



# SYDNEY GOVERNMENT BUS ROUTES

Brief histories from 1932 to the present of Government bus services  
in the metropolitan area of Sydney, New South Wales, Australia

## Route histories – Industrial

**Routes 20, 21, 27, 30, 36-41**

**in their own two-digit route number system**

**and**

**001-099 & various numbers in the 3xx & 4xx series**

**in the standard three-digit (Sydney Region) route number system**

A work in progress. Corrections and comments welcome – [robkit.henderson@bigpond.com](mailto:robkit.henderson@bigpond.com)

The availability of information about industrial bus routes run by the Government is inconsistent. The main source is Greg Travers' 1982 book, *City to Suburb ... a fifty year journey*, and subsequent updates. Little other detail of such routes is known to exist during World War II and in the immediate post-war period. However during the 1960s, 1970s and up to 1987, timetables for industrial routes used by the general public in the south-eastern suburbs were regularly published in booklets entitled *Guide to Industrial Services*. Some other industrial route timetables were included with related normal route timetables. But there are no timetables available for other routes, especially those used by employees of the various bus, railway and tramway workshops. So the extent of information listed here varies widely from route to route. Assistance with additional information would be appreciated.

## **Operators' names**

*(All agencies of the New South Wales Government)*

<b>1932-1952</b>	Department of Road Transport & Tramways
<b>1952-1972</b>	Department of Government Transport
<b>1972-1981</b>	Public Transport Commission (Bus Division)
<b>1981-1990</b>	Urban Transit Authority
<b>1990-</b>	State Transit Authority

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## **Locations of Transport Workshops**

**Chullora Bus Workshops:** Roberts Rd, corner of Norfolk Rd [in current Greenacre].

**Elcar (Electric Car) Railway Workshops, Chullora:** Off Dasea St.

**Leichhardt Bus Workshops:** Site of current Leichhardt Bus Depot & Sydney Bus Museum, Derbyshire St.

**Randwick Tram Workshops:** Site of current Randwick Bus Depot & adjacent properties along King St.

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## • **INDUSTRIAL ROUTES with TWO-DIGIT ROUTE NUMBERS**

### **Route 20**

#### **MASCOT (Gardeners Rd) – CITY (Towns Bond, Millers Point) (INDUSTRIAL) ■**

*(The location of Towns Bond is marked by current Towns Place, Millers Point (off Hickson Rd), where labourers once gathered to seek work on the wharves. Named after Robert Towns 1794-1873.)*

#### **Timeline**

**By 1 September 1953** (also recorded as commencing 1 February 1957):

- Listed as Mascot – City (Towns Bond, Millers Point).
- Operated by Department of Government Transport.

**By 14 March 1960:** Listed as City (Towns Bond, Millers Point) – Darlinghurst.

**By January 1971:** Extended to run Kingsford Junction – City (Towns Bond, Millers Point).

**By January 1976:** Ceased.

### **Route 21**

#### **BURWOOD – CITY (Towns Bond, Millers Point) (INDUSTRIAL) ■**

*(The location of Towns Bond is marked by current Towns Place, Millers Point (off Hickson Rd), where labourers once gathered to seek work on the wharves. Named after Robert Towns 1794-1873.)*

#### **Timeline**

**24 September 1945:** Burwood (Burwood Rd) – City (Towns Bond, Millers Point) peak hour service commenced by Department of Road Transport & Tramways.

**By 11 April 1949:** Curtailed to run Camperdown Hospital – City (Towns Bond, Millers Point).

**October 1969:** Listed (re-extended/altered?) as Burwood – No 1 Wharf, Walsh Bay.

**After 26 May 1971:** Ceased.

#### **Streets**

Via 459, 390 & Sussex St.

### **Route 27**

#### **CITY (Town Hall) – MASCOT (Australian Paper Manufacturers) (INDUSTRIAL) ■**

#### **Timeline**

**9 May 1960:** Commenced by Department of Government Transport for office workers transport.

**(?):** Ceased.

### **Route 30**

#### **STRATHFIELD – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

**6 May 1942:** Commenced as an unnumbered route, possibly replacing part of industrial trips on 880 over the same route.

**3 May 1943:** Numbered 30.

**14 July 1944:** Renumbered 430.

### **Route 36**

### **Route 37**

### **Route 38**

#### **CITY (Central Railway or York St) – HOMEBUSH (AWA or Richard Hughes) (INDUSTRIAL) ■**

#### **Timeline**

**(1940s?):** Renumbered (?) from equivalent trips on 459 and/or 461.

**(?):** Ceased.

### Route 39

#### **CITY (Central Railway) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

13 September 1943 (?): Peak hour service commenced by Department of Road Transport & Tramways.  
6 December 1943: Extended in City to Wynyard, becoming City (York St) – Leichhardt Workshops.  
21 July 1945: Renumbered 439.

### Route 40

#### **BONDI JUNCTION – BUNNERONG POWER HOUSE (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

##### **Timeline**

18 October 1943: Peak hour service commenced by Department of Road Transport & Tramways.  
15 November 1943: Renumbered 346.

### Route 41

#### **SYDENHAM – MASCOT (Munitions Store, Lord St) (INDUSTRIAL) ■**

##### **Timeline**

18 October 1943: Sydenham – Mascot (Munitions Store, Lord St) peak hour service commenced by Department of Road Transport & Tramways.  
15 November 1943: Renumbered 350.

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### • **INDUSTRIAL ROUTES in the STANDARD THREE-DIGIT ROUTE NUMBER SYSTEM**

### Route 001

#### **CITY (Central Railway) – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

29 February 1960: Peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses, replacing 310.  
16 October 1987: Renumbered 002.

### Route 002

#### **CITY (Central Railway) – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

29 February 1960: Peak hour service, City (Wynyard) – Randwick Tram Workshops, commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses. Replaced 310.  
(?): Curtailed to run City (Railway Square) – Randwick Tram Workshops.  
16 October 1987: 001 renumbered 002.  
After 1995: Ceased when tyre shop closed. Replaced by 372.

### Route 003

#### **BONDI JUNCTION – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

29 February 1960: Peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.  
4 November 1989: Ceased when Trades Workshops closed.

## Route 004

### **CITY (various termini) – RANDWICK Tram Workshops [later Maintenance Centre] (INDUSTRIAL)■**

#### **Timeline**

**29 February 1960:** City (Central Railway) – Randwick Workshops peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.

**After 26 May 1971 (possibly 1987?):** Ceased (?).

**5 August 1990:** Recommenced to run City (Wynyard) – Randwick Maintenance Centre [part of former tram workshops property], with transfer there of Chullora Workshops staff.

**After 1995:** Ceased.

## Route 005

### **SANS SOUCI – BRIGHTON-le-SANDS – RANDWICK Tram Workshops (INDUSTRIAL)■**

- **Extended from Randwick to Waverley Depot (by 1974)**

#### **Timeline**

**After June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Brighton-le-Sands – Randwick Tram Workshops peak hour service renumbered from part of 305.
- Operated by Department of Government Transport.

**Later 1950s:** Extended to run Sans Souci – Randwick Tram Workshops.

**31 May 1965?:** Partly (Sans Souci – Rockdale?) replaced by 078, leaving route as Rockdale – Randwick Tram Workshops.

**By April 1974 (after 26 May 1971):** Altered/extended to run Rockdale – Randwick Workshops (and/or Randwick Depot?) – Waverley Depot. Ran from Rockdale in morning peak hour only.

**30 October 1986:** Ceased.

#### **Streets**

### **Rockdale – Waverley Depot**

*From April 1974*

**From Rockdale** (Station, west side) via The Seven Ways, Bay St (**Brighton-le-Sands**), The Grand Pde, General Holmes Dr, Botany Rd (**Mascot**), Bourke St (**Alexandria**), Lachlan St, Dacey Av (**Moore Park**), Alison Rd (**Randwick**), John St, King St, Dangar St, Darley Rd, York Rd to Waverley Depot.

#### **Timetable Summary**

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Waverley Depot	41	M-F	Rockdale	6.40am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only.

## Route 006

### **CITY (various termini) – RANDWICK Tram Workshops (INDUSTRIAL) ■**

#### **Timeline**

**29 February 1960:** City (Martin Pl) – Randwick Tram Workshops peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.

**27 February 1961:** City terminus (some or all trips?) altered to Wynyard.

**By 1960 (?):** 007 incorporated into 006. City termini were then either Martin Pl, Wynyard or Circular Quay.

**2 February 1983:** Ceased.

### Route 007

#### **CITY (Circular Quay) – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

**29 February 1960:** Peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.

**By 1960 (?):** Incorporated into 006.

### Route 007

#### **MAROUBRA – KINGSFORD – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

**29 March 1960 (or 29 February 1960?):** Commenced by Department of Government Transport as City (Circular Quay) – Randwick Tram Workshops (connection with route in previous entry?), coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.

**7 November 1960:** New route or variation of this route, Maroubra (Fitzgerald Av) – Randwick Tram Workshops.

**31 October 1986:** Ceased.

### Route 008

#### **COOGEE – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

**29 February 1960:** Peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses.

**5 June 1968:** Ceased.

### Route 009

#### **REDFERN – MASCOT (Gardeners Rd) via O’Riordan St (INDUSTRIAL) ■**

##### **Timeline**

**24 October 1960:** Peak hour service commenced by Department of Government Transport, as part of the replacement of the Hunter Street, City – Botany (Chelmsford Av) tram service by buses. Also replaced 348.

**2 November 1986:** 009 & 385 combined as 085.

##### **Streets**

*From March 1966*

**From Redfern** (Lawson Sq at Station) via Gibbons St, Wyndham St, O’Riordan St (**Alexandria**), Gardeners Rd to Botany Rd (Mascot).

**From Mascot (Gardeners Rd)** (at Botany Rd) via Gardeners Rd, O’Riordan St, Wyndham St, Henderson Rd, Botany Rd, Regent St, Lawson Sq to Redfern Station.

##### **Timetable Summary**

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Mascot (Gardeners Rd)	11	M-F	Redfern	6.47am	Gardeners Rd	4.47pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Mascot (Gardeners Rd)).

### Route 010

#### **REDFERN – MASCOT (Gardeners Rd) via Bourke Rd (INDUSTRIAL) ■**

##### **Timeline**

**24 October 1960:** Redfern – Alexandria (Bourke Rd/Doody St) peak hour service commenced by Department of Government Transport, as part of replacement of Hunter St, City – Botany (Chelmsford Av) tram service by buses.

**11 October 1965:** Extended to run Redfern – Mascot (Gardeners Rd) via Bourke Rd.

**2 November 1986:** Renumbered 041.

## Streets

*From March 1966*

**From Redfern** (Lawson Sq at Station) via Gibbons St, Wyndham St, McEvoy St (**Alexandria**), Bowden St, Bourke Rd to Gardeners Rd (Mascot).

**From Mascot (Gardeners Rd)** (at Bourke Rd) via reverse route to Wyndham St, then Henderson Rd, Botany Rd, Regent St, Lawson Sq to Redfern Station.

## Timetable Summary

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Mascot (Gardeners Rd)	10	M-F	Redfern	6.50am	Gardeners Rd	4.16pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Mascot (Gardeners Rd)). Plus short-working/s after last trip shown.

## Route 011

**BOTANY (Chelmsford Av) – WEST KENSINGTON (Raleigh Park) via Botany Rd (INDUSTRIAL) ■**

*(Raleigh Park was the site of the WD & HO Wills tobacco factory.)*

## Timeline

**24 October 1960:** Peak hour service commenced by Department of Government Transport, as part of replacement of Hunter St, City – Botany (Chelmsford Av) tram service by buses.

**By June 1977:** Hours of service reduced to run in morning peak hour only (from Botany (Chelmsford Av)).

**31 October 1986:** Ceased.

## Streets

*From March 1966*

**From Botany** (Chelmsford Av) via Botany Rd (**Mascot**), Bourke St, Elizabeth St, Joynton Av (**Zetland**), O'Dea Av, Todman Av to Raleigh Park (West Kensington).

## Timetable Summary

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Botany (Chelmsford Av)-West Kensington (Raleigh Park)	21	M-F	Chelmsford Av	7.21am	Raleigh Park	4.42pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Botany (Chelmsford Av), afternoon from West Kensington (Raleigh Park)).

## Route 012

**CITY (Wynyard) – WOOLLOOMOOLOO (Blind Institute) (INDUSTRIAL) ■**

## Timeline

**After June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from part of 312.
- Operated by Department of Government Transport.

**1971:** Ceased, when Blind Institute moved to Enfield (*see* 019).

## Route 013

**CITY (Central Railway) – ULTIMO (Government Printing Office) (INDUSTRIAL) ■**

## Timeline

**By January 1961:** Peak hour service commenced by Department of Government Transport.

**After January 1966:** Renumbered part of 413.



## Streets

Probably same as or similar to equivalent part of 413.

## Timetable Summary

January 1966

(Showing likely times applicable prior to this date)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Ultimo (Govt Printing Office)		M-F	Pitt St, C/Rly	8.13am	Govt Print Off	4.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning, from City (Pitt St, Central Railway), afternoon from Ultimo (Government Printing Office)).

## Route 013

### COOGEE BEACH – CHIPPENDALE (City Road Junction) (INDUSTRIAL) ■

(City Road Junction is located at City Rd/Parramatta Rd.)

## Timeline

**November 1976:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 319.
- Operated by Public Transport Commission.
- Either at this time or by 3 November 1985 ran morning peak hour only *from* Coogee Beach to Chippendale (City Road Junction).

**18 April 1986:** Ceased.

## Streets

From 3 November 1985

**From Coogee Beach** via Dolphin St, Arden St, Havelock Av, Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St, Belmore Rd (**Randwick**), Cook St, Cowper St, Alison Rd, Anzac Pde (**Moore Park**), Cleveland St, Shepherd St, Broadway, City Rd to near Broadway (City Rd Junction, Chippendale).

## Timetable Summary

3 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee Beach-City Rd Junction	25	M-F	Coogee Beach	6.50am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Coogee Beach).

## Route 014

### COOGEE BEACH – WEST KENSINGTON (Raleigh Park) (INDUSTRIAL) ■

(Raleigh Park was the site of the WD & HO Wills tobacco factory.)

## Timeline

**14 September 1959:** Peak hour service commenced by Department of Government Transport, replacing tram service over the same route.

**By 1989:** Ceased.

## Streets

From March 1966

**From Coogee Beach** via Beach St [former street], Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St (**Randwick**), Belmore Rd, Alison Rd, Dacey Av (**Moore Park**), Dowling St, Todman Av to Raleigh Park (West Kensington)

**From West Kensington** (Todman Av at Raleigh Park) via reverse route to Belmore Rd, Perouse Rd, St Pauls St, Dudley St, Carr St, Havelock Av, Arden St, Coogee Bay Rd, Beach St, Dolphin St (Coogee Beach).

### Timetable Summary

April 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee Beach-West Kensington (Raleigh Park)	16	M-F	Coogee Beach	7.30am	Raleigh Park	4.41pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Coogee Beach, afternoon from West Kensington (Raleigh Park)).

### Route 014

**BONDI JUNCTION – PAGEWOOD (WD & HO Wills, Bunnerong Rd) (INDUSTRIAL) ■**

#### Timeline

**By 3 November 1985:** Peak hour service commenced by Urban Transit Authority.

**1 September 1989:** Ceased. Replaced by new 048, which commenced on 5 August 1990.

#### Streets

*From 3 November 1985*

**From Bondi Junction** (Grace Brothers, Oxford St) via Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Rainbow St, Kennedy St, Meeks St, Anzac Pde (**Kingsford**), Bunnerong Rd to Heffron Rd (WD & HO Wills, Pagewood). Reverse on return.

### Timetable Summary

3 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Pagewood (WD & HO Wills)	24	M-F	Bondi Junction	7.10am	Pagewood	4.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bondi Junction, afternoon from Pagewood (WD & HO Wills)).

### Route 015

**SYDENHAM – SYDNEY AIRPORT (International Terminal) (INDUSTRIAL) ■**

*(The International Terminal of Sydney Airport was under constrction at the time this service operated.)*

#### Timeline

**12 August 1968:** Peak hour service commenced by Department of Government Transport.

**29 August 1968:** Ceased.

### Route 016

**KYEEMAGH – SYDNEY AIRPORT (International Terminal) (INDUSTRIAL) ■**

*(The International Terminal of Sydney Airport was under constrction at the time this service operated.)*

#### Timeline

**12 August 1968:** Peak hour service commenced by Department of Government Transport.

**29 August 1968:** Ceased.

### Route 016

**ANNANDALE (Johnston St) – LANE COVE WEST (Sirius Rd) (INDUSTRIAL) ■**

#### Timeline

**23 September 1968:** Peak hour service (run on a hired basis for Electrical Control & Engineering Ltd) commenced by Department of Government Transport.

**(?):** Ceased.



### Route 018

#### **BURWOOD – EAST CONCORD (GE Crane Factory, Burwood Rd) (INDUSTRIAL) ■**

##### **Timeline**

**1950s:** Peak hour service commenced by Department of Government Transport.

**Between July 1965 & January 1966:** Replaced by extension of 462.

##### **Streets**

*(Likely route, based on later 462)*

**From Burwood Station** via Burwood Rd to GE Crane (later Austral Bronze Crane Copper) factory (East Concord).

Reverse on return.

