



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 050 – 099

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 050 - 099

050	Leichhardt-Botany	I
051	St Peters-Alexandria, etc	I
052	Leichhardt-Bunnerong P/Hse	I
053	Leichhardt-Pagewood	I
054	Leichhardt-Mascot	I
055	Pagewood Depot-Sydenham	I
055	Burwood-Chullora Bus W/s	I
056	Bondi Jun-Bunnerong P/Hse	I
057	Kingsgrove local	I
058	Burwood Depot-Campsie	I
059	Kingsgrove local	I
060	City-Balmoral Beach	I
060	Regents Pk-Chullora Rail W/s	I
060	Chatswood-Frenchs Forest	I
061	Homebush local	I
061	Strathfield-Homebush Bay	I
062	Strathfield-Homebush Bay	I
062	Strathfield-Homebush	I
063	Revesby-Chullora Rail W/s	I
064	Bondi Jun-Sydney Airport	I
065	Bankstown-Chullora Rail W/s	I
066	City-Botany	R
066	St Peters-Rosebery, etc	I
067	City-Alexandria	R

067	Zetland-Bondi Junction	I
068	City-Matraville	R
068	Strathfield-Chullora Rail W/s	I
069	City-Daceyville	R
070	City-Chatswood	R
070	City-Kingsford	S
071	Burwood-Chiswick	I
073	Coogee Bch-Sydney Airport	I
074	Coogee Bch-Sydney Airport	I
076	Bondi Jun-Alexandria, etc	I
076	Bondi Junction-Mascot	I
077	Mascot-Bondi Junction	I
078	Sans Souci-Darlinghurst	I
078	Caringbah-Waverley Depot	I
079	Caringbah-Redfern	I
080	City-Lane Cove	R
080	Bondi Jun-Alexandria, etc	I
081	St Peters-Zetland	I
081	Bondi Junction-Rosebery	I
082	Central-Alexandria	I
082	Alexandria-Bondi Junction	I
083	City-Bronte Beach	I
084	Central-Bronte Beach	R
085	City-Coogee Beach	I

085	City-Sydney Airport	I
086	Central-Coogee Beach	R
087	City-Prince Henry Hospital	R
088	City-La Perouse	R
088	City-Star City	I
089	Central-Pyrmont	I
090	City-Ultimo	I
090	Pyrmont-Woolloomooloo, etc	I
091	Darlinghurst-Woolloomooloo	I
092	Pyrmont-Woolloomooloo, etc	I
093	Darlinghurst-Garden Isld, etc	I
094	City-Vaucluse	R
094	City-Ultimo	I
096	Ryde-Rhodes	I
097	City-North Bondi	R
097	Pagewood Depot-City	I
098	Central-Randwick	I
098	Central-Pagewood Depot	I
099	City-Earlwood	I

I = Industrial

P/Hse = Power House

R = Tramless Sunday Replacement Service

S = Tram Supplementary 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 1952: 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 050

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

Timeline

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

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

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

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

By 2 November 1986: Ceased.

Streets

From April 1974

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

Timetable Summary

See 043

Route 051

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

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

Timeline

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

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

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

2 November 1986: Ceased. Partly replaced by 045.

Streets

St Peters – Alexandria (Collins St)

From April 1974

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

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

Timetable Summary

See 041

Route 052

LEICHHARDT (Norton St) – SYDENHAM – BUNNERONG POWER HOUSE

(INDUSTRIAL) ■

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

Timeline

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

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

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

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

After October 1987: Ceased.

Streets

From April 1974

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

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

Timetable Summary

April 1974

See 043

2 November 1986

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

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

B – To Botany Cemetery.

BS – From Botany Cemetery to Sydenham.

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

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

S – To Sydenham.

Route 053

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

(INDUSTRIAL) ■

Timeline

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

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

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

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

By 2 November 1986: Ceased.

Streets

From April 1974

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

Timetable Summary

See 043

Route 054

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

Timeline

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

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

By March 1966: Ceased.

Route 055

PAGEWOOD DEPOT – MASCOT – SYDENHAM (INDUSTRIAL) ■

Timeline

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

(?): Ceased.

