



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 04 – 41, 001 – 049

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, with route numbers in the geographically-based Sydney Region (sometimes called three-digit) route number system, initiated when Government bus routes were renumbered during the period 1938-44 and private bus routes similarly renumbered during the period 1981-2004

Summary of routes 04 – 41, 001 – 049

04	City-Glebe Point	R
06	City-Cooks River	R
07	City-Canterbury	R
09	Bondi Junction-Coogee Bch	R
20	Mascot-City	I
21	Burwood-City	I
21	City-Darling Harbour	
27	City-Mascot	I
30	Strathfield-Leichhardt	I
36	Central-Strathfield	I
37	Central-Strathfield	I
38	Central-Strathfield	I
39	Central-Leichhardt	I
40	Bondi Jun-Bunnerong PH	I
41	Sydenham-Mascot	I
001	Central-Randwick Tram W/s	I
002	Central-Randwick Tram W/s	I
003	Bondi Jn-Randwick Tram W/s	I
004	City-Randwick Tram W/s	I
005	S/Souci-Randwick Tram W/s	I
006	City-Randwick Tram W/s	I
007	City-Randwick Tram W/s	I
007	Maroubra-Randw'k Tram W/s	I
008	Coogee-Randwick Tram W/s	I
009	Redfern-Mascot	I
010	City-Clovelly	R
010	Redfern-Mascot	R
011	Dulwich Hill-Cooks River	I
011	Botany-West Kensington	I
012	City-Ryde	R
012	City-Woolloomooloo	I
013	Central-Ultimo	I
013	Coogee Beach-Chippendale	I
014	City-North Bondi	R
014	Coogee Bch-W Kensington	I
014	Bondi Junction-Pagewood	I
015	Central-North Bondi	I
015	Sydenham-Sydney Airport	I

016	Rockdale-Dolls Point	I
016	Kyeemagh-Sydney Airport	I
016	Annandale-Lane Cove West	I
017	City-Rosebery	R
018	Rockdale-Brighton-le-Sands	R
018	Burwood-East Concord	I
019	City-West Kensington	R
019	Strathfield-Homebush	I
019	Burwood-Enfield, etc	I
020	City-Taronga Zoo	I
020	Mosman Wharf-Spit Junction	
020	Panania-Chullora Bus W/s	I
020	Rockdale-Chullora Bus W/s	I
021	City-Paddington	R
021	Sefton-Chullora Bus W/s	I
021	Hurstville-Chullora Bus W/s	I
022	Central-Rozelle	I
023	City-Clovelly	R
023	Ryde-Balmain	I
023	Bankstown-Chullora Rail W/s	I
024	Hurstville-Chullora Bus W/s	I
024	Regents Pk-Chullora Rail W/s	I
024	Yagoona-Chullora Rail W/s	I
025	Rhodes-Mortlake	I
025	Burwood-Chullora Rail W/s	I
026	Burwood-Mortlake	I
026	Central-Lane Cove	I
026	Strathfield-Chullora Rail W/s	I
027	Burwood-Cabarita	I
027	Central-Lane Cove West	I
027	Central-Watsons Bay	I
027	Lidcombe-Chullora Rail W/s	I
028	Burwood-Cabarita	I
028	Lidcombe-Chullora Rail W/s	I
029	City-Leichhardt	R
029	Sydenham-Chullora Bus W/s	I
029	Hurstville-Chullora Bus W/s	I
030	City-Abbotsford	R

030	Lidcombe-Chullora Bus W/s	I
031	Rozelle-Chullora Bus W/s	I
032	Rozelle-Chullora Bus W/s	I
033	City-Chullora Bus W/s	I
034	Bondi Jun-Chullora Bus W/s	I
035	Bondi Junction-Zetland	I
035	City-Chullora Bus W/s	I
036	Central-Maroubra Junction	I
036	Harbord-Brookvale	I
037	Central-Maroubra Junction	I
038	Central-Phillip Bay	I
039	City-Dulwich Hill	R
039	Rockdale-Chullora Bus W/s	I
040	City-Balmain	R
040	Redfern-W Kensington, etc	I
041	City-Lilyfield	R
041	St Peters-Alexandria	I
041	Redfern-Mascot	I
042	Balmain-Canterbury	R
042	Sydenham-Mascot, etc	I
043	Leichhardt-Bunnerong PH	I
043	Sydenham-Sydney Airport	I
044	Leichhardt-Sydney Airport	I
045	Neutral Bay Whf-Neut Bay Jn	R
045	St Peters-Alexandria	I
046	Bondi Jun-Bunnerong PH	I
046	Central-East Botany	I
047	Alexandria-St Peters	I
047	Central-Pagewood	I
048	Bondi Junction-Zetland	I
048	Rockdale-Sydney Airport	I
048	Bondi Junction-Alexandria	I
049	Bondi Junction-Pagewood	I