### Route 018

#### **KINGSGROVE – NORTH RYDE (AWA Factory, Lane Cove Rd) (INDUSTRIAL) ■**

##### **Timeline**

**By January 1967:** Peak hour service commenced by Department of Government Transport.

**(?):** Ceased.

### Route 019

#### **STRATHFIELD – HOMEBUSH (Intercontinental Packers) (INDUSTRIAL) ■**

*(The site of Intercontinental Packers is in current Sydney Olympic Park.)*

##### **Timeline**

**8 September 1964:** Subsidised peak hour service commenced by Department of Government Transport.

**(?):** Ceased.

### Route 019

#### **BURWOOD – BANKSTOWN (Blind Institute, Warren Av) (INDUSTRIAL) ■**

#### **BURWOOD – ENFIELD (Blind Institute, Mitchell St) (INDUSTRIAL) ■**

- **Ran from Campsie instead of Burwood (or via Campsie?)**

##### **Timeline**

**27 August 1971:** Burwood – Enfield (Blind Institute, Mitchell St) peak hour service commenced by Department of Government Transport.

**(?):** Replaced by 025.

**(?):** Replaced 025.

**(?):** Altered to run from Campsie instead of Burwood (or via Campsie?).

**25 February 1991:**

- All or part of route replaced by 400.
- Rerouted to run Burwood (or from or via Campsie?) – Bankstown (Blind Institute, Warren Av).

**(?):** Ceased.

### Route 020

#### **PANANIA – REVESBY – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** *(believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops):* Revesby – Chullora Bus Workshops peak hour service commenced by Department of Government Transport.

**23 March 1982:** Extended to run Panania – Chullora Bus Workshops.

**29 September 1989:** Ceased.

### Route 020

#### **ROCKDALE – BELMORE – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**8 February 1993:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service commenced, replacing 497.
- Operated by Department of Government Transport.

**16 July 1999:** Ceased.

### Route 021

#### **SEFTON – REGENTS PARK – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**28 September 1959** (*believed date*): Regents Park – Chullora Bus Workshops peak hour service commenced by Department of Government Transport.

**October 1987**: Extended to run Sefton – Chullora Bus Workshops

**29 September 1989**: Ceased.

### Route 021

#### **HURSTVILLE – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**8 February 1993**: As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 496.
- Operated by State Transit Authority.

(?): Ceased.

### Route 022

#### **CITY (Central Railway) – ROZELLE (Railway Stores) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957**: As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 422.
- Operated by Department of Government Transport.

**28 August 1980**: Ceased.

### Route 022

#### **BANKSTOWN – CHULLORA (Elcar Workshops) via Canterbury Rd & Chapel Rd (INDUSTRIAL) ■**

#### **REVESBY – PUNCHBOWL – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**8 February 1993**:

- Peak hour service replaced 065.
- Operated by Department of Government Transport.

**8 July 1994**: Times of service altered to run from Chullora (Elcar Workshops) in afternoon peak hour.

(?): Altered to run (or new route?) Revesby – Chullora (Elcar Workshops & Loco Maintenance Workshops).

**16 July 1999**: Ceased.

### Route 023

#### **RYDE – BALMAIN EAST (Nicholson St) (INDUSTRIAL) ■**

#### **RYDE DEPOT – BALMAIN (Darling St Wharf) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957**: As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service Ryde – Balmain East (Nicholson St) peak hour service renumbered from 423.
- Operated by Department of Government Transport.

**1960s**: Curtailed to run Ryde – Balmain Post Office.

(?): Altered to run (or new route?) Ryde Depot – Balmain (Darling St Wharf).

**February 1986**: Ceased.

### Route 023

#### **BANKSTOWN – CHULLORA (Elcar Workshops & Loco Maintenance Workshops)** **(INDUSTRIAL) ■**

##### **Timeline**

(?): Afternoon peak hour service commenced by Department of Government Transport(?).

16 July 1999: Ceased.

### Route 024

#### **PENSHURST – HURSTVILLE – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Peak hour service Penshurst – Chullora Bus Workshops commenced by Department of Government Transport.

January 1966: Extended to run Hurstville – Chullora Bus Workshops.

12 April 1990: Ceased.

### Route 024

#### **REGENTS PARK – CHULLORA (Elcar Workshops & Loco Maintenance Workshops)** **(INDUSTRIAL) ■**

##### **Timeline**

8 February 1993:

- Peak hour service replaced 060.
- Operated by State Transit Authority.

11 July 1994: Rerouted via Lidcombe Station.

(?): Ceased.

### Route 024

#### **YAGOONA – LIDCOMBE – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

(?): Peak hour service commenced by Department of Government Transport(?).

16 July 1999: Ceased.

### Route 025

#### **RHODES – MORTLAKE (Gas Works) (INDUSTRIAL) ■**

##### **Timeline**

19 August 1959: Listed as a route (when commenced?).

(?): Ceased.

### Route 025

#### **BURWOOD – ENFIELD (Blind Institute, Mitchell St) (INDUSTRIAL) ■**

#### **CAMPSIE – ENFIELD (Blind Institute, Mitchell St) (INDUSTRIAL) ■**

#### **STRATHFIELD – ENFIELD (Blind Institute, Mitchell St) (INDUSTRIAL) ■**

##### **Timeline**

(?):

- Burwood – Strathfield – Enfield (Blind Institute) replaced 019 (?).
- Renumbered from (?).

(?): Replaced by 019 (?).

6 July 1980: Strathfield – Enfield (Blind Institute) peak hour service commenced by Public Transport Commission.

By 22 January 1982: Rerouted as Campsie – Enfield (Blind Institute)

22 February 1991: Ceased when Blind Institute moved to Bankstown.

### **Route 025**

#### **BURWOOD – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**8 February 1993:** Peak hour service commenced by State Transit Authority, replacing 481 & 498 (morning peak hour trips).

**11 July 1994:** Rerouted via Strathfield Station (south side).

**16 July 1999:** Ceased.

### **Route 026**

#### **BURWOOD – MORTLAKE (Gas Works) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 426.
- Operated by Department of Government Transport.

**October 1987:** Ceased.

### **Route 026**

#### **CITY (Central Railway) – LANE COVE (Life Savers, Mars Rd) (INDUSTRIAL) ■**

##### **Timeline**

**15 January 1965:** Special hiring peak hour service commenced by Department of Government Transport.

**By April 1987:** Ceased.

### **Route 026**

#### **STRATHFIELD – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**8 February 1993:**

- Afternoon peak hour express service from Chullora (Loco Maintenance Workshop) commenced, replacing 068.
- Operated by State Transit Authority.

**11 July 1993:** Hours of service extended to both peak hours (morning from Strathfield, afternoon from Chullora (Loco Maintenance Workshop)).

**16 July 1999:** Ceased.

### **Route 027**

#### **BURWOOD – CABARITA (BALM Paints) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 427.
- Number duplicated route in next entry for a period.
- Operated by Department of Government Transport.

**July 1979:** Ceased.

### **Route 027**

#### **CITY (Central Railway) – LANE COVE WEST (Life Savers, Mars Rd) (INDUSTRIAL) ■**

##### **Timeline**

**15 January 1965:** Special hiring commenced by Department of Government Transport.

**(?):** Ceased.

### Route 027

#### **CITY (Central Railway) – WATSONS BAY (Naval Depot) (INDUSTRIAL) ■**

##### **Timeline**

After June 1975:

- Appears to refer to peak hour trips on 327 City (Central Railway) – Watsons Bay extended to Watsons Bay (Naval Depot). Available timetables make no reference to number 027.
- Operated by Department of Government Transport.

**25 June 1979 or later:** Curtailed to run Edgecliff – Watsons Bay (Naval Depot), as part of rearrangement of routes upon opening of the Eastern Suburbs Railway.

**23 June 2002:** Replaced by a similar extension of existing 324.

### Route 027

#### **LIDCOMBE – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**11 July 1993:** Peak hour service commenced, replacing electric train service between these points.

**1 August 1994:** Renumbered 028.

### Route 028

#### **BURWOOD – CABARITA (various termini) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service, Burwood – Cabarita (Major Paints), renumbered from 428.
- Operated by Department of Government Transport.

**September 1974:** Extended at either end to run Ashfield – Burwood – Cabarita (Containers Ltd).

**12 January 1981:** Ceased. Replaced by nearby 421.

### Route 028

#### **LIDCOMBE – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**1 August 1994:**

- Renumbered from 027.
- Then or later ran only in afternoon peak hour (from Chullora (Elcar Workshops)?).

**16 July 1999:** Ceased.

### Route 029

#### **SYDENHAM – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 435.
- Operated by Department of Government Transport.

**29 September 1989:** Ceased.

### Route 029

#### **HURSTVILLE – CHULLORA (Elcar Workshops & Loco Maintenance Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**By 1995:** Commenced.

**16 July 1999:** Ceased.

### Route 030

#### **LIDCOMBE – CHULLORA Bus Workshops (INDUSTRIAL) ■**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*):

Commenced by Department of Government Transport, replacing 430 Strathfield – Leichhardt Bus Workshops.

**29 September 1989:** Ceased.

### Route 031

#### **ROZELLE Junction – RYDE – STRATHFIELD – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): As part of the renumbering of industrial routes into the 001-099 series:

- Ryde – Chullora Bus Workshops peak hour service renumbered from 431.
- Operated by Department of Government Transport.

**April 1988:** Extended to run Rozelle Junction – Chullora Bus Workshops, replacing 032 & 035.

**29 September 1989:** Rerouted via Burwood Station.

**26 March 1990:** Curtailed to run Strathfield Station (north side) – Chullora Bus Workshops.

**Soon after:** Ceased.

### Route 032

#### **ROZELLE Junction – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered & altered from 432.
- Operated by Department of Government Transport.

**April 1988:** Replaced by extension of 031.

### Route 033

#### **CITY (Wynyard) – ANNANDALE – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered & altered from 433.
- Operated by Department of Government Transport.

**29 September 1989:** Ceased.

### Route 034

#### **BONDI JUNCTION – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): As part of the renumbering of industrial routes into the 001-099 series:

- Renumbered & altered from peak hour service 434.
- Operated by Department of Government Transport.

**10 September 1987:** Ceased.

### Route 035

#### **BONDI JUNCTION – ZETLAND**

##### **Timeline**

**24 June 1957:** Peak hour service commenced by Department of Government Transport.

**7 November 1960:** Renumbered 048.



### Route 035

#### **CITY (Circular Quay) – ANNANDALE – CHULLORA Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Peak hour service, City (Central Railway) – Chullora Bus Workshops, commenced by Department of Government Transport.  
(?): Extended to run City (Circular Quay) – Chullora Bus Workshops.  
**April 1988**: Replaced by parallel 031.

### Route 036

#### **CITY (Eddy Av, Central Railway) – REDFERN – MAROUBRA JUNCTION via Botany Rd & Gardeners Rd (INDUSTRIAL) ■**

##### **Timeline**

**24 June 1957**: Redfern – Maroubra Junction via Gardeners Rd peak hour service commenced by Department of Government Transport, replacing equivalent tram service, upon replacement of the Circular Quay – Daceyville via Waterloo tram service by buses. Shared parts of route with 037, 038 & 351.  
**27 February 1961** (*based on the route pattern of shared routes 037 & 038*): Morning peak hour service extended to run from Maroubra Junction to City (Central Railway) via Gardeners Rd & Botany Rd. Afternoon trips remained as from Redfern to Maroubra Junction.  
**By March 1966**: Hours of service reduced to morning peak hour only (*from* Maroubra Junction only).  
**By December 1974**: Ceased. Replaced by existing 037 & 038.

##### **Streets**

##### **Redfern – Maroubra Junction**

*From 27 February 1961 (based on shared routes 037 & 038):*

**From Redfern** (Station) via Gibbons St, Wyndham St, Henderson Rd, Botany Rd, Gardeners Rd (**Rosebery, Daceyville**), Anzac Pde to Maroubra Junction.

**From Maroubra Junction** (Anzac Pde/Maroubra Rd) via reverse route to Botany Rd, then Regent St, Lee St, Pitt St, Eddy Av to Central Railway (City).

##### **Alteration**

**27 February 1961** (*morning peak hour*): Extended from Redfern via Regent St, Broadway, Railway Sq, George St, Rawson Pl, Eddy Av to Central Railway (City).

##### **Timetable Summary**

*See 037*

### Route 036

#### **HARBORD (Wyadra Av) – BROOKVALE (Hanimex, Old Pittwater Rd) (INDUSTRIAL) ■**

*(Harbord was renamed Freshwater on 12 January 2008.)*

##### **Timeline**

**23 January 1975**: Peak hour service commenced by Public Transport Commission on trial.  
**By June 1979**: Ceased.

##### **Streets**

*From 23 January 1975*

**From Harbord** (Wyadra Av at Harbord Rd) via Wyadra Av, Foam St, Wyndora Av, Carlton St, Albert St, Soldiers Av, Harbord Rd, Wyadra Av, Corrie Rd, Sterland Av, Pittwater Rd, Old Pittwater Rd to Hanimex (Brookvale).

**From Brookvale** (Old Pittwater Rd at Hanimex) via Old Pittwater Rd, Pittwater Rd, William St, Corrie Rd, Wyadra Av, Foam St, Wyndora Av, Albert St, Soldiers Av, Harbord Rd to Wyadra Av (Harbord).

## Timetable Summary

23 January 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Harbord (Wyadra Av)-Brookvale (Old Pittwater Rd)		M-F	Wyadra Av	7.33am	Hanimex	4.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Harbord (Wyadra Av), afternoon from Brookvale (Old Pittwater Rd)).

## Route 037

**CITY (Eddy Av, Central Railway) – REDFERN – MAROUBRA BEACH via Botany Rd & Gardeners Rd (INDUSTRIAL) ■**

## Timeline

**24 June 1957:** Redfern – Maroubra Beach via Gardeners Rd peak hour service commenced by Department of Government Transport, replacing equivalent tram service, upon replacement of the Circular Quay – Daceyville via Waterloo tram service by buses. Shared parts of route with 036, 038 & 351.

**27 February 1961:** Morning trip/s extended to run from Maroubra Beach to City (Central Railway) via Gardeners Rd & Botany Rd. Afternoon trips remained as from Redfern to Maroubra Beach.

**By December 1974:** Replaced 036.

**By 2 November 1986:** Reverted to run Redfern – Maroubra Beach in both peak hours.

**5 August 1990:** Ceased. Partly replaced by existing 396 & X96.

## Streets

### Redfern – Maroubra Beach

*From March 1966*

**From From Redfern** (Station) via Gibbons St, Wyndham St, Henderson Rd, Botany Rd, Gardeners Rd (**Rosebery, Daceyville**), Anzac Pde (**Maroubra Junction**), Maroubra Rd, Marine Pde (Maroubra Beach).

**From Maroubra Beach** (Marine Pde) via reverse route to Botany Rd, then Regent St, Lee St, Pitt St, Eddy Av to Central Railway (City).

### Redfern – Maroubra Beach (*extended to City (Eddy Av, Central Railway) in morning peak hour*)

#### Alteration

**27 February 1961 (morning peak hour):** Extended from Redfern via Regent St, Broadway, Railway Sq, George St, Rawson Pl, Eddy Av to Central Railway (City).

## Timetable Summary

April 1974

**Redfern – Maroubra industrial routes**

**036-038**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>036:</b> Maroubra Junction-City (Eddy Av, Central Railway)	29	M-F	Maroubra Jun	6.45am			Ph1	
		Sat						
		Sun						
<b>037:</b> Redfern-Maroubra Beach†	36‡	M-F	Maroubra Bch	6.45amE	Redfern	4.18pmM	Ph2	
		Sat						
		Sun						
<b>038:</b> Redfern-Phillip Bay†	45‡	M-F	Phillip Bay	6.36amE	Redfern	4.25pmP	Ph3	
		Sat						
		Sun						

† Extended to City (Eddy Av, Central Railway) in morning peak hour.

‡ Trip time to City (Eddy Av, Central Railway).

E – To City (Eddy Av, Central Railway).

M – To Maroubra Beach.

P – To Phillip Bay.

Ph1 – Morning peak hour only (from Maroubra Junction to City (Eddy Av, Central Railway)).

Ph2 – Peak hours only (morning from Maroubra Beach to City (Eddy Av, Central Railway) or to Redfern, afternoon from Redfern to Maroubra Beach).

Ph3 – Peak hours only (morning from Phillip Bay or Malabar to City (Eddy Av, Central Railway), afternoon from Redfern to Phillip Bay).

June 1977

**Redfern – Maroubra industrial routes**

**037, 038**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>037:</b> Redfern-Maroubra Beach	36	M-F	Maroubra Bch	6.45am	Redfern	4.18pm	Ph1	
		Sat						
		Sun						
<b>038:</b> Redfern-Phillip Bay†	45‡	M-F	Phillip Bay	6.36amE	Redfern	4.25pmP	Ph2	
		Sat						
		Sun						

† Extended to City (Eddy Av, Central Railway) in morning peak hour.

‡ Trip time to City (Eddy Av, Central Railway).

E – To City (Eddy Av, Central Railway).

P – To Phillip Bay.

Ph1 – Peak hours only (morning from Maroubra Beach, afternoon from Redfern).

Ph2 – Peak hours only (morning from Phillip Bay to City (Eddy Av, Central Railway), afternoon from Redfern to Phillip Bay).

## Route 038

**CITY (Eddy Av, Central Railway) – REDFERN – PHILLIP BAY via Botany Rd & Gardeners Rd (INDUSTRIAL) ■**

## Timeline

**24 June 1957:** Redfern – Malabar via Gardeners Rd peak hour service commenced by Department of Government Transport, replacing equivalent tram service, upon replacement of the Circular Quay – Daceyville via Waterloo tram service by buses. Shared parts of route with 036, 037 & 351.

**24 October 1960:** Extended to run Redfern – Phillip Bay.

**27 February 1961:** Morning trip/s extended to run from Phillip Bay to City (Central Railway). Afternoon trips unaltered.