Route 055

BURWOOD – STRATHFIELD – CHULLORA Bus Workshops (INDUSTRIAL) ■

Timeline

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

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

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

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

Streets

From May 1988

From Strathfield (Station) via Albert Rd, Dickson St, Moseley St, Arthur St, Centenary Dr, Hume Hwy, Roberts Rd to Chullora Bus Workshops. Reverse on return.

Route 056

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

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

Timeline

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

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

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

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

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

Streets

From April 1974

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

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

Alteration

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

Timetable Summary

April 1974

See 046

2 November 1986

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

Ph – Morning peak hour only (both directions).

Route 057

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

Timeline

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

Between January & August 1972: Ceased.

Route 058

BURWOOD DEPOT – SYDENHAM – CAMPSIE (INDUSTRIAL) ■

Timeline

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

Circa 1990: Ceased.

Route 059

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

Timeline

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

March 1977: Listed as 057 (?).

Between June 1975 & June 1979: Ceased.

Route 060

CITY (Wynyard) – BALMORAL BEACH (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

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

- Renumbered from 260.
- 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 Junction, Balmoral Beach.

Route 060

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

Timeline

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

After May 1988: Ceased. Then or later replaced by 024.

Streets

From May 1988

From Regents Park via Auburn Rd (**Birrong**), Hume Hwy (**Yagoona**), Anzac St to Chullora Workshops.

From Chullora Workshops via Anzac St, Bruncker Rd, Beresford Rd, Hume Hwy, Auburn Rd to Regents Park.

Route 060

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

Timeline

20 July 1997: Peak hour service commenced by State Transport Authority of NSW.

2 April 2000: Renumbered L61.

Service continued unchanged as L61.

(?): Renumbered back from L61 to 060.

By 9 October 2005: Renumbered 137.

Streets

Same or similar to 137.

Timetable Summary

Same or similar to 137.

Route 061

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

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

Timeline

31 March 1965:

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

28 February 1966: Rerouted via North Strathfield Station.

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

Route 061

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

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

Timeline

June 1998: Peak hour service commenced by State Transport Authority of NSW.

2 April 2000: Renumbered L61.

15 April 1999: Replaced by 403.

Route 062

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

Timeline

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

25 January 1985: Ceased.

Route 062

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

Timeline

3 October 1989: Peak hour service commenced by State Transport Authority of NSW, possibly being 061 revived, but from Strathfield (?).

15 October 1993: Replaced by 401-403.

Route 063

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

Timeline

26 April 1974: Peak hour service commenced by Public Transport Commission (Bus Division). Part of route replaced similar trips on 189 & 244 [1925 route numbers], operated by GP Bus Co & Narwee Bus Co respectively (both under same management).

After May 1988: Ceased.

Streets

From May 1988

From Picnic Point (The River Rd at Henry Lawson Dr) via The River Rd, Marco Av to **Revesby** Station, then Marco Av, Sphinx Av, Doyle Rd, Howard Rd (**Padstow**), Cahors Rd [part now Memorial Dr], Gibson Av, Chapel Rd, Greenfield Pde, Restwell St, South Tce (**Bankstown**), Punchbowl Rd (**Punchbowl**), Waratah St, Highclere Av, Wattle St, Waterloo Rd (**Greenacre**), Hume Hwy, Muir Rd to Apprentice Training College (Chullora).

From Chullora (Apprentice Training College) via reverse route to South Tce, then West St, Raymond St, Restwell St, Greenfield Pde, then reverse route.

Route 064

BONDI JUNCTION – KINGSFORD – SYDNEY AIRPORT (INDUSTRIAL) ■

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

Timeline

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

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

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

Streets

From March 1966

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

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

Timetable Summary

February 1973

064 timetable same as at April 1974

April 1974

Bondi Junction – Mascot industrial routes

064, 076, 077

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

† Also Rosebery (Dunning Av) to Bondi Junction.

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

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

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

2 November 1986

Bondi Junction – Mascot industrial routes

064, 076, 080-082

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

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

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

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

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

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

Route 065

BANKSTOWN – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■

Timeline

Possibly 1974 (?) (based on this route’s similarity to 063 & that both routes may have replaced private 189 & 244):

Peak hour service commenced by Public Transport Commission (Bus Division). Part of route replaced similar trips on 189 & 244 [1925 route numbers], operated by GP Bus Co & Narwee Bus Co respectively (both under same management).

