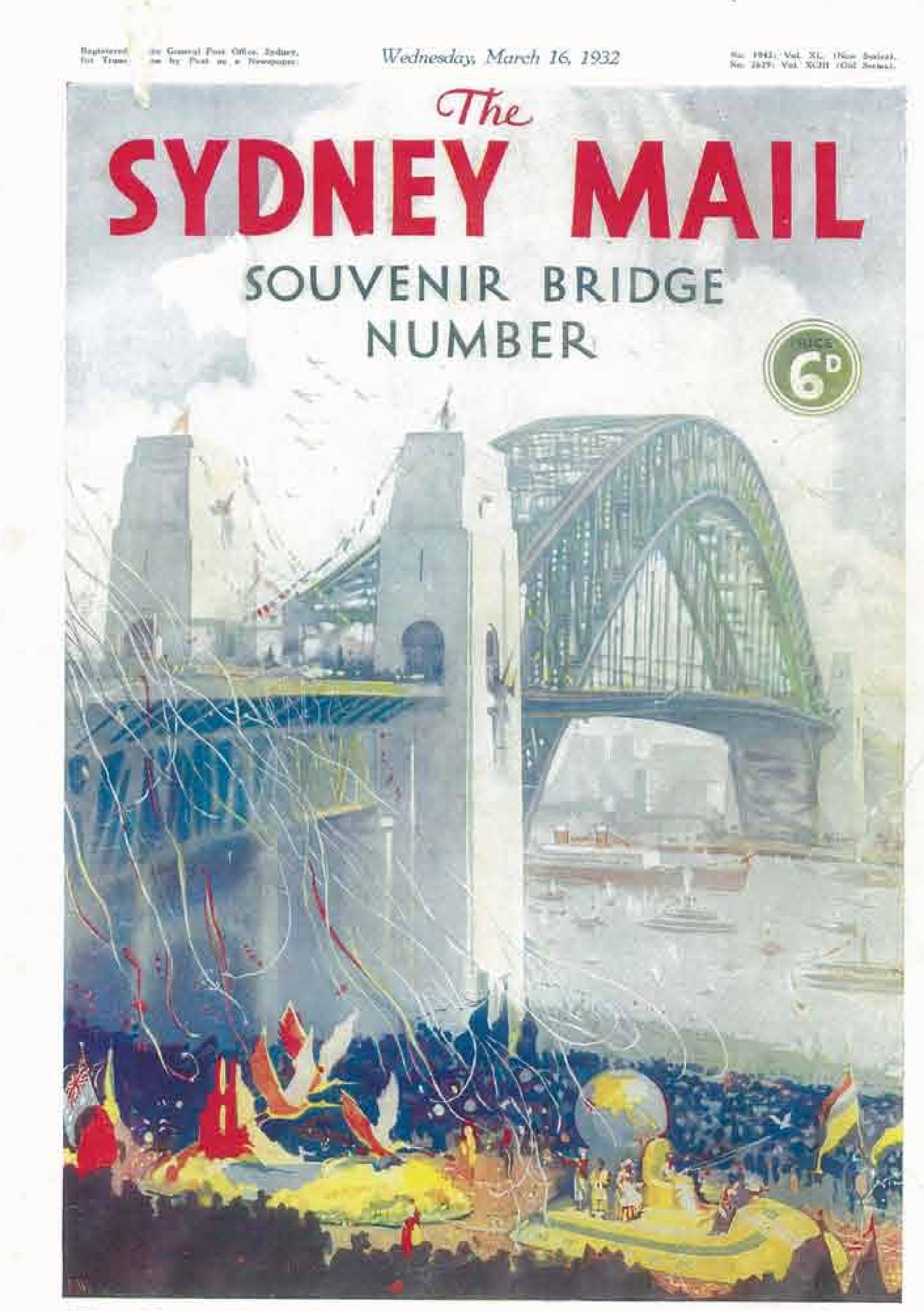






Certificate for crossing the Bridge, 1932

