



SYDNEY GOVERNMENT BUS ROUTES

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

Route histories – Inner North-Western Suburbs & along Victoria Road

(Mostly part of Contract Region 7)

Routes 94, 96, 141

in the 1925 route number system

Routes 994-996

in the original three-digit route number system

Routes 454-456, 500-518, 520-526, 529-553, 555, 620, 623-630

333 ("Red Arrow" route)

L03, L20 (limited stop routes)

500N (night route)

X00, X01, X04, X06, X11, X15, X18, X25, 500X (express routes)

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

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

These listings cover regular route services, but exclude special services, promotional services and those which operated for limited periods for specific purposes.

Express routes in the Inner north-western suburbs & along Victoria Rd were prefixed by "X" commencing at various times from 1990. Limited stop routes were similarly prefixed by "L". Those route numbers ceased to be used as from 24 January 2021. New express route 500X commenced on that day.

In the Timetable Summaries times for Sundays typically also apply to Public Holidays.

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

Suburbs covered by these routes

(Suburbs with wharves served by regular ferry services (F) or railway stations (R) in bold)

Auburn (R)	Dundas (R)	Macquarie Park (R)	Rhodes (R)
Beecroft (R)	Dundas Valley	Meadowbank (F, R)	Rydalmere (F, R)
Boronia Park	East Ryde	Melrose Park	Ryde
Carlingford (R)	Eastwood (R)	Mobbs Hill	Silverwater
Chatswood West	Epping (R)	Newington	Sydney Olympic Park (R)
Cheltenham (R)	Ermington	North Parramatta	Telopea (R)
Chiswick (F)	Gladesville	North Rocks	Wentworth Point (F)
Denistone (R)	Homebush Bay (R)	North Ryde (R)	West Ryde (R)
Denistone East	Hunters Hill	Oatlands	Woolwich (F)
Drummoyne	Huntleys Point (F)	Parramatta (F, R)	

Some routes extend beyond the extent of this area to patronage generators such as Chatswood & the City.

Other suburbs covered by routes in the 6xx series operated by State between January & September 2005 only were Baulkham Hills, Blacktown, Cherrybrook, Dural, Pennant Hills, Seven Hills & Winston Hills.

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Operators' names

(All agencies of the New South Wales Government)

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

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Route 94

RYDE Post Office – RYDE Station via Victoria Rd■

- **Extended to Manly (Summer Sundays, 1938-40)**

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

12 July 1936:

- The extension of 89 from Ryde Post Office to Ryde Station (full time service) transferred from CME Troy (trading as Troy's Bus Service) to Department of Road Transport & Tramways & renumbered.
- Transfer of ownership came after Ryde Bridge was opened on 8 December 1935, making this route accessible to Burwood Depot.

2 October 1938: Extended to Manly on Summer Sundays, replacing 141 which had run Ryde – Lane Cove (connecting there with 144 to Manly) on Sundays during the previous Summer (1937/38).

24 March 1940: Summer Sunday extension to Manly ceased.

13 July 1941: Renumbered 994 in the original three-digit route number system.

Streets

From 12 July 1936 (likely route based on later timetables)

From Ryde Post Office (Church St at Blaxland Rd) via Blaxland Rd, Devlin St, Victoria Rd, Ryedale Rd to Ryde Station.

Route 96

RYDE Post Office – RYDE Station – WEST MEADOWBANK via Parkes St■

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

8 August 1937: Full time service commenced by Department of Road Transport & Tramways.

13 July 1941: Renumbered 996 in the original three-digit route number system.

Streets

From 8 August 1938

From Ryde Post Office (Church St at Blaxland Rd) via Blaxland Rd, Parkes St, Hermitage Rd, Herbert St, Ryedale Rd (**Ryde Station**), Ramp Roadway, Victoria Rd [including level crossing], Adelaide St, (*likely route* Andrew St to Cobham St) (West Meadowbank).

Alteration

From 14 March 1940 or 14 April 1940: Extended via Cobham Av/(Andrew St?) via Andrew St, Lancaster Av, Parer St. [Return via Cobham Av, Andrew St?]

Timetable Summary

8 August 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office- West Meadowbank	12	M-F	Ryde PO	6.12am	W Meadowb'k	11.58pm	30	
		Sat		6.12am		11.58pm	30	
		Sun		1.30pm		10.44pm	30	

Route 141

RYDE – LANE COVE (Summer Sundays)■

Timeline

19 December 1937:

- Summer Sunday service commenced by Department of Road Transport & Tramways.
- This route would have connected at Lane Cove with 144 (then normally Manly Wharf – St Leonards) which was extended from St Leonards to Lane Cove on Sundays during the Summer of 1937/38.

End of 1937/38 Summer (?): Ceased. Replaced in following Summer by extension of 96 from Ryde to Manly.

Route 333

PARRAMATTA – UNIVERSITY of WESTERN SYDNEY Parramatta■

PARRAMATTA – WEST RYDE – NORTH RYDE – CHATSWOOD (LIMITED STOPS)■

(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

13 December 1999:

- 50% of ownership transferred from Riverside Bus & Coach Service (also trading as Parramatta-Ryde Bus Services).
- Routes were:
 - Parramatta-Chatswood (peak hours)
 - Parramatta-University of Western Sydney Parramatta (full time weekdays, mainly during University terms)

28 February 2000: Remaining 50% ownership transferred.

May 2000:

- Parramatta – Chatswood renumbered 530.
- Parramatta – University of Western Sydney Parramatta remained as 333.

4 March 2001: Most (or all?) trips on remaining route, Parramatta – University of Western Sydney Parramatta, replaced by new L20, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

(?): Any remaining trips ceased.

Streets

Parramatta – University of Western Sydney Parramatta

From 28 February 2000 (based on June 2000 timetable)

From Parramatta (old interchange) via Smith St, Victoria Rd (**Rydalmere**), University of Western Sydney Parramatta internal roadways.

From University of Western Sydney Parramatta via Victoria Rd, Macarthur St, Harris St, Hassall St, Station St to Parramatta interchange.

Parramatta – Chatswood

From 28 February 2000 (based on June 2000 timetable for 530)

From Parramatta (old interchange) via Darcy St, Church St, Wentworth St, Parkes St, Hassall St, James Ruse Dr, Victoria Rd (**Rydalmere**, **Ermington**, **West Ryde**) Devlin St (**Ryde**), Lane Cove Rd, Twin Rd, Wicks Rd (**North Ryde**), Epping Rd (**Lane Cove**), Pacific Hwy, Victoria Av, Railway St to Chatswood Station.

From Chatswood (Railway St at station) via Brown St, Pacific Hwy, then reverse route to Parkes St, then Station St to Parramatta interchange.

Timetable Summary

28 February 2000 (based on June 2000 timetables for 333 & 530)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-University of Western Sydney Parramatta	15	M-F	Parramatta	7.00am	UWS P'matta	10.15pm	30*	A
		Sat						
		Sun						
Parramatta-Chatswood	50	M-F	Parramatta	6.30am	Chatswood	6.10pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – During University breaks, a limited service may have operated.

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

Route 454

RYDE Post Office – RYDE Station via Victoria Rd■

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

16 April 1944: As part of the renumbering into the standard three-digit (now Sydney Region) route number system:

- Peak hour & Saturday morning service renumbered from 994.
- Service at other times provided by new 455 (combined 454/456).

27 February 1950: Service on 454 & 456 at all times combined as 455 (renumbered from 995).

Streets

Likely route: same as 94.

Route 455

RYDE Post Office – RYDE Station – WEST MEADOWBANK via Bowden St■

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

16 April 1944: As part of the renumbering into the standard three-digit (now Sydney Region) route number system, service other than peak hours & Saturday morning renumbered from 995 (combined 994/996) to 455 (combined 454/456).

27 February 1950: Service on 454 & 456 at all times combined as 455.

28 July 1957: Renumbered 555 coincident with general renumbering of City – Ryde routes & other routes along Victoria Rd.

Streets

From 16 April 1944

From Ryde Post Office (Church St at Blaxland Rd) via Church St, Blaxland Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Victoria Rd, Adelaide St, Andrew St, Lancaster Av to Parer St (West Meadowbank).

From West Meadowbank (Parer St) via Cobham Av, Andrew St, Adelaide St, Victoria Rd, Ryedale Rd, Herbert St, Anzac Av, Victoria Rd, Church St to Ryde.

Alterations

- **From 18 October 1942:** Ex Ryde Post Office from Victoria Rd via Bowden St, Parkes St, Orchard St, Forster St, Wattle St, Ryedale Rd. [Reverse on return?]
- **From 5 March 1950:** To approach Ryde from Church St via Blaxland Rd, Devlin St to south of Blaxland Rd. Return via Devlin St.

Route 456

RYDE Post Office – RYDE Station – WEST MEADOWBANK via Parkes St ■

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

16 April 1944: As part of the renumbering into the standard three-digit (now Sydney Region) route number system:

- Peak hour & Saturday morning service renumbered from 996.
- Service at other times provided by new 455 (combined 454/456).

27 February 1950: Service on 454 & 456 at all times combined as 455.

Streets

Likely route: same as 96.

Route 500

CITY (Circular Quay) – RYDE via Pyrmont Bridge & Victoria Rd (some trips EXPRESS) ■

- **Extended from Ryde to North Ryde (selected trips, 1987-2001)**

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

Route X00

CITY (various termini) – RYDE via Victoria Rd (EXPRESS) ■

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- 500 City (Circular Quay) – Ryde via Pyrmont Bridge Monday-Saturday daytime service renumbered from part of 400.
- Most of route shared with by 501 (full time).
- 502 provided service at night & on Sundays.
- 500 & 501 supplemented by (mostly peak hour & infrequent routes) 503, 504, 506, 507, 510-515, 520-524, 530, 531, 540 & 541 for various periods until 8 February 1987.

Between 1976 & 1978: 504, 513, 514, 515, 523 & 524 renumbered part of 500.

12 June 1978: Peak hour express trips commenced.

24 May 1981: Night trips extended to City (Opera House). Similarly extended on Saturday afternoons by September 1982.

8 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- 506 (in effect a peak hour & Saturday morning extension of 500) renumbered part of 500, making 500 City (Circular Quay) – Ryde (selected peak hour trips extended to North Ryde).
- Short-workings 510, 512 & 520 renumbered part of 500.
- City (Opera House) extension ceased.
- 502 night & Sunday service replaced by extended 501.
- 500 supplemented by 502, 503, 504-508 for various periods.

3 October 1989: City (Circular Quay) – Drummoyne (Drummoyne Av) renumbered 507.

8 October 1990:

- Express trips renumbered X00. City termini were Wynyard (arriving) or Circular Quay (departing).
- By this date, Saturday morning extension of 500 to North Ryde ceased.

3 November 1996: Times of service extended to nights & Sundays, replacing 501 at those times.

4 March 2001: Shared City (Circular Quay) – Ryde with 515 & X15, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

24 June 2001: As part of Stage 2 of the “Better Buses” service review:

- 500 curtailed to run City (Circular Quay) – Ryde.
- 500 altered to a peak hour service, becoming supplementary to new 518 (full time), existing L20 (daytime Mondays-Saturdays) & existing 520 (nights & Sundays).
- 500 continued to share most of route with 501 (full time).
- Ryde – North Ryde replaced by existing 287.

By June 2008:

- Morning peak hour trips on X00 ceased.
- City terminus (departing) of X00 altered to Harrington St.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus of 500 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X00 altered to Park St.

24 January 2021: 500 & X01 replaced by new “frequent” express 500X, as part of rearrangement of Victoria Rd & associated routes. 501 provided all stops service along most of route.

Streets

Route 500

City (Circular Quay) – Ryde

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**) [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland St, then reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to **Circular Quay (City)**.

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

City (Circular Quay) – Ryde (selected trips extended to City (Opera House))

Alterations

- *By 24 May 1981:*
City (Opera House) extension: From City (Circular Quay) via Circular Quay East to Opera House (City). Reverse on return.
- *Circa 1981-95:* Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

City (Circular Quay) – Ryde (selected trips extended to North Ryde)

Alterations

- *From 8 February 1987:*
North Ryde extension: From Ryde (Civic Centre) via Lane Cove Rd, Goulding Rd, Twin Rd, Lane Cove Rd, Cox's Rd, Blenheim Rd to Epping Rd. Return via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St.
- *From 3 December 1995 (opening of new Glebe Island Bridge):* Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Circular Quay) – Ryde via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Civic Centre) via reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- **From 29 August 2005:** Ex Ryde from Western Distributor via Druitt St, George St. Unaltered on return.
- **By June 2008:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- **From 5 December 2011:** Ex Ryde from Western Distributor via Bathurst St, George St. Unaltered on return.
- **By 24 June 2001:** To approach City (Circular Quay) from Bridge St via Loftus St. Return from Allred St at Pitt St via Alfred St.

City (Circular Quay) – Ryde via Elizabeth St, City

Alteration

From 4 October 2015 (*commencement of light rail construction in George St/new CBD bus network*): To approach City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St, Druitt St.

Route X00

City (Wynyard or Circular Quay) – Ryde

From 8 October 1990

From City (Circular Quay) (eastern end) via Alfred St, George St, Druitt St, Sussex St, Western Distributor, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland St, then reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, George St to **Wynyard (City)**.

Alteration

- **From 3 December 1995:** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **From 29 August 2005:** Ex Ryde from Western Distributor via Druitt St, George St. Unaltered on return.

City (Harrington St) – Ryde

Alterations

- **By June 2008:** From City (Harrington St) via Grosvenor St, George St, Druitt St.
- **From 5 December 2011:** Ex Ryde from Western Distributor via Bathurst St, George St. Unaltered on return.

City (Park St) – Ryde

Alteration

From 4 October 2015 (*commencement of light rail construction in George St/new CBD bus network*): From City (Park St at Pitt St) via Druitt St.

Timetable Summary

18 March 1963

City – Ryde via Victoria Rd full time routes
500-502

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde via Pyrmont Bridge	42	M-F	Ryde	6.06am	Circular Quay	7.40pm	15*	A
		Sat		6.00am		7.29pm	AM 12-15 PM 15	B
		Sun						C
501: City (Railway Square)-Ryde	39	M-F	Ryde	3.57am	Railway Sq	7.50pm	20*	D
		Sat		3.57am		7.30pm	AM 20 PM 30	A
		Sun						C
502: City (Circular Quay)-Ryde via Railway Square	43	M-F	Ryde	5.00am	Circular Quay	12.33am	MNs	
		Sat		4.46am		12.33am	MNs	
		Sun		5.28am		11.25pm	AM 15 PM 12	

* More frequent in peak hours.