After May 1988: Ceased. Replaced by 022.

Streets

From May 1988

From Bankstown (Station) via South Tee, Punchbowl Rd (**Punchbowl**), Waratah St, Highclere Av, Wattle St, Waterloo Rd (**Greenacre**), Hume Hwy, Muir Rd to apprentice Training College (Chullora).

From Chullora (Apprentice Training College) via reverse route to South Tee, then West St, Raymond St, Restwell St, Greenfield Pde to Bankstown Station.

Route 066

CITY (Circular Quay) – BOTANY (Bay St) via Railway Square (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

11 June 1950: Due to shortages of coal to generate electricity for tram service:

- Commenced when 068 split into 066 & 068.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

18 May 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Waterloo, Beaconsfield, Mascot, Botany.

Route 066

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

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

Timeline

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

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

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

2 November 1986: Ceased. Partly replaced by 045.

Streets

From April 1974

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

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

Timetable Summary

See 041

Route 067

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

Timeline

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

- Renumbered from 367.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

18 May 1952: Reverted to tram service.

Streets

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

Route 067

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

Timeline

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

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

By 2 November 1986: Ceased.

Streets

From April 1974

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

Timetable Summary

April 1974

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

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

Route 068

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

Timeline

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

- Renumbered from 368.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

11 June 1950: 068 split into 066 & 068, due to shortages of coal to generate electricity for tram service:

18 May 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Beaconsfield, Waterloo, Mascot, Botany, Matraville.

Route 068

STRATHFIELD – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■

Timeline

1970s: Peak hour service commenced by Department of Government Transport/Public Transport Commission (Bus Division).

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

Streets

From May 1988

From Strathfield (Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevard, Hume Hwy, Muir Rd to Elcar Workshops (Chullora).

Route 069

CITY (Circular Quay) – DACEYVILLE (“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.

18 May 1952: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* Redfern, Beaconsfield, Waterloo, Daceyville.

Route 070

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

Timeline

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

- Renumbered from 270.
- Replaced tram service after 2.00pm Saturdays and all day Sundays on some or all weekends.
- Operated by Department of Road Transport & Tramways.

2 July 1950: Reverted to tram service.

Streets

- Followed tram line as closely as possible.
- *Suburbs:* North Sydney, Crows Nest, Naremburn, Willoughby, Chatswood.

Timetable Summary

Route 070

CITY (Macquarie St) – KINGSFORD via Anzac Pde (TRAM SUPPLEMENTARY SERVICE)■

Timeline

7 October 1951: Weekday service commenced by Department of Road Transport & Tramways, supplementing Circular Quay – La Perouse & Circular Quay – Maroubra Beach tram services during a period of tramway staff shortages. Service was subject to availability of staff.

15 October 1951: Service improved.

10 August 1952: Entire service provided by trams, coincident with the takeover of 138 [1925 route number] by Department of Government Transport.

Streets

From 15 October 1951

From City (Macquarie St) via Macquarie St, Martin Pl, Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Moore Park, Kensington**) to Kingsford.

From Kingsford via reverse route to Elizabeth St, then Hunter St, Macquarie St.

Timetable Summary

15 October 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Macquarie St)-Kingsford		M-F	Kingsford	6.39am	Macquarie St	6.23pm	8-10	
		Sat						
		Sun						

Route 071

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

Timeline

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

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

27 January 1989: Ceased.

Streets

From 8 September 1986

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

From Chiswick:

- *Either* from Lysaghts Wire Mills [Blackwall Point Rd near Parkview Rd] via Blackwall Point Rd, then reverse of “from Burwood”.

- Or from Blackwall Point Rd/Hezlet St via Blackwall Point Rd, Great North Rd, Hampden Rd, Lyons Rd, Great North Rd, Parramatta Rd, Lucas Rd, Waimea St, Shaftesbury Rd, Railway Pde to Burwood.