**By December 1974:** Replaced 036.

**By 2 November 1986:** Reverted to run Redfern – Phillip Bay in both peak hours.

**5 August 1990:** Ceased. Partly replaced by existing 394, L94 & X94.

### **Streets**

**Redfern – Phillip Bay (extended to City (Eddy Av, Central Railway) in morning peak hour)**

*From March 1966*

**From Redfern** (Station) via Gibbons St, Wyndham St, Henderson Rd, Botany Rd, Gardeners Rd (**Rosebery, Daceyville**), Anzac Pde (**Maroubra Junction, Malabar, Little Bay**) to Canara Av (Phillip Bay).

**From Phillip Bay** (Anzac Pde at Canara Av) via reverse route to Botany Rd, then Regent St, Lee St, Pitt St, Eddy Av to Central Railway (City).

**City (Eddy Av, Central Railway) extension:** From Redfern via Regent St, Broadway, Railway Sq, George St, Rawson Pl, Eddy Av to Central Railway (City).

### **Timetable Summary**

*See 037*

### **Route 039**

**ROCKDALE – CHULLORA Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

**12 October 1959** (*believed date, subsequent to opening of Chullora Bus Workshops in June 1958, replacing Leichhardt Workshops*): Peak hour service commenced by Department of Government Transport.

**29 September 1989:** Ceased.

### **Route 040**

**REDFERN – WATERLOO – WEST KENSINGTON (Raleigh Park) (INDUSTRIAL) ■**

- **Redfern – Zetland (O’Dea Av) (1990s)**

*(Raleigh Park was the site of the WD & HO Wills tobacco factory.)*

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Redfern – West Kensington (Raleigh Park) peak hour & limited Saturday morning service renumbered from 340.
- Operated by Department of Government Transport.

**2 November 1986:** Curtailed to run Redfern – Waterloo (Amelia St).

**By 18 October 1987:** Days of service reduced to peak hours.

**5 August 1990:** Extended to run Redfern – Zetland (O’Dea Av).

**January 1999:** Ceased.

### **Streets**

**Redfern – West Kensington (Raleigh Park)**

*From March 1966*

**From Redfern** (Lawson Sq at Station) via Gibbons St, Wyndham St, Henderson Rd, Raglan St, Elizabeth St, Phillip St, Bourke St, Lachlan St (**Waterloo**), Dowling St, Todman Av to Raleigh Park (West Kensington).

**From West Kensington (Raleigh Park)** (Todman Av) via reverse route to Raglan St, then Botany Rd, Regent St, Lawson Sq to Redfern Station.

**Redfern – Waterloo (Amelia St)**

#### **Alteration**

**From 2 November 1986:** Ex Redfern from Bourke St via Lachlan St to Amelia St (Waterloo). Reverse on return.

**Redfern – Zetland (O’Dea Av)**

*From 17 February 1992*

**From Redfern** (Redfern St at Regent St) via Regent St, Botany Rd, Raglan St, Elizabeth St, Phillip St, Young St, McEvoy St, Bourke St, Lachlan St (**Waterloo**), Dowling St, O’Dea Av to Joynton Av (Zetland). Reverse on return.

#### **Alteration**

**By 2 February 1997:** To approach Zetland from Bourke St via O’Dea Av, Dowling St, Lachlan St to (?). Return from Bourke St (?) via O’Dea Av, Dowling St, Lachlan St.

## Timetable Summary

April 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-West Kensington (Raleigh Park)	12	M-F	Redfern	6.47am	Raleigh Park	5.03pm	Ph	
		Sat		6.08amA			A	
		Sun						

A – 1 trip from Redfern to Waterloo (Amelia St).

Ph – Peak hours only. Plus short-working/s before first trip shown.

17 February 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Zetland (O'Dea Av)	12	M-F	Redfern	6.15am	O'Dea Av	5.03pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Zetland (O'Dea Av)).

## Route 041

### ST PETERS – ALEXANDRIA (Collins St) (INDUSTRIAL) ■

- Extended to start from Kingsford (selected morning trips)

(Collins St/Botany Rd terminus is in Beaconsfield.)

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 341.
- Operated by Department of Government Transport.

**By March 1966:** Morning trips ran from St Peters to Alexandria (Collins St). Afternoon trips ran from various points in Alexandria to St Peters.

**By January 1971:**

- Trips in both peak hours ran in both directions (selected morning peak hour trips to St Peters were extended to start from Kingsford).
- Afternoon trips continued to run from various points in Alexandria to St Peters.
- Selected trips also ran at end of afternoon shift (circa 11.00pm) in both directions (rerouted as 045 by April 1974).

**2 November 1986:** Ceased. Partly replaced by 045.

## Streets

From March 1966

### From St Peters – Morning

**From St Peters** (Mitchell Rd [now Sydney Park Rd] at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd, Collins St to Botany Rd (Alexandria).

### To St Peters – Morning

**From Alexandria (Collins St)** (at Botany Rd) via Botany Rd, Reserve St, Victoria St, Collins St, Bourke Rd, Huntley St, Mitchell Rd [now Sydney Park Rd] to St Peters Station.

### To St Peters – Afternoon

Various routes.

## Timetable Summary

April 1974

### St Peters – Alexandria routes

041, 045, 047, 051, 066

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>041:</b> St Peters-Alexandria (Collins St)†	9SC	M-F	Kingsford	6.07amS	Bourke St	4.40pmS	Ph1	
		Sat						
		Sun						
<b>045:</b> St Peters-Alexandria (Ralph St/Doody St)‡	9	M-F	St Peters	6.41am	Doody St	4.35pm	Ph2	
		Sat						
		Sun						
<b>047:</b> Alexandria (Ralph St/Doody St)-St Peters§	14	M-F	Doody St	4.35pm			Ph3	
		Sat						
		Sun						
<b>051:</b> St Peters-Alexandria (Collins St) via Doody St	12	M-F	St Peters	6.24am	Collins St	5.03pm	Ph4	
		Sat						
		Sun						
<b>066:</b> St Peters-Rosebery (Queen St)¶	13	M-F	St Peters	7.06am	Joynton Av	4.46pm	Ph5	
		Sat						
		Sun						

† Selected trips extended to start from Kingsford via Collins St.

‡ From St Peters via Euston Rd. From Alexandria (Ralph St/Doody St) via Mitchell Rd [now Sydney Park Rd].

§ Via Euston Rd.

¶ Extended to start from Zetland (Joynton Av) in afternoon.

Ph1 – Peak hours only (morning both directions (including selected trips extended to start from Kingsford, afternoon from various points to St Peters).

Ph2 – Peak hours only (morning from St Peters, afternoon from Alexandria (Ralph St/Doody St)). Plus short-working/s after last trip shown. Plus 11.05pm trip from Austral Bronze to St Peters.

Ph3 – Afternoon peak hour only (from Alexandria (Ralph St/Doody St)).

Ph4 – Peak hours only (morning from St Peters to Alexandria (Collins St) or Rosebery, afternoon from Alexandria (Collins St), Austral Bronze or Rosebery).

Ph5 – Peak hours only (morning from St Peters, afternoon from Zetland).

S – To St Peters.

SC – St Peters-Alexandria (Collins St).

## Route 041

### REDFERN – MASCOT (Gardeners Rd) (INDUSTRIAL) ■

#### Timeline

3 November 1986:

- Peak hour service renumbered from 010.
- Operated by Urban Transit Authority.

5 August 1990: 085 & 041 combined as 041.

12 June 1993: 041 & 043 combined as 305.

#### Streets

From 3 November 1986

**From Redfern** (Lawson Sq at Station) via Gibbons St, Wyndham St, McEvoy St, Bowden St, Bourke Rd to Gardeners Rd (Mascot).

**From Mascot (Gardeners Rd)** (at Botany Rd) via Gardeners Rd, then reverse route to Wyndham St, then Henderson Rd, Botany Rd, Regent St to Redfern Station.



## Timetable Summary

3 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Mascot (Gardeners Rd)	11	M-F	Redfern	6.50am	Gardeners Rd	4.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Mascot (Gardeners Rd)).

## Route 042

**SYDENHAM – SYDNEY AIRPORT – BUNNERONG POWER HOUSE via Gardeners Rd,**

**Sydney Airport & Botany (INDUSTRIAL) ■**

**SYDENHAM – MASCOT (INDUSTRIAL) ■**

- **Extended from Mascot to Kingsford & Pagewood Depot (selected trips)**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Sydenham – Bunnerong Power House peak hour service renumbered from 342.
- Selected trips may also have run:
  - Sydenham – Mascot (Morley Av)
  - Sydenham – Mascot (Cooper Engineering, Coward Av)
  - Sydenham – Mascot Airport
  - Sydenham – Botany (Department of Aircraft Production).
- Operated by Department of Government Transport.
- Shared Sydenham – Mascot with 367.

**By March 1966:**

- Rerouted/curtailed as Sydenham – Mascot (Gardeners Rd) (selected trips extended to Kingsford).
- Times of service extended to early Saturday morning.
- Shared Sydenham – Mascot with 043, 044, 050, 052-054 & 367 for various periods.

**By April 1974:** Selected trips further extended from Kingsford to Pagewood Depot.

**By April 1976:** Early Saturday morning service ceased.

**30 October 1986:** Mostly replaced by existing 357.

## Streets

**Sydenham – Mascot (Gardeners Rd/Botany Rd) (selected trips extended to Kingsford)**

*From March 1966*

**From Sydenham** (Burrows Av at Station) via Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd, Gardeners Rd, Ellis Av, Birmingham St, Gillespie St, Botany Rd to Gardeners Rd (Mascot).

**From Mascot** (Gardeners Rd/Botany Rd) via Gardeners Rd, Kent Rd, then reverse route to Railway Rd, then Burrows ASv to Sydenham Station.

**Kingsford extension** (selected trips) (likely route): From Mascot (Gardeners Rd/Botany Rd) via Gardeners Rd to Nine Ways (Kingsford). Reverse on return.

## Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Mascot (Gardeners Rd)†	Fr Syden 10M 16K	M-F	Kingsford	5.57amS	Sydenham	6.22pmK	Ph	
		Sat	Gardeners Rd	6.07amS		7.37amM	Ms	
		Sun						

† Selected trips extended to Kingsford.

K – To Kingsford.

M – To Mascot.

Ms – Morning service.

Ph – Peak hours only (both directions). Extra trip (after 8.00pm) on Mondays, Tuesdays & Fridays.

S – To Sydenham.

## Route 043

**LEICHHARDT (Norton St) – SYDENHAM – BUNNERONG POWER HOUSE via Bunnerong Rd (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Leichhardt (Norton St) – Bunnerong Power House peak hour service renumbered from 343.
- Operated by Department of Government Transport.

**By March 1966:** Sydenham – Mascot shared with 044, 050, 052, 053 & 367.

**By June 1977:** Morning service curtailed to run from Sydenham to Bunnerong Power House. Afternoon service continued as Bunnerong Power House to Leichhardt (Norton St).

**By 3 November 1985:** Morning service ceased. Afternoon service curtailed to run from Mascot (Gardeners Rd) to Leichhardt (Norton St).

**By 31 October 1986:** Ceased.

## Streets

### Leichhardt – Bunnerong Power House

By March 1966

**From Leichhardt (Norton St)** (at Parramatta Rd) via Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Audley St, New Canterbury Rd, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (**Mascot**), Gardeners Rd (**Rosebery, Kingsford**), Bunnerong Rd (**Matraville**), Military Rd to Bunnerong Power House.

**From Bunnerong Power House** (Military Rd) via reverse route to Crystal St, then Parramatta Rd to Norton St.

## Alterations

- **By January 1969:** Ex Leichhardt (Norton St) from Trafalgar St via Gordon St, Livingstone Rd.
- **By January 1971:** Ex Bunnerong Power House from Gleeson Av via Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd.
- **By April 1976:** Ex Bunnerong Power House from Railway Rd via Burrows Av, Gleeson Av.

### Mascot (Gardeners Rd) – Leichhardt

From 3 November 1985

**From Mascot (Gardeners Rd)** (at Botany Rd) via Gardeners Rd, Kent St, Ricketty St, Canal Rd, Princes Hwy, Railway Rd, Burrows Av, Gleeson Av (**Sydenham**), Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd, Livingstone Rd, Gordon St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd to Norton St (Leichhardt).

## Timetable Summary

March 1966

### Leichhardt – Mascot routes

043, 044, 050, 052, 053

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
043: Leichhardt (Norton St)-Bunnerong P/House†	38BL	M-F	Leichhardt	6.45amB	Bunnerong PH	4.06pmL	Ph1	
		Sat						
		Sun						
044: Leichhardt (Norton St)-Sydney Airport	27	M-F	Leichhardt	6.25amM	Sydney Airport	5.04pmS	Ph2	
		Sat						
		Sun						
050: Botany (Munitions Store)-Leichh't (Norton St)	26	M-F	Munitions Store	4.23pm			Ph3	
		Sat						
		Sun						
052: Leichhardt (Norton St)-Bunnerong P/House‡	36	M-F	Leichhardt	6.15am	Bunnerong PH	3.04pm	Ph4	
		Sat						
		Sun						
053: Leichhardt (Norton St)-Pagewood (Holdens)	30	M-F	Leichhardt	6.42am	Holdens	4.15pm	Ph5	
		Sat						
		Sun						

† Via Bunnerong Rd.

‡ Via Botany Rd.

B – To Bunnerong Power House.

BL – Bunnerong Power House-Leichhardt (Norton St).

H – To Pagewood (Holdens).

L – To Leichhardt (Norton St).

Ph1 – Peak hours only (morning from Sydenham to Bunnerong Power House, afternoon from Mascot or Bunnerong Power House to Leichhardt (Norton St)).

Ph2 – Peak hours only (morning from Leichhardt (Norton St) to Sydney Airport, afternoon both directions Sydenham – Sydney Airport).

Ph3 – Afternoon peak hour only (from Botany (Munitions Store, Lord St)).

Ph4 – Peak hours only (both directions, including short-workings).

Ph5 – Peak hours only (morning from Leichhardt (Norton St), afternoon from Pagewood (Holdens)).

S – To Sydenham.

## Route 043

### SYDENHAM – SYDNEY AIRPORT (Domestic Terminal) (INDUSTRIAL) ■

*(Sydney Airport is also commonly known as Mascot Airport.)*

## Timeline

**2 November 1986:** Peak hour & change-of-shift weekend service commenced by Urban Transit Authority, replacing 044 (but via Sydney Airport (International Terminal), *not* via Canal Rd).

**26 April 1987:** Days of service reduced to weekday peak hours.

**12 July 1993:** 041 & 043 combined as 305.

## Streets

*From 2 November 1986*

**From Sydenham** (Burrows Av at Station) via Gleeson Av, Railway Rd, Princes Hwy (**Tempe**), West Botany St, Marsh St, **International Terminal** (Departure Level), Qantas Dr, Ninth St, Vickers Av, Sixth St, Keith Smith Av to Domestic Terminal (Sydney Airport).

**From Sydney Airport** (Domestic Terminal) via Shiers Av, Ninth St, then reverse route to Railway Rd, then Burrows Av to Sydenham Station.

## Timetable Summary

2 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Sydney Airport (Domestic Terminal)	16	M-F	Sydenham	5.35am	Domestic Term	11.03pm	A	
		Sat		5.35am		11.03pm	B	
		Sun		5.35am		11.03pm	B	

A – Peak hours & change-of-shift times (morning peak hour and early afternoon change-of-shift times from Sydenham, afternoon peak hour and late evening change-of-shift time from Sydney Airport (Domestic Terminal)).

B – Peak hours & change-of-shift times (early morning & early afternoon change-of-shift times from Sydenham, afternoon & late evening change-of-shift times from Sydney Airport (Domestic Terminal)).

18 October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Sydney Airport (Domestic Terminal)	16	M-F	Sydenham	6.05am	Domestic Term	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Sydenham, afternoon base service from Sydney Airport (Domestic Terminal) plus limited service from Sydenham).

## Route 044

### **LEICHHARDT (Norton St) – SYDENHAM – SYDNEY AIRPORT (Domestic Terminal) (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Leichhardt (Norton St) – Sydney Airport peak hour service renumbered from 344.
- Operated by Department of Government Transport.

**By March 1966:** Sydenham – Mascot shared with 043, 050, 052, 053 & 367.

**By April 1974:** Curtailed to run Sydenham – Sydney Airport (Domestic Terminal).

**By 31 October 1986:** Ceased.

## Streets

*From April 1974*

**From Leichhardt (Norton St)** (at Parramatta Rd) via Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Audley St, New Canterbury Rd, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (**Mascot**), Gardeners Rd, Botany Rd, High St, O'Riordan St, Robey St, Ninth St, Vickers Av, Keith Smith Av to Domestic Terminal (Sydney Airport).

**From Sydney Airport (Domestic Terminal)** via Shiers Av, Tenth St, O'Riordan St, King St, Botany Rd, then reverse route to Railway Rd, then Burrows Av to Sydenham Station.

## Timetable Summary

See 043

## Route 045

### **ST PETERS – ALEXANDRIA (various termini) (INDUSTRIAL) ■**

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- St Peters – Alexandria (Ralph St/Doody St) peak hour service renumbered from 345.
- Operated by Department of Government Transport.
- Shared most of route with 047 until it ceased (by 3 November 1985).

**By April 1974:** Afternoon peak hour & night trips ran from various points to St Peters.

**2 November 1986:** Altered to run St Peters – Alexandria (O’Riordan St/Collins St). Replaced most of 041, 051 & 066.

**5 August 1990:** Ceased. Replaced by new 306.

## Streets

### St Peters – Alexandria (Ralph St/Doody St)

*From March 1966*

**From St Peters** (Mitchell Rd [now Sydney Park Rd] at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd, Doody St to Ralph St (Alexandria).

**From Alexandria (Ralph St/Doody St)** via Doody St, Bourke Rd, Huntley St, Mitchell Rd [now Sydney Park Rd] to St Peters Station.

### St Peters – Alexandria (O’Riordan St/Collins St)

*From 2 November 1986*

**From St Peters** (Princes Hwy at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd, O’Riordan St to Collins St (Alexandria). Reverse on return.