I = Industrial
 PH = Power House
 R = Tramless Sunday Replacement Service
 W/s = Workshops

A work in progress. Corrections and comments welcome – robkit.henderson@bigpond.com

Timetable Summaries: Details are normally shown for Mondays to Fridays, Saturdays & Sundays. Times for Sundays typically also apply to Public Holidays. However, where first/last trips and/or frequencies on Public Holidays vary significantly from those on Sundays, times for Public Holidays (Hols) are also shown.

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

From 20 October 1972: Public Transport Commission of NSW (Bus Division)

From 1 July 1980: Urban Transit Authority of NSW

From 16 January 1989: State Transit Authority of NSW

(■) denotes this route or this version of the route no longer operative.

Entries in this section comprise almost entirely Industrial routes and “Tramless Sunday” replacement services, as well as a small number of tram supplementary routes.

GOVERNMENT INDUSTRIAL BUS ROUTES

The operation of Government industrial bus routes (ie routes serving to specific places of employment) began in 1938. The pace of the introduction of such routes increased significantly after the outbreak of World War II, when it became vital to reliably transport workers, especially those employed in industries which were supporting the war effort. Many routes were in the inner southern suburbs, including Waterloo, Alexandria, Mascot & Botany, but there were also routes in other suburbs on both sides of Sydney Harbour.

Once established, many such routes continued after the war concluded. Some routes were initially unnumbered and were later given three-digit numbers. Others had three-digit numbers from the outset. In 1957 and for a period following, many industrial routes were renumbered into the 001-099 series. The destination displayed by buses on these routes was most commonly “Industrial”, meaning the only distinguishing indication was the route number.

As industries gradually moved in the post-war era from the inner southern suburbs to the western suburbs, where larger areas were available for their expansion, so was there a gradual reduction in the number of Government industrial bus routes. In some cases private bus routes ran to the new western industrial locations.

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* & subsequent updates, together with driver route maps issued by the Urban & State Transit Authorities. 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 some 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.

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.

“TRAMLESS SUNDAY” REPLACEMENT BUS ROUTES

Tramless Sunday bus routes came about because of disputes in the coal industry, which provided the coal to generate electricity for the operation of trams and trolleybuses in Sydney. As a result, buses replaced trams and trolleybuses on a number of Saturday afternoons and/or Sundays during 1948-49. During the periods from 11 July 1948 to 17 October 1948 and then from 25 June 1949 to 22 July 1949, replacement buses displayed route numbers in the 2xx, 3xx and 4xx series. From 23 July 1949 the routes were renumbered into the 0xx series.

Similarly to industrial routes, the availability of information about “Tramless Sunday” replacement routes run by the Government is confined to *City to Suburb ... a fifty year journey*, and its predecessor. *The Government Bus in New South Wales*, by VJ Hayes. Little detail of such routes other than termini & route numbers is known to exist.

TRAM SUPPLEMENTARY ROUTES

These bus routes supplemented a number of busy tram services during a period of tramway staff shortages. Service was subject to availability of staff.

Assistance with additional information about any of these groups of routes would be appreciated.

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Route 04

CITY (various termini) – GLEBE POINT (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 404:
 - City (Circular Quay) – Glebe Point
 - City (Millers Point) – Glebe Point.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

11 December 1949: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Glebe (Point).

Route 06

CITY (Circular Quay) – COOKS RIVER (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

(Cooks River terminus was in Princes Hwy, Tempe, immediately north of the bridge over the river, being a tram terminus until 1957.)

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 406.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

11 December 1949: Reverted to tram service.

Streets

- Followed tram line as closely as possible
- *Suburbs:* Darlington, Newtown, St Peters, Tempe.

Route 07

CITY (Circular Quay) – CANTERBURY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 240.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

11 December 1949: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Darlington, Newtown, Enmore, Petersham, Dulwich Hill, Hurlstone Park, Canterbury.