A – Night service provided by 502.

B – Night service provided by 502. Morning frequency includes 506 trips (60).

C – Sunday service provided by 502.

D – Plus trip at 12.06am from Ryde.

MNs – Early morning & night service. Plus short-working/s before first trip & after last trip shown. First trip 2.59am from Ryde to Rozelle.

18 March 1963

City – Ryde via Victoria Rd supplementary (mainly peak hour & night) routes

504, 510-514, 520, 521 523

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: Drummoyne-Ryde		M-F	Ryde	3.54pmD			Ph1	
		Sat		1.06amR	Rozelle	3.25amR	Ns1	
		Sun						
510: City (Circular Quay)-Ryde Depot via Pyrmont Bridge		M-F	Cressy Rd	6.07amC	Circular Quay	5.48pmE	A	
		Sat	Gladesville	7.29amY	Gladesville	5.06pmC	B	
		Sun						
511: City (Railway Square)-Ryde Depot		M-F	Cressy Rd	5.40amS	Railway Sq	5.26pmE	Ph2	
		Sat	Gladesville	7.52amS		12.57amE	F	
		Sun						
512: City (Circular Quay)-Ryde Depot via Central Railway		M-F	Circular Quay	8.10pmG	Circular Quay	9.50pmG	Ns2	
		Sat		7.37pmE		12.23amE	Ns3	
		Sun						
513: Pyrmont-Gladesville		M-F	Cressy Rd	3.51pmP			Ph3	
		Sat						
		Sun						
514: White Bay-Gladesville		M-F	White Bay	3.43pmG			Ph4	
		Sat						
		Sun						
520: City (Circular Quay)-Drummoyne via Pyrmont Bridge		M-F	Cressy Rd	4.49amC	Cary St	5.08pmC	I	
		Sat	Crown St	9.09amC	Cressy Rd	11.36amC	J	
		Sun						
521: City (Railway Square)-Drummoyne		M-F	Railway Sq	6.57amH	Cary St	5.03pmS	Ph5	
		Sat		8.21amH			K	
		Sun						
523: Pyrmont-Drummoyne		M-F	Drummoyne	4.00pmP			Ph6	
		Sat						
		Sun						

A – Peak hours only (both directions). Day, 2-4 trips per hour.

B – Day service (irregular).

C – To City (Circular Quay).

D – To Drummoyne.

E – To Cressy Rd.

F – From Gladesville (limited day service). From City (Railway Square) limited night service (early Sunday morning).

G – To Gladesville.

H – To Drummoyne (Hythe St).

I – Peak hours (both directions). Day, infrequent service.

J – Limited service (both directions).

K – 1 trip from City (Railway Square).

Ns1 – Night service.

Ns2 – Night service (from City (Circular Quay)).

Ns3 – Night service (both directions).

P – To Pyrmont.

Ph1 – Afternoon peak hour only (from Ryde).

Ph2 – Peak hours (both directions). Plus 12.57am trip from City (Railway Square).

Ph3 – Afternoon peak hour only (from Gladesville).

Ph4 – Afternoon peak hour only (from White Bay).

Ph5 – Peak hours only (both directions).

Ph6 – Afternoon peak hour only (from Drummoyne).

R – To Rozelle. Early Sunday morning.

S – To City (Railway Square).

Y – To City (York St).

24 May 1981

**City – Ryde via Victoria Rd routes
500-502**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde via Pyrmont Bridge†	46	M-F	Ryde	5.27amC 5.35pmO	Opera House	7.40pmR	10*	A
		Sat		6.05amC		7.15pmR	15	B
			Opera House	6.35pmR				
		Sun						D
501: City (Barlow St, Central Railway)-Ryde-Carlingford Court	Fr Barl St 57R 89M 113T	M-F	Melrose Park	5.53amS	Barlow St, Central Rly	5.50pmT 7.30pmM	E	
			Barlow St	8.19amT				
		Sat	Ryde	4.33amS	Carlingford Ct	12.04pmS	F	
			Barlow St	6.46amT	Carlingford Stn	1.06pmS		
		Sun			Melrose Park	8.38pmS		
								D
502: City (Circular Quay)-Ryde via Railway Square‡	50	M-F	Ryde	3.52amQ 5.00amC	Opera House	12.15amR	MNs1	
		Sat		4.50amC		12.43amR	MNs2	
		Sun		6.05amC		10.43pmR	15	G
502: City (Circular Quay)-Ryde-Carlingford Court via Railway Square§		M-F	Q Vic Bldg	4.37amM	Circular Quay	6.20amM	Ms1	
			Circular Quay	5.58amM				
		Sat		6.27amT		7.16amT	Ms2	
		Sun						

* More frequent in peak hours.

† Extended to City (Opera House) at night.

‡ Extended to City (Opera House) at night. *For trips extended beyond Ryde, see panel below.*

§ Trips extended beyond Ryde, included in 502 above.

A – Night service provided by 502.

B – Night service provided by 502. Morning frequency includes 506 trips (60).

C – To City (Circular Quay).

D – Sunday service provided by 502.

E – Peak hours, City (Railway Square)-Melrose Park. Day, City (Railway Square)-Carlingford Court 30. Plus short-working/s before first trip shown. Night service provided by 502.

F – Early morning, City (Railway Square)-Ryde. Morning, City (Railway Square)-Carlingford Court 30. Early afternoon, City (Railway Square)-Carlingford Station 3 trips. Afternoon, City (Railway Square)-Ryde 30, City (Railway Square)-Melrose Park 60. Night service provided by 502.

G – Plus short-working/s before first trip shown.

M – To Melrose Park.

MNs1 – Early morning, mainly City (Circular Quay)-Ryde. Night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown. Trips after approx. 7.00pm extended to City (Opera House).

MNs2 – Early morning & night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown. Trips after approx. 7.00pm extended to City (Opera House).

Ms1 – Early morning, from City (Queen Victoria Building or Circular Quay) to Melrose Park. Plus short-working/s before first trip shown.

Ms2 – Early morning, from City (Circular Quay) to Carlingford Court. Plus short-working/s before first trip shown.

Q – To City (Queen Victoria Building).

R – To Ryde.

S – To City (Barlow St, Central Railway).

T – To Carlingford Court.

8 February 1987

City – Ryde via Victoria Rd routes

500, 501

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde-North Ryde	Fr C/Quay 49R 64N	M-F	Ryde	6.01amC	North Ryde	6.53amC	A	
			North Ryde	6.49amC	Circular Quay	7.31pmR		
		Sat	Ryde	7.10amC	North Ryde	1.30pmC	B	
			North Ryde	7.30amC	Circular Quay	5.51pmR		
		Sun						D
501: City (Circular Quay)-Ryde-Carlingford Court via Railway Square	Fr T/Hall 46R 58W 100T 45CW	M-F	Ryde	3.52amC	Town Hall	6.09pmT	E	
			Circular Quay	4.40amM	Melrose Park	6.12pmC		
			Town Hall	8.18amT	Circular Quay	12.15amR		
		Sat	Ryde	4.34amC	Carlingford Ct	4.07pmH	F	
			Circular Quay	5.55amT	Carlingford Stn	6.09pmC		
					Circular Quay	1.30amR		
		Sun	Ryde	5.25amC	West Ryde	5.57pmC	G	
			Circular Quay	8.06amW	Circular Quay	11.25pmR		

* More frequent in peak hours.

A – City (Circular Quay)-Ryde 10*, City (Circular Quay)-North Ryde limited service. Plus short-working/s before first trip shown. Night service provided by 501.

B – Morning, City (Circular Quay)-Ryde 10, City (Circular Quay)-North Ryde 60. Afternoon, City (Circular Quay)-Ryde 10. Night service provided by 501.

C – To City (Circular Quay).

CW – City (Circular Quay)-West Ryde.

D – Sunday service provided by 501.

E – Early morning & night, City (Circular Quay)-Ryde. Peak hours, City (Circular Quay)-Melrose Park. Day, City (Town Hall)-Carlingford Court 30. Extra trips Friday night. Plus short-working/s before first trip shown.

F – Early morning & night, City (Circular Quay)-Ryde. Morning, City (Town Hall)-Carlingford Court 30. Afternoon, City (Town Hall)-West Ryde 30, City (Town Hall)-Carlingford Court 60. Plus short-working/s before first trip shown.

G – Early morning & night, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 15, City (Circular Quay)-West Ryde 30.

H – To City (Town Hall).

M – To Melrose Park.

N – To North Ryde.

R – To Ryde.

T – To Carlingford Court.

7 October 1990

City – Ryde via Victoria Rd routes

500, X00, 501, X01

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde	Fr C/Quay 44R 66N	M-F	Ryde	5.55amC	Circular Quay	5.45pmN	10*	
			North Ryde	6.53amC		7.31pmR		
		Sat	Ryde	7.10amC		6.00pmR	10	
		Sun						
X00: City (Wynyard or Circular Quay)-Ryde (<i>express</i>)	36	M-F	Ryde	6.50am	Town Hall	6.05pm	Ph1	
		Sat						
		Sun						
501: City (Town Hall)-West Ryde†	59TW	M-F	Ryde	3.50amC	Town Hall	7.30pmW	A	
			Circular Quay	4.38amW	Circular Quay	12.15amR		
		Sat	Ryde	5.10amC	West Ryde	7.09pmC	B	
			Circular Quay	6.00amW	Circular Quay	3.10amR		
		Sun	Ryde	6.05amC	West Ryde	5.57pmC	D	
			West Ryde	8.06amC	Circular Quay	11.45pmR		
X01: City (Town Hall)-West Ryde (<i>express</i>)	50	M-F	West Ryde	7.03am	Town Hall	5.19pm	Ph2	
		Sat						
		Sun						

† Extended in City to Circular Quay in early morning & at night.

A – Early morning & night, City (Circular Quay)-Ryde. Day, City (Town Hall)-West Ryde 20. Plus short-working/s before first trip shown.

B – Early morning & night, City (Circular Quay)-Ryde. Day, City (Town Hall)-West Ryde 30. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

D – Early morning & night, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 15, City (Circular Quay)-West Ryde 30. Plus short-working/s before first trip shown.

N – To North Ryde.

R – To Ryde.

TW – City (Town Hall)-West Ryde

W – To West Ryde.

24 June 2001

City – Ryde via Victoria Rd routes

500, X00, 507, 515, X15, 518, X18, 520, L20

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde	36	M-F	Ryde	6.14am	Circular Quay	5.23pm	Ph1	
		Sat						
		Sun						
X00: City (Wynyard or Harrington St)-Ryde	34	M-F	Ryde	6.51am	Harrington St	6.46pm	Ph2	
		Sat						
		Sun						
501: City (Circular Quay)-Ryde-West Ryde via Central Railway	56TW	M-F	Ryde	3.50amC	Town Hall	11.28pmW	A	
			Circular Quay	4.38amW	Circular Quay	12.22amR		
		Sat	West Ryde	5.05amC		12.33amW	B	
						3.10amR		
		Sun	Ryde	5.10amC	Town Hall	10.59pmW	F	
			Circular Quay	6.55amW	Circular Quay	11.59pmR		
507: City (Circular Quay)-Ryde-Macquarie University†	Fr C Quay 57R 77M	M-F	Ryde	6.52amC	Macquarie Uni	6.11pmC	G	
			Macquarie Uni	8.01amC	Circular Quay	9.10pmR		
		Sat	Ryde	8.00amC	Macquarie Uni	5.08pmC	H	
			Macquarie Uni	8.10amC	Circular Quay	6.45pmR		
		Sun	Ryde	8.14amC		6.36pmR	60	
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 64C	M-F	Ryde	6.37amE	Circular Quay	3.23pmE	I	
			Eastwood	9.04amC	Eastwood	6.39pmR		
		Sat	Ryde	7.07amE		6.30pmR	30	
		Sun		8.49amE		4.25pmR	60	
X15: City (Wynyard or Harrington St)-Eastwood	54	M-F	Eastwood	6.30amY	Harrington St	5.53pmE	Ph3	
		Sat						
		Sun						
518: City (Circular Quay)-Denistone East-Macquarie University	Fr C Quay 55D 66M	M-F	Circular Quay	6.20amM	Macquarie Uni	9.16pmC	J	
					Circular Quay	9.48pmD		
		Sat	Macquarie Uni	8.04amC	Macquarie Uni	6.40pmC	K	
					Circular Quay	9.48pmD		
		Sun	Circular Quay	8.56amM	Macquarie Uni	6.17pmC	L	
					Circular Quay	9.48pmD		
X18: City (Wynyard or Harrington St)-Denistone East	46	M-F	Denistone East	7.00amY	Harrington St	5.29pmD	Ph4	
		Sat						
		Sun						
520: City (Circular Quay)-Parramatta (<i>all stops</i>)	Fr P'matta 30R 67C	M-F	Ryde	4.52amP	Circular Quay	11.18pmP	MNs	
			Parramatta	6.32pmC	Parramatta	12.32amR		
		Sat	West Ryde	6.31amP		11.18pmP	MNs	
			Circular Quay	6.12pmP	Parramatta	12.32amR		
		Sun	Parramatta	7.34amC	Circular Quay	10.18pmP	60	N
L20: City (Circular Quay)-Parramatta (<i>limited stops</i>)	78	M-F	Parramatta	5.30am	Circular Quay	6.48pm	30*	
		Sat		7.01am	Parramatta	6.02pm	30	O
		Sun						

Average day frequencies along common route:

M-F City-Gladesville (501, 507, 515, 518, L20) 11 trips per hour.
City-Ryde (501, 515, 518, L20) 9 trips per hour.
City-West Ryde (501, L20) 5 trips per hour.

Sat City-Gladesville (501, 507, 515, 518, L20) 11 trips per hour.
City-Ryde (501, 515, 518, L20) 9 trips per hour.
City-West Ryde (501, L20) 5 trips per hour.

Sun City-Gladesville (501, 507, 515, 518, L20) 6 trips per hour.
City-Ryde (501, 515, 518, 520) 5 trips per hour.
City-West Ryde (501, 520) 3 trips per hour.

* More frequent in peak hours.

† Peak hour trips via Meadowbank Station.