Timetable Summary

8 September 1986

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

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

Route 073

COOGEE BEACH – SYDNEY AIRPORT (INDUSTRIAL) ■

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

Timeline

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

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

24 October 1960: Renumbered 074.

Route 074

COOGEE BEACH – SYDNEY AIRPORT (INDUSTRIAL) ■

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

Timeline

24 October 1960:

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

By January 1972: Ceased.

Route 076

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

Also:

- **From Rosebery (Dunning Av) to Bondi Junction (afternoon peak hour)**

Timeline

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

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

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

November 1985: Ceased.

Streets

From April 1974

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

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

Timetable Summary

See 064

Route 076

BONDI JUNCTION – MASCOT (Gardeners Rd/Botany Rd) (INDUSTRIAL) ■

Timeline

30 October 1986: Renumbered from 077.

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

Route 077

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

Timeline

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

- Bondi Junction – Mascot (Cooper Engineering, Coward St) peak hour service renumbered from 377.
- Operated by Department of Government Transport.

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

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

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

30 October 1986: Renumbered 076.

Streets

From April 1974

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

Timetable Summary

See 064

Route 078

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

Timeline

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

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

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

By 1965 (?): Ceased.

Route 078

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

Timeline

31 May 1965: Upon opening of Captain Cook Bridge:

- Peak hour service Caringbah – Waterloo (Amelia St) commenced by Department of Government Transport.
- Then or otherwise, replaced (Sans Souci – Rockdale?) part of 005.
- Shared Caringbah – Mascot with 079 & 302.

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

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

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

Streets

Caringbah – Waterloo (Amelia St)

From 31 May 1965

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

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

Timetable Summary

31 May 1965

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

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

Route 079

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

Timeline

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

August 1979: Curtailed to run Dolls Point – Redfern.

5 August 1990: Replaced 078 (with transfer to 477) & 302.

15 February 1992: Ceased.

Streets

From 31 May 1965

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

Timetable Summary

31 May 1965

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

Ph – Morning peak hour only (from Caringbah).

Route 080

CITY (Wynyard) – LANE COVE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

- Renumbered from 280.
- 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, Crows Nest, St Leonards, Gore Hill, Lane Cove.

Timetable Summary

2 July 1950

Sunday frequency:

AM 30

PM 15.

4 February 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Lane Cove		M-F						
		Sat						
		Sun	Lane Cove	5.26am	Lane Cove	11.54pm	AM 30 PM 20	A

A – Plus short-working/s before first trip & after last trip shown.

Route 080

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

BONDI JUNCTION – MASCOT – ST PETERS (INDUSTRIAL) ■

Timeline

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

- Bondi Junction – Alexandria (Snowy River Commission, DeHavillands, O’Riordan St renumbered from 380.
- Operated by Department of Government Transport.

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

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

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

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

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

By 18 October 1987: Ceased.

Streets

St Peters – Alexandria – Bondi Junction

From April 1974

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

Alexandria (Euston Rd) – Bondi Junction

From August 1979

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

Mascot – Bondi Junction from Gardeners Rd

From August 1979

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

Timetable Summary

April 1974

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

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

August 1979

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

E – From Alexandria (Euston Rd).

G – From Mascot (Gardeners Rd).

Ph – Afternoon peak hour only to Bondi Junction.

Route 081

ST PETERS – ZETLAND (Joynton Av/O’Dea Av) (INDUSTRIAL) ■

Timeline

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

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

By January 1969: Ceased.

Route 081

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

Timeline

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

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

5 August 1990: Replaced by new 048.

Streets

From April 1974

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

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

Timetable Summary

April 1974

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

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

Route 082

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

Timeline

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

(?): Ceased.

Route 082

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

Timeline

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

5 August 1990: Replaced by new 048.

Streets

Alteration

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

From 3 November 1985

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

Timetable Summary

2 November 1986

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

Ph –Afternoon peak hour only.

Route 083

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

Timeline

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

- Renumbered from 838.
- 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, Waverley, Bronte Beach.

Route 084

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

Timeline

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

- Renumbered from 384.
- 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, Waverley, Bronte Beach.

Route 085

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

Timeline

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

- Renumbered from 385.
- 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, Moore Park, Randwick, Coogee Beach.