Route 09

BONDI JUNCTION – COOGEE BEACH (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 309.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

13 January 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Bondi Junction, Waverley, Randwick, Coogee Beach.

Timetable Summary

2 July 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction- Coogee Beach		M-F						
		Sat						
		Sun	Bondi Junction	6.45am	Coogee	11.37pm	AM 30 PM 20	A

A – Winter Sunday timetable.

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/alterd?) to run Burwood – No 1 Wharf, Walsh Bay.

After 26 May 1971: Ceased.

Streets

Via 459, 390 & Sussex St.

Route 21

CITY (Queen Victoria Building) – DARLING HARBOUR (Temporary Casino) ■

Timeline

3 April 1995: Part time service commenced by State Transit Authority of NSW.

18 August 1995: Hours of service increased to full time, replacing 088 industrial service.

15 November 1997: Replaced by 443.

Streets

From (?)

From City (Queen Victoria Building) (York St) via Druitt St, Kent St, Market St, Western Distributor, Pyrmont Bridge Rd, Murray St, Darling Dr [now Pirrama Rd] to Temporary Casino (Darling Harbour).

From Darling Harbour (Temporary Casino) via Darling Dr [now Pirrama Rd], Murray St, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

Timetable Summary

After 18 August 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Temporary Casino		M-F	Q Vic Bldg	10.00am	Q Vic Bldg	1.00am	30	
		Sat		10.00am		1.00am	30	
		Sun		10.00am		1.00am	30	

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

Unnumbered period 1942-43

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 [an arbitrary “industrial route” number, but included here as a 1925 route number for convenience].

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.

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.

Carried UTA employees only.

16 October 1987: Renumbered 002.

Streets

Circa 1974

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Randle St, Devonshire St, Elizabeth Str, Cleveland St, Anzac Pde, King St to Randwick Tram Workshops.

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 (or Randwick Depot).

16 October 1987: 001 renumbered 002.

After 1995: Ceased when tyre shop closed. Replaced by 372.

Streets

City (Railway Square) – Randwick Workshops

Circa 1974

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Randle St, Devonshire St, Elizabeth Str, Cleveland St, Anzac Pde, King St to Randwick Tram Workshops.

As at October 1987

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Cleveland St, Bus Roadway, Alison Rd, King St to Randwick Workshops.

From Randwick Workshops (King St) via reverse route to Bus Roadway, then Fitzroy St, Foveaux St, Eddy Av, Pitt St to Railway Square (City)

Route 003

BONDI JUNCTION – RANDWICK Tram Workshops (INDUSTRIAL)■

Timeline

29 February 1960: Bondi Junction – 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. Carried UTA employees only.

(?): Extended to or rerouted via Waverley Depot for a period.

4 November 1989: Ceased when Trades Workshops closed.

Streets

As at October 1987

From Waverley Depot via Oxford St, Newland St, **Bondi Junction** Interchange, Grosvenor St, Bronte Rd (Waverley), Frenchmans Rd, Avoca St, Alison Rd, (?), King St to Randwick Workshops. Reverse on return.

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. Carried UTA employees only.

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

Ceased for a period.

By October 1987 (shown in driver's route maps): Recommended to run from Randwick Maintenance Centre [part of former tram workshops property] to City (Wynyard).

(?): Ran from Randwick Depot to City (Wynyard) as a staff bus.

On or after December 1995: Ceased.

Streets

As at October 1987

Randwick Workshops – City (Wynyard)

From Randwick Workshops via King St, Alison Rd, Bus Roadway, Flinders St (Darlinghurst), Oxford St, Liverpool St, Gorge St to Wynyard (City).

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.

Streets

City (Wynyard) – Randwick Tram Workshops

Circa 1974

From City (Wynyard) via Hunter St, Elizabeth St, Liverpool St, Oxford St, Flinders St, Anzac Pde, Alison Rd, King St to Randwick Tram workshops.

City (Martin Pl) – Randwick Tram Workshops

Circa 1974

From City (Wynyard) via Phillip St, Martin Pl, Elizabeth St, Liverpool St, Oxford St, Flinders St, Anzac Pde, Alison Rd, King St to Randwick Tram workshops.

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.