A – Early morning & night City (Circular Quay)-Ryde. Day City (Town Hall)-West Ryde 20. Extra trips Friday night (last trip 3.10am from City (Circular Quay) to Ryde).

B – Early morning, City (Circular Quay)-West Ryde. Day City (Town Hall)-West Ryde 20. Night, City (Town Hall)-Ryde or West Ryde. Late night, City (Circular Quay)-Ryde.

C – To City (Circular Quay).

D – To Denistone East.

E – To Eastwood.

F – Early morning & night City (Circular Quay)--Ryde. Day City (Town Hall)-West Ryde 30.

G – Morning peak hour, mainly City (Circular Quay)-Meadowbank-Ryde. Day, City (Circular Quay)-Ryde 30, City (Circular Quay)-Macquarie University 60. Afternoon peak hour, City (Circular Quay)-Meadowbank-Macquarie University. Plus short-working/s before first trip shown.

H – Early morning & late afternoon, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 30, City (Circular Quay)-Macquarie University 60. Plus short-working/s before first trip shown.

I – Morning peak hour, from Ryde to Eastwood. Afternoon peak hour, from Eastwood to Ryde. Day, City (Circular Quay)-Eastwood 30. Peak hour service in opposite direction provided by X15.

J – Peak hours & day, City (Circular Quay)-Macquarie University 30*. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

K – Day, City (Circular Quay)-Macquarie University 30. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

L – Day, City (Circular Quay)-Macquarie University 60. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

M – To Macquarie University.

MNs – Early morning (Ryde or West Ryde-Parramatta) & night (City (Circular Quay)-Parramatta) service. Plus short-working/s before first trip shown.

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

O – Plus short-working/s before first trip shown.

P – To Parramatta.

Ph1 – Peak hours only (morning from Ryde, afternoon from City (Circular Quay)). Plus late night trips.

Ph2 – Peak hours only (morning from Ryde, afternoon from City (Harrington St)).

Ph3 – Peak hours only (morning from Eastwood to City (Wynyard), afternoon from City (Harrington St) to Eastwood).

Ph4 – Peak hours only (morning from Denistone East to City (Wynyard), afternoon from City (Harrington St) to Denistone East).

R – To Ryde.

TW – City (Town Hall)-West Ryde.

Y – To City (Wynyard).

Route 500X

CITY (Hyde Park) – RYDE – WEST RYDE via Victoria Rd (LIMITED STOP “frequent” route)

Route 500N

CITY (Hyde Park) – RYDE – PARRAMATTA via Victoria Rd (midnight-to-dawn)

Timeline

24 January 2021: New routes commenced, as part of rearrangement of Victoria Rd & associated routes:

- 500X new “frequent” full time service, replacing M52, 515, X15, 518, X18 & 520. Shared Pyrmont-West Ryde with 501.
- 500N new midnight-to-dawn service.

Streets

Route 500X

From 24 January 2021

From City (Hyde Park) (Park St) via Park St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd to West Ryde Station.

From West Ryde (Ryedale Rd at station) via Herbert St, Anzac Av, then reverse route to Hyde Park (City).

Route 500N

From 24 January 2021

From City (Hyde Park) (Park St) via Park St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Hermitage St, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd (**Ermington, Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta interchange.

From Parramatta (interchange) via reverse route to Ryedale Rd, then Victoria Rd, Bowden St, Parkes St, Blaxland Rd, then reverse route to Hyde Park (City).

Timetable Summary

24 January 2021

City – West Ryde via Victoria Rd routes

500X, 500N, 501

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500X: City (Hyde Park)-West Ryde	40	M-F	West Ryde	4.23am	Hyde Park	1.00am	10*	
		Sat		4.23am		1.00am	10	
		Sun		4.23am		1.00am	10	
500N: City (Hyde Park)-Ryde-Parramatta	53	M-F	Parramatta	12.25am	Hyde Park	3.30am	MDs	
		Sat		12.25am		3.30am	MDs	
		Sun		12.25am		3.30am	MDs	
501: City (Pitt St, Central Railway)-Ryde-Parramatta	77	M-F	Parramatta	4.00am	Pitt St, C/Rly	12.45am	15*	A
		Sat		4.00amC		12.45amP	15	
		Sun		4.00am	Ryde Pitt St, C/Rly	3.27amC 12.45am	15	

* More frequent in peak hours.

A – Extra trips Friday night (City (Hyde Park)-Ryde), last trip 3.27am from Ryde.

C – To City (Pitt St, Central Railway).

MDs – Midnight-to-dawn service.

P – To Parramatta.

Route 501

CITY (various termini) – RYDE – WEST RYDE via Central Railway & Victoria Rd

- Extended from West Ryde to Carlingford Court via Melrose Park (off-peak, Saturday mornings & Thursday nights, 1981-90)

Route X01

CITY (Town Hall) – RYDE – WEST RYDE via Central Railway & Victoria Rd

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- 501 City (Railway Square) – Ryde daytime Monday-Saturday service renumbered from part of 404.
- Most of route shared with by 500 (Mondays-Saturdays daytime).
- 502 provided service at night & on Sundays.

20 May 1964: City terminus altered to Pitt St, Central Railway.

25 May 1981: In a rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Extended & rearranged as:
 - City (Barlow St, Central Railway) – Ryde – Melrose Park (Mondays-Saturdays daytime)
 - City (Barlow St, Central Railway) – Ryde – Melrose Park – Carlingford Court (off-peak, Saturday mornings & Thursday nights)
- Extension from West Ryde to Carlingford Court replaced 505 & 509.
- Shared West Ryde – Carlingford with 508 till 9 February 1987, then shared with 511 till 8 October 1990.

9 January 1984: Extended from Carlingford Court to Carlingford High School on Monday, Tuesday & Friday nights (limited service) (ceased by September 1985).

8 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Extended on Monday-Saturday daytime in City from Barlow St, Central Railway to Pitt St, Town Hall, replacing 502.
- Further extended at night (Monday-Saturday) & all-day Sunday to Circular Quay, also replacing 502.
- 511, 512, 521 & 522 renumbered 501.

8 October 1990: In a further rearrangement of West Ryde/Melrose Park/Carlingford routes:

- 501 curtailed to run City (Town Hall) – West Ryde.
- West Ryde – Carlingford Court replaced by new 511 & X11.
- X01 City (Town Hall) – West Ryde express commenced.

1 November 1996: X01 ceased. 501 continued to provide service.

4 October 2015: Curtailed to run City (Pitt St, Central Railway) – West Ryde, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Extended from West Ryde to Parramatta (*see next entry*).
- Replaced M52 & 520.

Streets

Route 501

City (Railway Square) – Ryde

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

Alterations

- **From 20 May 1964** (*based on October 1966 timetable*): To approach City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pymont Bridge Rd, Jones St (?), Bank St. Unaltered on return.
- **By November 1978:** To approach Ryde via Blaxland Rd to Civic Centre. Unaltered on return.

City (Barlow St, Central Railway) – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

From 24 May 1981

From City (Barlow St, Central Railway) via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastward) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastward), Pennant Hills Rd, Coleman Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Devlin St, Blaxland Rd, then reverse route to Bank St, then Miller St, Pymont St, Quarry St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St (Central Railway, City)

Alteration

From 9 January 1984: Ex City (Barlow St, Central Railway) from Devlin St via Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd. Reverse on return.

City (Town Hall) – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

Alterations

- **From 8 February 1987:** Extended from Railway Sq via George St, Bathurst St, Pitt St to Park St (Town Hall). Return via Park St, George St, Railway Sq, Harris St.
- **From 13 December 1987:** Ex City (Town Hall) from Railway Sq via Broadway, Jones St, Mary Ann St, Harris St. Unaltered on return.

City (Town Hall) – West Ryde

Alterations

- **From 8 October 1990:** Ex City (Town Hall) from West Pde to West Ryde interchange. Reverse on return.
- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Town Hall) from Harris St via Pyrmont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Town Hall) – West Ryde (selected trips extended to City (Circular Quay))

Alteration

- **From 1 November 1996:** Extended in City from Town Hall via George St, Bridge St, Phillip St to Circular Quay. Return from Alfred St at Young St via Alfred St, George St.
- **By August 1997:** Ex City (Circular Quay) from Harris St via Miller St, Western Distributor. Return from Western Distributor via Miller St, Harris St, Gipps St, Pyrmont St, Quarry St, Harris St.
- **By 24 June 2001:** Ex City (Circular Quay) from Blaxland Rd via Parkes St (*not* via Victoria Rd, Bowden St). Reverse on return.
- **By 24 June 2001:** Ex West Ryde from Miller St via Harris St (*not* via Pyrmont St), Broadway. Unaltered on return.

City (Pitt St, Central Railway) – West Ryde

From 4 October 2015

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, Broadway, Jones St, Thomas St, Harris St, Miller St (Pyrmont), Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Harris St, then Railway Sq, Pitt St to Hay St (Central Railway, City).

Route X01

City (Town Hall) – West Ryde

From 8 October 1990

From City (Town Hall) (George St?) via George St, Railway Sq, Broadway, Jones St, Mary Ann St, Harris St, Gipps St (Pyrmont), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Devlin St, Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Bank St, then Miller St, Pyrmont St, Quarry St, Harris St, Broadway, Railway Square, George St to Town Hall (City).

Alterations

- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.
- **From 4 December 1995 (opening of new Glebe Island Bridge):** Ex City (Town Hall) from Harris St via Pyrmont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Return from Victoria Rd via new Glebe Island [now Anzac] Bridge, Western Distributor, Allen St, Harris St.

Timetable Summary

See 500

Route 501

CITY (Pitt St, Central Railway) – RYDE – PARRAMATTA via Victoria Rd

Timeline

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Route in previous entry extended from West Ryde to Parramatta as a full time service, replacing 520 & M52.
- Shares Pyrmont-West Ryde with new 500X.

Streets

From 24 January 2021

From City (Pitt St, Central Railway) (at Barlow St) via Pitt St, Railway Sq, Broadway, Jones St, Thomas St, Harris St (Pyrmont), Miller St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta interchange.

From Parramatta (interchange) via reverse route to Victoria Rd (approaching Ryde), then Bowden St, Parkes St, Blaxland Rd, Victoria Rd, then reverse route to Harris St, then Railway Sq, Pitt St to Barlow St (City).

Timetable Summary

See 500X

Route 502

CITY (Circular Quay) – RYDE via Central Railway

- **Extended from Ryde to Melrose Park (selected early morning Monday-Saturday trips, 1981-87)**
- **Extended from Ryde to West Ryde (Sundays from 1985)**

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- City (Circular Quay) – Ryde via Railway Square renumbered from part of 404.
- Ran in early mornings, at night and all-day Sunday, at times when 500 & 501 did not run.

25 May 1981: Selected early morning trips from the City extended from Ryde to Melrose Park in a rearrangement of West Ryde/Melrose Park/Carlingford routes, replacing 505 at that time.

15 September 1985: Sunday service extended from Ryde to West Ryde.

8 February 1987: Ceased as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall. Replaced by extended hours of 501.

Streets

City (Circular Quay) – Ryde via Central Railway

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (Pyrmont), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964 (opening of new Gladesville Bridge):** From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 19 October 1964:** Ex City (Circular Quay) from George St via Railway Square (*not* via Hay St, Pitt St). Unaltered on return.

City (Circular Quay) – Ryde via Central Railway (*early morning Monday-Saturday trips extended from Ryde to Melrose Park*)

Alterations

- **From 25 May 1981**

Melrose Park extension (*early morning*): From Ryde (Blaxland Rd/Devlin St) via Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd (**West Ryde**), Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Parer St (Melrose Park). Return from Parer St via Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Devlin St to Blaxland Rd (Ryde).

(The streets in the Melrose Park extension between Ryde & West Ryde also applied to the extension of Sunday trips on 502 from Ryde to West Ryde from 15 September 1985.)

- **From 9 January 1984:** Ex City (Barlow St, Central Railway) from Devlin St via Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd. Reverse on return.
- **From 3 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Circular Quay) from Harris St via Pyrmont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

Timetable Summary

See 500

Route 502

CITY (various termini) – DRUMMOYNE – FIVE DOCK (Ingham Av) – EAST CONCORD (Bayview Park) ■

- **Extended from Five Dock (Ingham Av) to Burwood Depot (*selected trips 1987-99*)**

Timeline

9 February 1987: Peak hour service, City (Circular Quay) – Five Dock (Ingham Av) (selected trips extended to Burwood Depot) renumbered from 530, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

14 February 1999:

- Extension of selected trips to Burwood Depot ceased.
- Selected trips extended from Five Dock (Ingham Av) to East Concord (Bayview Park).
- City terminus (departing) altered to Harrington St.

4 October 2015:

- City terminus altered to Kent St (arriving) or Park St (departing), as a result of light rail construction in George St, City/new CBD bus network.
- Most trips extended from Five Dock (Ingham Av) to East Concord (Bayview Park).

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (*see Private Route Histories – Contract Region 6*).

Streets

City (Circular Quay) – Five Dock (Ingham Av) (*selected trips extended to Burwood Depot*)

From 9 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Western Distributor, Harris St (**Pyrmont**), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Burwood Depot extension: From Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.

Alterations

- **Circa 1987-95:** Part of route in the Darling Harbour/Pymont area replaced in stages by the Western Distributor.
- **From 31 January 1995:** To approach City (Circular Quay) from George St via Bridge St, Phillip St. Return via Alfred St.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **By 6 April 1999:** To approach City (Circular Quay) from Bridge St via Loftus St. Return via Alfred St.

City (Circular Quay or Harrington St) – Five Dock (Ingham Av) – East Concord (Bayview Park)

From 14 February 1999 (based on 6 April 1999 timetable)

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av, Barnstaple Rd (**Five Dock**), Heath St, First Av, Park Rd, Fairlight St, Ramsay Rd, Great North Rd, Garfield St, Harris St, Lyons Rd West, Burwood Rd to Bayview Park (East Concord).

From East Concord (Bayview Park) via reverse route to Great North Rd, then First Av, Heath St, Barnstaple Rd to Ingham Av, then reverse route to Bank St, then Miller St, Pymont St, Western Distributor, Sussex St, Market St, George St, Bridge St, Loftus St to Circular Quay (City).

City (Kent St or Park St) – Five Dock (Ingham Av) – East Concord (Bayview Park)

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network): To approach City from Western Distributor via Bathurst St, Kent St to Market St. Return from Park St near Pitt St via Druitt St, Western Distributor.