## Timetable Summary

*See 041*

*2 November 1986*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>045:</b> St Peters-Alexandria (Collins St)†	9	M-F	St Peters	6.18am	Collins St	4.35pm	Ph	
		Sat						
		Sun						

† Via Euston Rd in both directions.

Ph – Peak hours only (morning from St Peters, afternoon from Alexandria (Collins St)).

## Route 046

### BONDI JUNCTION – BUNNERONG POWER HOUSE (INDUSTRIAL) ■

- Extended to Australian Paper Mills (*morning peak hour*)

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

## Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 346.
- Operated by Department of Government Transport.

**By 1959:** Some trips rerouted via Beauchamp Rd.

**2 November 1959:**

- Trips via Beauchamp Rd renumbered 056.
- Then or later, times of service on 046 reduced to afternoons only, running *from* Bunnerong Power House.
- Shared most of route with 056.

**By April 1974:**

- Service ran both directions in peak hours & *from* Bondi Junction only early Saturday morning.
- Morning peak hour trip ran Bondi Junction – Bunnerong Power House – Australian Paper Mills.

**By June 1977:**

- Saturday trip ceased.
- On weekdays ran in afternoon peak hour only (*from* Bunnerong Power House).

**2 February 1982:** Ceased.

## Streets

*From April 1974*

**From Bondi Junction** via Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Anzac Pde (**Maroubra Junction**), Maroubra Rd, Bunnerong Rd (**Matraville**), Military Rd to Bunnerong Power House.

**From Bunnerong Power House** (Military Rd) via reverse route to Anzac Pde, then Maroubra Rd, Garden St, Holmes St, Avoca St, then reverse route to Bondi Junction.

### Timetable Summary

April 1974

#### Bondi Junction – Bunnerong Power House routes

046, 056

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
046: Bondi Junction-Bunnerong P/House via Bunnerong Rd†	32	M-F	Bondi Junction	6.48amA	Bunnerong PH	4.06pmB	Ph1	
		Sat						
		Sun						
056: Bondi Junction-Bunnerong P/House via Beauchamp Rd	31	M-F	Bondi Junction	6.22am	Bunnerong PH	4.12pm	Ph2	
		Sat		6.22am				
		Sun						

† Extended to Australian Paper Mills in morning peak hour.

A – To Australian Paper Mills.

B – To Bondi Junction.

Ph1 – Afternoon peak hour only (from Bunnerong Power House).

Ph2 – Peak hours only (morning both directions, afternoon from Bunnerong Power House).

### Route 046

**CITY (Eddy Av, Central Railway) – EAST BOTANY (Johnson & Johnson, Stephen Rd)**  
(EXPRESS INDUSTRIAL) ■

### Timeline

**2 November 1986:** Peak hour service commenced by Urban Transit Authority.

**2 February 1999:** Possibly curtailed to run Redfern – East Botany.

**June 2002 (?):** Ceased.

### Streets

From 2 November 1986

**From City (Eddy Av, Central Railway)** via Pitt St, Railway Sq, Lee St, Regent St, Lawson Sq (**Redfern**), Gibbons St, Wyndham St, McEvoy St, Bourke St, Lachlan St (**Waterloo**), Dowling St, Southern Cross Dr, Wentworth Av (**Pagewood**), Page St, Stephen Rd to Johnson & Johnson factory (East Botany).

**From East Botany** (Johnson & Johnson factory, Stephen Rd) via Stephen Rd, Page St, (?), Bunnerong Rd, Heffron Rd, Page St, Wentworth Av, Southern Cross Dr, Dowling St, Lachlan St, Bourke St, McEvoy St, Botany Rd, Regent St, Lee St to Railway Square (City).

### Timetable Summary

2 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-East Botany (J & J)	21	M-F	Eddy Av	6.20am	Johnson & J'son	3.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Eddy Av, Central Railway), afternoon from East Botany (Johnson & Johnson)).



## Route 047

### **ALEXANDRIA (Ralph St/Doody St) – ST PETERS via Burrows Rd (INDUSTRIAL) ■**

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 347.
- May have served De Havillands & Snowy River Commission.
- Operated by Department of Government Transport.
- Shared most of route with 045 until 047 ceased.

**8 October 1984:** Ceased. 045 covered part of route.

#### **Streets**

*From April 1974*

**From Alexandria (Ralph St/Doody St)** via Doody St, Bourke Rd, Huntley St, Burrows Rd, Campbell Rd, Barwon Park Rd, Princes Hwy to St Peters Station.

#### **Timetable Summary**

*See 041*

## Route 047

### **CITY (Eddy Av, Central Railway) – PAGEWOOD (WD & HO Wills, Bunnerong Rd) (EXPRESS INDUSTRIAL) ■**

#### **Timeline**

**3 November 1985:** Peak hour service commenced by Urban Transit Authority.

**2 February 1989:** Ceased.

#### **Streets**

*From 3 November 1985*

**From City (Eddy Av, Central Railway)** via Pitt St, Railway Sq, Lee St, Regent St, Lawson Sq (**Redfern**), Gibbons St, Wyndham St, McEvoy St, Bourke St, Lachlan St (**Waterloo**), Dowling St, Southern Cross Dr, Wentworth Av (**Pagewood**), Bunnerong Rd to WD & HO Wills factory (Pagewood).

**From Pagewood** (WD & HO Wills, Bunnerong Rd) via Bunnerong Rd, Heffron Rd, Page St, Wentworth Av, Southern Cross Dr, Dowling St, Lachlan St, Bourke St, McEvoy St, Botany Rd, Regent St, Lee St to Railway Square (City).

#### **Timetable Summary**

*3 November 1985*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Pagewood (WD & HO Wills)	22CW 18RW	M-F	Redfern	7.07am	WD & HO Wills	4.45pmC	Ph	
			Eddy Av	7.17am				
		Sat						
		Sun						

C – To City (Railway Square).

CW – City (Central Railway)-Pagewood (WD & HO Wills).

Ph – Peak hours only (morning from City (Eddy Av, Central Railway or Redfern, afternoon from Pagewood (WD & HO Wills).

RW – Redfern-Pagewood (WD & HO Wills).

## Route 048

### **BONDI JUNCTION – ZETLAND (INDUSTRIAL) ■**

#### **Timeline**

**7 November 1960:**

- Peak hour service renumbered from 035.
- Operated by Department of Government Transport.

(?): Ceased.

## Route 048

### **ROCKDALE – SYDNEY AIRPORT (Domestic Terminal) (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

#### **Timeline**

**5 May 1970:** Peak hour service commenced by Department of Government Transport.

**31 August 1970:** Ceased.

#### **Streets**

*From 5 May 1970*

**From Rockdale** (eastern side of Station) via Bay St (**Brighton-le-Sands**), General Holmes Dr, Joyce Dr, O’Riordan St, Robey St, Qantas Dr, Ninth St, Ross Smith Av, Tenth St, Vickers Av, Sixth St, Keith Smith Av to Domestic Terminal (Sydney Airport).

**From Sydney Airport** (Domestic Terminal) via Shiers Av, Seventh St, Vickers Av, the reverse route to Rockdale.

#### **Timetable Summary**

*5 May 1970*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sydney Airport (Domestic Terminal)	23	M-F	Rockdale	6.25am	Domestic Term	5.08pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Rockdale, afternoon from Sydney Airport (Domestic Terminal)).

## Route 048

### **BONDI JUNCTION – ALEXANDRIA (Euston Rd) (INDUSTRIAL) ■**

#### **Timeline**

**5 August 1990:**

- Peak hour service commenced by State Transit Authority.
- Replaced 014, 056 & 064, which had ceased previously.
- Replaced 076, 081 & 082 with transfers

**23 June 2002:** Renumbered 348.

#### **Streets**

*From 5 August 1990*

**From Bondi Junction** (interchange) via Grosvenor St, Bronte Rd (**Waverley**), Albion St, Frenchmans Rd, Avoca St, Alison Rd (**Randwick**), Dacey Av, Lachlan St (**Waterloo**), Bourke St, O’Dea Av, Joynton Av (**Zetland**), Rothschild Av (**Rosebery**), Queen St, Botany Rd, Collins St, Bourke Rd, Huntley St to Euston Rd (Alexandria). Reverse on return.

#### **Timetable Summary**

*5 August 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Alexandria (Euston Rd)	32	M-F	Bondi Junction	6.20am	Euston Rd	5.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bondi Junction, afternoon from Alexandria (Euston Rd)).

## Route 049

### **BONDI JUNCTION – PAGEWOOD (Holdens) via Anzac Pde & Maroubra Rd** **(INDUSTRIAL) ■**

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 349.
- Operated by Department of Government Transport.

**4 August 1970:** Ceased.

## Route 050

### **LEICHHARDT (Norton St) – SYDENHAM – BOTANY (Munitions Store, Lord St)** **(INDUSTRIAL) ■**

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 350.
- Operated by Department of Government Transport.

**By March 1966:** Sydenham – Mascot shared with 043, 044, 052, 053 & 367 for various periods.

**By April 1974:** Ran only *from* Botany (Munitions Store, Lord St) to Leichhardt (Norton St) in afternoon peak hour.

**By 2 November 1986:** Ceased.

#### **Streets**

*From April 1974*

**From Botany (Munitions Store)** (Lord St) via Botany Rd (**Mascot**), Gardeners Rd, Kent Rd, Ricketty St, Canal Rd, Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), Gleeson Av, Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd (**Marrickville**), Livingstone Rd, Gordon St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd to Norton St (Leichhardt).

#### **Timetable Summary**

*See 043*

## Route 051

### **ST PETERS – ALEXANDRIA (Collins St) via Doody St (INDUSTRIAL) ■**

- **Extended to Rosebery (Dunning Av) (from 1983)**

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service, St Peters Station – Alexandria (Collins St), renumbered from 351.
- Operated by Department of Government Transport.

**27 August 1983:** Extended to run St Peters Station – Rosebery (Dunning Av).

**2 November 1986:** Ceased. Partly replaced by 045.

#### **Streets**

**St Peters – Alexandria (Collins St)**

*From April 1974*

**From St Peters** (Mitchell Rd [now Sydney Park Rd] at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd, Doody St, O’Riordan St, Collins St to Botany Rd (Alexandria).

**From Alexandria (Collins St)** (at Botany Rd) via Botany Rd, Reserve St, Victoria St, Collins St, O’Riordan St, Doody St, Bourke Rd, Huntley St, Mitchell Rd [now Sydney Park Rd] to St Peters Station.

#### **Timetable Summary**

*See 041*

## Route 052

### **LEICHHARDT (Norton St) – SYDENHAM – BUNNERONG POWER HOUSE**

**(INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 352.
- Operated by Department of Government Transport.

**By March 1966:** Sydenham – Mascot shared with 043, 044, 050, 053 & 367.

**By 2 November 1986:** Morning trip unaltered, but afternoon trip curtailed to run from Botany Cemetery to Sydenham.

**October 1987:** Ceased.

#### **Streets**

*From April 1974*

**From Leichhardt (Norton St)** (at Parramatta Rd) via Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Gordon St, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (**Mascot**), Gardeners Rd, Botany Rd (**Botany**, **Banksmeadow**), Bumborah Point Rd (**Matraville**), Military Rd to Bunnerong Power House.

**From Bunnerong Power House** (Military Rd) via reverse route to Railway Rd, then Burrows Av, Gleeson Av, Railway Rd, Marrickville Rd, Buckley St, Sydenham Rd, then reverse route to Crystal St, Parramatta Rd to Norton St (Leichhardt).

#### **Timetable Summary**

*April 1974*

*See 043*

*2 November 1986*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Botany Cemetery†	38LB	M-F	Norton St	6.18am	Botany Cem	4.18pm	Ph	
	15BS	Sat						
		Sun						

† Morning trip extended to start from Leichhardt (Norton St).

BS – From Botany Cemetery to Sydenham.

LB – From Leichhardt (Norton St) to Botany Cemetery.

Ph – Peak hours only (morning from Leichhardt (Norton St), afternoon from Botany Cemetery to Sydenham).

## Route 053

### **LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD (Holdens) via Bunnerong Rd**

**(INDUSTRIAL) ■**

#### **Timeline**

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 353.
- Operated by Department of Government Transport.

**By March 1966:** Sydenham – Mascot shared with 043, 044, 050, 052 & 367.

**By April 1974:** Ran in morning peak hour only (from Leichhardt (Norton St)).

**By 2 November 1986:** Ceased.

#### **Streets**

*From April 1974*

**From Leichhardt (Norton St)** (at Parramatta Rd) via Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Gordon St, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Gleeson Av, Railway Rd, Princes Hwy, Canal Rd, Ricketty St, Kent Rd (**Mascot**), Gardeners Rd, Bunnerong Rd, Heffron Rd to Holdens (Pagewood).

## Timetable Summary

See 043

### Route 054

**LEICHHARDT (Norton St) – SYDENHAM – MASCOT (Botany Rd/Gardeners Rd)**  
**(INDUSTRIAL) ■**

#### Timeline

**24 June 1957:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 354.
- Operated by Department of Government Transport.

**By March 1966:** Ceased.

### Route 055

**PAGEWOOD DEPOT – MASCOT – SYDENHAM (INDUSTRIAL) ■**

#### Timeline

**24 June 1957:** Peak hour service commenced by Department of Government Transport.

**(?):** Ceased.

### Route 055

**BURWOOD – STRATHFIELD – CHULLORA Bus Workshops (INDUSTRIAL) ■**

#### Timeline

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Peak hour service Burwood – Chullora Bus Workshops commenced by Department of Government Transport.

**16 February 1976:** Curtailed to run Strathfield – Chullora Bus Workshops.

**8 September 1989:** Salaried workers morning peak hour trip ceased.

**(?):** Other trips (if any?) ceased.

### Route 056

**BONDI JUNCTION – BUNNERONG POWER HOUSE via Beauchamp Rd (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

#### Timeline

**2 November 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Trips via Beauchamp Rd on 046 renumbered.
- Operated by Department of Government Transport.
- Shared most of route with 046.

**By April 1974:** Service ran only in morning peak hour (both directions).

**By 18 October 1987:** Service reduced to run only *from* Bondi Junction.

**By 5 August 1990:** Ceased. Replaced by new 048 on 5 August 1990.

#### Streets

*From April 1974*

**From Bondi Junction** via Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Anzac Pde (**Maroubra Junction**), Fitzgerald Av, Bunnerong Rd (**Matraville**), Beauchamp Rd, [Botany Rd], Bumborah Point Rd, Military Rd to Bunnerong Power House.

**From Bunnerong Power House** (Military Rd) via reverse route to Anzac Pde, then Maroubra Rd, Garden St, Holmes St, Avoca St, then reverse route to Bondi Junction.

#### Alteration

**From 2 November 1986:** Ex Bondi Junction from Anzac Pde via Maroubra Rd, Bunnerong Rd. Reverse on return.

## Timetable Summary

April 1974

See 046

2 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Botany Cemetery	34	M-F	Bondi Junction	6.21am	Botany Cem	7.04am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (both directions).

### Route 057

**KINGSGROVE Station – KINGSGROVE (IR Co) (INDUSTRIAL) ■**

#### **Timeline**

25 January 1960: Peak hour service commenced by Department of Government Transport.

Between January & August 1972: Ceased.

### Route 058

**BURWOOD DEPOT – SYDENHAM – CAMPSIE (INDUSTRIAL) ■**

#### **Timeline**

1972: Peak hour service commenced by Department of Government Transport.

Circa 1990: Ceased.

### Route 059

**KINGSGROVE – KINGSGROVE (Ford Sherrington, Vanessa St) (INDUSTRIAL) ■**

#### **Timeline**

6 February 1967: Subsidised peak hour service commenced by Department of Government Transport.

March 1977: Listed as 057 (?).

Between June 1975 & June 1979: Ceased.

### Route 060

**REGENTS PARK – CHULLORA (STS Railway Workshops) (INDUSTRIAL) ■**

#### **Timeline**

1972: Peak hour service commenced by Department of Government Transport.

October 1987: Ceased. Then or later replaced by 024.

### Route 060

**CHATSWOOD – FRENCHS FOREST (House with No Steps, Grattan Cr) (INDUSTRIAL) ■**

#### **Timeline**

20 July 1997: Peak hour service commenced by Department of Government Transport.

2 April 2000: Renumbered L61.

(?): Renumbered back from L61 to 060.

By 9 October 2005: Renumbered 137.

### Route 061

**Homebush – Homebush (Ralph Symonds, Hill Rd/Benelong Rd) (INDUSTRIAL) ■**

*(Hill Rd/Benelong Rd is on the border of current Sydney Olympic Park/Wentworth Point.)*

#### **Timeline**

31 March 1965:

- Subsidised peak hour service revived by Department of Government Transport, replacing private route.
- Also ran via Sharpro Industries, Pomeroy St, Homebush.

28 February 1966: Rerouted via North Strathfield Station.

Late 1986/early 1987: Ceased. Later revived as 062 (?).



### Route 061

#### **STRATHFIELD – HOMEBUSH BAY (Ralph Symonds, Hill Rd/Benelong Rd) via State Sports Centre & Aquatic Centre (INDUSTRIAL) ■**

*(Hill Rd/Benelong Rd is on the border of current Sydney Olympic Park/Wentworth Point.)*

##### **Timeline**

**June 1998:** Peak hour service commenced by Department of Government Transport.

**15 April 1999:** Replaced by 403.

### Route 062

#### **STRATHFIELD – HOMEBUSH BAY (David Jones) (INDUSTRIAL) ■**

##### **Timeline**

**31 May 1971:** Peak hour hired service commenced by Department of Government Transport.

**25 January 1985:** Ceased.

### Route 062

#### **STRATHFIELD – HOMEBUSH (Sharpro Industries, Pomeroy St) (INDUSTRIAL) ■**

##### **Timeline**

**3 October 1989:** Peak hour service commenced by Department of Government Transport, possibly being 061 revived, but from Strathfield (?).