Streets

Circa 1974

From Randwick Tram Workshops via King St, Alison Rd, Belmore Rd (**Randwick**), Avoca St, Rainbow St (**Kingsford**), Anzac Pde to Maroubra Junction.

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.

Streets

Circa 1974

From Randwick Tram Workshops via King St, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, St Pauls St, Dudley St, Carr St, Beach St to Coogee Beach.

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 2 July 1962

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

2 July 1962

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

CITY (Central Railway) – CLOVELLY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 310.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

5 February 1950: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Moore Park, Randwick, Clovelly.

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 2 July 1962

Redfern – Alexandria (Doody St)

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

From Alexandria (Doody St) (at Bourke Rd) via reverse route to Wyndham St, then Henderson Rd, Botany Rd, Regent St, Lawson Sq to Redfern Station

Alteration

By March 1966

Redfern – Mascot (Gardeners Rd)

Extended from Alexandria St (Doody St) via Bourke Rd to Gardeners Rd (Mascot). Reverse on return.

Timetable Summary

2 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern-Alexandria (Doody St)	10	M-F	Redfern	6.50am	Doody St	4.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Redfern, afternoon from Alexandria (Doody St)).

Route 011

DULWICH HILL – COOKS RIVER (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

(Cooks River terminus was in Princes Hwy, Tempe, immediately north of the bridge over the river, being a tram terminus until 1957.)

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 402.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Dulwich Hill, Marrickville, Sydenham, Tempe.

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 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 Baker St (Raleigh Park, West Kensington). Reverse on return.

Timetable Summary

2 July 1962

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 (Circular Quay) – RYDE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 416.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Ultimo, Pyrmont, White Bay, Rozelle, Drummoyne, Gladesville, Ryde

Route 012

CITY (Wynyard) – WOOLLOOMOOLOO (Royal 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 Royal 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) via Cleveland St (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

CITY (Circular Quay) – BONDI JUNCTION – NORTH BONDI (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 314.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Bondi Beach, North Bondi.

Route 014

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

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

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, then Perouse Rd, St Pauls St, Dudley St, Carr St, Havelock Av, Arden St, Coogee Bay Rd, Beach St [former street], 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 of NSW

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

CITY (Central Railway) – BONDI JUNCTION – NORTH BONDI (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 315.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Darlinghurst, Paddington, Bondi Junction, Bondi Beach, North Bondi.

Route 015

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

(The International Terminal of Sydney Airport was under construction 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

ROCKDALE – SANS SOUCI – DOLLS POINT (TROLLEY BUS “TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for trolley bus service:

- Renumbered from 316.
- Replaced trolley bus service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to trolley bus service.

Streets

- Followed trolley bus route as closely as possible.
- *Suburbs:* Rockdale, Kogarah, Ramsgate, Sans Souci, Sandringham, Dolls Point.

Route 016

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

(The International Terminal of Sydney Airport was under construction 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 017

CITY (Circular Quay) – ROSEBERY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 317.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Zetland, Rosebery.

Route 018

ROCKDALE – BRIGHTON-le-SANDS (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 318.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Rockdale, Brighton-le-Sands.

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

CITY (Wynyard) – WEST KENSINGTON (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 319.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

13 January 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Surry Hills, West Kensington.

Timetable Summary

2 July 1950

Sunday frequency:

AM 15

PM ?.

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 (Royal Blind Institute, Warren Av) (INDUSTRIAL) ■

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

Also:

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

Timeline

(?): Details of Burwood – Bankstown service not available.

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

25 May 1983: Friday trip ceased. Trips on other days (?) still in operation as at May 1988.

(?): When ceased or replaced/renumbered 025?

Streets

Burwood – Enfield (Royal Blind Institute)

As at May 1988

From Burwood (Burwood Rd at Station) via Burwood Rd, Mitchell St to Royal Blind Institute (Enfield).

From Royal Blind Institute (Mitchell St, Enfield) via Ann St, Burwood Rd to Burwood Station.

Route 020

CITY (Wynyard) – TARONGA ZOO (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 240.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* North Sydney, Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman, Taronga Zoo.

Route 020

MOSMAN WHARF – SPIT JUNCTION (Sundays only) ■

Timeline

4 October 1953:

- Replaced Mosman Wharf – Cremorne Junction tram service on Sundays (& Public Holidays from 17 April 1954).
- The leading “0” in this route number followed the practice, commenced in 1948-49, of routes which replaced trams on Sundays, when power was being conserved due to coal shortages.