Timetable Summary

9 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)-Five Dock (Ingham Av)†	Fr C Quay 29F 42B	M-F	Burwood Dep	6.14am	Circular Quay	5.55pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

Ph – Peak hours only (both directions). Base service, City (Circular Quay)-Five Dock (Ingham Av). Selected trips extended to Burwood Depot.

6 April 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circ Quay or Harrington St)-East Concord (Bayview Pk)	Fr C Quay 28F 46B	M-F	Bayview Park	6.52am	Harrington St	5.54pm	Ph	A
		Sat						
		Sun						

A – Plus short working/s to/from Five Dock (Ingham Av) before first trip & after last trip shown.

B – To East Concord (Bayview Park).

F – To Five Dock (Ingham Av).

Ph – Peak hours only (morning from East Concord (Bayview Park) or Five Dock (Ingham Av), afternoon from City (Harrington St) to Five Dock (Ingham Av), Five Dock shops or East Concord (Bayview Park)).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Kent St or Park St)-East Concord (Bayview Park)	38	M-F	Bayview Park	6.17am	Park St	6.34pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from East Concord (Bayview Park), afternoon from City (Park St)).

Route 503

PYRMONT – RYDE

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), renumbered from part of 400, becoming supplementary to 500.
By August 1981: Believed ceased.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Pyrmont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via reverse route to Bank St, then Miller St to Harris St (Pyrmont).

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 503

CITY (Pitt St or George St, Town Hall) – DRUMMOYNE – FIVE DOCK (Ingham Av) via Central Railway

- **Extended from Five Dock (Ingham Av) to Burwood Depot (selected trips)**

Timeline

9 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Peak hour service renumbered from 531.
- Compared with 531, extended in the City from Central Railway to Park St.

8 October 1990: Ceased without direct replacement. 502 continued to run City (Circular Quay) – Five Dock (Ingham Av).

Streets

From 9 February 1987

From City (Town Hall) (George St) via George St, Railway Sq, Lee St, Regent St, Harris St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Bathurst St, Pitt St to Park St (City).

Burwood Depot extension: From Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
503: City (Pitt St or George St, T/H)-Five Dock (Ingham Av)†	Fr Park St 29F 42B	M-F	Burwood Dep	6.38am	George St	5.40pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

Ph – Peak hours only (morning from Burwood Depot or Five Dock (Ingham Av) to City (Park St), afternoon from City (Town Hall) to Five Dock (Ingham Av)).

Route L03

CITY (various termini) – DRUMMOYNE – MORTLAKE (LIMITED STOPS) ■

Timeline

3 November 1996: New peak hour limited stop service, City (Circular Quay) – Drummoyne – Mortlake, commenced, replacing X37.

14 February 1999: City terminus (departing) altered to Harrington St.

21 March 2010: Replaced by full time service 439 & peak hour service L39 (both running via Parramatta Rd instead of Drummoyne).

Streets

City (Circular Quay) – Mortlake

From 3 November 1996

From City (Circular Quay) (Phillip St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea, Five Dock**), Bayview Rd (**Canada Bay**), Queens Rd, Burwood Rd, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

From Mortlake (Whittaker St at Tennyson Rd) via Tennyson Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

Alteration

By 6 April 1999: To approach City from Bridge St via Loftus St to Circular Quay. Return via Alfred St.

City (Circular Quay or Harrington St) – Mortlake

Alterations

- *From 14 February 1999 (afternoon):* From City (Harrington St) via Grosvenor St, George St. Unaltered on return.
- *From August 2005:* Ex Mortlake from Western Distributor via Druitt St, George St. Unaltered on return.

Timetable Summary

3 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L03: City (Circular Quay)-Drummoyne-Mortlake	42	M-F	Mortlake	6.36am	Circular Quay	6.03pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mortlake, afternoon from City (Circular Quay)).

Route 504

DRUMMOYNE – RYDE ■

Timeline

28 July 1957: Peak hour & infrequent night service renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Drummoyne (Victoria Rd at Lyons Rd) via Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Lyons Rd (Drummoyne).

Alteration

From 2 October 1964 (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 504

CITY (various termini) – DRUMMOYNE – CHISWICK ■

Route X04

CITY (various termini) – DRUMMOYNE – CHISWICK (EXPRESS) ■

Timeline

9 February 1987: 504 peak hour service, City (Circular Quay) – Chiswick, renumbered from 540, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

16 November 1997: Times of service of 504 increased to full time, replacing 491.

30 July 2001: X04 afternoon peak hour express service, City (Harrington St) – Drummoyne – Chiswick, commenced.

4 October 2015: City terminus of 504 & X04 altered to Domain, as a result of light rail construction in George St, City/new CBD bus network.

1 July 2018: 504 & X04 transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (*see Private Route Histories – Contract Region 6*).

Streets

Route 504

City (Circular Quay) – Chiswick

9 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Western Distributor, Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Bank St, then Miller St, Union St, Pyrmont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **Circa 1987-95:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- **From 31 January 1995:** To approach City from Western Distributor via King St, George St. Return from Western Distributor via Bank St, old Glebe Island Bridge.
- **By 4 December 1995:** To approach City (Circular Quay) from George St via Bridge St, Phillip St. Return via Alfred St.
- **From 3 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

- **From 4 December 1995:** To approach City from Western Distributor via Bathurst St, George St. Return from Druitt St via Western Distributor.
- **By 6 April 1999:** To approach City from Bridge St via Loftus St to Circular Quay. Return via Alfred St.
- **From August 2005:** To approach City from Western Distributor via Druitt St, George St. Unaltered on return.
- **From August 2005:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.

City (Domain) – Chiswick

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): To approach City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Route X04

City (Harrington St) – Chiswick

From 30 July 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

Alteration

By 10 September 2006: Ex City (Harrington St) from George St via Druitt St.

City (Domain) – Chiswick

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): To approach City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Circular Quay)-Drummoyne-Chiswick	35	M-F	Chiswick	6.36am	Circular Quay	6.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

16 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Circular Quay)-Drummoyne-Chiswick	36	M-F	Chiswick	6.06am	Circular Quay	11.40pm	30*	
		Sat		6.29am		11.45pm	30	
		Sun		8.04am		11.00pm	30	

* More frequent in peak hours.

4 October 2015

City – Drummoyne – Chiswick routes

504, X04

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Domain)-Drummoyne-Chiswick	37	M-F	Chiswick	5.58amP	Domain	6.59pmC	A	
				6.37amD	Park St	11.42pmC		
		Sat		6.30amD	Domain	6.46pmC	B	
					Park St	12.16amC		
		Sun		8.14amD	Domain	6.30pmC	B	
					Park St	11.08pmC		
X04: City (Domain)-Drummoyne-Chiswick	32	M-F	Domain	5.06pmC	Domain	6.17pmC	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Park St)-Chiswick. Day, City (Domain)-Chiswick 30*.

B – Day, City (Domain)-Chiswick 30. Night, City (Park St)-Chiswick.

C – To Chiswick.

D – To City (Domain).

P – To City (Park St).

Ph – Afternoon peak hour only (from City (Domain)).

Route 505

RYDE – WEST MEADOWBANK■

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

14 June 1958: Full time service renumbered from 555.

By July 1973: Night service ceased.

By April 1976: Sunday service ceased.

12 December 1980: Times of service reduced to mainly peak hours & Saturday afternoons. Replaced in off-peak & Saturday mornings by new 509, in a rearrangement of West Ryde/Melrose Park/Carlingford routes.

24 May 1981: Replaced by extended 501, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes.

Streets

From 14 June 1958 (based on 22 April 1963 timetable)

From Ryde (Devlin St south of Blaxland Rd) via Devlin St, Victoria Rd, Bowden St, Parkes St, Orchard St, Terry Rd, Ryedale Rd (**West Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Victoria Rd, Adelaide St, Andrew St, Cobham Av, Parer St (West Meadowbank).

From West Meadowbank (Parer St) via Lancaster Av, Andrew St, Adelaide St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, then reverse route to Bowden St, then Victoria Rd, Church St, Blaxland Rd, Devlin St to near Blaxland Rd (Ryde).

Alteration

By April 1967: Ex Ryde from Ryedale Rd via Anzac Av, Herbert St, Hermitage Rd, Victoria Rd. Unaltered on return.

Timetable Summary

22 April 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-West Meadowbank	25	M-F	Ryde	5.31am	W Meadowb'k	12.08am	30*	
		Sat		5.29am		12.10am	30	
		Sun		7.08am		11.40pm	60	

* More frequent in peak hours.

July 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-Melrose Park	24	M-F	Ryde	5.31am	Melrose Park	8.40pm	30*	
		Sat		6.54am		8.40pm	AM 30 PM 60	
		Sun		7.25am		8.42pm	60	

* More frequent in peak hours.

12 December 1980

Ryde – West Ryde – Melrose Park – Carlingford routes

505, 508, 509

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-Melrose Park	23	M-F	Ryde	5.20am	Melrose Park	7.40pm	Ph1	A
		Sat		6.49am		8.40pm	AM Ms PM 60	B
		Sun						
508: West Ryde-Carlingford Court via Victoria Rd	Fr W Ryde 24S 26C	M-F	West Ryde	5.30amS 8.46amC	Carlingford Ct Carlingford Stn	5.15pmW 7.45pmW	Ph2	
		Sat						
		Sun						
509: Ryde-Melrose Park-Carlingford Court	Fr Ryde 45S 47C	M-F	Ryde	9.02amC	Carlingford Ct	2.42pmR	40	D
		Sat		7.13amC		12.12pmR	E	
		Sun			Carlingford Stn	12.55pmR		

A – Day service provided by 509.

B – Morning service provided by 509.

C – To Carlingford Court.

D – Peak hour service provided by 505 & 508.

E – Morning, Ryde-Carlingford Court 30. Early afternoon, Ryde-Carlingford Station, plus short-working/s after last trip shown. Afternoon service, Ryde-Melrose Park, provided by 505.

Ms – Early morning service.

Ph1 – Peak hours only. Plus short-working/s before first trip shown.

Ph2 – Peak hours only.

R – To Ryde.

S – To Carlingford Station.

W – To West Ryde.

Route 505

CITY (various termini) – DRUMMOYNE – CHISWICK via Central Railway■

Timeline

9 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Renumbered from 541.
- Peak hour service, City (Pitt St at Park St (arriving) or George St at Town Hall (departing)) – Drummoyne – Chiswick

By 15 February 1989: City terminus altered to Pitt St at Park St (arriving & departing).

By 4 December 1995: Ceased without direct replacement. 504 continued as City (Circular Quay) – Chiswick.

Streets

City (Pitt St or George St) – Chiswick

From 9 February 1987

From City (George St) (at Town Hall) via George St, Railway Sq, Lee St, Regent St, Harris St (**Pymont**), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Bank St, then Miller St, Union St, Pyrmont St, Harris St, Railway Sq, George St, Bathurst St, Pitt St to Park St (City).

City (Pitt St) – Chiswick

Alteration

- **By 15 February 1989:** From City (Pitt St at Park St) via Park St, George St, Railway Sq, Broadway, Jones St, Mary Ann St, Harris St. Unaltered on return.
- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.

Route 505

CITY (various termini) – HUNTERS HILL – WOOLWICH

Timeline

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New peak hour service, City (Wynyard (arriving) or Harrington St (departing)) – Woolwich, commenced.
- Shared Hunters Hill – Woolwich with 538.

4 October 2015: City terminus altered to Kent St arriving) or Park St (departing), as a result of light rail construction in George St, City/new CBD bus network.

Streets

City (Wynyard or Harrington St) – Woolwich

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Church St (**Hunters Hill**), Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf.

From Woolwich (Valentia St at wharf) via reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

Alterations

- **By April 2006:** Ex City (Harrington St) from George St via Druitt St. Return from Western Distributor via Druitt St, George St.
- **By 20 October 2013:** Ex Woolwich from Western Distributor via Bathurst St, George St. Unaltered on return.

City (Kent St or Park St) – Woolwich

Alteration

From 4 October 2015 (*commencement of light rail construction in George St/new CBD bus network*): To approach City from Western Distributor via Bathurst St, Kent St to near Market St. Return from Park St near Pitt St via Park St, Druitt St, Western Distributor.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Harrington St)-Woolwich	33	M-F	Woolwich	6.52amY	Harrington St	7.18pmW	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Woolwich, afternoon from City (Harrington St)).

W – To Woolwich.

Y – To City (Wynyard).

Route 506

CITY (Circular Quay) – RYDE – NORTH RYDE via Pyrmont Bridge■

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

Timeline

16 March 1959:

- New peak hour & Saturday morning route City (Circular Quay) – North Ryde commenced.
- Some trips were through-routed with 287. Some through-routed trips performed a circular trip City (Wynyard) – North Ryde – Ryde – City (Circular Quay). Also applied to Ryde – Ryde Depot trips on 506 through-routed with 287.
- Shared route at different times between City & various points along Victoria Rd with other routes in the 500-524 range.
- Shared Ryde – North Ryde with 287.
- Competed with private 205 [1925 number] between Ryde and North Ryde.

8 February 1987: Renumbered part of 500, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 16 March 1959 (based on 29 July 1963 timetable):

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Blenheim Rd to Epping Rd (North Ryde).

From North Ryde (Blenheim Rd at Epping Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By 3 October 1972:** Ex City (Circular Quay) from Lane Cove Rd via Goulding Rd, Twin Rd, Lane Cove Rd, Coxs Rd. Reverse on return.
- **Circa 1981-87:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

29 July 1963

City – North Ryde via Victoria Rd routes 506, 507

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-Ryde-North Ryde	52	M-F	North Ryde	7.01am	Circular Quay	5.44pm	Ph	
		Sat		7.30am		12.10pm	60	A
		Sun						
507: City (Pitt St, Central Railway)-Ryde-North Ryde	53	M-F	Pitt St, C/Rly	6.43am	Pitt St, C/Rly	12.43pm	B	
		Sat						
		Sun						

A – Most trips through-routed with 287 to City (Wynyard). Plus short-working/s Ryde Depot-North Ryde before first trip & after last trip shown.

B – Limited service: early morning (through-routed with 287) & day (1 trip). **From** City (Pitt St, Central Railway) only.

Ph – Peak hours only (both directions). Some trips through-routed with 287 to City (Wynyard). Plus short-working/s Ryde Depot – North Ryde before first trip & after last trip shown.

