

NSW Government Depots, Garages, Sheds and Workshops

Introduction

In general trams worked from depots and buses from garages, however as several tram depots were converted for bus use depot became the standard term. Many small private bus operators used garage and were often associated with small yards or service stations. Shed was used by staff to indicate the covered area of a depot, the open area being the yard.

The first depot opened was Redfern at the end of the Pitt Street horse tram line. Randwick has been in use the longest, dating from 1881. The newest government-built depot is Leichhardt built on vacant land on Balmain Road and opened in August 2009.

Buses were also parked during off-peak periods in Hickson Road and York Street North (Gloucester Street), but these were never considered depots. Hickson Road was on-street parking, but the York Street north facility was a leased off-street property used from 5 March 1951 until the 1970s.



Depot Codes



Depot codes were first used for ticketing purposes identifying the tram conductor's home depot, in the example RW for Randwick.



Small cast metal tablets with alphabetic depot codes were attached to trams from 1924. Trams also carried small plates identifying number 1 and 2 ends as well as left and right sides.

Tram run numbers were in the range 1 to 999 and used in the working timetables. Trams displayed run numbers, on yellow plates with depot prefix, from 1953. There was some union opposition and use was intermittent.

Trams operating special services to Randwick Racecourse or the Easter Show displayed their depot code on a large metal plate. This enabled starters to return cars to their depots easily.

Sydney tram depot plates – Martin Pinches



Bus run numbers using depot letters, eg 'W199', came into use in working timetables over the period 1953 through 1957. Until that time run numbers had been purely numeric and not displayed on vehicles. The run numbers were on yellow plates fitted in a bracket on the front of buses. Drivers had to collect the run number plate from a rack.

Later these were replaced by the blue flip-over style still in use on many buses.



Depots

Location	Type	Run no. prefix	Ticket code	Opened	Notes
Arncliffe	Steam Tram		<i>BX</i> (From 1907)	13 Oct 1890	Firth Street, north of Done Street. Sub depot of Newtown then Tempe, Closed 31 Dec 1926
Baulkham Hills	Steam Tram			1902	Closed 1923, replaced by Northmead
Belmont Newcastle	Bus	N or NC	<i>NC</i>	19 April 1953	Sub depot of Hamilton
Bondi	Bus			27 May 1933	Glen Ayr Ave and Blair Sr, Sevenways, converted petrol station. Closed 11 Mar 1934, replaced by Woolloomooloo
Bonnyrigg	Bus	Z		16 Feb 2003	Used by subsidiary company Western Sydney Buses working on TransitWay T80, hired space in WestBus depot. Buses travel to Ryde to refuel with CNG. T80 contract ceased 12 October 2013.
Botany	Steam Tram Electric Tram			1882	Opened with line at terminus corner of Botany and Beauchamp Roads. Closed 1910.
Bridge Street	Steam Tram Electric Tram		<i>B</i>	15 Aug 1882	NE corner of Bridge and Phillip Streets. Unclear when last used as a depot, last steam services terminated here in 1910, used for overnight stabling of cars from other depots. Used for daytime storage of electric cars until closed on 27 Jan 1938. Then used for DRT&T offices site of InterContinental Hotel.
Broken Hill	Steam Tram		<i>BH</i> (from 1907)	17 Feb 1902	Closed with system 31 Dec 1926.