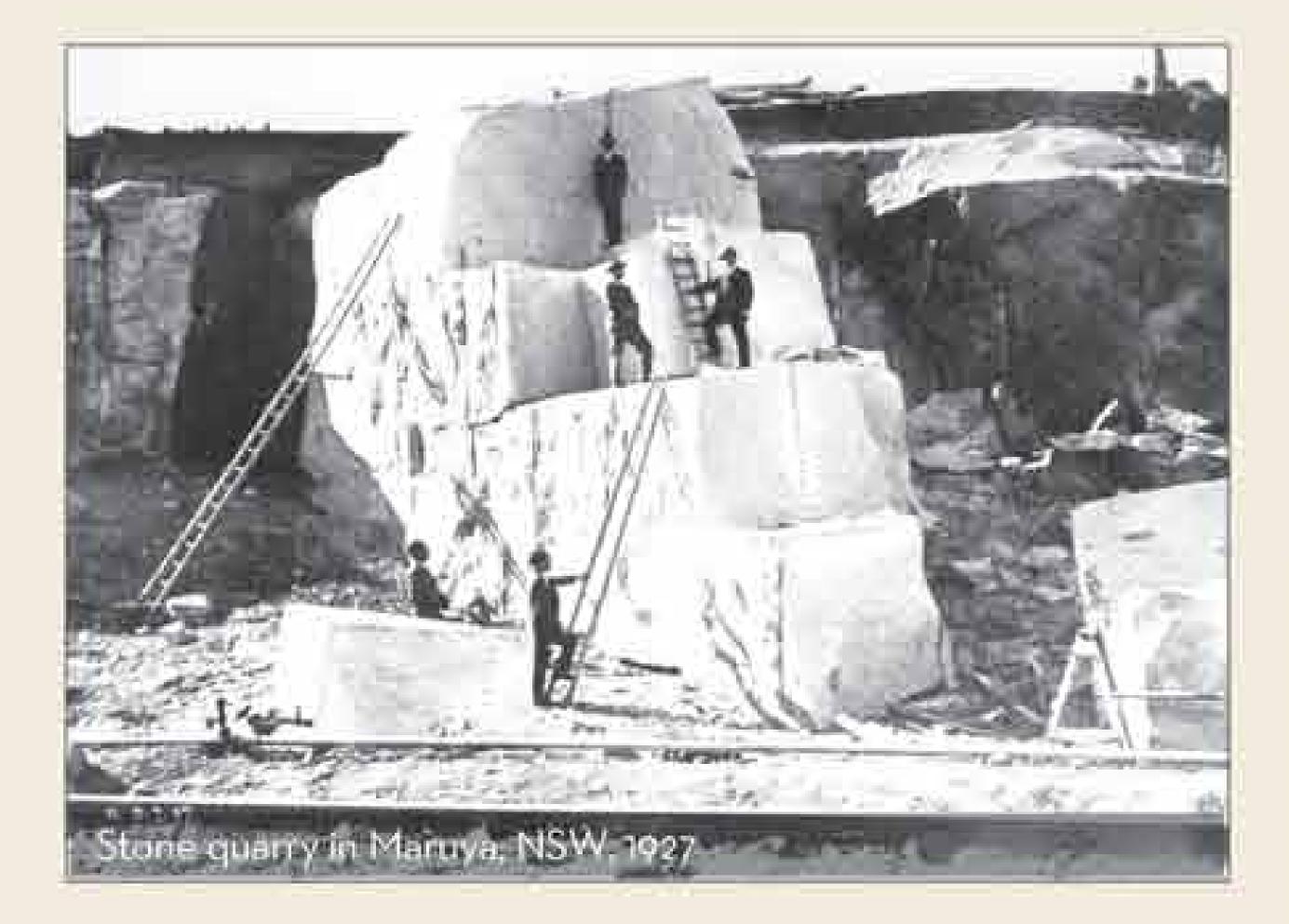
Gold scissors presented to Premier Lang, 1932