19 November 1955: 020 (Sundays) & the Mosman Wharf – Cremorne Junction tram service (Mondays to Saturdays) ceased & were due to be replaced by 220 Mosman Wharf – Spit Junction (full time service) & supplementary 219, but their start was delayed by an industrial dispute over the operation of one-man buses. Replacement routes 219 & 220 eventually commenced on 6 December 1955.

Streets

From 4 October 1953 (based on later timetables for Route 220)

From Mosman Wharf via Avenue Rd, Military Rd (**Mosman Junction**), Gouldsbury St, Myahgah Rd to Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Military Rd, Avenue Rd to Mosman Wharf.

Timetable Summary

4 February 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mosman Wharf-Spit Junction	8	M-F						
		Sat						
		Sun	Spit Junction	7.12am	Mosman Whf	10.25pm	30	

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. Carried UTA employees only.

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

29 September 1989: Ceased.

Streets

Panania – Chullora Bus Workshops

As at May 1988

From Panania (Braesmere St at Station) via Braesmere St, Park Rd, railway overbridge, Tower St, The River Rd (Revesby), Sphinx Av, Doyle Rd, Howard Rd (Padstow), Cahors Rd [part now Memorial Av], Gibson Av, Chapel Rd, Greenfield Pde, Restwell St, South Tce (Bankstown), The Boulevarde (Punchbowl, Wiley Park), King Georges Rd, (?), Wattle St, Waterloo Rd, Norfolk Rd, Roberts Rd to Chullora Bus Workshops.

From Chullora Bus Workshops via reverse route to South Tce, then West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel St, then reverse route to Sphinx St, then Marco Av, Anderson Av, Braesmere Rd to Panania Station.

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

CITY (Circular Quay) – PADDINGTON (Lawson St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 321.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs*: Darlinghurst, Paddington,

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. Carried DGT employees only.

October 1987: Extended to run Sefton – Chullora Bus Workshops

29 September 1989: Ceased.

Streets

As at May 1988

From Sefton (Wellington Rd at Station) via Wellington Rd, Auburn Rd, Hume Hwy (**Yagoona**), Noble Av, Shellcote Rd (**Greenacre**), Waterloo Rd, Norfolk Rd, Roberts Rd to Chullora Bus Workshops. Reverse on return.

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 of NSW

(?): 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 023

CITY (Circular Quay) – CLOVELLY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 323.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

5 February 1950: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs*: Darlinghurst, Moore Park, Randwick, Clovelly.

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

HURSTVILLE – PENSHURST – CHULLORA Bus Workshops (INDUSTRIAL) ■

Timeline

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Penshurst – Chullora Bus Workshops commenced by Department of Government Transport. Carried UTA employees only.
January 1966: Extended to run Hurstville – Chullora Bus Workshops.
After 12 April 1990: Ceased.

Streets

Hurstville – Chullora Bus Workshops

As at May 1988

From Hurstville (Forest Rd at Station) via Forest Rd, Connell St, Bridge St (**Penshurst**), Penshurst St, Edgbaston Rd, King Gorges Rd (**Beverly Hills**), Wiley Av, Roberts Rd to Chullora Bus Workshops. Reverse on return.

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 of NSW

11 July 1994: Rerouted via Lidcombe Station.
(?): Ceased.

Route 025

RHODES – MORTLAKE Gas Works (INDUSTRIAL) ■

Timeline

By 19 August 1959: Peak hour service commenced by Department of Government Transport.
By October 1959: Ceased.

Route 025

BURWOOD – ENFIELD (Royal Blind Institute) (INDUSTRIAL) ■ **CAMPSIE – ENFIELD (Royal Blind Institute) (INDUSTRIAL) ■**

Timeline

(?): Burwood – Enfield (Royal Blind Institute) renumbered from 481.
(?): Replaced 019.
By May 1988: Altered to run Campsie – Enfield (Royal Blind Institute).
(?): Replaced by new 019 (?).
(?): Either or both routes ceased when Royal Blind Institute moved to Bankstown.

Streets

Campsie – Enfield (Royal Blind Institute)

As at May 1988

From Campsie (North Pde at Station) via Beamish St, Ninth Av, Fifth Av, Burwood Rd, Mitchell St to Royal Blind Institute (Enfield).