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Brookvale	Bus	V	<i>BV</i>	5 October 1952	Replaced Manly
Burwood	Bus Workshops	B	B	2 Mar 1933	Purchased from Metropolitan Omnibus Transport Company. Workshops opened by 12 January 1934, and transferred to Leichhardt in 1937. A sub-depot parking area in William Street was used in 2005 for up to 30 buses, known as Five Dock.
Chullora	Workshops			18 Aug 1958	Replaced Leichhardt Workshops. Closed
Cronulla	Steam tram		CR		
Dowling Street	Electric Tram	D	<i>D</i>	25 Jan 1909	Closed 25 Feb 1961, last tram depot to close
Enfield - Tangarra St	Steam Tram Electric Tram Bus	E		16 Dec 1901	Replaced Enfield (Burwood Road), electric from 3 Feb 1912, closed 21 Aug 1948, converted to bus 9 Jan 1950, satellite of Burwood from 17 Jul 1989, closed 30 Sep 1989. Now housing.
Enfield Burwood Rd	Steam Tram		<i>AM</i>	23 Sep 1891	Closed 16 Dec 1901, replaced by Enfield Tangarra St
Ermington	Bus			29 Feb 2000	Acquired with purchase of Riverside Bus and Coach. Closed as an operational depot on 30 April 2000 and used for storage.
Flat Rock	Bus			25 Dec 1932	Ex White Transit Company depot. Temporary only
Fort Macquarie	Electric Tram	F	<i>F FM</i>	10 Aug 1902	Closed 22 Oct 1955, site of Opera House
Gladesville	Bus	G	<i>Y (from 2000)</i>	13 Dec 1999	Acquired with purchase of North and Western. Entrance from Higginbotham Road. G run numbers were originally restricted to buses with ex N&W destinations on rolls. From 30 Apr 2000 renamed as Ryde depot 'bottom yard'.
Haberfield	Bus			21 Jan 1933	307 Parramatta Rd, ex R Smith then Glenister & McKenzie. Replaced by Burwood 20 March 1933



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Hamilton, Newcastle	Steam tram Electric tram Bus	N NC	H (1890s) NC	March 1918	Also known as Gordon Avenue. Built as tram depot, electric trams from 10 October 1923. Buses used part of steam tram area from 21 Sep 1935 while trams still running. Trams ceased 11 Jun 1950. Improved bus workshops opened 1953.
Kingsgrove	Bus	K	KG	22 February 1948	Vehicles and services transferred from Burwood.
Kogarah	Steam Tram			July 1899? 1904?	Closed 3 July 1937, sub depot of Sandringham.
Leichhardt	Workshops Bus	L	L	22 Jun 1915	Built to serve projected extensions to western suburbs, Used for tram storage only. Tram L plate cast but not used. Bus workshops from 1937 until 1958 when replaced by Chullora. Leased to Christies Motor Auctions, Small bus depot opened on 23 November 1958 on southern forecourt. Sub depot of Ryde until 1999. Tram shed used to store surplus buses after N&W takeover. New depot built 2007, opened 9 Aug 2009, on vacant land to the east of existing yard. Tram shed occupied by Sydney Bus Museum from April 2010
Maitland	Steam Tram	M	M	1909	Closed 1926
Manly	Horse Tram Steam Tram Electric Tram Bus	M	FM M MYS	4 Jan 1903	Initially Steam Trams. Horse trams used from 26 Jul 1903 until 30 Sep 1907. Electric from 9 Jan 1911 until 30 Sep 1939. Buses housed in part of tram depot while trams still running; probably prior to 1939. Closed October 1952, replaced by Brookvale. Property sold 23 April 1991 for \$930,000.



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Mascot	Bus			9 Dec 1934	Ex South Sydney Bus Co, used to store unregistered vehicles until at least September 1938
Mayfield, Newcastle	Bus			1935	Temporary only
Mona Vale	Bus	F	F	26 Jan 1970	North of Narrabeen services transferred from Brookvale
Mosman (Cowles St)	Bus		S	9 Apr 1933	Possibly obtained with Paddisons route 156 at 37 Cowles Rd and used for a month
Mosman (Military Rd)	Bus	-	S	7 Jun 1933	Cowles and Military Roads – ex-Yellow Cab premises. Attached to and replaced by North Sydney, closed 1939
Newtown	Horse Tram Steam Tram Electric Tram Steam Bus	N		31 Dec 1881	South side of Newtown Station. Steam from 2 Oct 1882. Electric from 1 April 1900, Steam Bus 23 Apr 1906 until 29 May 1906. Closed 28 Sep 1957
North Bondi	Bus			1 Feb 1933	Campbell Parade, ex Bondi motor Services depot. Details unclear, attached to Waverley depot, probably replaced by Bondi from late May 1933
North Sydney Military Rd	Electric Tram Bus	M tram N bus	S	4 Jun 1909	Replaced North Sydney (Ridge St). Trams used M Military Road plate but in early 1950s unauthorised N/S plate attached to some trams. 1940 bus depot established adjacent to tram depot building. Open storage tracks later cut back for bus storage; this area given up. Trams ceased 28 Jun 1958. Sub depot of Willoughby.
North Sydney Ridge Street	Cable Tram Electric Tram			1886	Electric from 20 Sep 1893. Closed 3 Jun 1909, replaced by North Sydney Military Rd