Route 506

CITY (various termini) – HUNTERS HILL – EAST RYDE – MACQUARIE UNIVERSITY

- **City (Circular Quay) – Hunters Hill – Ryde Depot (1987-circa 1990)**

Route X06

CITY (various termini) – HUNTERS HILL – EAST RYDE (EXPRESS) ■

Timeline

8 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

Peak hour service City (Circular Quay) – Hunters Hill – Ryde Depot renumbered from 516.

Peak hour service (including morning peak hour express trips) City (Circular Quay) – Hunters Hill – East Ryde renumbered from 518.

By 22 July 1990: City (Circular Quay) – Ryde Depot ceased without direct replacement, leaving route as City (Circular Quay) – East Ryde.

9 October 1990: Express trips renumbered X06.

11 May 1991: Times of service of 506 extended to daytime Mondays-Saturdays.

5 January 1992: Days of service of 506 extended to Sundays.

30 October 1994: Times of service of 506 extended to full time.

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- 506 extended to run City (Circular Quay) – East Ryde – Macquarie University, replacing 539.
- City termini of X06 altered to Wynyard (arriving) or Harrington St (departing). Outer terminus continued to be at East Ryde.

4 October 2015: City terminus of 506 & X06 altered to Domain as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: X06 replaced by extra trips on 506 as part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X.

Streets

Route 506

City (Circular Quay) – Ryde Depot

From 6 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Day Pl, Western Distributor, Harris St, Gipps St, Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Monash Rd (**Gladesville**), Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – East Ryde

From 6 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St via Sussex St, Day Pl, Western Distributor, Harris St, Gipps St, Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **Circa 1987-95:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- **From 3 January 1995:** To approach City from George St via Phillip St to Circular Quay. Return from Alfred St at Young St via Alfred St.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

- **From 4 December 1995** (*opening of new Glebe Island Bridge*): From City (Circular Quay) (Alfred St at Young St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor. Return from Western Distributor via Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

City (Circular Quay) – East Ryde – North Ryde – Macquarie University

From 24 June 2001

From City (Circular Quay) (Alfred St at Young St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**East Ryde**), Elliott Av, Twin Rd, Badajoz Rd, Coss Rd (**North Ryde**), Lane Cove Rd, Talavera Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, University Av, Macquarie Dr (Macquarie University).

From Macquarie University (Macquarie Dr) via University Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Twin Rd (towards East Ryde), then Moncrieff Dr, Sager Pl, Elliott Av, Twin Rd, Badajoz Rd, Quarry Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

Alterations

- **From August 2005** (*opening of the Cross-City tunnel*): Ex Macquarie University from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 30 May 2015**: Macquarie University terminus in University Av for both arrivals & departures.

City (Domain) – East Ryde – North Ryde – Macquarie University

Alteration

From 4 October 2015 (*commencement of light rail construction in George St/new CBD bus network*): To approach City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Route X06

City (Wynyard or Harrington St) – East Ryde

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Church St (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops.

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

Alterations

- **By 7 October 1990**: Ex East Ryde from Thompson St via Pittwater Rd, Victoria Rd. Unaltered on return.
- **By March 1999**: Reverted to pre-7 October 1990 route.
- **From August 2005** (*opening of the Cross-City tunnel*): Ex East Ryde from Western Distributor via Druitt St, George St. Unaltered on return.

City (Domain) – East Ryde

Alteration

From 4 October 2015 (*commencement of light rail construction in George St/new CBD bus network*): To approach City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Timetable Summary

8 February 1987

City – Hunters Hill routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	43	M-F	East Ryde	6.34am	Circular Quay	6.02pm	A	
		Sat						
		Sun						
506: City (Circular Quay)-Ryde Depot	36	M-F	Ryde Depot	6.56am	Circular Quay	5.18pm	B	
		Sat						
		Sun						

A – Peak hours & limited day service. Extra trips on Thursday night (via Central Railway) & Friday night (normal route).

B – Peak hours & limited day service.

5 January 1992

City – East Ryde routes

506, X06

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	45	M-F	East Ryde	6.02am	Circular Quay	6.32pm	60*	A
		Sat		8.02am		6.01pm	60	
		Sun		8.15am		6.00pm	60	
X06: East Ryde-City (Wynyard)	39	M-F	East Ryde	7.22am	East Ryde	8.02am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday & Friday nights.

Ph – Morning peak hour only (from East Ryde).

August 1997

City – East Ryde routes

506, X06

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	43	M-F	East Ryde	6.02am	Circular Quay	11.30pm	20*	A
		Sat		6.03am		12.30am	20	
		Sun		7.30am		11.30pm	30	
X06: City (Wynyard or Circular Quay)-East Ryde	36	M-F	East Ryde	7.22amY	Circular Quay	5.49pmE	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Friday night.

E – To East Ryde.

Ph – Peak hours only (morning from East Ryde to City (Wynyard), afternoon from City (Circular Quay)).

Y – To City (Wynyard).

24 June 2001

City – East Ryde routes

506, X06

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde-Macquarie University	Fr C Quay 47E 65M	M-F	East Ryde	5.30amC	Macquarie Uni	6.35pmC	A	
			Circular Quay	7.00amM	Circular Quay	12.03amE		
		Sat	East Ryde	6.05amC	Macquarie Uni	5.56pmC	B	
			Circular Quay	7.26amM	Circular Quay	12.53amE		
		Sun	East Ryde	7.21amC		11.33pmE	30	
X06: City (Wynyard or Harrington St)-East Ryde	39	M-F	East Ryde	7.10amY	Harrington St	5.57pmE	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Circular Quay)-East Ryde. Peak hours & day, City (Circular Quay)-Macquarie University 30*. Extra trip Friday night.

B – Early morning & night, City (Circular Quay)-East Ryde. Day, City (Circular Quay)-Macquarie University 30.

C – To City (Circular Quay).

E – To East Ryde.

M – To Macquarie University.

Ph – Peak hours only (morning from East Ryde to City (Wynyard), afternoon from City (Harrington St)).

Y – To City (Wynyard).

4 October 2015

City (Domain) – East Ryde routes

506, X06

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Domain)-East Ryde-Macquarie University	Fr C Quay 40E 59M	M-F	East Ryde	5.32amD	Macquarie Uni	6.36pmD	A	
			Macquarie Uni	7.09amD	Domain	12.12amE		
		Sat	East Ryde	6.02amD	Macquarie Uni	5.52pmD	B	
			Domain	7.24amM	Domain	1.14amE		
		Sun	East Ryde	7.03amD		11.35pmE	30	
X06: City (Domain)-East Ryde	39	M-F	Domain	4.46pm	Domain	6.11pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Domain)-East Ryde. Peak hours & day, City (Domain)-Macquarie University 30*. Extra trip Friday night.

B – Early morning & night, City (Domain)-East Ryde. Day, City (Domain)-Macquarie University 30.

D – To City (Domain).

E – To East Ryde.

M – To Macquarie University.

Ph – Afternoon peak hour only (from City (Domain)).

Route 507

CITY (Circular Quay) – DRUMMOYNE (Drummoyne Av)■

Timeline

3 October 1989: City (Circular Quay) – Drummoyne (Drummoyne Av) peak hour service renumbered from part of 500.

5 October 1989: Renumbered 508.

Route 507

CITY (Pitt St, Central Railway) – RYDE – NORTH RYDE■

Timeline

16 March 1959:

- New limited weekday service, City (Pitt St, Central Railway) – Ryde – North Ryde, commenced.
- Competed with private 205 [1925 number] between Ryde and North Ryde.
- Shared route at different times between City & various points along Victoria Rd with other routes in the 500-524 range.

By September 1969: Ceased without direct replacement. 506 continued to run City (Circular Quay) – Ryde – North Ryde.

Streets

From 16 March 1959 (based on 29 July 1963 timetable)

From City (Pitt St, Central Railway) (at Hay St) via Hay St, George St, Railway Square, Lee St, Regent St, Harris St (**Pymont**), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Blenheim Rd to Epping Rd (North Ryde).

From North Ryde (Blenheim Rd at Epping Rd) via reverse route to Bank St, then Miller St, (?), Harris St, Railway Square, Pitt St to Hay St (City, Central Railway).

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 506

Route 507

CITY (various termini) – MEADOWBANK – RYDE – MACQUARIE UNIVERSITY via Bridge Rd & Herring Rd■

Timeline

24 June 2001: New weekday full time & weekend daytime route commenced as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Replaced Gladesville – Meadowbank part of 536, the Gardener Av area part of 531 & (along with 518) part of 531 along Herring Rd.
- Peak hour trips diverted via Meadowbank Station.

11 October 2009: Meadowbank Station diversion became standard route.

4 October 2015: City terminus of 507 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Altered to run Gladesville – Meadowbank (extended to City (Hyde Park) in peak hours) (*see next entry*).
- City – Gladesville replaced at other times by new 500X.
- Ryde – Macquarie University replaced by new 517.

Streets

City (Circular Quay) – Ryde – Macquarie University via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Belmore St, Constitution Rd, Bowden St, Parkes St, Blaxland Rd (**Ryde**), Princes St, Gardener Av, Quarry Rd, Lane Cove Rd, Bridge Rd, Herring Rd (**Marsfield**), Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University terminal.

From Macquarie University (Macquarie Dr) via Waterloo Rd, then reverse route to Morrison Rd (approaching Gladesville), then Ross St, Western Cres, Jordan St, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Meadowbank Station diversion (*peak hours*): From Constitution Rd/Belmore St via Constitution Rd to Meadowbank Station, then reverse route to Belmore St.

Alterations

- **From 11 October 2009:** Ex City (Circular Quay) from Belmore St via Constitution Rd to **Meadowbank** Station, then Constitution Rd, Belmore St, Victoria Rd, Church St, Blaxland Rd (**Ryde**), Devlin St, Lane Cove Rd, Buffalo Rd, Gardener Av. Return from Gardener Av via reverse route to Devlin St, then Victoria Rd, then reverse route.
- **From 30 May 2015:** Macquarie University terminus in University Av for both arrivals & departures.

City (Circular Quay) – Ryde – Macquarie University via Elizabeth St, City

Alteration

- **From 4 October 2015** (*commencement date of new CBD bus network*): To approach City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Timetable Summary

24 June 2001

See 500

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Meadowbank-Ryde-Macquarie University	Fr C Quay 58R 78M	M-F	Ryde	6.52amC	Macquarie Uni	6.16pmC	A	
			Macquarie Uni	8.05amC	Circular Quay	9.18pmR		
		Sat		8.04amC	Macquarie Uni	5.07pmC	B	
					Circular Quay	6.34pmR		
		Sun	Ryde	8.04amC		6.36pmR	60	

* More frequent in peak hours.

A – Day, City (Circular Quay)-Meadowbank-Macquarie University 60. Night, City (Circular Quay)-Meadowbank-Ryde Plus short-working/s before first trip shown.

B – Day, City (Circular Quay)-Meadowbank-Macquarie University 60. Late afternoon, City (Circular Quay)-Meadowbank-Ryde. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

M – To Macquarie University.

R – To Ryde.

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Meadowbank-Ryde-Macquarie University	Fr C Quay 60R 80M	M-F	Ryde	6.56amP	Park St	4.36pmM	A	
			Macquarie Uni	7.55amC	Circular Quay	9.19pmR		
		Sat		8.04amC		6.38pmR	60	B
		Sun	Ryde	8.24amC		6.30pmR	60	

* More frequent in peak hours.

A – Peak hours, City (Park St)-Ryde. Day, City (Circular Quay)-Macquarie University 60. Night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown.

B – Plus short-working/s before first trip shown.

C – To City (Circular Quay).

M – To Macquarie University.

P – To City (Park St).

R – To Ryde.

Route 507

GLADESVILLE – MEADOWBANK

- **Extended to City (Hyde Park) (peak hours)**

Timeline

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Route in previous entry curtailed.
- Other than peak hours, runs as a feeder to 500X.
- Gladesville-Meadowbank now runs full time.

Streets

From 24 January 2021

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, Gerard St, Western Cres, Morrison Rd, Charles St, Phillip Rd (Putney), Payten St, Morrison Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at station) via reverse route to Morrison Rd (approaching Gladesville), then Ross St, Western Cres, Jordan St to Pittwater Rd (Gladesville).

City (Hyde Park) extension (peak hours): From Gladesville (Pittwater Rd/Jordan St) via Victoria Rd (**Drummoyne, Rozelle**), Anzac Bridge, Western Distributor, Druitt St, Park St to Hyde Park (City). Reverse on return.

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Meadowbank†	Fr M'bank 14G 43H	M-F	Meadowbank	5.48amH	Hyde Park	8.01pmM	A	
					Gladesville	11.30pmM		
		Sat		5.48am		11.30pm	30	
		Sun		6.48am		10.30pm	30	

† Extended to City (Hyde Park) in peak hours.

A – Morning peak hour, from Meadowbank to City (Hyde Park) & from Gladesville to Meadowbank. Day, Gladesville-Meadowbank 30. Afternoon peak hour, from City (Hyde Park) to Meadowbank & from Meadowbank to Gladesville.

G – To Gladesville.

H – To City (Hyde Park).

M – To Meadowbank.

Route 508

WEST RYDE – DUNDAS VALLEY – CARLINGFORD Court ■

Timeline

7 May 1959: Monday-Friday daytime & Saturday morning service, West Ryde – Carlingford Station, commenced. Competed with private 172 through Dundas Valley (new suburb in late 1950s).

5 April 1968: Extended from Carlingford Station to Carlingford Court.

29 November 1968: Extension to Carlingford Court ceased.

12 December 1980: In a rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Times of service reduced to peak hours.
- Day service replaced by new 509 (running via Melrose Park).
- Selected trips re-extended from Carlingford Station to Carlingford Court.
- Shared West Ryde – Carlingford with 501.

9 February 1987: Renumbered 511, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes, coincident with general renumbering of Victoria Rd routes.

Streets

West Ryde – Carlingford Station

From 7 May 1959 (based on 12 November 1962 timetable)

From West Ryde (interchange) via Anthony Rd, Graf Av, Chatham Av, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) to Carlingford Station.

From Carlingford (Lloyds Av at station) via Lloyds Av (eastwards), Pennant Hills Rd, Coleman Av, then reverse route to West Ryde Station.

Alteration

By October 1973: From West Ryde (interchange) via West Pde, Victoria Rd. Reverse on return.