From Royal Blind Institute (Mitchell St, Enfield) via Ann St, Burwood Rd, Seventh Av, Beamish St, Campsie St, London St, North Pde to Campsie Station.

Route 025

BURWOOD – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■

Timeline

8 February 1993: Peak hour service commenced by State Transit Authority of NSW, 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.

After October 1987: Ceased.

Streets

As at May 1988

From Burwood (Burwood Rd at Station) via Burwood Rd, Crane St, Ian Pde (**Concord**), Frederick St, Brays Rd, Tennyson Rd to Gas Works (Mortlake). Reverse on return.

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. See also 027.

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 of NSW.

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. See also 026.

(?): Ceased.

Route 027

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

Timeline

After June 1975:

- Limited (morning?) peak hour service express from City (Central Railway) to Watsons Bay (Naval Depot) renumbered from 327.
- May have run City (Central Railway) – Watsons Bay (Naval Depot) prior to 24 June 1979, although not shown on available timetables.
- Equivalent Monday-Thursday afternoon peak hour trip from Watsons Bay (Naval Depot) shown as 327 until 1979, then 324.

23 June 2002: Renumbered part of 324 (although 324 timetables from 24 June 1979 show it as an extension of a normal 324 trip from that date).

Streets

As at 21 November 1993

Probably same as 324, with extension from Watsons Bay terminus via internal Naval Depot roads.

Timetable Summary

21 November 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Edgecliff-Watsons Bay (Naval Depot)	16	M-F	Edgecliff	7.18am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Edgecliff).

Route 027

LIDCOMBE – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■

Timeline

11 July 1993:

- Peak hour service commenced, replacing electric train service between these points.
- Appears to have duplicated route number for City (Central Railway) – Watsons Bay (Naval Depot).

1 August 1994: Renumbered 028 (to remedy route number duplication?).

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 (to remedy route number duplication prior to then?).
- Then or later ran only in afternoon peak hour (from Chullora (Elcar Workshops)?).

16 July 1999: Ceased.

Route 029

CITY (Circular Quay) – LEICHHARDT (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 429.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

23 July 1950: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Parramatta Rd, Leichhardt.

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.
- Carried UTA employees only.
- Operated by Department of Government Transport.

29 September 1989: Ceased.

Streets

As at May 1988

From Sydenham (Burrows Av at Station) via railway bridge, Railway Pde, Marrickville Rd, New Canterbury Rd, Toothill St (**Lewisham**), Old Canterbury Rd, Junction Rd, Prospect Rd Clissold St, Holden St, Palace St, Milton St, Georges River Rd (**Croydon Park**), Punchbowl Rd (**Belfield**), Juno Pde, Roberts Rd to Chullora Bus Workshops.

From Chullora Bus Workshops via reverse route to Marrickville Rd, then Buckley St, Sydenham Rd, Railway Pde to Sydenham Station.

Route 029

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

Timeline

By 1995: Commenced.
16 July 1999: Ceased.

Route 030

CITY (Circular Quay) – ABBOTSFORD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 410.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

13 January 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Parramatta Rd, Leichhardt, Haberfield, Five Dock, Abbotsford.

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.
Carried UTA employees only.

29 September 1989: Ceased.

Streets

As at May 1988

From Lidcombe (Church St at Station) via Church St, Arthur St, Centenary Dr, Hume Hwy, Roberts Rd to Chullora Bus Workshops. Reverse on return.

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.
- Carried DGT employees only.
- 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.

Streets

Rozelle Junction – Chullora Bus Workshops

As at May 1988

From Rozelle (Victoria Rd at Darling St) via Victoria Rd (**Drummoyne**), Lyons Rd (**Russell Lea**), Great North Rd (**Five Dock**), Parramatta Rd, Wentworth Rd, Everton Rd (**Strathfield**), Raw Sq, Redmyre Rd, Chalmers Rd, Newton Rd, Wallis Av (**South Strathfield**), Hume Hwy, Roberts Rd to Chullora Bus Workshops. Reverse on return.

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.
- Carried UTA employees only.
- Operated by Department of Government Transport.

April 1988: Replaced by extension of 031.

Route 033

CITY (Wynyard) – CHULLORA Bus Workshops via Parramatta Rd & Liverpool Rd (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 City (Wynyard?) – Chullora Bus Workshops commenced, replacing 433.
- Carried DGT employees only.
- Operated by Department of Government Transport.