**15 October 1993:** Replaced by 401-403.

### Route 063

#### **REVESBY (The River Rd/Henry Lawson Dr) – CHULLORA (Apprentice Training College) (INDUSTRIAL) ■**

##### **Timeline**

**26 April 1974:** Peak hour service commenced by Department of Government Transport.

**(?):** Ceased.

### Route 064

#### **BONDI JUNCTION – KINGSFORD – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

##### **Timeline**

**24 April 1959 or 25 January 1960(?):** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 364 (which had run North Bondi – Sydney Airport (Domestic Terminal)).
- Operated by Department of Government Transport.

**Before 5 August 1990:** Ceased. Replaced by new 048 on 5 August 1990.

##### **Streets**

*From March 1966*

**From Bondi Junction** via Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Kingsford**), Gardeners Rd, Maloney St (**Eastlakes**), King St (**Mascot**), O’Riordan St, Robey St, Ninth St, Vickers Av, Sixth St, Keith Smith Av to Sydney Airport.

**From Sydney Airport** via Shiers Av, Tenth St, O’Riordan St, the reverse route to Bondi Junction.

## Timetable Summary

April 1974

### Bondi Junction – Mascot routes

064, 076, 077

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
064: Bondi Junction-Sydney Airport (Domestic Terminal)	30	M-F	Bondi Junction	6.26am	Domestic Term	5.08pm	Ph1	
		Sat						
		Sun						
076: Bondi Junction-Alexandria†	30	M-F	Bondi Junction	6.37am	Euston Rd	3.35pm	Ph2	
					Dunning Av	4.09am		
		Sat						
077: Mascot (Kent Rd)-Bondi Junction	28	M-F	Kent Rd	4.17pm			Ph3	
		Sat						
		Sun						

† Also Rosebery (Dunning Av) to Bondi Junction.

Ph1 – Peak hours only (morning from Bondi Junction, afternoon from Sydney Airport (Domestic Terminal)).

Ph2 – Peak hours only (morning from Bondi Junction, afternoon from Alexandria (Euston Rd) or Rosebery (Dunning Av)).

Ph3 – Afternoon peak hour only (from Mascot (Kent Rd)).

2 November 1986

### Bondi Junction – Mascot routes

064, 076, 080-082

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
064: Bondi Junction-Sydney Airport (Domestic Terminal)	30	M-F	Bondi Junction	6.26am	Domestic Term	5.08pm	Ph1	
		Sat						
		Sun						
076: Bondi Junction-Alexandria	30	M-F	Bondi Junction	6.37am	Euston Rd	3.35pm	Ph2	
					Dunning Av	4.09am		
		Sat						
080: Mascot (Gardeners Rd)-Bondi Junction	27	M-F	Gardeners Rd	4.44pm			Ph3	
		Sat						
		Sun						
081: Bondi Junction-Rosebery (Hayes Rd)	24	M-F	Bondi Junction	6.56am			Ph4	
		Sat						
		Sun						
082: Alexandria (Euston Rd)-Bondi Junction	42	M-F	Euston Rd	4.31pm			Ph5	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Bondi Junction, afternoon from Sydney Airport (Domestic Terminal)).

Ph2 – Peak hours only (morning from Bondi Junction, afternoon from Alexandria (Euston Rd) or Rosebery (Dunning Av)).

Ph3 – Afternoon peak hour only (from Mascot (Gardeners Rd)).

Ph4 – Morning peak hour only (from Bondi Junction).

Ph5 – Afternoon peak hour only (from Alexandria (Euston Rd)).

## Route 065

### BANKSTOWN – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■

(?): Peak hour service commenced by Department of Government Transport.

October 1987 or later: Ceased. Replaced by 022.

## Route 066

### **ST PETERS – ROSEBERY (Sweetacres, Queen St) (INDUSTRIAL) ■**

- **Extended to start from Zetland (Joynton Av) (afternoon peak hour)**

#### **Timeline**

**25 January 1960 or March 1966:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 366.
- Operated by Department of Government Transport.

**By April 1974:** Ran from St Peters to Rosebery (Queen St) in morning & from Zetland (Joynton Av, northern end) to St Peters in afternoon.

**2 November 1986:** Ceased. Partly replaced by 045.

#### **Streets**

*From April 1974*

**From St Peters** (Mitchell Rd [now Sydney Park Rd] at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd (**Alexandria**), Collins St, Botany Rd, Epsom Rd, Rothschild Av, Queen St to Dunning Av (Rosebery).

**From Zetland** (Joynton Av, northern end) via Joynton Av, Rothschild Av, Queen St, Botany Rd, Collins St, Bourke Rd, Huntley St, Mitchell Rd [now Sydney Park Rd] to St Peters Station.

#### **Timetable Summary**

*See 041*

## Route 067

### **ZETLAND (Email, O'Dea Av) – BONDI JUNCTION via Gardeners Rd (INDUSTRIAL) ■**

#### **Timeline**

**March 1966:** Peak hour service commenced by Department of Government Transport.

**By April 1974:** Ran from Zetland (O'Dea Av) to Bondi Junction in afternoon peak hour.

**By 2 November 1986:** Ceased.

#### **Streets**

*From April 1974*

**From Zetland** (O'Dea Av/Joynton Av) via Joynton Av, Rothschild Av (**Rosebery**), Harcourt Pde, Botany Rd, Gardeners Rd, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd (**Randwick**), Avoca St, Stanley St, Monmouth St, Earl St, Avoca St, York Rd, Queens Park Rd (**Queens Park**), Denison St, Cuthbert St, Alt St, Birrell St, Newland St, Oxford St to Bondi Junction.

#### **Timetable Summary**

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Zetland (O'Dea Av)-Bondi Junction	38	M-F	O'Dea Av	4.35pm			Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from Zetland (O'Dea Av)).

## Route 068

### **STRATHFIELD – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

#### **Timeline**

**1970s:** Peak hour service commenced by Department of Government Transport.

**September 1989:** Ceased. Then or later replaced by 026.

## Route 071

### **BURWOOD – CHISWICK (Lysaght Wire Mills) (INDUSTRIAL) ■**

#### **Timeline**

**8 September 1986:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from equivalent trips on 491.
- Operated by Urban Transit Authority.

**27 January 1989:** Ceased.

#### **Streets**

*From 8 September 1986*

**From Burwood** (Railway Pde) via Shaftesbury Rd, Victoria St, Queen St, Lang St, Church St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), Blackwall Point Rd (Chiswick).

**From Chiswick:**

- *Either* from Lysaghts Wire Mills [Blackwall Point Rd near Parkview Rd] via Blackwall Point Rd, then reverse of “from Burwood”.
- *Or* from Blackwall Point Rd/Hezlet St via Blackwall Point Rd, Great North Rd, Hampden Rd, Lyons Rd, Great North Rd, Parramatta Rd, Lucas Rd, Waimea St, Shaftesbury Rd, Railway Pde to Burwood.

#### **Timetable Summary**

*8 September 1986*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Chiswick	Approx 25	M-F	Burwood	6.27am	Lysaghts	4.06pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning both directions, afternoon from Chiswick (Lysaght Wire Mills)).

## Route 073

### **COOGEE BEACH – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

#### **Timeline**

**25 January 1960:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 373.
- Operated by Department of Government Transport.

**24 October 1960:** Renumbered 074.

## Route 074

### **COOGEE – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport. Terminal facilities were located solely at the site of the current Domestic Terminal until 1970, when the International Terminal was opened.)*

#### **Timeline**

**24 October 1960:**

- Peak hour service renumbered from 073.
- Operated by Department of Government Transport.

**By January 1972:** Ceased.

## Route 076

### **BONDI JUNCTION – ALEXANDRIA (Austral Bronze, O’Riordan St) (INDUSTRIAL) ■**

- **Also ran from Rosebery (Dunning Av) to Bondi Junction (afternoon peak hour)**

#### **Timeline**

**25 January 1960:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 376.
- Operated by Department of Government Transport.

**By April 1974:** Besides running Bondi Junction – Alexandria (O’Riordan St), 1 afternoon trip ran Rosebery (Dunning Av) to Bondi Junction.

**November 1985:** Ceased.

#### **Streets**

*From April 1974*

**From Bondi Junction** via Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Kingsford**), Gardeners Rd, O’Riordan St to Austral Bronze (Alexandria).

**From Alexandria** (?) via Huntley St, Bourke Rd, Collins St, O’Riordan St, Doody St, Ralph St, Shirley St, Botany Rd, Hayes Rd, Dunning Av, Gardeners Rd, then reverse route to Bondi Junction.

#### **Timetable Summary**

*See 064*

## Route 076

### **BONDI JUNCTION – MASCOT (Gardeners Rd/Botany Rd) ■**

#### **Timeline**

**30 October 1986:** Renumbered from 077.

**5 August 1990:** Replaced by new 048, with transfers.

## Route 077

### **MASCOT (Cooper Engineering, Coward St) – BONDI JUNCTION (INDUSTRIAL) ■**

#### **Timeline**

**16 November 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 377.
- Operated by Department of Government Transport.

(?): Curtailed to run Bondi Junction – Mascot (Gardeners Rd/Botany Rd).

**By April 1974:** Ran in afternoon peak hour only (from Mascot (Coward St)).

**September 1974:** Listed as running Bondi Junction – Mascot (Kent Rd).

**30 October 1986:** Renumbered 076.

#### **Streets**

*From April 1974*

**From Mascot** via Kent Rd, Coward St, O’Riordan St, Gardeners Rd, Anzac Pde (**Kingsford**), Meeks St, Kennedy St, Barker St, Botany St, Alison Rd (**Randwick**), Avoca St, Frenchmans Rd, Carrington Rd, Bronte Rd (**Waverley**) to Bondi Junction.

#### **Timetable Summary**

*See 064*

## Route 078

### **SANS SOUCI – DOLLS POINT – DARLINGHURST via ANA Bourke Rd, Alexandria (INDUSTRIAL) ■**

#### **Timeline**

**25 January 1960:** As part of the renumbering of industrial routes into the 001-099 series:

- Sans Souci – Alexandria (ANA, Bourke Rd) peak hour service renumbered from 378.
- Operated by Department of Government Transport.

(?): Extended to run Sans Souci – Alexandria – Darlinghurst.

By 1965 (?): Ceased.

## Route 078

### **CARINGBAH – SANS SOUCI – WATERLOO (Amelia St) – WAVERLEY DEPOT (INDUSTRIAL) ■**

#### **Timeline**

**31 May 1965:** Upon opening of Captain Cook Bridge:

- Peak hour service Caringbah – Waterloo (Amelia St) commenced by Department of Government Transport.
- Then or otherwise, replaced (Sans Souci – Rockdale?) part of 005.
- Shared Caringbah – Mascot with 079.

**By September 1974:** Extended to run Caringbah – Mascot – Randwick Workshops.

**3 November 1986:** Extended to run Caringbah – Waterloo – Waverley Depot.

**5 August 1990:** Ceased. Replaced by existing 079 (with transfer to 477).

#### **Streets**

#### **Caringbah – Waterloo (Amelia St)**

*From 31 May 1965*

**From Caringbah** (Denman Av at Station) via Kingsway, Taren Point Rd, Captain Cook Bridge, Rocky Point Rd (Sans Souci), Fontainebleau St, Napoleon St, Riverside Cres, Clareville Av (Sandringham), Russell Av, Malua St (Dolls Point), The Grand Parade (Ramsgate Beach, Monterey, Brighton-le-Sands), General Holmes Dr, Botany Rd (Mascot), Gardeners Rd, O’Riordan St, Doody St, Bourke Rd (Alexandria), Lachlan St to Amelia St (Waterloo).

**From Waterloo** (Lachlan St at Amelia St) via Lachlan St, Bourke St, O’Riordan St, Gardeners Rd, Botany Rd, then reverse route to Kingsway, then Banksia Rd, Denman Av to Caringbah Station.

#### **Timetable Summary**

*31 May 1965*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Waterloo (Amelia St)	50	M-F	Caringbah	6.16am	Amelia St	4.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Caringbah, afternoon from Waterloo (Amelia St)).

## Route 079

### **CARINGBAH – SANS SOUCI – REDFERN (INDUSTRIAL) ■**

#### **Timeline**

**31 May 1965:** Morning peak hour service from Caringbah commenced by Department of Government Transport, upon opening of Captain Cook Bridge. Shared Caringbah – Mascot with 078.

**August 1979:** Curtailed to run Dolls Point – Redfern.

**5 August 1990:** Replaced 078 (with transfer to 477).

**15 February 1992:** Ceased.

#### **Streets**

*From 31 May 1965*

**From Caringbah** (Denman Av at Station) via Kingsway, Taren Point Rd, Captain Cook Bridge, Rocky Point Rd (Sans Souci), Fontainebleau St, Napoleon St, Riverside Cres, Clareville Av (Sandringham), Russell Av, Malua St (Dolls Point), The Grand Parade (Ramsgate Beach, Monterey, Brighton-le-Sands), General Holmes Dr, Botany Rd (Mascot, Beaconsfield), Regent St, Lawson Sq to Redfern Station.



### Timetable Summary

31 May 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Redfern	52	M-F	Caringbah	6.35am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Caringbah).

### Route 080

**BONDI JUNCTION – ALEXANDRIA (Snowy River Commission & DeHavillands, O’Riordan St) (INDUSTRIAL) ■**

**BONDI JUNCTION – MASCOT – ST PETERS (INDUSTRIAL) ■**

### Timeline

**By 25 January 1960:** As part of the renumbering of industrial routes into the 001-099 series:

- Renumbered from 380.
- Operated by Department of Government Transport.

**1970s:** Route was Bondi Junction – Alexandria (? location).

**1970s (?):** Extended to run Bondi Junction – Alexandria – St Peters.

**By April 1974:** Ran in afternoon peak hour only (from St Peters).

**By August 1979:** Curtailed to run from Alexandria (Euston Rd/Huntley St) or Mascot (Gardeners Rd/Botany Rd) to Bondi Junction.

**By 2 November 1986:** Route ran from Mascot (Gardeners Rd/Botany Rd) only.

**By 18 October 1987:** Ceased.

### Streets

#### St Peters – Alexandria – Bondi Junction

*From April 1974*

**From St Peters** (Mitchell Rd [now Sydney Park Rd] at Station) via Princes Hwy, Barwon Park Rd, Campbell Rd, Euston Rd, Huntley St, Bourke Rd, Collins St (**Alexandria**), O’Riordan St, Bourke St, Lachlan St (**Waterloo**), Dacey Av (**Moore Park**), Alison Rd (**Randwick**), Frenchmans Rd, Carrington Rd, Bronte Rd (**Waverley**) to Bondi Junction.

#### Alexandria (Euston Rd) – Bondi Junction

*From August 1979*

**From Alexandria** (Euston Rd/Huntley St) via Huntley St, Bourke Rd, Collins St, O’Riordan St, Bourke St, Lachlan St, Dacey Av (**Moore Park**), Alison Rd (**Randwick**), Frenchmans Rd, Carrington Rd, Bronte Rd (**Waverley**) to Bondi Junction.

#### Mascot – Bondi Junction from Gardeners Rd

*From August 1979*

**From Mascot** (Gardeners Rd/Botany Rd) via Gardeners Rd, O’Riordan St, then same route

### Timetable Summary

April 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Peters-Bondi Junction	31	M-F	St Peters	4.28pm			Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from St Peters).

## August 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Alexandria (Euston Rd)/Mascot (Gard'ners Rd)-Bondi Junction	33E 26G	M-F	Euston Rd	4.31pm	Gardeners Rd	4.44pm	Ph	
		Sat						
		Sun						

E – From Alexandria (Euston Rd).

G – From Mascot (Gardeners Rd).

Ph – Afternoon peak hour only to Bondi Junction.

## Route 081

### **ST PETERS – ZETLAND (Joynton Av/O'Dea Av) (INDUSTRIAL) ■**

#### **Timeline**

**25 January 1960:** As part of the renumbering of industrial routes into the 001-099 series:

- Renumbered from 381.
- Operated by Department of Government Transport.

**By January 1969:** Ceased.

## Route 081

### **BONDI JUNCTION – ROSEBERY (Hayes Av) (INDUSTRIAL) ■**

#### **Timeline**

**19 January 1970:** Peak hour service commenced by Department of Government Transport.

**By August 1979:** Ran in morning peak hour only from Bondi Junction.

**5 August 1990:** Replaced by new 048.

#### **Streets**

*From April 1974*

**From Bondi Junction** via Oxford St, Bronte Rd (**Waverley**), Carrington Rd, Frenchmans Rd, Avoca St, Alison Rd (**Randwick**), Dacey Av (**Moore Park**), Lachlan St (**Waterloo**), Bourke St, Elizabeth St, Joynton Av (**Zetland**), Rothschild Av to Hayes Av (Rosebery).

**From Rosebery** (Rothschild Av/Hayes Av) via Rothschild Av, Joynton Av, Elizabeth St, Merton St, Portman St, Bourke St, then reverse route.

#### **Timetable Summary**

*April 1974*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rosebery (Hayes Av)	23	M-F	Bondi Junction	6.57am	Hayes Av	4.32pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Bondi Junction, afternoon from (Rosebery (Hayes St))).

## Route 082

### **CITY (Central Railway) – ALEXANDRIA (Spinning Mills) (INDUSTRIAL) ■**

#### **Timeline**

**1960(?):** Peak hour service commenced by Department of Government Transport, reviving industrial 382 over same or similar route.

**(?):** Ceased.

## Route 082

### **ALEXANDRIA (Euston Rd) – BONDI JUNCTION (INDUSTRIAL) ■**

#### **Timeline**

**25 July 1983:** Peak hour service commenced by Urban Transit Authority. Then or later ran only from Alexandria (Euston Rd) to Bondi Junction in the afternoon peak hour.