West Ryde – Carlingford Court

Alteration

From 12 December 1980: Extended from Carlingford Station via Lloyds Av (eastwards), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance). Return from Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards) to Carlingford Station.

Timetable Summary

12 November 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Carlingford Station	24	M-F	West Ryde	5.43am	Carlingford Stn	7.20pm	60*	
		Sat		7.35am		1.07pm	30	
		Sun						

* More frequent in peak hours.

12 December 1980

See 505

Route 508

CITY (various termini) – DRUMMOYNE (Drummoyne Av) ■

Timeline

5 October 1989: Peak hour service City (Circular Quay) – Drummoyne (Drummoyne Av) renumbered from 507.

4 October 2015: City terminus altered to Kent St (arriving) or Park St (departing), as a result of light rail construction in George St, City/new CBD bus network.

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (*see Route Histories – Private – Contract Region 6*).

Streets

City (Circular Quay) – Drummoyne (Drummoyne Av)

From 5 October 1989 (based on 25 September 1992 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, old Glebe Island Bridge, Victoria Rd (**Rozelle**), Westbourne St, The Esplanade, Henricks Av, Victoria Pl to Drummoyne Av (Drummoyne).

From Drummoyne (Drummoyne Av) (at Victoria Pl) via Victoria Pl, Hythe St, Westbourne St, Marlborough St, Lyons Rd, Victoria Rd, old Glebe Island Bridge, Miller St, Union St, Pyrmont St, Western Distributor, King St, George St, Alfred St to Circular Quay (City).

Alterations

- **Circa 1989-95:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Kent St or Park St) – Drummoyne (Drummoyne Av)

Alteration

From 4 October 2015 (commencement date of new CBD bus network): To approach City from Western Distributor, Bathurst St, Kent St to Market St. Return from Park St at Pitt St via Park St, Druitt St, Western Distributor.

Timetable Summary

25 September 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Drummoyne (Drummoyne Av)	25	M-F	Dr'moyne Av	7.45am	Circular Quay	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Drummoyne (Drummoyne Av), afternoon from City (Circular Quay)).

Route 509

RYDE – MELROSE PARK – CARLINGFORD Court■

Timeline

12 December 1980: New combined off-peak & Saturday morning route, replacing 505 & 508 at those times, in a rearrangement of West Ryde/Melrose Park/Carlingford routes.

25 May 1981: Replaced by extended 501, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes.

Streets

From 12 December 1980

From Ryde (Blaxland Rd at Devlin St) via Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Church St to Blaxland Rd (Ryde).

Timetable Summary

See 505

Route 510

CITY (various termini) – GLADESVILLE – RYDE DEPOT via Pyrmont Bridge■

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

Timeline

28 July 1957: Peak hour & infrequent daytime Monday-Saturday service, City (Circular Quay) – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 500 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

12 January 1990: Reintroduced for City (Circular Quay) – Ryde Depot trips (infrequent peak hour service?).

30 October 1994: Use altered to trips by 14.5m buses from Ryde Depot to the City.

By 4 December 1995: All trips reverted to 500.

By November 1996: Infrequent peak hour service reintroduced again for City (Circular Quay) – Ryde Depot trips & short-workings thereof.

24 January 2021: Replaced by new “frequent” 500X, as part of rearrangement of Victoria Rd & associated routes.

Streets

City (Circular Quay) – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island

Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd [new alignment] including new Gladesville Bridge. Reverse on return.
- **Circa 1981-87:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

From 12 January 1990

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Western Distributor, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Cressy Rd, Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then (depending on vehicle length):

Either via Pyrmont St, Western Distributor, King St, George St, Alfred St to Circular Quay (City)

Or via Western Distributor, Bathurst St, George St, Alfred St to Circular Quay (City)

Alterations

- **Circa 1990-95:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- **From 30 October 1994** (*14.5m buses only*): Ex Ryde Depot, all trips ran via Bathurst St.
- **From 3 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **By November 1996** (*all trips*): Ex Ryde Depot, all trips ran via King St.
- **From 4 October 2015** (*commencement date of new CBD bus network*): To approach City from Western Distributor, Bathurst St, Kent St to near Market St. Return from Park St near Pitt St via Park St, Druitt St, Western Distributor.

Timetable Summary

See 500

Route 511

CITY (Railway Square) – GLADESVILLE – RYDE DEPOT

Timeline

28 July 1957: Peak hour & limited Saturday service, City (Circular Quay) – Gladesville renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Railway Square) – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pyrmont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

City (Railway Square) – Gladesville – Ryde Depot

Alteration

From 14 June 1958: Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.

City (Pitt St, Central Railway) – Gladesville – Ryde Depot

Alterations

- **From 20 May 1964** (based on October 1966 timetable): To approach City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pyrmont Bridge Rd, Jones St (?), Bank St. Unaltered on return.

Timetable Summary

See 500

Route 511

WEST RYDE – MELROSE PARK – CARLINGFORD Court■

- **Extended to Ryde (off-peak from 1990)**

Route X11

WEST RYDE – CARLINGFORD Court via Victoria Rd■

- **Extended to Meadowbank Wharf (1991-3)**

Timeline

9 February 1987: In a rearrangement of West Ryde/Melrose Park/Carlingford routes coincident with general renumbering of Victoria Rd routes:

- Peak hour service 511, West Ryde – Carlingford Station (selected trips extended to Carlingford Court), renumbered from 508.
- Shared with 501.

7 October 1990: In a further rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Hours of service of 511 extended to daytime, Mondays-Saturdays, replacing equivalent part of 501.
- Peak hour service X11 West Ryde – Carlingford Court via Victoria Rd commenced

3 December 1990: Off-peak trips on 511 extended from West Ryde to Ryde.

16 July 1991: X11 extended from West Ryde to Meadowbank Wharf. Shared Meadowbank Wharf – West Ryde with 513.

By 28 January 1993: X11 reverted to West Ryde – Carlingford Court. Meadowbank Wharf – West Ryde replaced by existing 513.

4 March 2001: 511 & X11 fully replaced by existing 513 & new 524, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

Streets

Route 511

West Ryde – Melrose Park – Carlingford Court

From 9 February 1987

From West Ryde (interchange) Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde to West Ryde interchange.

West Ryde – Melrose Park – Carlingford Court (*off-peak trips extended to Ryde*)

Alteration

From 3 December 1990

Ryde extension: From West Ryde (West Pde) via Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St to Blaxland Rd (Ryde). Return via Blaxland Rd, Devlin St, Victoria Rd, then reverse route.

Route X11

West Ryde – Carlingford Court via Victoria Rd

From 7 October 1990

From West Ryde (interchange) Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to West Ryde interchange.

Timetable Summary

28 January 1993

West Ryde – Melrose Park – Carlingford routes

511, X11, 513

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
511: West Ryde-Melrose Park-Carlingford Court†	Fr W Ryde 8P 30S 32C plus 7RW	M-F	Carlingford Stn	5.41amW 8.57amR	Ryde	3.02pmC	A	
			West Ryde	8.44amC	Carlingford Ct	5.15pmW		
		Sat		8.00amC	West Ryde	8.30pmS	B	
					Carlingford Ct	5.48pmW		
		Sun			West Ryde	6.30pmS		
X11: West Ryde-Carlingford Stn via Victoria Rd (<i>exp</i>)‡	22WS 24WC	M-F	Carlingford Stn	6.59am	West Ryde	5.46pmS	Ph	
		Sat						
		Sun						
513: Meadowbank Wharf-West Ryde-Melrose Park-Carlingford Court	Fr M'bank Whf 16P 40C	M-F	Carlingford Stn	6.30amM	M'bank Wharf	2.03pmC	D	
			Carlingford Ct	9.18amM		7.02pmP		
		Sat						
		Sun						

Average day frequencies along common route:

M-F West Ryde-Carlingford Court (511, 513) 30.

Sat West Ryde-Carlingford Court (511) 60.

† Extended from West Ryde to Ryde in off-peak.

‡ Selected trips extended to Carlingford Court.

A – Peak hours & evening, West Ryde-Carlingford Station (extended to Carlingford Court on Thursday evening).

Day, Ryde-Carlingford Court 30 (except at times when a 513 trip tabled in lieu).

B – West Ryde-Melrose Park 30, West Ryde-Carlingford Court 60. Last 2 trips from West Ryde to Carlingford Station. Plus short-working/s before first trip shown.

C – To Carlingford Court.

D – Peak hours, Meadowbank Wharf-Melrose Park (selected morning peak hour trips extended to start from Carlingford Station). Day, Meadowbank Wharf-Carlingford Court 30-90.

M – To Meadowbank Wharf.

P – To Melrose Park.

Ph – Peak hours only (morning from Carlingford Station, afternoon from West Ryde to Carlingford Station (selected trips extended to Carlingford Court)).

R – To Ryde.

RW – Ryde-West Ryde.

S – To Carlingford Station.

W – To West Ryde.

WC – West Ryde-Carlingford Court.

WS – West Ryde-Carlingford Station.

Route 512

CITY (Circular Quay) – GLADESVILLE – RYDE DEPOT via Central Railway■

Timeline

28 July 1957: Night service, City (Circular Quay) – Gladesville, renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Gladesville via Central Railway

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (**Pyrmont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – Gladesville – Ryde Depot via Central Railway

Alterations

- **From 14 June 1958:** From Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 19 October 1964:** Ex City (Circular Quay) from George St via Railway Square (*not* via Hay St, Pitt St). Unaltered on return.

Timetable Summary

See 500

Route 512

RYDE – GLADESVILLE Wharf■

(Gladesville Wharf is now known as Huntleys Point Wharf.)

Timeline

7 May 1992: Weekday daytime route commenced to connect with new Rivercat ferry service.

13 December 2003: Ceased. Other routes continued to run along Victoria Rd, but no replacement to Gladesville Wharf.

Streets

From 7 May 1992

From Ryde (shops) via Blaxland Rd, Victoria Rd (**Gladesville**), Huntleys Point Rd to Gladesville Wharf. Reverse on return.

Timetable Summary

7 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Gladesville Wharf	17	M-F	Ryde	6.57am	Gladesville Wf	6.52pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning both directions, afternoon from Gladesville Wharf).

Route 513

PYRMONT – GLADESVILLE – RYDE DEPOT

Timeline

28 July 1957: Limited peak hour service, Pyrmont – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

14 June 1958: Extended from Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

Pyrmont – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From Pyrmont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St to Harris St (Pyrmont).

Pyrmont – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964 (opening of new Gladesville Bridge):** Ex Pyrmont from Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 513

MEADOWBANK Wharf – WEST RYDE – CARLINGFORD Court (via various routes)

- **To or via Melrose Park (various periods)**

Timeline

23 February 1987: Weekday daytime service, Meadowbank Wharf – Melrose Park, commenced to connect with new ferry service.

17 December 1990:

- Altered/extended to run Meadowbank Wharf – West Ryde – Carlingford Court via Marsden Rd (*not* via Melrose Park).
- Days of service extended to daytime weekends.
- Partly competed with private routes 150, 172 & 173.

13 July 1991: Rerouted via Dundas Valley instead of Marsden Rd. Shared route through Dundas Valley with 511 & X11 until 4 March 2001.

By 28 January 1993:

- Rerouted again via Melrose Park.
- Shared West Ryde – Carlingford Court with 511.
- Days of service reduced to weekdays.

12 October 2009: Rerouted via Victoria Rd instead of Melrose Park. Service in Melrose Park replaced by existing 523.

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Curtailed to run West Ryde – Dundas Valley – Carlingford Court.
- Meadowbank Wharf – West Ryde replaced by rerouted/extended 518.

Streets

Meadowbank Wharf – Melrose Park

From 23 February 1987

From Meadowbank Wharf via Bowden St, Constitution Rd, Railway Rd, Bank St, Constitution Rd, Station St, Dunmore Rd, Mons Av, Moss St (**West Ryde**), Adelaide St, Andrew St, Cobham Av, Parer St (Melrose Park).

From Melrose Park (Parer St) via Lancaster Av, Andrew St, then reverse route to Meadowbank Wharf.

Meadowbank Wharf – West Ryde – Carlingford Court via Marsden Rd

From 17 December 1990

From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage St, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Marsden Rd, Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, then reverse route to Meadowbank Wharf.

Meadowbank Wharf – West Ryde – Dundas Valley – Carlingford Court

From 13 July 1991

From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage St, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd (**Ermington**), Kissing Point Rd, Stewart St, King St, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Meadowbank Wharf.

Alteration

From 22 June 1992: From Meadowbank Wharf via Bowden St, Constitution Rd, See St, McPherson St, Mellor St, Rhodes St, Hermitage St. Reverse on return.

Meadowbank Wharf – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

Alterations

- *By 28 January 1993:* Ex Meadowbank Wharf from Victoria Rd (west of West Ryde) via Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd. Return from Victoria Rd via Wharf Rd, Taylor Av, Cobham Av, Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd.
- *By 4 March 2001:* From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd. Return from Ryedale Rd via Victoria Rd, Bowden St.

Meadowbank Wharf – West Ryde – Dundas Valley – Carlingford Court via Victoria Rd

Alterations

By 12 October 2009: Ex Meadowbank Wharf from Victoria Rd (west of West Ryde) via Kissing Point Rd (*not* via Melrose Park). Reverse on return.

West Ryde – Dundas Valley – Carlingford Court

From 24 January 2021

From West Ryde (interchange) via Victoria Rd (**Ermington**), Kissing Point Rd, Stewart St, King St, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to West Ryde.

Timetable Summary

23 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-Melrose Park	14	M-F	Melrose Park	5.34am	M'bank Wharf	7.19pm	7 trips	
		Sat						
		Sun						

17 December 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-W Ryde-Carlingford Court via Marsden Rd	26	M-F	Carlingford Ct	5.24am	M'bank Wharf	7.14pm	11 trips	A
		Sat		8.58am		6.20pm	5 trips	
		Sun		8.58am		6.20pm	5 trips	

A – Extra daytime trips during school holidays.

28 January 1993

See 511

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-West Ryde-Melrose Pk-Carlingford Court	Fr C/Court 32W 40M	M-F	Carlingford Ct	6.29am	M'bank Wharf	6.55pm	A	
		Sat						
		Sun						

A – Morning peak hour, from West Ryde to Carlingford Court & from Carlingford Court to Meadowbank Wharf.