By May 1988: City terminus altered to/was at Bathurst St.

29 September 1989: Ceased.

Streets

City (Bathurst St) – Chullora Bus Workshops

As at May 1988

From City (Bathurst St) (in Elizabeth St) via Elizabeth St, Eddy Av, Pitt St, Railway Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield, Enfield**), Hume Hwy, Roberts Rd to Chullora Bus Workshops.

From Chullora Bus Workshops via reverse route to Railway Sq, then George St to Bathurst St (City)

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 (INDUSTRIAL) ■

Timeline

24 June 1957: Peak hour service commenced by Department of Government Transport, coincident with replacement of Circular Quay – Rosebery tram service by buses.

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. Carried DGT employees only.

(?): 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 (Bus Division) 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 via Gardeners Rd & Anzac Pde 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		
036: Maroubra Junction-City (Eddy Av, Central Railway)	29	M-F	Maroubra Jun	6.45am			Ph1	
		Sat						
		Sun						
037: Redfern-Maroubra Beach†	36‡	M-F	Maroubra Bch	6.45amE	Redfern	4.18pmM	Ph2	
		Sat						
		Sun						
038: 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 via Gardeners Rd & Anzac Pde 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		
037: Redfern-Maroubra Beach	36	M-F	Maroubra Bch	6.45am	Redfern	4.18pm	Ph1	
		Sat						
		Sun						
038: 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).

Timetable Summary

See 037

Route 039

CITY (Circular Quay) – MARRICKVILLE – DULWICH HILL (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 439.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

(?): Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** Newtown, Enmore, Marrickville, Dulwich Hill.

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. Carried UTA employees only.

29 September 1989: Ceased.

Streets

As at May 1988

From (Rockdale) (Railway St at Station) via Frederick St, Forest Rd (**Bexley**), Kingsland Rd, Bexley Rd (**Bexley North**), William St, Kingsgrove Rd, Sharp St, Leylands Pde, Burwood Rd (**Belmore**) Punchbowl Rd, Juno Pde, Roberts Rd to Chullora Bus Workshops.

From Chullora Bus Workshops via reverse route to Frederick St, then Watkin St, Walz St to Rockdale Station.

Route 040

CITY (Circular Quay) – BALMAIN (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 440.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

21 August 1949: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Forest Lodge, Rozelle, Balmain.

Route 040

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

Also:

- **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 August 1990

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: Approached 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

CITY (Circular Quay) – LILYFIELD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 441.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

21 August 1949: Reverted to tram service.

Streets

Followed tram line as closely as possible.

Suburbs: Forest Lodge, Annandale, Lilyfield.

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		
041: St Peters-Alexandria (Collins St)†	9SC	M-F	Kingsford	6.07amS	Bourke St	4.40pmS	Ph1	
		Sat						
		Sun						
045: St Peters-Alexandria (Ralph St/Doody St)‡	9	M-F	St Peters	6.41am	Doody St	4.35pm	Ph2	
		Sat						
		Sun						
047: Alexandria (Ralph St/Doody St)-St Peters§	14	M-F	Doody St	4.35pm			Ph3	
		Sat						
		Sun						
051: St Peters-Alexandria (Collins St) via Doody St	12	M-F	St Peters	6.24am	Collins St	5.03pm	Ph4	
		Sat						
		Sun						
066: 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

CITY (Railway Sq) – SYDNEY AIRPORT (Domestic Terminal) (INDUSTRIAL) ■

REDFERN – MASCOT (Gardeners Rd) (INDUSTRIAL) ■

Timeline

3 November 1986:

- Peak hour service Redfern – Mascot (Gardeners Rd) renumbered from 010.
- Operated by Urban Transit Authority of NSW.

5 August 1990:

- 085 curtailed to run City (Railway Sq) – Sydney Airport (Domestic Terminal) & renumbered part of 041 (peak hour service).
- Redfern – Mascot (Gardeners Rd/Botany Rd) continued as part of 041 (peak hour service).
- These two routes shared Redfern – Mascot.

12 June 1993: 041 & 043 combined as 305.

Streets

Redfern – Mascot (Gardeners Rd)

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.