This Issue Includes a Beautiful Supplement for Framing

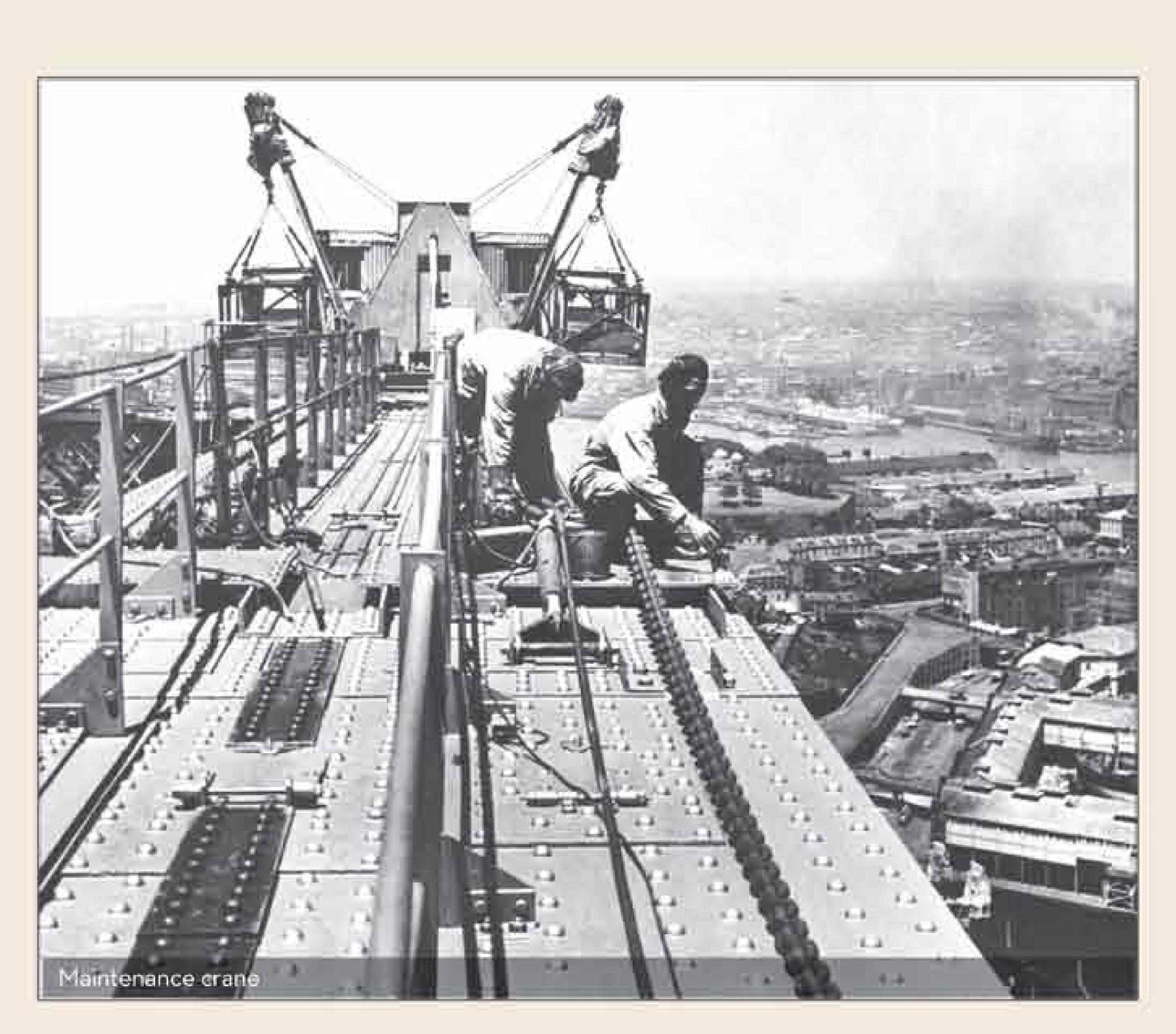
Souvenir poster, 1932

SYDNEY HARBOUR BRIDGE THE WORKERS

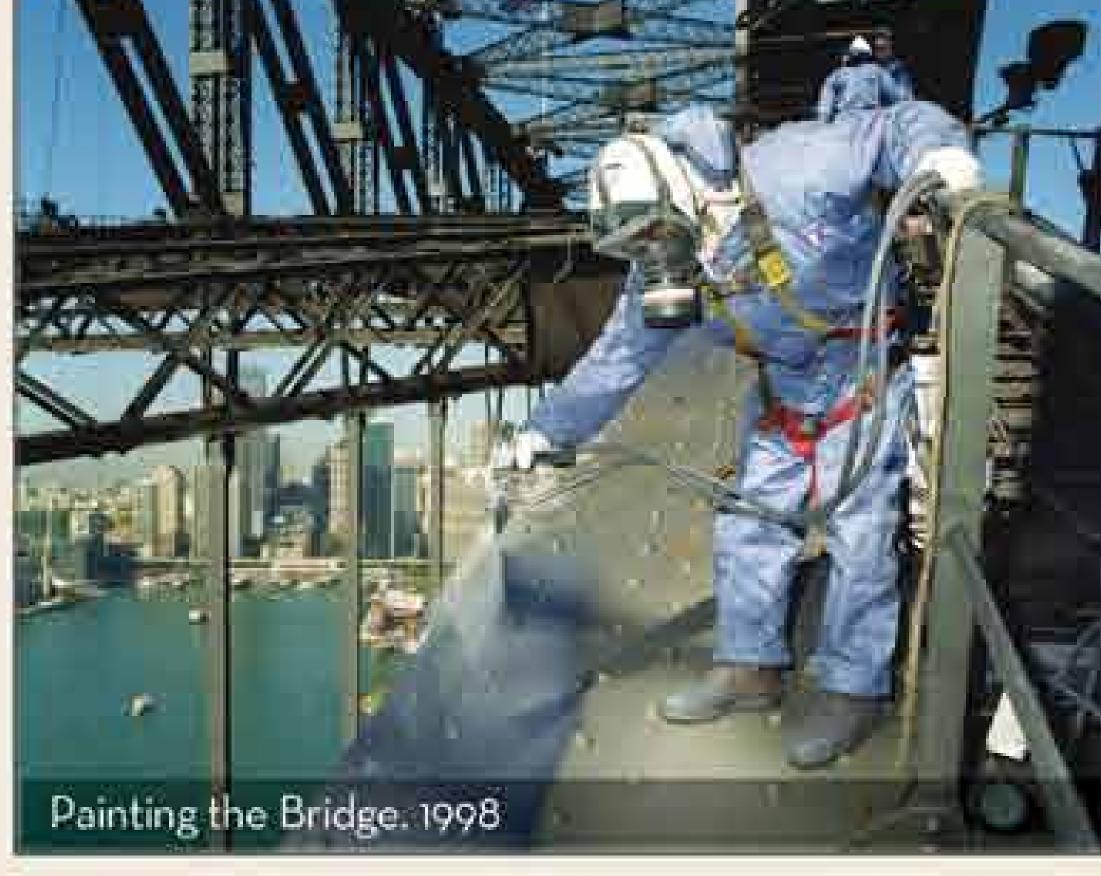