Day, Meadowbank Wharf-Carlingford Court 60. Afternoon peak hour, from Meadowbank Wharf to

Carlingford Court & from Carlingford Court to West Ryde.

M – To Meadowbank Wharf.

W – To West Ryde.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-West Ryde-Carlingford Court	Fr C/Court 26W 34M	M-F	Carlingford Ct	6.31am	M'bank Wharf	6.01pmC 7.11pmS	A	
		Sat						
		Sun						

A – Morning peak hour, from West Ryde to Carlingford Court & from Carlingford Court to Meadowbank Wharf.

Day, Meadowbank Wharf-Carlingford Court 60. Afternoon peak hour, from Meadowbank Wharf to

Carlingford Court (last 2 trips to Carlingford Station only) & from Carlingford Court to West Ryde.

C – To Carlingford Court.

M – To Meadowbank Wharf.

S – To Carlingford Station.

W – To West Ryde.

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Carlingford Court via Victoria Rd	27	M-F	Carlingford Ct	6.25am	West Ryde	7.17pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 514

WHITE BAY – GLADESVILLE – RYDE DEPOT

Timeline

28 July 1957: Limited peak hour service, White Bay – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

14 June 1958: Extended from Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

White Bay – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From White Bay (Victoria Rd/The Crescent) via Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to The Crescent (White Bay).

White Bay – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 515

DRUMMOYNE – GLADESVILLE – RYDE DEPOT ■

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), Drummoyne – Gladesville renumbered from part of 400, becoming supplementary to 500.

14 June 1958: Extended from Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

Drummoyne – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From Drummoyne (Victoria Rd at Lyons Rd) via Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] to Pittwater Rd (Gladesville). Reverse on return.

Drummoyne – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 515

CITY (various termini) – RYDE – EASTWOOD ■

Route X15

CITY (various termini) – RYDE – EASTWOOD (EXPRESS) ■

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New routes commenced:
 - 515 City (Circular Quay) – Eastwood (daily daytime)
 - X15 City (Wynyard or Harrington St) – Eastwood (peak hours)
- Replaced part of 545 between Ryde & Eastwood.
- These routes shared route between City & various points along Victoria Rd as far as Ryde with other routes in the 500-520 range.

24 June 2001: Along with other routes, 515 & X15 replaced 500 & X00 between City (Circular Quay) & Ryde.

(?): Morning peak hour express trips on X15 altered to all stops 515.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus of 515 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X15 altered to Park St.

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- 515 curtailed to run Ryde – Eastwood (*see next entry*), as feeder to 500X.
- X15 replaced by 515 as feeder to 500X.

Streets

Route 515

City (Circular Quay) – Eastwood via George St, City

From 4 March 2001

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druiitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood interchange.

From Eastwood (interchange) via reverse route to Blaxland Rd, then Devlin St, Blaxland Rd, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

City (Circular Quay) – Eastwood via Elizabeth St, City

Alteration

From 4 October 2015 (commencement date of new CBD bus network): To approach City from Western Distributor via Druiitt St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St, Druiitt St.

Route X15

City (Wynyard or Harrington St) – Eastwood

From 4 March 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druiitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood interchange.

From Eastwood (interchange) via reverse route to Blaxland Rd, then Devlin St, Blaxland Rd, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St to Wynyard (City).

City (Park St) – Eastwood

Alteration

From 4 October 2015 (commencement date of new CBD bus network): From City (Park St at Pitt St) via Druiitt St.

Timetable Summary

4 March 2001

City – Eastwood routes

515, X15

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 64C	M-F	Ryde	6.37amE	Circular Quay	3.23pmE	A	
			Eastwood	9.04amC	Eastwood	6.39pmR		
		Sat	Ryde	7.07amE		6.30pmR	AM 30 PM 60	
		Sun		8.49amE		4.25pmR	60	
X15: City (Wynyard or Harrington St)-Eastwood	54	M-F	Eastwood	6.30amY	Harrington St	5.53pmE	Ph	
		Sat						
		Sun						

A – Morning peak hour, from Ryde to Eastwood. Afternoon peak hour, from Eastwood to Ryde. Day, City (Circular Quay)-Eastwood 30. Peak hour service in opposite direction provided by X15.

C – To City (Circular Quay).

E – To Eastwood.

Ph – Peak hours only (morning from Eastwood to City (Wynyard), afternoon from City (Harrington St) to Eastwood).

R – To Ryde.

Y – To City (Wynyard).

24 June 2001

See 500

5 June 2016

City – Eastwood routes

515, X15

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 50P 63C	M-F	Eastwood	6.26amP 8.41amC	Circular Quay Eastwood	4.08pmE 8.32pmC	A	
				7.24amC		6.34pmE		
		Sat		8.46amC		6.23pmE	30	B
		Sun					60	B
X15: City (Park St)-Eastwood	48	M-F	Park St	4.30pmE	Park St	6.25pmE	Ph	
		Sat						
		Sun						

A – Peak hours (both directions), City (Park St)-Eastwood. Day, City (Circular Quay)-Eastwood 30. Night (from Eastwood to City (Circular Quay)). Afternoon peak hour service from City provided by X15.

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

C – To City (Circular Quay).

E – To Eastwood.

P – To City (Park St).

Ph – Afternoon peak hour only (from City (Park St)).

R – To Ryde.

Route 515

RYDE – EASTWOOD

Timeline

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- Curtailed from route in previous entry to become a feeder to 500X.
- Compared with route in previous entry, times of service increased to full time.

Streets

From 24 January 2021

From Ryde (Church St at Blaxland Rd) via Blaxland Rd, Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood interchange.

From Eastwood (interchange) via reverse route to Blaxland Rd, then Devlin St (Ryde).

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Eastwood	15	M-F	Ryde	6.02am	Eastwood	11.22pm	30*	
		Sat		6.04am		11.22pm	30	
		Sun		7.04am		10.22pm	30	

* More frequent in peak hours.

Route 516

CITY (Circular Quay) – HUNTERS HILL – RYDE DEPOT via Pyrmont Bridge ■

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

Timeline

5 December 1966: Peak hour service commenced. Commencement of this route was facilitated by the opening of Tarban Creek Bridge in December 1965.

6 July 1970:

- Times of service extended to weekday daytime (limited service) by this date.
- Shared most of route with 518.

6 February 1987: Renumbered part of 506, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 5 December 1966

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Monash Rd (**Gladesville**), Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alteration

Circa 1981-87: Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

5 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
516: City (Circular Quay)-Hunters Hill-Ryde Depot	39	M-F	Ryde Depot	6.45am	Circular Quay	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Ryde Depot, afternoon from City (Circular Quay)).

6 July 1970

City (Circular Quay) – Hunters Hill routes

516, 518

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
516: City (Circular Quay)-Hunters Hill-Ryde Depot	39	M-F	Ryde Depot	7.20am	Circular Quay	5.10pm	A	
		Sat						
		Sun						
518: City (Circular Quay)-Hunters Hill-East Ryde	45	M-F	East Ryde	6.34am	Circular Quay	5.48pm	Ph	
		Sat						
		Sun						

A – Peak hours & limited day service.

Ph – Peak hours only (morning both directions, afternoon from City (Circular Quay)).

Route 517

RYDE – MACQUARIE CENTRE via Bridge Rd & Herring Rd

Timeline

24 January 2021: Daily daytime service replaced equivalent part of 507, as part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X.

Streets

From 24 January 2021:

From Ryde (Church St at Blaxland Rd) via Blaxland Rd, Devlin St, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, Lane Cove Rd, Bridge Rd, Herring Rd (**Marsfield**) to Macquarie Centre bus terminal.

From Macquarie Centre via reverse route to Devlin St (Ryde shops).

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie Centre	18	M-F	Ryde	6.39am	Macquarie Ctr	7.15pm	60*	
		Sat		6.50am		7.15pm	60	
		Sun		7.51am		7.15pm	60	

* More frequent in peak hours.

Route 518

CITY (Circular Quay) – HUNTERS HILL – EAST RYDE via Pyrmont Bridge ■

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

Timeline

6 July 1970: Peak hour & limited weekday daytime service commenced. Shared most of route with 516.

Commencement of this route was facilitated by the opening of Tarban Creek Bridge in December 1965.

By December 1979: Morning peak hour express trips commenced.

6 February 1987: Renumbered part of 506, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 6 July 1970

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alteration

Circa 1981-87: Part of route in the Darling Harbour/Pymont area, including Pymont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

See 516

Route 518

CITY (Circular Quay) – DENISTONE EAST – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd ■

Route X18

CITY (various termini) – DENISTONE EAST (EXPRESS) ■

Timeline

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New routes commenced:
 - 518 City (Circular Quay) – Denistone East – Macquarie University (full time route)
 - X18 City (Wynyard or Harrington St) – Denistone East (peak hours).
- Along with 515, replaced 500 at most times.
- Along with 507 replaced part of 531 along Herring Rd.

23 April 2007: X18 morning trips altered to all-stops.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus of 518 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X18 altered to Park St.

24 January 2021: As part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X:

- 518 altered to run Meadowbank Wharf – Ryde – Macquarie University (*see next entry*).
- City – Ryde replaced by new 500X.
- X18 ceased. Replaced by altered 518 as feeder to new 500X.

Streets

Route 518

City (Circular Quay) – Denistone East – Macquarie University via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd, Quarry Rd, North Rd, Tallwood Av, Bridge Rd. Herring Rd (**Marsfield**), Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University terminal.

From Macquarie University (Macquarie Dr) via Waterloo Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alteration

From 30 May 2015: Macquarie University terminus in University Av for both arrivals & departures.

City (Circular Quay) – Denistone East – Macquarie University via Elizabeth St, City

Alterations

From 4 October 2015 (*commencement date of new CBD bus network*): To approach City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Route X18

City (Wynyard or Harrington St) – Denistone East

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Blaxland Rd (**Ryde**), Lane Cove Rd, Quarry Rd to North Rd (Denistone East)

From Denistone East (Quarry Rd/North Rd) via reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

City (Park St) – Denistone East

Alteration

From 4 October 2015 (commencement date of new CBD bus network): To approach City from Western Distributor via Druitt St, Park St to Pitt St. Reverse on return.

Timetable Summary

24 June 2001

See 500

8 August 2010

City – Denistone East via Victoria Rd routes

518, X18

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
518: City (Circular Quay)-Denistone East-Macquarie University	Fr C Quay 50D 62U	M-F	Circular Quay	6.20amU	Circular Quay	9.40pmC	A	
		Sat	Macquarie Uni	8.02amQ		6.46pmC 9.48pmD	B	
		Sun	Circular Quay	8.58U		6.52pmC 9.47pmD	E	
X18: City (Harrington St)-Denistone East	43	M-F	Harrington St	4.30pm	Harrington St	5.27pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours & day, City (Circular Quay)-Macquarie University 30*. Some night trips ran from City (Circular Quay) to Macquarie Centre. Plus short-working/s before first trip & after last trip shown.

B – Day, City (Circular Quay)-Macquarie University 30 (some early evening trips ran from City (Circular Quay) to Macquarie Centre). Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

C – To Macquarie Centre.

D – To Denistone East.

E – Day, City (Circular Quay)-Macquarie University 60 (some early evening trips ran from City (Circular Quay) to Macquarie Centre). Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

Ph – Afternoon peak hour only (from City (Harrington St)).

Q – To City (Circular Quay).

U – To Macquarie University.

Route 518

MEADOWBANK Wharf – RYDE – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd

Timeline

24 January 2021: Route in previous entry curtailed/rearranged as a full time service, as part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X. Replaced Meadowbank Wharf – Victoria Rd part of 513.

Streets

From 24 January 2021

From Meadowbank Wharf via Bowden St, Bay Dr, Railway Rd, Constitution Rd, Bowden St, Victoria Rd, Devlin St (Ryde), Lane Cove Rd, Quarry Rd, North Rd (Midway shops), Tallwood Av, Bridge Rd, Herring Rd (Marsfield), Macquarie Centre bus terminal, Waterloo Rd, Macquarie Dr to Macquarie University bus terminal. Reverse on return

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-Ryde-Macquarie University	28	M-F	Macquarie Uni	5.56am	M'bank Wharf	12.04am	30*	A
		Sat		6.03am		12.04am	30	
		Sun		7.04am		12.04am	30	

* More frequent in peak hours.

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

Route 520

CITY (various termini) – DRUMMOYNE (various termini) via Pyrmont Bridge■

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

Timeline

28 July 1957: Limited peak hour service, City (Circular Quay) – Drummoyne (Hythe St (?)), renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

23 May 1966: Drummoyne terminus altered to Victoria Pl [formerly part of Victoria Rd], following opening of new Gladesville Bridge & associated realignment of Victoria Rd.

8 February 1987: Renumbered part of 500 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Drummoyne

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to Hythe St (?) (Drummoyne).

From Drummoyne (Victoria Rd at Hythe St (?)) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 23 May 1966:** Extended in Drummoyne from Hythe St via Victoria Pl to (?).
- **Circa 1981-87:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- **From 19 February 1986:** To approach Drummoyne from Victoria Rd via Westbourne St, The Esplanade, Henricks Av, Victoria Pl to (?). Return via (?).

Timetable Summary

See 500

Route 520

CITY (Circular Quay) – WEST RYDE – PARRAMATTA (LIMITED STOPS, 2000-01)■

Route L20

CITY (Circular Quay) – WEST RYDE – PARRAMATTA (LIMITED STOPS)■

Timeline

13 March 2000: New 520 City (Circular Quay) – Parramatta weekday daytime service commenced following transfer of 540 from Riverside Bus & Coach Service (also trading as Parramatta-Ryde Bus Services) to State Transit Authority on 29 February 2000:

- Ran limited stops over full route.
- Until 4 March 2001, shared with all stops services: City (Circular Quay) – Ryde with 500 & West Ryde – Parramatta with 540.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

- 520 & L20 replaced 540.
- 520 & L20 rearranged as:
 - 520 West Ryde – Parramatta (early mornings, nights & all-day Sunday). Ran all stops.
 - L20 City (Circular Quay) – Parramatta (Mondays-Saturdays daytime service) renumbered from 520.
 - Ran limited stops City – Ryde & all stops Ryde – Parramatta.

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Night & Sunday service on 520 extended to run City (Circular Quay) – Parramatta. Early morning trips mainly remained as West Ryde – Parramatta (but some trips extended from West Ryde to Ryde).
- L20 unaltered.