Route 085

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

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

Timeline

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

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

5 August 1990: Curtailed to run City (Railway Sq) – Sydney Airport (Domestic Terminal) & renumbered part of 041.

Streets

From 3 November 1986

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

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

Timetable Summary

3 November 1986

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

C – To City (Circular Quay).

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

D – To Sydney Airport (Domestic Terminal).

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

Ph – Peak hours only:

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

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

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

Route 086

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

Timeline

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

- Renumbered from 386.
- 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:** Moore Park, Randwick, Coogee Beach.

Route 087

CITY (Circular Quay) – BOTANY – PRINCE HENRY HOSPITAL (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

(Prince Henry Hospital terminus has been known as Little Bay since 2006, following closure of the hospital in 2001.)

Timeline

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

- Renumbered from 387.
- 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, Beaconsfield, Waterloo, Mascot, Botany, Matraville, Little Bay.

Route 088

CITY (Circular Quay) – LA PEROUSE via Bunnerong Rd (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

- Renumbered from 388.
- 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, Moore Park, Kensington, Kingsford, Pagewood, La Perouse.

Route 088

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

Timeline

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

18 August 1995: Replaced by increased hours of service on 21 [regarded as a 1925 route number].

Route 089

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

Timeline

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

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

6 August 1990 (WN) or 4 October 1990 (Peck/Travers): Ceased. 501 provided a similar service.

Streets

From May 1988

From City (Railway Square) via Broadway, Jones St, Mary Ann St, Harris St, John St, Jones Lane (Pyrmont).

From Pyrmont (Jones Lane) via John St, Harris St, Pyrmont St, Harris St, Broadway to Railway Square (City).

Timetable Summary

8 February 1987

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

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

Route 090

CITY (Circular Quay) – ULTIMO (Government Printing Office) (INDUSTRIAL)

Timeline

By 1959: Commenced by Department of Government Transport.

(?): Ceased.

Route 090

PYRMONT (various termini) – CITY – WOOLLOOMOOLOO via Pymont Bridge & Grosvenor St, City (INDUSTRIAL) ■

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

(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)

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

Timeline

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

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

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

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

3 August 1981: Pymont terminus altered to Jones St.

25 September 1994: Replaced by new 443.

Streets

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

From 4 October 1960

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

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

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

City (York St) – Pymont (Bayview St)

From 12 September 1977

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

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

City (York St) – Pymont (Jones St)

Alterations

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

Timetable Summary

4 October 1960

Pymont – Woolloomooloo industrial routes

090-093

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

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

† Via Grosvenor St, City.

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

§ 3 extra for trips from Garden Island.

B – To Pymont (Bayview St).

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

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

Ph3 – Peak hours only:

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

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

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

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

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

W – To Woolloomooloo.

Y – To City (Wynyard).

12 September 1977

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

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

Route 091

DARLINGHURST – WOOLLOOMOOLOO (INDUSTRIAL) ■

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

Timeline

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

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

April 1976: Ceased.

Number out of use when 311 provided service

17 November 1979: Resumed.

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

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

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

Streets

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

From 4 October 1960

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

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

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

Timetable Summary

See 090

Route 092

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

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

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

Timeline

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

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

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

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

6 April 1987: Renumbered 312.

Streets

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

From 4 October 1960

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

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

Alteration

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

City (St James Station) – Woolloomooloo

From 12 September 1977

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

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

Timetable Summary

4 October 1960

See 090

12 September 1977

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

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

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

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

Route 093

DARLINGHURST – GARDEN ISLAND (INDUSTRIAL)■

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

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

Timeline

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

- Peak hour services renumbered from 393:
 - To* Garden Island
 - From Pymont (Bayview St) via Pymont Bridge either via Millers Point or Grosvenor St
 - From Darlinghurst
- Services *from* Garden Island displayed 090, 091 or 092 according to destination.
- Operated by Department of Government Transport.