**5 August 1990:** Replaced by new 048.

## Streets

### Alteration:

**From 13 August 1983:** Via Bourke St instead of Elizabeth St.

**From 3 November 1985**

**From Alexandria (Euston Rd)** (at Huntley St) via Huntley St, Bourke Rd, Collins St, Botany Rd, Queen St, Rothschild Av (**Rosebery**), Joynton Av (**Zetland**), Elizabeth St, Merton St, Portman St, Bourke St, Lachlan St (**Waterloo**), Dacey Av, Alison Rd (**Randwick**), Avoca St, Frenchmans Rd, Carrington Rd, Bronte Rd (**Waverley**) to Bondi Junction .

## Timetable Summary

**2 November 1986**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Alexandria (Euston Rd)-Bondi Junction	42	M-F	Euston Rd	4.31pm			Ph	
		Sat						
		Sun						

Ph –Afternoon peak hour only.

## Route 085

**CITY (Circular Quay) – SYDNEY AIRPORT (Domestic Terminal) (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport.)*

## Timeline

**3 November 1986:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 385 & combined with 009.
- Operated by Urban Transit Authority.

**5 August 1990:** 085 & 041 combined as 041.

## Streets

**From 3 November 1986**

**From City (Circular Quay)** (Young St at Alfred St) via Alfred St, Phillip St, Elizabeth St, Eddy Av, Pitt St, Railway Sq, Regent St, Lawson Sq (**Redfern**), Gibbons St, Wyndham St, O’Riordan St (**Alexandria, Mascot**), Robey St, Qantas Dr, Ninth St, Vickers Av, Sixth St, Keith Smith to Domestic Terminal (Sydney Airport).

**From Sydney Airport** (Domestic Terminal) via Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, then reverse route to Wyndham St, then Henderson Rd, Botany Rd, Regent St, then reverse route to Phillip St, then Bridge St, Young St to Circular Quay (City).

## Timetable Summary

**3 November 1986**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Sydney Airport (Domestic Terminal)	37CD 13RG	M-F	Redfern	6.30amG	Domestic Term	5.05pmC	Ph	
			Circular Quay	6.48amD				
		Sat						
		Sun						

C – To City (Circular Quay).

CD – City (Circular Quay)-Sydney Airport (Domestic Terminal).

D – To Sydney Airport (Domestic Terminal).

G – To Mascot (Gardeners Rd/Botany Rd).

Ph – Peak hours only:

Morning, from City (Circular Quay) to Sydney Airport (Domestic Terminal) & from Redfern to Mascot (Gardeners Rd/Botany Rd).

Afternoon, from Sydney Airport (Domestic Terminal) to City (Circular Quay) & from Mascot (Gardeners Rd/Botany Rd) to Redfern.

RG – Redfern-Mascot (Gardeners Rd/Botany Rd).

## Route 088

### **CITY (Queen Victoria Building) – STAR CITY CASINO (INDUSTRIAL) ■**

#### **Timeline**

**3 April 1995:** Service at shift start & finishing times commenced by State Transit Authority.

**18 August 1995:** Replaced by increased hours of service on 21.

## Route 089

### **CITY (Railway Square) – PYRMONT (various termini) (INDUSTRIAL) ■**

#### **Timeline**

**2 August 1987:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 413:
  - From City (Railway Square) to Pyrmont (Jones St) (morning peak hour)
  - From Ultimo (Government Printing Office) to City (Railway Square) (afternoon peak hour).
- Operated by Urban Transit Authority.

**4 October 1990:** Ceased. 501 provided a similar service.

#### **Streets**

*From 2 August 1987 (likely route)*

**From City (Railway Square)** via Lee St, Regent St, Harris St, John St, Jones St (Pyrmont).

#### **Timetable Summary**

*8 February 1987*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Pyrmont		M-F	Railway Sq	6.39am	Govt Print Off	4.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Railway Square) to Pyrmont (Jones St), afternoon from Ultimo (Government Printing Office) to City (Railway Square)).

## Route 090

### **CITY (Circular Quay) – ULTIMO (Government Printing Office)**

#### **Timeline**

**By 1959:** Commenced by Department of Government Transport.

**(?):** Ceased.

## Route 090

### **PYRMONT (Bayview St) – CITY – WOOLLOOMOOLOO via Pyrmont Bridge & Grosvenor St, City (INDUSTRIAL) ■**

- **Extended to start from Garden Island (afternoon peak hour)**  
*(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)*  
*(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)*

#### **Timeline**

**29 December 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service renumbered from 390:
  - From Pyrmont (Bayview St) to Woolloomooloo (limited morning peak hour service).
  - From Garden Island to Pyrmont (Bayview St) (afternoon peak hour service).
- Service *to* Garden Island from Pyrmont (Bayview St) provided by 093.
- Operated by Department of Government Transport, supplementary to 092.

**12 September 1977:** As part of rearrangement of 090-093 due to low patronage:

- Base service curtailed to run City (York St) – Pyrmont (Bayview St) (peak hours only).
- Selected trips (previously run as 092) terminated at other nearby termini in Pyrmont (No 25 Wharf, Royal Edward Victualling Yard or CSR Gates).

**3 August 1981:** Pyrmont terminus altered to Jones St.

**25 September 1994:** Replaced by new 443.

## **Streets**

### **Pyrmont (Bayview St) – City – Woolloomooloo (afternoon peak hour trips extended to start from Garden Island)**

*From 4 October 1960*

**From Pyrmont** (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pyrmont Bridge, Market St, Clarence St, Jamison St, Lang St, Grosvenor St, George St, Bridge St (**City**), Phillip St, Bent St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [then linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, Grosvenor St, Lang St, York St, Druitt St, Sussex St, Pyrmont Bridge, Union St, Pyrmont Bridge Rd, Harris St, then reverse route to Bayview St (Pyrmont).

**Garden Island extension:** From Garden Island (Graving Dock) via Graving Dock Rd to Woolloomooloo (Cowper Wharf Roadway at Wylde St).

### **City (York St) – Pyrmont (Bayview St)**

*From 12 September 1977*

**From City (York St)** (at Queen Victoria Building) via Druitt St, Sussex St, Market St, Pyrmont Bridge, Pyrmont Bridge Rd, Harris St, Scott St, Cross St, Bowman St, Point St to Bayview St (Pyrmont).

**From Pyrmont (Bayview St)** via reverse route to Pyrmont Bridge, then Market St to York St.

### **City (York St) – Pyrmont (Jones St)**

#### **Alterations**

- *From 3 August 1981:* To approach Pyrmont from Harris St via John St, Jones St. Return via Bowman St, Harris St.
- *Circa 1981-87:* Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

## Timetable Summary

4 October 1960

### Pymont – Woolloomooloo routes

#### 090-093

Trips *to* Garden Island from Pymont (Bayview St), City (Wynyard), City (St James Station) or Darlinghurst displayed 093, while those *from* Garden Island displayed 090, 091 or 092 according to destination.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>090:</b> Pymont (Bayview St)-Woolloomooloo†		M-F	Wool'mooloo	6.13amB	Garden Island	4.24pmB 4.55pmW	Ph1	
		Sat						
		Sun						
<b>091:</b> Garden Island-Darlinghurst	9	M-F	Garden Island	6.54am	Garden Island	4.38pm	Ph2	
		Sat						
		Sun						
<b>092:</b> Pymont (Bayview St)-Woolloomooloo‡	29§	M-F	Bayview St	5.30amW	Garden Island Wool'mooloo	4.55pmY 5.34pmB	Ph3	
		Sat	Wynyard	6.51amB	Bayview St	1.00pmY	30	
		Sun						
<b>093:</b> Pymont (Bayview St)-Garden Island	29	M-F	Bayview St	6.29am	Bayview St	3.52pm	Ph4	
		Sat						
		Sun						
<b>093:</b> Darlinghurst-Garden Island	10	M-F	Darlinghurst	6.42am	Darlinghurst	4.24pm	Ph5	
		Sat						
		Sun						

† Via Grosvenor St, City.

‡ Via Millers Point. Extended to start from Garden Island in afternoon peak hour.

§ 3 extra for trips from Garden Island.

B – To Pymont (Bayview St).

Ph1 – Peak hours only (morning from Woolloomooloo to Pymont (Bayview St), afternoon from Garden Island to Pymont (Bayview St) or City (Wynyard)). Plus short-working/s before first trip shown.

Ph2 – Peak hours only (from Garden Island to Darlinghurst). Service *from* Darlinghurst to Garden Island provided by 093.

Ph3 – Peak hours only:

Morning peak hour, base service, Pymont (Bayview St)-Woolloomooloo, plus short-workings City (Wynyard or St James Station)- Pymont (Bayview St). Morning peak hour service from Pymont (Bayview St) to Garden Island provided by 093.

Afternoon peak hour, base service, Pymont (Bayview St)-Woolloomooloo, plus short-workings City (Wynyard)-Pymont (Bayview St) & from Garden Island to City (St James Station or Wynyard).

Selected trips terminated at other nearby termini in Pymont (Royal Edward Victualling Yard or CSR Gates).

Ph4 – Peak hours only (from Pymont (Bayview St) to Garden Island (plus short-workings from City (Wynyard or St James Station)). Plus short-working/s after last trip shown.

Ph5 – Peak hours only (from Darlinghurst to Garden Island). Service *from* Garden Island to Darlinghurst provided by 091.

W – To Woolloomooloo.

Y – To City (Wynyard).

#### 12 September 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>090:</b> City (York St) – Pymont (Bayview St)	8	M-F	York St	6.00am	Bayview St	4.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Selected trips terminated at other nearby termini in Pymont (No 25 Wharf, Royal Edward Victualling Yard or CSR Gates).



## Route 091

### **DARLINGHURST – WOOLLOOMOOLOO (INDUSTRIAL) ■**

- **Extended to start from Garden Island (afternoon peak hour)**

#### **Timeline**

**29 December 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Renumbered from 391:
  - From Darlinghurst to Woolloomooloo (limited morning peak hour service).
  - From Garden Island to Darlinghurst (afternoon peak hour service).
- Service *from* Darlinghurst to Garden Island provided by 093.
- Operated by Department of Government Transport, supplementary to 092.

**April 1976:** Ceased.

**17 November 1979:** Resumed.

**3 November 1986:** Extended to run City (Railway Square) – Darlinghurst – Garden Island (east side).

**October 1987:** Morning peak hour trips curtailed to run from Darlinghurst to Garden Island (east side).

**2 August 1990:** Renumbered 312, as part of general reorganisation of Eastern Suburbs routes.

#### **Streets**

**Darlinghurst – Woolloomooloo (afternoon peak hour trips extended to start from Garden Island)**

*From 4 October 1960*

**From Darlinghurst** (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd, William St (**Kings Cross**), Bourke St, Cowper Wharf Roadway to Wylde St.

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Bourke St, Oxford St to near Bourke St (Darlinghurst).

**Garden Island extension:** From Garden Island (Graving Dock) via Graving Dock Rd to Woolloomooloo (Cowper Wharf Roadway at Wylde St).

#### **Timetable Summary**

*See 090*

## Route 092

### **PYRMONT (Bayview St) – CITY (Millers Point) – WOOLLOOMOOLOO via Pyrmont Bridge (INDUSTRIAL) ■**

- **Extended to start from Garden Island (afternoon peak hour)**  
*(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)*

#### **Timeline**

**29 December 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour & Saturday morning service renumbered from 392:
  - From Pyrmont (Bayview St) to Woolloomooloo (morning peak hour service).
  - From Garden Island to Pyrmont (Bayview St) (afternoon peak hour service).
  - Pyrmont (Bayview St) – City (Wynyard) (Saturday morning service)
- Service *to* Garden Island from Pyrmont (Bayview St) provided by 093.
- Operated by Department of Government Transport.

**12 September 1977:** As part of rearrangement of 090-093 due to low patronage:

- Saturday service ceased, leaving route to run in peak hours only.
- Rearranged/curtailed as:
  - 092 City (St James Station) – Woolloomooloo.
  - 093 City (St James Station) – Garden Island.
- 092 shared route with 093.

**6 April 1987:** Renumbered 312.

## Streets

### **Pymont (Bayview St) – City (Millers Point) – Woolloomooloo (afternoon peak hour trips extended to start from Garden Island)**

*From 4 October 1960*

**From Pymont** (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pymont Bridge, Market St, Clarence St, Bradfield Hwy, Kent St, Argyle St (**Millers Point**), Lower Fort St, George St North, George St, Bridge St (**City**), Phillip St, Bent St, Macquarie St, Queens Square, Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [then linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd, Queens Square, Macquarie St, Bridge St, George St, Lower Fort St, Argyle St, Kent St, Erskine St, Clarence St, Jamison St, York St, Druiitt St, Sussex St, Pymont Bridge, Union St, Pymont Bridge Rd, Harris St, then reverse route to Bayview St (Pymont).

## Alteration

**From 30 November 1970:** Ex Pymont (Bayview St) from Claence St via Erskine St, Sussex St, Napoleon St, Kent St.

### **City (St James Station) – Woolloomooloo**

*From 12 September 1977*

**From City (St James Station)** via Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [then linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

**From Woolloomooloo** (Cowper Wharf Roadway at Wylde St) via Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd to St James Station (City).

## Timetable Summary

*4 October 1960*

*See 090*

*12 September 1977*

### **City (St James Station)-Woolloomooloo routes 092, 093**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
<b>092:</b> City (St James Station)-Woolloomooloo	6	M-F	St James Stn	6.35am	Wool'mooloo	3.56pm	Ph1	
		Sat						
		Sun						
<b>093:</b> City (St James Station)-Garden Island	9	M-F	St James Stn	6.52am	Garden Island	4.46pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from City (St James Station), afternoon from Woolloomooloo).

Ph2 – Peak hours only (morning from City (St James Station), afternoon from Garden Island).

## Route 093

### **DARLINGHURST – GARDEN ISLAND (INDUSTRIAL)■**

### **PYRMONT (Bayview St) – GARDEN ISLAND via Pymont Bridge (INDUSTRIAL)■**

*(Pymont Bridge was replaced by the Western Distributor in 1980-81.)*

## Timeline

**29 December 1959:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour services renumbered from 393:

*To* Garden Island

From Pymont (Bayview St) via Pymont Bridge either via Millers Point or Grosvenor St

From Darlinghurst

- Services *from* Garden Island displayed 090, 091 or 092 according to destination.
- Operated by Department of Government Transport.

**12 September 1977:** As part of rearrangement of 090-093 due to low patronage:

- Curtailed to run City (St James Station) – Garden Island.
- Shared most of route with 092.

**6 April 1987:** Renumbered part of 312.

### Streets

#### **Darlinghurst – Garden Island**

*From 4 October 1960*

**From Darlinghurst** (Oxford St at Bourke St) via Oxford St, Darlinghurst Rd (**Kings Cross**), William St, Bourke St, Cowper Wharf Roadway (**Woolloomooloo**), Graving Dock Rd to Graving Dock (Garden Island).

#### **Pymont (Bayview St) – Garden Island**

*From 4 October 1960*

**From Pymont (Bayview St)** via 390 or 392 to Cowper Wharf Roadway (**Woolloomooloo**), then Graving Dock Rd to Graving Dock (Garden Island).

### Alteration

**From 30 November 1970:** Ex Pymont (Bayview St) from Clarence St via Erskine St, Sussex St, Napoleon St, Kent St.

#### **City (St James Station) – Garden Island**

*From 12 September 1977*

**From City (St James Station)** via Prince Albert Rd, College St, Boomerang St, Haig Av [former street], Sir John Young Cres, Lincoln Cr [then linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway, Graving Dock Roadway to Graving Dock (Garden Island).

**From Garden Island** (Graving Dock) via Graving Dock Roadway, Cowper Wharf Roadway, Lincoln Cres, Sir John Young Cres, St Marys Rd, Prince Albert Rd to St James Station (City).

### Route 094

#### **CITY (Circular Quay) – ULTIMO (Government Printing Office) (INDUSTRIAL) ■**

### Timeline

**By 8 February 1987:** As part of the renumbering of industrial routes into the 001-099 series:

- Peak hour service probably renumbered from equivalent trip on 413 (but morning peak hour trip extended to start from City (Circular Quay)).
- Operated by Urban Transit Authority.

**30 September 1989:** Ceased. 501 provided a similar service.

### Timetable Summary

*8 February 1987*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Ultimo (Government Printing Office)	15	M-F	Circular Quay	7.35am	Govt Print Off	4.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Circular Quay), afternoon from Ultimo (Government Printing Office)).

### Route 096

#### **RYDE Shops – DIGITAL RHODES (INDUSTRIAL) ■**

### Timeline

**15 July 1990:** Commenced as a contract service.

**8 September 1990:** Ceased.

### Route 097

#### **PAGEWOOD DEPOT – CITY (Macquarie St) ■**

#### **PAGEWOOD DEPOT – CITY (Railway Square) ■**

##### **Timeline**

**Between 19 August 1959 & 31 January 1961:**

- Buses from Pagewood Depot travelling in service to City (either Railway Square or Macquarie St) renumbered from 397.
- Operated by Department of Government Transport.

**25 February 1961** (*replacement of Hunter St, City & Railway – Maroubra Beach & La Perouse tram services by buses*): Replaced by 337, 393 & 394.

### Route 098

#### **CITY (Central Railway) – RANDWICK (Naval Stores) (INDUSTRIAL) ■**

##### **Timeline**

**After June 1957:**

- Renumbered from 303 as part of the renumbering of industrial routes into the 001-099 series.
- Operated by Department of Government Transport.

**31 January 1961:** Probably became part of normal route 398 City (Eddy Av, Central Railway) – Maroubra Beach via Dacey Av, which was renumbered from 394 to 398 on this date. Available timetables make no reference to number 098 for such trips until 15 June 1976, when the whole of route 398 was renumbered 098 (and selected trips continued to divert via Naval Stores, Randwick).