From 5 August 1990

City (Railway Sq) – Sydney Airport (Domestic Terminal)

From City (Railway Sq) via Regent St, Cleveland St, Pitt St, Redfern St (**Redfern**), Regent St, Botany Rd, Henderson Rd, Wyndham St, McEvoy St, Bowden St, Bourke St, Gardeners Rd, Kent St, Coward St, Bourke St, O’Riordan St (**Beaconsfield**), Robey St, Ninth St, Vickers Av, Keith Smith Av to Domestic Terminal (Sydney Airport).

From Sydney Airport (Domestic Airport) via Shiers Av, Tenth St, O’Riordan St, then reverse route to Railway Sq (City).

Redfern – Mascot (Gardeners Rd/Botany Rd)

From Redfern (Redfern St/Regent St) via Regent St, Botany Rd, Henderson Rd, Wyndham St, McEvoy St, Bowden St, Bourke St, Gardeners Rd, Kent St, Coward St, Bourke St, O’Riordan St (**Beaconsfield**), Gardeners Rd to Botany Rd (Mascot). Reverse on return.

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)).

5 August 1990

Redfern – Mascot industrial routes

041

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Sq)- Sydney Airport (Domestic Terminal)	25	M-F	Railway Sq	5.30am	Domestic Term	6.05pm	Ph1	
		Sat						
		Sun						
Redfern-Mascot (Gardeners Rd)	12	M-F	Redfern	6.32am	Gardeners Rd	4.31pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from City (Railway Sq), afternoon Sydney Airport (Domestic Terminal)).

Ph2 – Peak hours only (morning from Redfern, afternoon from Mascot (Gardeners Rd)).

Route 042

BALMAIN (Nicholson St) – CANTERBURY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Renumbered from 442.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

21 August 1949: Reverted to tram service.

Streets

Followed tram line as closely as possible.

Suburbs: Balmain, Rozelle, Leichhardt, Petersham, Dulwich Hill, Hurlstone Park, Canterbury.

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.

As at October 1966 (*Bus fare schedule book*):

Routes in operation:

- Sydenham – Mascot (Morley Av)
- Sydenham – Mascot Airport
- Sydenham – Bunnerong Power House

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: Weekday peak hour & change-of-shift weekend service commenced by Urban Transit Authority of NSW, 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. Replaced by new 043.

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

NEUTRAL BAY WHARF – NEUTRAL BAY JUNCTION (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

23 July 1949: Due to shortages of coal to generate electricity for tram service:

- Commenced by Department of Road Transport & Tramways.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.

(?): Reverted to tram service.

Streets

Followed tram line as closely as possible.

Suburbs: Neutral Bay, Neutral Bay Junction.

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		
045: 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) ■

Also:

- **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 industrial 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			C	
		Sun						

† Extended to Australian Paper Mills in morning peak hour.

A – To Australian Paper Mills.

B – To Bondi Junction.

C – 1 trip from Bondi Junction only.

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) **(INDUSTRIAL) ■**

Timeline

2 November 1986: Peak hour express service, (City (Eddy Av, Central Railway) – East Botany (Johnson & Johnson) commenced by Urban Transit Authority of NSW.

22 October 1990: Extended at Central Railway from Eddy Av to Railway Sq,

By 21 January 1992:

- Also served Kelloggs in East Botany.
- Conveyed passengers from between Central & Redfern only to the factories at Johnson & Johnson & Kelloggs (mornings) & reverse in the afternoon.

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).

Alteration:

From 22 October 1990: Approached Central Railway from Regent St via Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Sq. Unaltered on return.

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'sn	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 (**EXPRESS 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.
- Shared most of route with 045 until 047 ceased.
- Operated by Department of Government Transport.

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 of NSW.

After 5 August 1990: 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).

Alteration:

From 22 October 1990: Approached Central Railway from Regent St via Redfern St, Chalmers St, Elizabeth St, Eddy Av, Pitt St to Railway Sq. Unaltered 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		
City (Eddy Av, Central Railway)-Pagewood (WD & HO Wills)	22CW 18RW	M-F	Redfern	7.07am	WD & HO	4.45pmC	Ph	
			Eddy Av	7.17am	Wills			
		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, then 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 of NSW.
- Replaced 014, 056 & 064, which had ceased previously.
- Replaced 076, 081 & 082 with transfers

23 June 2002: As part of “Better Buses” Eastern Suburbs Service Review, 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.