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

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

6 April 1987: Renumbered part of 312.

Streets

Darlinghurst – Garden Island

From 4 October 1960

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

Pymont (Bayview St) – Garden Island

From 4 October 1960

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

Alteration

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

City (St James Station) – Garden Island

From 12 September 1977

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

Route 094

CITY (Martin Pl) – DOUBLE BAY – VAUCLUSE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

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

- Renumbered from 394.
- 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:* Kings Cross, Rushcutters Bay, Edgecliff, Double Bay, Rose Bay, Vaucluse.

Route 094

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

Timeline

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

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

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

Streets

From May 1988

From City (Circular Quay) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Western Distributor, Harris St to Government Printing Office (Ultimo).

From Ultimo (Government Printing Office) via Harris St, Miller St, Pymont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Timetable Summary

8 February 1987

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

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

Route 096

RYDE Shops – DIGITAL RHODES (INDUSTRIAL) ■

Timeline

15 July 1990: Commenced as a contract service.

8 September 1990: Ceased.

Route 097

**CITY (Circular Quay) – BELLEVUE HILL – NORTH BONDI (“TRAMLESS SUNDAY”
REPLACEMENT SERVICE)■**

Timeline

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

- Not known if operated prior to this date.
- 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, Woollahra, Bellevue Hill, Bondi Beach, North Bondi.

Route 097

PAGEWOOD DEPOT – CITY (Macquarie St) (INDUSTRIAL) ■

PAGEWOOD DEPOT – CITY (Railway Square) (INDUSTRIAL) ■

Timeline

(?):

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

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

Route 098

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

Timeline

After June 1957:

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

31 January 1961: Probably became part of normal route 398 City (Eddy Av, Central Railway) – Maroubra Beach via Dacey Av, which was renumbered from 394 to 398 on this date. Available timetables make no reference to number

098 for such trips until 15 June 1976, when the whole of route 398 was renumbered 098 (and selected trips continued to divert via Naval Stores, Randwick).

Route 098

CITY (Railway Square) – MAROUBRA BEACH – PAGEWOOD DEPOT via Dacey Av (INDUSTRIAL) ■

(Pagewood Depot was located on the site of current Eastgardens shops.)

Timeline

15 June 1976: City (Railway Square) – Pagewood Depot peak hour service renumbered from 398.

By 20 October 1985 (*Pagewood Depot replaced by Port Botany Depot*): Curtailed to run City (Railway Square) – Maroubra Beach.

6 October 1987: Renumbered 371.

Streets

City (Railway Square) – Maroubra Beach – Pagewood Depot

From 15 June 1976 (based on October 1978 timetable)

From City (Railway Square) via Pitt St, Eddy Av, Elizabeth St, Randle St, Devonshire St, Elizabeth St (**Redfern**), Phillip St, Crescent St, Dowling St, Dacey Av (**Moore Park**), Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St (**South Coogee**), Arden St, Malabar Rd, Torrington Rd, Marine Pde (**Maroubra Beach**), Fitzgerald Av, Bunnerong Rd to Pagewood Depot.

From Pagewood Depot via reverse route to Belmore Rd, then Cuthill St, Avoca St, Belmore Rd, then reverse route to Phillip St, then Elizabeth St, Redfern St, Chalmers St, Randle St, Elizabeth St, Eddy Av, Pitt St to Railway Square.

Alteration

By 5 October 1980: Approached City (Railway Square) from Chalmers St via Eddy Av. Return from Eddy Av via Elizabeth St, Phillip St.

City (Railway Square) – Maroubra Beach

Alteration

By 20 October 1985: Ex City (Railway Square) to terminate at Marine Pde (Maroubra Beach). Reverse on return.

Timetable Summary

October 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Maroubra Bch-Pagewood Depot	Fr Rly Sq 32M 39P	M-F	Pagewood Dep	6.13am	Railway Sq	5.58pm	Ph	
		Sat						
		Sun						

M – To Maroubra Beach.

P – To Pagewood Depot.

Ph – Peak hours only (both directions). Some trips City (Railway Square)-Maroubra Beach only.

20 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Maroubra Beach	32	M-F	Maroubra Bch	6.18am	Railway Sq	6.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 099

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

Timeline

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

- Renumbered from 438.
- 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:** Darlington, Newtown, Enmore, Marrickville, Undercliffe, Earlwood.