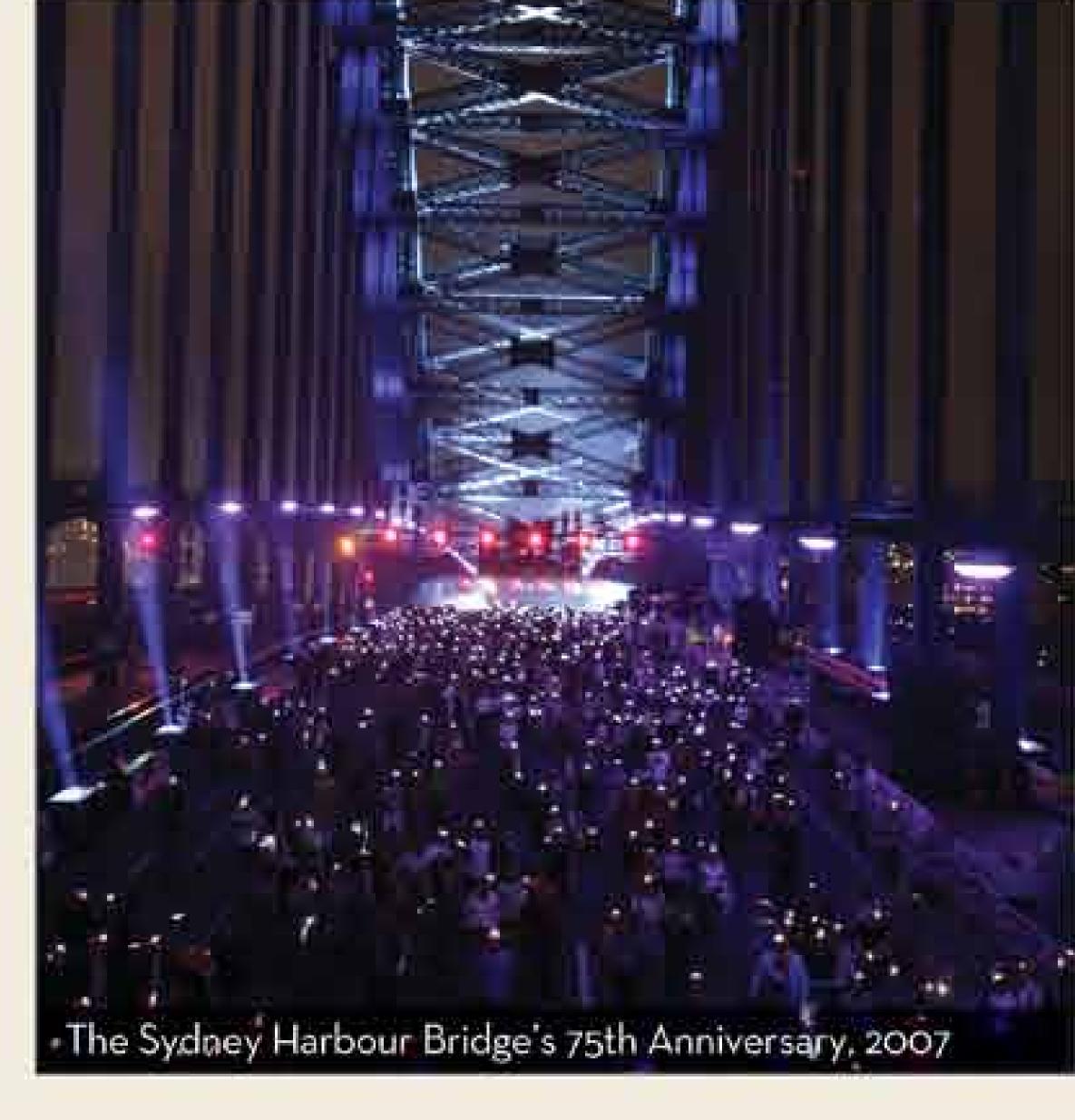
Thousands of workers were involved in the Bridge contruction, including boiler makers, carpenters, engineers, architects, stone masons, draughtsmen, joiners, riveters, secretaries and crane drivers.