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Northmead (Woolen Mills)	Steam Tram	PA	PA (from 1907)	1923	Replaced Baulkham Hills, closed 1926
Pagewood	Bus	P	P	8 May 1951	Closed November 1985, replaced by Port Botany
Parramatta	Steam Tram	PA	P		
Parnell Place Newcastle	Steam Tram Electric Tram	NC	NC	1893	Closed, replaced by Hamilton
Perkins St, Newcastle	Steam Tram			1887	Replaced by Parnell Place, closed 1927
Pitt Street	Horse Tram Steam Tram			15 Sep 1879	Situated in Belmore Park north of Eddy Ave. Steam depot from 1 Oct 1879, closed 1901
Port Botany	Bus	P		5 Nov 1985	Replaced Pagewood
Randwick	Workshops: Steam Tram Electric Tram Bus	R (bus only)	RWK R	1881	Electric tram workshops from 1910, no trams allocated. 10 Sep 1939 bus depot established on part of tramway workshops land; used one workshop building. Workshops closed 1960. Bus depot rebuilt - completed 16 May 1994. Land sold to UNSW.
Redfern Terminus	Horse Tram			1861	Situated south of Devonshire St. around current Central platform 1. Closed 31 Dec 1866 with Pitt St line.
Ritchie St, Sansouci	Trolleybus		RS SS	3 Jul 1937	Replaced Sansouci. Functioned as an out-depot of Tempe but some tram tickets carried SS and RS in trolleybus period. Closed 30 Aug 1959. Now housing.
Rockdale	Steam Tram Electric Tram	T	T	6 Jun 1914	Closed 7 Sep 1949, electric trams used T as a sub-depot of Tempe. Demolished in 1989, now housing.



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Rozelle	Electric Tram	R	R	17 Apr 1904	Closed 22 Nov 1958
Rushcutters Bay	Cable Tram Electric Tram Trolleybus	K	K King Street	4 Oct 1898	New South Head Rd, west side of Rushcutters Bay Park. Opened with electric to Watsons Bay, Steam Bus 4 Dec 1905 to 7 Apr 1906, closed 9 Jul 1960.
Ryde	Bus	Y	Y	28 Jun 1953	Opened same day as Ultimo tram depot closed, replacement bus services transferred as well as some existing from Burwood. Gladesville depot merged from 30 Apr 2000 and original area known as 'top yard'.
Ryde 'Harris Park'	Bus	H		28 Jan 2005	STA was required to operate ex-Harris Park services and code H used, but not displayed, for services operated from Ryde depot on routes 620-630.
San Souci or Sandringham	Steam Tram		SS (from 1907)	10 Sep 1887	Last operating steam tram depot. Closed 3 Jul 1937, replaced by Ritchie St trolleybus depot. See also Kogarah.
Sutherland	Steam Tram		CR (from 1907)	12 Jun 1911	Closed 3 Aug 1931
Taverners Hill	Bus			8 Mar 1933	Ex MOTC depot, possibly used as an outstation for eastern suburbs services until 20 Mar 1933 when transferred to Burwood.
Tempe	Electric Tram Bus	T	T	15 Sep 1912	Tram depot closed 20 Nov 1954. Apron converted to bus 1957. Sub depot of Kingsgrove. Closed 12 Jan 1992 but often used for storage. Tram depot used as Bus & Truck Museum from 1986.
Toronto	Steam Tram			Aug 1910	Replaced private tramway service, transferred to NSWGR 1911



Location	Type	Run no. prefix	Ticket code	Opened	Notes
Ultimo	Electric Tram	Y (<i>Ryde line</i>) U	U	8 Dec 1899	Between Maryann and McArthur Sts east of Omnibus Lane. Closed 27 Jun 1953, now part of Powerhouse Museum.
Wallsend	Steam Tram			1910	Closed 1930. One road electrified and used to store last evening electric car to Wallsend overnight.
Waverley	Electric Tram Bus	W	W	7 Sep 1902	Trams ceased 27 Jun 1959, converted to buses 1960
Willoughby	Bus	M		1 Jul 1958	Some services transferred from North Sydney.
Woolloomooloo	Bus	-	<i>J and K</i>	11 Mar 1934	Cowper Wharf Roadway replaced North Bondi. Closed 9 September 1939, vehicles transferred to new Randwick depot. Pay-in was made at Rushcutters Bay depot and K code used.