### Route 222

#### **PYRMONT (Allen St Carpark) – DARLING PARK (IBM) (INDUSTRIAL) ■**

##### **Timeline**

**May 1990:** Peak hour service commenced under contract by Department of Government Transport.

**6 March 1992:** Ceased.

### Route 259

#### **CITY (Wynyard) – BALMORAL NAVAL DEPOT (INDUSTRIAL) ■**

##### **Timeline**

**By 1948:** Peak hour service commenced by Department of Road Transport & Tramways.

**After 1971:** Ceased.

### Route 268

#### **CHATSWOOD – EAST CHATSWOOD (Gibbs St) (INDUSTRIAL) ■**

##### **Timeline**

**23 January 1950:** Subsidised peak hour service commenced by Department of Government Transport, serving Fergusons Transformers Ltd.

**16 November 1981:** Ceased.

**14 October 1985:** Revived, but renumbered 264.

### Route 301

#### **KOGARAH – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

##### **Timeline**

**9 March 1942:** Peak hour service commenced by Department of Road Transport & Tramways.

**12 October 1945:** Ceased.

### Route 303

#### **CITY (Central Railway) – RANDWICK (Naval Stores, Fitzgerald Av) (INDUSTRIAL) ■**

##### **Timeline**

**20 February 1950:** Peak hour service commenced by Department of Government Transport.

**(?):** Renumbered 098.

### Route 305

#### **BRIGHTON-le-SANDS – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

3 April 1944: Peak hour service commenced by Department of Government Transport.

After June 1957: Renumbered 005, as part of the renumbering of industrial routes into the 001-099 series.

### Route 308

#### **DARLINGHURST (Taylor Square) – MASCOT (Eveready Batteries, Gardeners Rd) (INDUSTRIAL) ■**

##### **Timeline**

26 May 1947: Peak hour service commenced by Department of Road Transport & Tramways.

Circa 1950: Ceased.

### Route 308

#### **SYDENHAM – SYDNEY AIRPORT (Civil Aviation Department, General Holmes Dr) – NORTH BRIGHTON (INDUSTRIAL) ■**

##### **Timeline**

10 March 1952: Peak hour service commenced by Department of Road Transport & Tramways.

After September 1953: Ceased.

### Route 308

#### **NORTH BONDI – RUSHCUTTERS BAY/PADDINGTON (Lustre Hosiery, Boundary Rd) (INDUSTRIAL) ■**

##### **Timeline**

15 November 1954: Peak hour service commenced by Department of Government Transport.

By August 1962: Ceased.

### Route 310

#### **CITY (Central Railway) – RANDWICK DEPOT (INDUSTRIAL) ■**

##### **Timeline**

(?): Peak hour service (originally unnumbered) commenced by Department of Government Transport.

29 February 1960 (*replacement of Circular Quay & Railway – North Bondi & Bronte Beach tram services by buses*):

Replaced by 001.

### Route 312

#### **CITY (Wynyard) – BLIND INSTITUTE (INDUSTRIAL) ■**

##### **Timeline**

12 December 1948: Unnumbered peak hour service commenced by Department of Road Transport & Tramways.

2 May 1949: Numbered 312.

After 1 February 1957: Renumbered 012.

### Route 337

#### **BOTANY CEMETERY – WEST KENSINGTON (Raleigh Park) (INDUSTRIAL) ■**

*(Raleigh Park was the site of the WD & HO Wills tobacco factory.)*

##### **Timeline**

By 3 November 1985: Commenced.

By 2 November 1986: Ceased.

##### **Streets**

*From 3 November 1985*

From Botany Cemetery via Military Rd, Bunnerong Rd (Matraville), Anzac Pde (Kingsford, Kensington), Todman Av (Raleigh Park, West Kensington). Reverse on return.

### Timetable Summary

3 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Botany Cemetery- West Kensington (Raleigh Park)	28	M-F	Botany Cem	6.54am	Raleigh Park	4.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Botany Cemetery, afternoon from West Kensington (Raleigh Park)).

### Route 338

**CITY (Central Railway) – ALEXANDRIA (INDUSTRIAL) ■**

#### Timeline

**12 June 1951:** Peak hour service commenced by Department of Road Transport & Tramways.

**8 September 1951:** Ceased.

### Route 340

**REDFERN – PAGEWOOD DEPOT (INDUSTRIAL) ■**

**REDFERN – WATERLOO (Amelia St) – WEST KENSINGTON (Raleigh Park) (INDUSTRIAL) ■**

*(Raleigh Park was the site of the WD & HO Wills tobacco factory.)*

#### Timeline

**12 July 1938:** Peak hour service Redfern – Waterloo (Amelia St) – West Kensington (Raleigh Park) commenced as an unnumbered route by Department of Road Transport & Tramways.

**By March 1941:** Numbered 340.

**23 March 1952:** Extra route, Redfern – Pagewood Depot, commenced.

**24 June 1957:** Renumbered 040 as part of the renumbering of industrial routes into the 001-099 series.

### Route 341

**ST PETERS – ALEXANDRIA (Collins St) (INDUSTRIAL) ■**

**ST PETERS – PAGEWOOD DEPOT via Collins St (INDUSTRIAL) ■**

#### Timeline

**12 July 1938:**

- Peak hour service, St Peters – Alexandria (Collins St), commenced as an unnumbered route by Department of Road Transport & Tramways.
- Possibly some trip ran St Peters – Alexandria (Doody St).
- First route to be operated specifically to serve industrial workers.

**By March 1941:** Numbered 341.

**(?):** Doody St trips renumbered 345.

**23 March 1952:** Extra route, St Peters – Pagewood Depot, commenced.

**24 June 1957:** Renumbered 041 as part of the renumbering of industrial routes into the 001-099 series.



### Route 342

**SYDENHAM – BOTANY (Department of Aircraft Production) (INDUSTRIAL) ■**

**SYDENHAM – BUNNERONG POWER HOUSE (INDUSTRIAL) ■**

**SYDENHAM – MASCOT (Coward St) (INDUSTRIAL) ■**

**SYDENHAM – MASCOT (Morley Av) (INDUSTRIAL) ■**

**SYDENHAM – PAGEWOOD DEPOT (INDUSTRIAL) ■**

**SYDENHAM – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

*(Sydney Airport is also commonly known as Mascot Airport.)*

#### **Timeline**

**From 12 July 1938:** Peak hour service, Sydenham – Mascot (location?) commenced by Department of Road Transport & Tramways.

**By 1951:** Extra routes commenced:

Sydenham – Botany (Department of Aircraft Production)

Sydenham – Bunnerong Power House

Sydenham – Sydney Airport

**22 March 1952:** Extra route, Sydenham – Pagewood Depot, commenced.

**24 June 1957:** Renumbered 042 as part of the renumbering of industrial routes into the 001-099 series.

### Route 343

**LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD – BUNNERONG POWER HOUSE (INDUSTRIAL) ■**

**LEICHHARDT (Norton St) – SYDENHAM – MASCOT (British Standard Machinery) (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

#### **Timeline**

**14 October 1940:** Peak hour service Sydenham – Bunnerong Power House commenced by Department of Road Transport & Tramways.

**28 October 1940:** Extended to run Leichhardt (Norton St) – Bunnerong Power House.

**1 March 1943:** Extra route, Leichhardt (Norton St) – Mascot (British Standard Machinery), commenced.

**24 June 1957:** Renumbered 043 as part of the renumbering of industrial routes into the 001-099 series.

### Route 344

**LEICHHARDT (Norton St) – SYDENHAM – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

#### **Timeline**

**9 March 1942:** Peak hour service commenced by Department of Road Transport & Tramways.

**24 June 1957:** Renumbered 044 as part of the renumbering of industrial routes into the 001-099 series.

### Route 345

**ST PETERS – ALEXANDRIA (Allied Works Council, O’Riordan St) (INDUSTRIAL) ■**

#### **Timeline**

**6 July 1942 or 11 January 1943:** Peak hour service (possibly 341 trips St Peters – Alexandria (Doody St) renumbered) commenced by Department of Road Transport & Tramways.

**24 June 1957:** Renumbered 045 as part of the renumbering of industrial routes into the 001-099 series.

### Route 346

#### **BONDI JUNCTION – BUNNERONG POWER HOUSE (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

#### **Timeline**

15 November 1943:

- Renumbered from 40.
- Operated by Department of Road Transport & Tramways.

24 June 1957: Renumbered 046 as part of the renumbering of industrial routes into the 001-099 series.

### Route 347

#### **ST PETERS – ALEXANDRIA (De Havillands No 2 & Snowy River Commission) (INDUSTRIAL) ■**

#### **Timeline**

11 January 1943: Peak hour service, St Peters – Alexandria (Allied Works Council, O’Riordan St), commenced by Department of Road Transport & Tramways.

24 June 1957: Renumbered 047 as part of the renumbering of industrial routes into the 001-099 series.

### Route 348

#### **ST PETERS – ALEXANDRIA (Campbell St/Burrows Rd) (INDUSTRIAL) ■**

#### **Timeline**

19 July 1943: Peak hour service commenced by Department of Road Transport & Tramways.

After 26 May 1951: Still listed on DRTT route list of that date (when ceased?).

### Route 348

#### **REDFERN – MASCOT (various termini) (INDUSTRIAL) ■**

#### **Timeline**

2 October 1951: Peak hour service Redfern – Mascot (O’Riordan St/Gardeners Rd) commenced by Department of Road Transport & Tramways.

8 October 1951: Extended in Mascot from O’Riordan St/Gardeners Rd to Gillespie Av.

4 April 1952: Ceased when tram staff situation improved.

### Route 348

#### **REDFERN – MASCOT (Gillespie Av) (INDUSTRIAL) ■**

#### **REDFERN – SURREY HILLS (Marlborough St) (INDUSTRIAL) ■**

*(Gillespie Av is in current Alexandria.)*

#### **Timeline**

12 October 1953: Peak hour service commenced by Department of Government Transport.

24 October 1960: Replaced by 009.

### Route 349

#### **BONDI JUNCTION – RANDWICK – PAGEWOOD (General Motors Holdens Ltd) (INDUSTRIAL) ■**

#### **Timeline**

4 January 1944: Peak hour service commenced by Department of Government Transport.

24 June 1957: Renumbered 049 as part of the renumbering of industrial routes into the 001-099 series.

### Route 350

#### **LEICHHARDT (Norton St) – SYDENHAM – BOTANY (Munitions Store, Lord St) (INDUSTRIAL) ■**

#### **Timeline**

15 November 1943:

- Sydenham – Botany (Munitions Store, Lord St) renumbered from 41.
- Operated by Department of Road Transport & Tramways.

**By 1951:** Extended to run Leichhardt (Norton St) – Sydenham – Botany (Munitions Store, Lord St).  
**19 August 1949:** Curtailed to run Sydenham – Botany (Munitions Store, Lord St).  
**24 June 1957:** Renumbered 050 as part of the renumbering of industrial routes into the 001-099 series.

### **Route 351**

**SYDENHAM – BOTANY (DeHavillands Aircraft, McFadyen St) (INDUSTRIAL) ■**

#### **Timeline**

**20 March 1943:** Peak hour service commenced by Department of Road Transport & Tramways.  
**8 February 1945:** Ceased.

### **Route 351**

**ST PETERS – ALEXANDRIA (Collins St) via Doody St (INDUSTRIAL) ■**

#### **Timeline**

**26 January 1946:** Peak hour service commenced by Department of Road Transport & Tramways.  
**24 June 1957:** Renumbered 051 as part of the renumbering of industrial routes into the 001-099 series.

### **Route 352**

**BONDI JUNCTION – BOTANY (De Havillands Aircraft, McFadyen St) (INDUSTRIAL) ■**

#### **Timeline**

**20 March 1943:** Peak hour service commenced by Department of Road Transport & Tramways.  
**8 February 1945:** Ceased.

### **Route 352**

**LEICHHARDT (Norton St) – SYDENHAM – BUNNERONG POWER HOUSE via Botany Rd (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

#### **Timeline**

**19 September 1947:** Peak hour service commenced by Department of Road Transport & Tramways, as a combination of 342 & 356.  
**24 June 1957:** Renumbered 052 as part of the renumbering of industrial routes into the 001-099 series.

### **Route 353**

**LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD (Holdens & Naval Stores) (INDUSTRIAL) ■**

#### **Timeline**

**5 September 1941:** Unnumbered peak hour service commenced by Department of Road Transport & Tramways.  
**2 March 1943:** Numbered 353.  
**24 June 1957:** Renumbered 053 as part of the renumbering of industrial routes into the 001-099 series.

### **Route 354**

**LEICHHARDT (Norton St) – SYDENHAM – MASCOT (Botany Rd/Gardeners Rd) (INDUSTRIAL) ■**

#### **Timeline**

**29 May 1944:** Peak hour service commenced by Department of Road Transport & Tramways.  
**24 June 1957:** Renumbered 054 as part of the renumbering of industrial routes into the 001-099 series.

### **Route 355**

**SYDENHAM – PAGEWOOD (Naval Stores) (INDUSTRIAL) ■**

#### **Timeline**

**20 March 1943:** Peak hour service commenced by Department of Road Transport & Tramways.  
**26 May 1951:** Ceased.

### Route 356

#### **SYDENHAM – BUNNERONG POWER HOUSE via Botany Rd (INDUSTRIAL) ■**

*(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)*

##### **Timeline**

**20 March 1943:** Peak hour service commenced by Department of Road Transport & Tramways.

**After 9 June 1951:** Ceased.

### Route 357

#### **BONDI JUNCTION – PAGEWOOD (Naval Stores, Fitzgerald Av) (INDUSTRIAL) ■**

##### **Timeline**

**18 February 1946:** Peak hour service commenced by Department of Road Transport & Tramways.

**After 10 August 1952** (*between February 1957 & February 1962?*): Ceased.

### Route 357

#### **MAROUBRA (Fitzgerald Av) – RANDWICK Tram Workshops (INDUSTRIAL) ■**

##### **Timeline**

**(?):** Peak hour service commenced by Department of Road Transport & Tramways.

**7 November 1960:** Renumbered 007, as part of the renumbering of industrial routes into the 001-099 series.

### Route 358

#### **BONDI JUNCTION – SYDENHAM (INDUSTRIAL) ■**

##### **Timeline**

**7 September 1942:**

- Peak hour service commenced by Department of Road Transport & Tramways.
- Part of route possibly originally numbered 345

**(?):** Numbered 358 throughout.

**21 July 1952:** Replaced by new 367.

### Route 359

#### **BONDI JUNCTION – ROSEBERY (Westinghouse, Gardeners Rd/Dunning Av) (INDUSTRIAL) ■**

##### **Timeline**

**18 January 1943:** Peak hour service commenced by Department of Road Transport & Tramways.

**(?):** Ceased.

### Route 360

#### **LEICHHARDT (Norton St) – SYDENHAM – BOTANY (Munitions Store, Lord St) (INDUSTRIAL) ■**

##### **Timeline**

**By 1949:** Peak hour service commenced by Department of Road Transport & Tramways.

**(?):** Ceased.

### Route 364

#### **NORTH BONDI – BONDI JUNCTION – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport.)*

##### **Timeline**

**9 March 1942:** Peak hour service commenced by Department of Road Transport & Tramways.

**By 21 September 1947:** Mascot terminus at Aircraft Production Commission.

**25 January 1960:** Curtailed to run Bondi Junction – Mascot Airport.

**(?):** Renumbered 064.

### Route 365

#### **CITY (Circular Quay) – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

- **Extended to Crows Nest (*selected trips*)**

#### **Timeline**

**1 April 1942:** Peak hour service City (Circular Quay) – Mascot (Aircraft Production Commission) commenced by Department of Road Transport & Tramways.

**20 July 1942:** Selected trips extended to Crows Nest.

**14 September 1942:** Renumbered 366.

### Route 366

#### **CITY (Circular Quay) – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

- **Extended to Crows Nest (*selected trips*)**

#### **Timeline**

**14 September 1942:**

- Renumbered from 365.
- Operated by Department of Road Transport & Tramways.

**27 September 1942:** Curtailed to run North Sydney (Miller St/Falcon St) – Mascot (Aircraft Production Commission) as a wartime feeder service.

**Later:** Curtailed to run City (Wynyard) or North Sydney – Mascot (Aircraft Production Commission).

### Route 366

#### **ROSEBERY Tram Terminus – ROSEBERY (Sweetacres, Queen St) (INDUSTRIAL) ■**

#### **ST PETERS – ROSEBERY (Sweetacres, Queen St) (INDUSTRIAL) ■**

#### **Timeline**

**27 July 1948:** Peak hour service Rosebery Tram Terminus – Rosebery (Sweetacres, Queen St) commenced by Department of Road Transport & Tramways.

**25 January 1960 or March 1966:**

- Renumbered 066 as part of the renumbering of industrial routes into the 001-099 series.
- Extended to run St Peters – Rosebery (Sweetacres, Queen St).

(?): Ceased.

### Route 367

#### **BONDI JUNCTION – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

#### **Timeline**

**2 January 1945:** Peak hour service commenced by Department of Road Transport & Tramways.

(?): Ceased.

### Route 373

#### **COOGEE BEACH – SYDNEY AIRPORT (INDUSTRIAL) ■**

*(Sydney Airport is also commonly known as Mascot Airport.)*

#### **Timeline**

**By 1949:** Peak hour service commenced by Department of Road Transport & Tramways.

**25 January 1960:** Renumbered 073 as part of the renumbering of industrial routes into the 001-099 series.

### Route 375

#### **KINGS CROSS – MASCOT (Aircraft Production Commission) (INDUSTRIAL) ■**

#### **Timeline**

**20 March 1943:** Peak hour service commenced by Department of Road Transport & Tramways.

(?): Ceased.