When construction began, the economy was slowing, heading towards a worldwide depression. Despite the dangers of working on the Bridge, it was one of Australia's largest employment projects to that time.

The Bridge came to be called the 'Iron Lung' because it kept so many people employed for so long.

The dangers of working on the Bridge were illustrated most graphically in the numbers killed and injured. In all, 16 men died in the construction of the Bridge: 14 on the Bridge and work sites and two in the quarries at Moruya. At least one survived a fall from the Bridge to the harbour below. Many more were injured.







DID YOU KNOW?

- It took almost nine years to build the Bridge at a cost of close to £6.25 million. The Bridge was not fully paid for until 1988.
- As many as 800 tenant families living in the Bridge's path were relocated and their homes demolished without any compensation given when the Bridge construction started.
- The Sydney Harbour Bridge is the world's widest and tallest (but not longest) steel arch bridge.
- The two eastern lanes on the Bridge were originally tram tracks. They were converted in the 1950s.

FACTS & FIGURES

- In 1932, 11,000 vehicles crossed the Bridge each day. Today that's grown to more than 160,000 each day.
- There are seven vehicle lanes, a 24-hour bus lane, two train lines, a footpath and a cycleway.
- Around 4000 broken-down vehicles are removed from the Bridge each year.
- More than 100 people work on maintaining the Bridge each day.

LOGISTICS

- · The Bridge's highest point is 134 metres above sea level.
- The arch is 503 metres long.
- The main deck is 49 metres wide.
- · There is 49 metres clearance underneath for shipping.
- · The pylons are 89 metres high.
- · Total length (including approaches) is 1149 metres.

CONSTRUCTION

- · The workers involved in building the Bridge assembled:
- 52,800 tonnes of steel.
- · 6 million rivets weighing 3200 tonnes.
- 95,000m³ of concrete.
- 272,000 litres of paint to give the Bridge its first three coats.
- The arch can rise or fall as much as 18 centimetres due to heating and cooling.

MAINTENANCE FACTS

- · It takes 30,000 litres of paint to give the Bridge just one coat.
- · The paint used on the Bridge is specially-mixed and is known as 'bridge grey'.
- Some parts of the Bridge last 30 years before painting, while other pieces are repainted every five years.
- · The road surface is replaced every 15 years or so.
- The flags on top of the bridge are replaced every four to six months.

This information was sourced from the Sydney Harbour Bridge Carmervation Management Plan, www.sydney-barbour bridge businessed and Photo-brary of State Records. NSW: National Library of Australia, RMS Photo-brary