Tram Depot responsibility

During the early years of tram electrification, the responsibility for providing services on a certain line often changed. But by 1910 this had settled down to the list below. Not shown are the changes of the 1950s as depots closed.

Dowling St

Circular Quay to:

Alexandria 1909-1959

Coogee 1909-1960

West Kensington 1912-1957



Rosebery 1915-
Botany 11909-1960
La Perouse 1913-1961
Henderson Rd 1909-1933
Clovelly 1912-1957
Daceyville 1919-1957
Maroubra Bay 1921-1961

Railway to:

Coogee 1913-1960
La Perouse via Malabar 1909-1961
West Kensington 1913-1959
Clovelly 1919-1957
Maroubra Bay 1921-1961

Botany-La Perouse 1909-1935

Fort Macquarie

Circular Quay to:

Fort Macquarie 1900
Railway Colonnade 1902-1955
Rosebery 1909-1915
Woolloomooloo 1915-1935

Fort Macquarie - Glebe Pt (with Newtown) 1950-

Railway - Cleveland St 1903-



Newtown

Fort Macquarie to:

Canterbury 1909-1912 1917-(with Tempe) 1940s, alone 1954-1957

Dulwich Hill (with Tempe) 1940s, alone 1954-1957

Earlwood (with Tempe) 1940s, alone 1954-1957

Petersham - Hurlstone Park 1913-

Hurlstone Park - Summer Hill 1915-1933

Rozelle

Fort Macquarie to:

Leichhardt 1904-1958

Balmain 19045-1958

Ryde 1904-1912

Abbotsford 1905-1958

Birchgrove 1917-1959

Darling St Wharf-Leichhardt 1903-1912

City Rd - Robertson Rd 1913-1918

Railway-Drummoyne via Forest Lodge 1910-1953

Rushcutters Bay

Erskine Street - Watsons Bay 1898-1960

Potts Point trolley bus

Tempe

Fort Macquarie to:



Dulwich Hill (with Newtown) 1940s
Canterbury 1912-1917, (with Tempe) 1940s, alone 1954-1957
Earlwood 1912, (with Newtown) 1940s, alone 1954-1957
Dulwich Hill - Tempe 1917-1935

Ultimo

Circular Quay to:
Botany 1904-1909
Henderson Rd 1907-1909
Erskineville 1909-1912, 1913-1940
Fort Macquarie to:-
Pyrmont 1899-1953
Glebe Pt 1900-1912, 1949-
Balmain 1902-1904
Ryde 1904-1912
Bridge St - Central Railway 1901-1958
Darling St Wharf - Leichhardt 1902-1904, 1912-1960
Darling St Wharf - Canterbury 1914-1953
Railway - Coogee 1909-1913
Railway - Balmain 1912-1953
Ryde - Ryde Station 1914-1934

Waverley

Circular Quay to:
Bronte 1902-1959



North Bondi via Bondi Junction 1902-1959
La Perouse 1905-1913
Bondi via Bellevue 1909-1959
Coogee 1902-1909
Waverley Depot - Coogee 1902-1954
Railway - North Bondi 1906-1959
Railway - Bronte 1911-1959

Acknowledgements

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There are articles on bus depots in *Australian Bus* as follows (issue/page number):

Brookvale 40/12
Kingsgrove 23/21, 27/38, 89/47
Leichhardt 31/7, 91/10
Manly 15/10, 16/26, 17/8
Mona Vale 98/32
Tempe 13/22, 14/22, 48/5
Pagewood 61/20
Port Botany 18/12
Willoughby 27/8, 27/39
Woolloomooloo 33/13

A short history of Enfield depot can be found in *Fleetline* issue 170

Tram depot histories and track layouts can be found in Ian Saxon's Volume 3 of *A century of New South Wales tramcars*.