### Route 376

#### **BONDI JUNCTION – ALEXANDRIA (Austral Bronze, O’Riordan St) (INDUSTRIAL) ■**

##### **Timeline**

**By 28 March 1947:** Peak hour service commenced by Department of Road Transport & Tramways.

**25 January 1960:** Renumbered 076 as part of the renumbering of industrial routes into the 001-099 series.

### Route 377

#### **BONDI JUNCTION – MASCOT (Coward St) (INDUSTRIAL) ■**

##### **Timeline**

**By 28 March 1947:** Peak hour service commenced by Department of Road Transport & Tramways.

**16 November 1959:** Renumbered 077 as part of the renumbering of industrial routes into the 001-099 series.

### Route 378

#### **SANS SOUCI – ALEXANDRIA (ANA, Bourke Rd) (INDUSTRIAL) ■**

##### **Timeline**

**21 September 1947:** Peak hour service Dolls Point – Alexandria (ANA, Bourke Rd) commenced by Department of Road Transport & Tramways.

**By 25 January 1960:** Extended to run Sans Souci – Alexandria (ANA, Bourke Rd).

**25 January 1960:** Renumbered 078 as part of the renumbering of industrial routes into the 001-099 series.

### Route 380

#### **BONDI JUNCTION – RANDWICK – ALEXANDRIA (Snowy River Commission, De Havillands, O’Riordan St) (INDUSTRIAL) ■**

##### **Timeline**

**(?):** Peak hour service Randwick Junction – Alexandria (Snowy River Commission, De Havillands, O’Riordan St) commenced by Department of Road Transport & Tramways.

**28 March 1947:** Extended to run Bondi Junction – Alexandria (Snowy River Commission, De Havillands, O’Riordan St).

**25 January 1960:** Renumbered 080 as part of the renumbering of industrial routes into the 001-099 series.

### Route 381

#### **ST PETERS – ALEXANDRIA (Emmco, Joynton Av/O’Dea Av) (INDUSTRIAL) ■**

##### **Timeline**

**Circa 1947:** Peak hour service commenced by Department of Road Transport & Tramways.

**25 January 1960:** Renumbered 081 as part of the renumbering of industrial routes into the 001-099 series.

### Route 382

#### **CITY (Central Railway) – ALEXANDRIA (Spinning Mills) (INDUSTRIAL) ■**

##### **Timeline**

**By 1949:** Peak hour service commenced by Department of Road Transport & Tramways.

**(?):** Ceased. Revived as 082 by 1960.

### Route 382

#### **CITY (Central Railway) – PADDINGTON (Hampden Av) (INDUSTRIAL) ■** **NORTH BONDI – PADDINGTON (Hampden Av) (INDUSTRIAL) ■**

##### **Timeline**

**15 November 1954:** Peak hour service, City (Central Railway) – Paddington (Hampden Av) commenced by Department of Government Transport.

**5 February 1956:** Altered to run North Bondi – Paddington (Hampden Av).

**By 1 February 1957:** Ceased.



## Route 394

### **CITY (St James Station) – GARDEN ISLAND (INDUSTRIAL) ■**

#### **Timeline**

**12 January 1950:** Commenced by Department of Road Transport & Tramways to carry Royal Australian Navy personnel going on leave. Still listed 9 July 1950.

(?): Ceased.

## Route 398

### **CITY (Central Railway) – PAGEWOOD (Naval Stores) (INDUSTRIAL) ■**

#### **Timeline**

**20 November 1950:** Peak hour service commenced by Department of Road Transport & Tramways.

**25 January 1960:** Ceased when Stores moved to Randwick site.

## Route 407

### **RYDE – BALMAIN EAST (Nicholson St) INDUSTRIAL) ■**

#### **Timeline**

**2 March 1950:** Peak hour service commenced by Department of Road Transport & Tramways.

**28 June 1953:** Renumbered 423.

## Route 407

### **CITY (various termini, Central Railway area) – BALMAIN (Gladstone Park) via Glebe Island Bridge ■**

#### **Timeline**

**29 June 1953:** Peak hour service commenced by Department of Government Transport, replacing tram service over the same route.

**6 February 1987:** Ceased. 501 provided similar service between City (Central Railway) & Rozelle Junction.

#### **Streets**

### **City (Pitt St, Central Railway) – Balmain (Gladstone Park)**

*By January 1966*

**From City (Pitt St, Central Railway)** (at Eddy Av) via Pitt St, Railway Square, Lee St, Regent St, Harris St (Pyrmont), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (Rozelle), Darling St to Gladstone Park (Balmain).

**From Balmain (Gladstone Park)** via reverse route to Harris St, then Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St (Central Railway, City).

### **City (Barlow St, Central Railway) – Balmain (Gladstone Park)**

*By 25 May 1981*

**From City (Barlow St, Central Railway)** (at George St) via George St, Railway Square, Lee St, Regent St, Harris St (Pyrmont), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (Rozelle), Darling St to Gladstone Park (Balmain).

**From Balmain (Gladstone Park)** via reverse route to Bank St, then Miller St, Union St, Pyrmont St, Quarry St, Harris St, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St to George St (Central Railway, City).

#### **Timetable Summary**

*January 1966*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Balmain (Gladstone Park)	22	M-F	Gladstone Park	6.48am	Pitt St, C/Rly	5.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning both directions, afternoon from City (Pitt St, Central Railway)).

## Route 410

### **CITY (Central Railway) – ROZELLE (Railway Stores) (INDUSTRIAL) ■**

#### **Timeline**

**5 March 1951:** Peak hour service commenced by Department of Road Transport & Tramways.

**By 1 February 1957:** Renumbered 422.

## Route 410

### **BURWOOD – ASHFIELD (AWA Factory, Parramatta Rd) (INDUSTRIAL) ■**

#### **Timeline**

**By 1969:** Possible renumbering of 409 peak hour service operated by Department of Government Transport. Number not shown in available 409 timetables.

**(?):** Ceased.

#### **Streets**

Via 409, but direct along Parramatta Rd between Harris Rd & Frederick St.

## Route 413

### **CITY (Central Railway) – PYRMONT (INDUSTRIAL) ■**

#### **Timeline**

**29 June 1953:** Peak hour service City (Pitt St, Central Railway) – Pyrmont (Bayview St) commenced by Department of Government Transport, replacing Railway – Pyrmont tram service.

**By 25 May 1981:**

- City (Central Railway) terminus altered to Barlow St.
- Pyrmont terminus altered to Jones St.

**8 February 1987:** City (Barlow St, Central Railway) – Ultimo (Government Printing Office) industrial trip possibly renumbered 094.

**2 August 1987:** Renumbered 089 as part of the renumbering of industrial routes into the 001-099 series:

#### **Streets**

#### **City (Pitt St, Central Railway) – Pyrmont (Bayview St)**

*By January 1966*

**From City (Pitt St, Central Railway)** (at Eddy Av) via Pitt St, Railway Square, Lee St, Regent St, Harris St, Scott St, Cross St, Bowman St, Point St to Bayview St (Pyrmont).

**From Pyrmont (Bayview St)** via reverse route to Harris St, then Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St (Central Railway, City).

#### **City (Barlow St, Central Railway) – Pyrmont (Jones St)**

*By 25 May 1981*

**From City (Barlow St, Central Railway)** (at George St) via George St, Railway Square, Lee St, Regent St, Harris St, John St, Jones St (Pyrmont).

**From Pyrmont (Jones St)** via Bowman St, Harris St, Union St, Pyrmont St, Quarry St, Harris St, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St to George St (Central Railway, City).

## Route 422

### **CITY (Central Railway) – ROZELLE (Railway Stores) (INDUSTRIAL) ■**

#### **Timeline**

**By 1 February 1957:**

- Peak hour service renumbered from 410.
- Operated by Department of Government Transport.

**After June 1957:** Renumbered 022 as part of the renumbering of industrial routes into the 001-099 series.

### Route 423

#### **RYDE – BALMAIN EAST (Nicholson St) (INDUSTRIAL) ■**

##### **Timeline**

28 June 1953:

- Peak hour service renumbered from 407.
- Operated by Department of Government Transport.

After June 1957: Renumbered 023 as part of the renumbering of industrial routes into the 001-099 series.

### Route 426

#### **BURWOOD – MORTLAKE (Gas Works) (INDUSTRIAL) ■**

##### **Timeline**

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 026 as part of the renumbering of industrial routes into the 001-099 series.

### Route 427

#### **BURWOOD – CABARITA (BALM Paints) (INDUSTRIAL) ■**

##### **Timeline**

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 027 as part of the renumbering of industrial routes into the 001-099 series.

### Route 428

#### **BURWOOD – CABARITA (Major Paints) (INDUSTRIAL) ■**

##### **Timeline**

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 028 as part of the renumbering of industrial routes into the 001-099 series.

### Route 430

#### **STRATHFIELD – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

14 July 1944:

- Peak hour service renumbered from 30.
- Operated by Department of Road Transport & Tramways.

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Replaced by 030 Lidcombe – Chullora Bus Workshops.

### Route 431

#### **RHODES – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

##### **Timeline**

2 March 1942: Peak hour service commenced by Department of Road Transport & Tramways.

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*):

Renumbered 031 as part of the renumbering of industrial routes into the 001-099 series.

### Route 432

#### **CITY (various termini) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

- **Extended from City to Pyrmont (? period)**

##### **Timeline**

19 November 1945:

- (Afternoon?) peak hour service renumbered from 439.
- Operated by Department of Road Transport & Tramways.

14 October 1946: Morning peak hour trip commenced.

9 June 1947: Afternoon peak hour trip altered to Leichhardt Bus Workshops – City (Central Railway) – Pyrmont via Hay St & Sussex St.

Later: Curtailed to run Leichhardt Bus Workshops – City (York St).

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Altered & renumbered 032 Rozelle – Chullora Bus Workshops.

### Route 433

**CITY (York St) – PYRMONT – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

**6 December 1943:** Peak hour service commenced by Department of Road Transport & Tramways, coincident with extension of 39 in City from Central Railway to York St.

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Replaced by 033.

### Route 434

**RANDWICK Tram Workshops – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

**5 July 1948:** Peak hour service commenced by Department of Road Transport & Tramways.

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Altered & renumbered 034 as part of the renumbering of industrial routes into the 001-099 series.

### Route 435

**RANDWICK Depot or SYDENHAM – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

(?): Peak hour service commenced by Department of Road Transport & Tramways (?). Shared with 434 (?).

**30 June 1958** (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*):

Renumbered 029 as part of the renumbering of industrial routes into the 001-099 series.

### Route 439

**CITY (Central Railway) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■**

#### **Timeline**

**21 July 1945:**

- Peak hour service renumbered from 39.
- Operated by Department of Road Transport & Tramways.

**19 November 1945:** Renumbered 432.

### Route 451

**RHODES – MORTLAKE (Gas Works) (INDUSTRIAL) ■**

#### **Timeline**

**16 August 1948:** Peak hour service commenced by Department of Road Transport & Tramways.

**Between 1 February 1957 & August 1962:** Ceased.

### Route 452

**HOMEBUSH – MORTLAKE (Gas Works) (INDUSTRIAL) ■**

#### **Timeline**

**16 August 1948:** Peak hour service commenced by Department of Road Transport & Tramways.

**After 1 February 1957:** Ceased.

### Route 457

#### **RYDE Station – MEADOWBANK – PUTNEY POINT (Slazengers) (INDUSTRIAL) ■**

*(Ryde Station was renamed West Ryde in October 1945.)*

##### **Timeline**

**17 April 1944:**

- Monday-Saturday service renumbered from 998.
- May have also been extended to Ryde Post Office.
- Besides serving Slazengers, this route appears to have been used to provide access to Green Point Naval Boatyard, located in Mortlake, which would have required passengers to travel between Putney Point and Mortlake by the vehicular ferry/punt.
- Operated by Department of Road Transport & Tramways.

**25 January 1946:** Ceased.

### Route 462

#### **BURWOOD – EAST CONCORD (Helen Pde) (INDUSTRIAL) ■**

#### **STRATHFIELD – EAST CONCORD (Helen Pde) (INDUSTRIAL) ■**

*(Served Tanner Middleton and Crane & Sons in or near Burwood Rd, East Concord.)*

##### **Timeline**

**15 May 1944:** Unnumbered Peak hour service Burwood – East Concord (Helen Pde) commenced by Department of Road Transport & Tramways.

**26 June 1944:** Numbered 462.

**By 21 September 1947:** Altered to run Strathfield – East Concord (Helen Pde).

**(?):** Ceased.

### Route 462

#### **ENFIELD DEPOT – BURWOOD – EAST CONCORD (Cranes or Austral Bronze, Burwood Rd, Bayview Park) (INDUSTRIAL) ■**

##### **Timeline**

**Between July 1965 & January 1966:** Replaced 018.

**12 April 1991:** Ceased.

### Route 469

#### **RYDE Post Office – RHODES – CONCORD – PYRMONT (INDUSTRIAL) ■**

##### **Timeline**

**8 July 1944:** Commenced by Department of Road Transport & Tramways, supplementary to 459.

**(?):** Possibly renumbered 459.

### Route 476

#### **BEVERLEY PARK (Rocky Point Rd/Wheeny St) – KOGARAH (INDUSTRIAL) ■**

##### **Timeline**

**(?):** Peak hour service commenced by Department of Government Transport for employees of Darrell Lea.

**(?):** Ceased.

### Route 478

#### **STRATHFIELD – ENFIELD (Chown Brothers, Cosgrove Rd) (INDUSTRIAL) ■**

##### **Timeline**

**1 February 1957:** Peak hour service commenced by Department of Government Transport.

**By August 1962:** Ceased.

### Route 481

#### **ANNANDALE (Johnston St) – CHULLORA Railway Workshops (INDUSTRIAL) ■**

##### **Timeline**

**13 March 1944:** Peak hour service commenced by Department of Road Transport & Tramways.

**By 8 February 1993:** Replaced by 025.

### Route 492

#### **CAMPSIE – KINGSGROVE (IRH Components) (INDUSTRIAL) ■**

##### **Timeline**

**November 1968:** Afternoon peak hour service commenced by Department of Government Transport.

**November 1971:** Ceased.

### Route 493

#### **ROCKDALE – KINGSGROVE – CHULLORA (Aircraft Production Commission & Elcar Workshops) (INDUSTRIAL) ■**

*(The Aircraft Production Commission later became part of the Railway Workshops at Chullora.)*

##### **Timeline**

**14 June 1943:**

- Peak hour service renumbered from 993.
- Operated by Department of Road Transport & Tramways.

**1962:** Ceased.

### Route 496

#### **HURSTVILLE – BELMORE – CHULLORA (Aircraft Production Commission) (INDUSTRIAL) ■**

*(The Aircraft Production Commission later became part of the Railway Workshops at Chullora.)*

##### **Timeline**

**13 March 1944:** Peak hour service Belmore – Chullora (Aircraft Production Commission) commenced by Department of Road Transport & Tramways.

**27 March 1944:** Extended in Belmore from station (?) to Kingsgrove Rd/Canterbury Rd.

**1 March 1948:** Extended to run Hurstville – Chullora Railway Workshops.

**8 February 1993:** Replaced by 021.

### Route 497

#### **ROCKDALE – BEXLEY NORTH – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**14 June 1943:**

- Peak hour service renumbered from 997.
- Operated by Department of Road Transport & Tramways.

**5 February 1993:** Replaced by 020.

### Route 498

#### **DRUMMOYNE – CHULLORA Workshops (INDUSTRIAL) ■**

##### **Timeline**

**27 June 1949:** Peak hour service commenced by Department of Road Transport & Tramways.

**8 February 1993:** Replaced by 025.

### Route 850

#### **BONDI JUNCTION – ZETLAND (British Leyland, BLMC) (INDUSTRIAL) ■**

*(Number was possibly chosen for “Mini” engine capacity.)*

##### **Timeline**

**January 1972:** Peak hour service commenced by Department of Government Transport.

**By August 1972:** Ceased.

### Route 993

#### **ROCKDALE – KINGSGROVE – CHULLORA (Aircraft Production Commission & Elcar Workshops) (INDUSTRIAL) ■**

*(The Aircraft Production Commission later became part of the Railway’s Locomotive Workshops at Chullora.)*

##### **Timeline**

**1942:** Peak hour service Rockdale – Chullora (Aircraft Production Commission) commenced by Department of Road Transport & Tramways.

**18 January 1943:** Extended to Chullora (Elcar Workshops).

**14 June 1943:** Renumbered 493.

### Route 997

#### **BURWOOD – CHULLORA (Railway Workshops) (INDUSTRIAL) ■**

##### **Timeline**

**1942:** Peak hour service commenced by Department of Road Transport & Tramways.

**14 June 1943:** Renumbered 497.

### Route 998

#### **RYDE Station – MEADOWBANK – PUTNEY POINT (Slazengers) (INDUSTRIAL) ■**

*(Ryde Station was renamed West Ryde in October 1945.)*

##### **Timeline**

**16 February 1943:**

- Meadowbank – Putney Point commenced by Department of Road Transport & Tramways.
- Its successor listed as running Monday-Saturday (did 998 also run those days?).

**15 March 1943:**

- Extended to run Ryde Station – Meadowbank – Putney Point
- May have also extended to Ryde Post Office.
- Besides serving Slazengers, this route appears to have also been used to provide access to Green Point Naval Boatyard, located in Mortlake, which would have required passengers to travel between Putney Point and Mortlake by the vehicular ferry/punt.

**17 April 1944:** Renumbered 457.

### Unnumbered

#### **PUNCHBOWL – HERNE BAY Army Camp (INDUSTRIAL) ■**

*(Herne Bay was gazetted as Riverwood in 1958.)*

**During World War II:** Commenced by Department of Road Transport & Tramways.

**(?):** Ceased.