

# Toll-house

## History...

From no later than the 16th century, a *Pflasterzoll* (“cobble toll”) was levied for the use of the streets inside the town. These tolls were the most lucrative on the old and much-used trade route leading from Munich across the River Amper, up the “Kühberg” hill, through the town of Dachau and on towards Augsburg.

In 1790, the toll collector Josef Riedl complained to the sovereign about his poor work conditions. Since in *fulfilling his duties* he was *constantly exposed to adverse weather*, he requested a permit to build a shelter. He did not live to see the success of his petition: the toll-house was not built until 1820. But after that, it was in use until 1929, for as long as the *Pflasterzoll* was collected.

## ... and a story

The steep road down the hill was dreaded by coachmen and carters, who at times borrowed brake-shoes from the toll-house. These iron wheel chocks were placed underneath the wheels to slow down the vehicle going downhill and thus reduce the risk of accidents.

In 1889, the arrival of the first automobile in Dachau caused general astonishment and great wonder. Engineer Oskar von Miller had come in his *Daimler's Motorcar* to visit the local paper mill and the newly constructed power station on the River Amper. The motorcar had a top speed of 25 kilometres per hour (16 miles per hour).



“Aunt Peppi” (brewer-innkeeper Josefina Ziegler) passing the toll-house in her one-horse carriage, 1906



“Pflasterzoll tariff of the market town of Dachau”, oil on wood, dated 24 April 1920. – The original tariff board can be found in the Dachau District Museum.

The picturesque old town of Dachau with its 1200-year history features many sites of historical interest. Special buildings of prominence in the townscape are marked by these historical plaques.

Dachau historical plaques are a joint project by the town of Dachau and the Dachau District Museum.