8 August 2010: As part of the introduction of “Metrobus” routes:

- L20 replaced by new M52 (times of operation approx. 6am-8pm Mondays-Sundays) (*see Government Route Histories –Metrobus routes*).
- Hours of operation of 520 adjusted to run before & after Metrobus times.
- Hours of operation of 520 also extended to run till approx. 3am Friday & Saturday nights (early Saturday & Sunday mornings).

4 October 2015: City terminus of 520 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: Ceased as part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X. Replaced by new 500N, 500X & extended 501.

Streets

Route 520

City (Circular Quay) – Ryde – Parramatta via George St, City

From 13 March 2000

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Church St, George St, Smith St to Parramatta.

From Parramatta (old interchange?) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- **By 24 June 2001:** Ex City (Circular Quay) from Victoria Rd (approaching West Ryde) via Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde, Victoria Rd. Return from Ryedale Rd via Victoria Rd.
- **By 20 November 2005:** Ex Parramatta from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 19 February 2006 (opening of new Parramatta interchange):** To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.
- **By 10 September 2006:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- **By 11 October 2009:** Ex Parramatta from Victoria Rd (approaching Ryde) via Bowden St, Parkes St, Blaxland Rd. Unaltered on return.

City (Circular Quay) – Ryde – Parramatta via Elizabeth St, City

Alteration

From 4 October 2015: To approach City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Route L20

From 4 March 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland

Rd (**Ryde**), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Church St, George St, Smith St to Parramatta.

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- **By 20 November 2005:** Ex Parramatta from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 19 February 2006** (*opening of new Parramatta interchange*): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.
- **By 10 September 2006:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- **By 11 October 2009:** Ex Parramatta from Victoria Rd (approaching Ryde) via Bowden St, Parkes St, Blaxland Rd. Unaltered on return.

Timetable Summary

13 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: City (Circular Quay)-Ryde-Parramatta	Fr P'matta 27R 63C	M-F	Parramatta	6.00am	Parramatta	6.05pmC 7.35pmR	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, City (Circular Quay)-Ryde-Parramatta 30*. Late afternoon, from Parramatta to Ryde. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

R – To Ryde.

4 March 2001

West Ryde – Parramatta routes

520, L20

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: West Ryde-Parramatta (<i>alls tops</i>)	23	M-F	Parramatta	4.55am	Parramatta	10.35pm	MNs1	
		Sat	West Ryde	6.26am		10.59pm	MNs2	
		Sun		6.56am		9.22pm	60	A
L20: City (Circular Quay)-Parramatta (<i>express</i>)	78	M-F	Parramatta	5.30am	Circular Quay	7.05pm	30*	
		Sat		7.31am		5.35pm	60	
		Sun						

* More frequent in peak hours.

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

MNs1 – Early morning & night service. Plus short-working/s before first trip & after last trip shown.

MNs2 – Early morning & night service. Plus short-working/s before first trip shown.

24 June 2001

See 500

8 August 2010

City – Parramatta routes

520, M52

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: City (Circular Quay)-Parramatta (<i>all stops</i>)	63	M-F	Parramatta	4.53amC	Circular Quay	11.10pmP	MNs1	
		Sat	Rydalmere	6.02amC		3.00amP	MNs2	
			Circular Quay	7.12amP	Parramatta	3.00amC		
		Sun	Parramatta	7.34pm	Circular Quay	10.17pm	Ns	
M52: City (Circular Quay)-Parramatta (<i>limited stops</i>)	75	M-F	Parramatta	5.30am	Parramatta	8.15pm	15*	A
		Sat		6.33am	Circular Quay	7.45pm	20	B
		Sun	Circular Quay	7.25am		7.25pm	20	B

* More frequent in peak hours.

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

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

C – To City (Circular Quay).

MNs1 – Early morning (from Ryde to Parramatta & from Parramatta to City (Circular Quay) & night (City (Circular Quay)-Parramatta) service. Plus extra trips Friday night (last trips 3.00am from both City (Circular Quay) & Parramatta).

MNs2 – Early morning (from Rydalmere to City (Circular Quay) & from City (Circular Quay) to Parramatta) & night (City (Circular Quay)-Parramatta) service.

Ns – Night service. Plus short-working/s after last trip shown.

P – To Parramatta.

Route 521

CITY (various termini, Central Railway area) – DRUMMOYNE (various termini) ■

Timeline

28 July 1957: Peak hour & limited Saturday service, City (Circular Quay) – Drummoyne (Hythe St (?)), renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

20 May 1964: City terminus altered to Pitt St, Central Railway.

23 May 1966: Drummoyne terminus altered to Victoria Pl [formerly part of Victoria Rd], following opening of new Gladesville Bridge & associated realignment of Victoria Rd.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Railway Square) – Drummoyne

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

City (Pitt St, Central Railway) – Drummoyne

Alterations

- **From 20 May 1964** (based on October 1966 timetable): To approach City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pymont Bridge Rd, Jones St (?), Bank St. Unaltered on return.
- **Circa 1981-87:** Part of route in the Darling Harbour/Pymont area, including Pymont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

See 500

Route 521

PARRAMATTA – EASTWOOD via Park Rd & Mobbs Lane

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Monday-Saturday daytime service commenced.
- Replaced Mobbs Lane diversion of 545.
- Shared parts of route with 520, 541 & 550.

6 May 2018: Days of service extended to Sunday.

Streets

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere**), Park Rd, Kissing Point Rd (**Dundas**), Stewart St, Marsden Rd (**Carlingford**), Mobbs Lane, Midson Rd, Eastwood Av, West Pde to Eastwood interchange.

From Eastwood (interchange) via reverse route to George St, then Smith St to Parramatta interchange.

Alteration

From 19 February 2006 (opening of new Parramatta interchange): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	35	M-F	Rydalmere	6.33amE	Parramatta	2.35pmE	A	
			Parramatta	9.00amE	Eastwood	6.05pmR		
		Sat	Eastwood	9.01amP	Parramatta	5.22pmE	90	B
		Sun						

* More frequent in peak hours.

A – Peak hours, Rydalmere-Eastwood (morning from Rydalmere, afternoon from Eastwood). Day, Parramatta-Eastwood 60*.

B – Plus short-working/s before first trip shown.

E – To Eastwood.

P – To Parramatta.

R – To Rydalmere.

7 June 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	35	M-F	Eastwood	6.10amP	Parramatta	6.52pmE	A	
					Eastwood	8.10pmT		
		Sat		8.05amP	Parramatta	5.52pmE	60	
		Sun						

* More frequent in peak hours.

A – Day, Parramatta-Eastwood 60*. Late afternoon/early evening, from Eastwood to Carlingford (Terry Rd/Marsden Rd).

E – To Eastwood.

P – To Parramatta.

T – To Carlingford (Terry Rd/Marsden Rd).

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	33	M-F	Eastwood	6.05amP	Parramatta	6.52pmE	A	
					Eastwood	8.05pmT		
		Sat		8.09amP	Parramatta	5.56pmE	60	
		Sun		8.09amP		5.56pmE	60	

* More frequent in peak hours.

A – Day, Parramatta-Eastwood 60*. Late afternoon/early evening, from Eastwood to Carlingford (Terry Rd/Marsden Rd).

E – To Eastwood.

P – To Parramatta.

T – To Carlingford (Terry Rd/Marsden Rd).

Route 522

CITY (Circular Quay) – DRUMMOYNE (Drummoyne Av) via Central Railway

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), City (Circular Quay) – Drummoyne (Drummoyne Av) via Central Railway renumbered from part of 404. Some all-night trips ran on this route.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 523

PYRMONT – DRUMMOYNE

Timeline

28 July 1957: Limited peak hour service renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Pymont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St to Harris St (Pymont).

Timetable Summary

See 500

Route 523

PARRAMATTA – ERMINGTON WEST – WEST RYDE

Timeline

4 March 2001: Monday-Saturday daytime service renumbered from equivalent trips on 540 as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Shared parts of route with 520 & 524.

Streets

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Bartlett St (**Ermington West**), Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Kissing Point Rd, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Church St (approaching Parramatta), then George St, Smith St to old interchange (Parramatta).

Alteration

From 19 February 2006 (opening of new Parramatta interchange): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ermington	30	M-F	Parramatta	5.55am	West Ryde	6.45pm	60*	A
West-West Ryde		Sat	West Ryde	7.36am	Parramatta	5.16pm	60	
		Sun						

* More frequent in peak hours.

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

Route 524

WHITE BAY – DRUMMOYNE ■

Timeline

28 July 1957: Renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings).

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From White Bay (Victoria Rd/The Crescent) via Victoria Rd (**Rozelle**) to (?) (Drummoyn).

From Drummoyne (Victoria Rd at (?)) via reverse route to The Crescent (White Bay).

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 524

PARRAMATTA – MELROSE PARK – WEST RYDE

- **Extended from West Ryde to Ryde (off-peak)**

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New Monday-Saturday daytime route commenced.
- Amalgamated Parramatta – West Ryde via Boronia St part of 540 & West Ryde – Melrose Park area (plus off-peak extension from West Ryde to Ryde) part of 511.

8 December 2002:

- Days of service extended to Sunday daytime.
- Rerouted via South St, Rydalmere, replacing equivalent part of 555.

Streets

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Boronia St, Hope St, Wharf Rd, Cobham Av, Parer St (**Melrose Park**), Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Andrew St, then Cobham Av, then reverse route to Church St (approaching Parramatta), then George St, Smith St to old interchange (Parramatta).

Ryde extension (off-peak): From West Ryde via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St to Blaxland Rd. Return via Blaxland Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde.

Alterations

- **From 8 December 2002:** Ex Parramatta from Victoria Rd (after Rydalmere) via Clyde St, South St, Silverwater Rd, Victoria Rd. Return from Victoria Rd (at Ermington) via Primrose St, South St, Clyde St, Victoria Rd.
- **From 19 February 2006** (opening of new Parramatta interchange): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.
- **From 11 October 2009:** Ex Parramatta from Cobham Av via Andrew St (**not** via Lancaster Av). Unaltered on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Melrose Park-West Ryde†	Fr P'matta 31W 40R	M-F	Parramatta	6.10amW 8.15amR	Ryde	2.58pmP	A	
					West Ryde	7.05pmP		
		Sat	Melrose Park	7.11amW	Parramatta	5.46pmW	B	
			West Ryde	8.06amP				
		Sun						

† Extended to Ryde in off-peak.

A – Peak hours, Parramatta-West Ryde. Day, Parramatta-Ryde 60. Plus short-working/s before first trip shown.

B – Early morning, from Melrose Park to West Ryde. Day, Parramatta-West Ryde 60.

P – To Parramatta.

R – To Ryde.

W – To West Ryde.

8 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Melrose Park-West Ryde†	Fr P'matta 31W 40R	M-F	Parramatta	6.07amW 8.11amR	Ryde	2.58pmP	A	
					West Ryde	7.05pmP		
		Sat	Melrose Park	7.11amW	Parramatta	5.46pmW	B	
			West Ryde	8.06amP				
		Sun		7.55am	Parramatta	5.15pm	120	

† Extended to Ryde in off-peak.

A – Peak hours, Parramatta-West Ryde. Day, Parramatta-Ryde 60. Plus short-working/s before first trip shown.

B – Early morning, from Melrose Park to West Ryde. Day, Parramatta-West Ryde 60.

P – To Parramatta.

R – To Ryde.

W – To West Ryde.

Route 525

BURWOOD – OLYMPIC PARK – NEWINGTON – PARRAMATTA

Route X25

STRATHFIELD – OLYMPIC PARK Station (EXPRESS) ■

Timeline

8 December 2002: 525 full time service commenced, replacing 333, 403 & 555. Shared Burwood – Newington with 526 from 21 March 2010.

7 June 2015: X25 peak hour service commenced, supplementary to 525.

1 July 2018: As a result of competitive tendering for privatisation of Contract Region 6:

- X25 transferred to Transit Systems (*see Private Route Histories – Contract Region 6*).
- 525 continued to be operated by State Transit.

24 January 2021: 525 curtailed to run Strathfield – Olympic Park – Parramatta, as part of rearrangement of Victoria Rd & associated routes, including introduction of new “frequent” 500X. Strathfield – Burwood replaced by existing 526. Now shares Strathfield – Newington with 526 (*see Private Route Histories – Contract Region 6*).

Streets

Route 525

Burwood – Parramatta

From 8 December 2002

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Dawn Fraser Av, Park St (**Olympic Park Station**), Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Dawn Fraser Av, Edwin Flack Dr, Old Hill Link, Hill Rd, John Ian Wing Pde, Newington Dr [now Blvd], Avenue of Oceania, Avenue of Europe, Avenue of Asia (**Newington**), Avenue of Africa, Holker St, Newington Rd, bus-only link [now Wilson Park T-way], Silverwater Rd (**Ermington**), Victoria Rd (**Rydalmere**), Church St, George St, Smith St to Parramatta.

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Avenue of Africa, then Avenue of Asia, Avenue of the Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Herb Elliott Av, then Park St, Murray Rose Av, Australia Av, then reverse route to Burwood.

Alterations

- **By January 2004:** Ex Burwood from Holker St via Silverwater Rd (*not* via bus-only link [now Wilson Park T-way]). Reverse on return.
- **From 19 February 2006:** To approach Parramatta from Victoria Rd via Wilde Av, Smith St, Station St, bus tunnel, Argyle St to new interchange. Reverse on return
- **By 11 October 2009:** Ex Burwood from Australia Av via Murray Rose Av, Park Av, Dawn Fraser Av. Reverse on return.
- **From 28 July 2019:** Ex Burwood from Holker St via Newington Rd, bus-only link [now Wilson Park T-way]), Silverwater Rd. Unaltered on return.

Strathfield – Parramatta

Alteration

From 24 January 2021: Ex Parramatta from Everton Rd to terminate at Strathfield Station. Reverse on return.

Route X25

Strathfield – Olympic Park Station

From 7 June 2015

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Murray Rose Av, Park St to Olympic Park Station. Reverse on return.

Timetable Summary

8 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	Fr P'matta 43S 51B	M-F	Parramatta	7.00am	Parramatta	10.00pm	30*	A
		Sat		6.55am		10.02pm	30	A
		Sun	Burwood	8.57am		8.02pm	B	

* More frequent in peak hours.

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

B – Day, Burwood-Newington 30, Burwood-Parramatta 60. Evening, Burwood-Parramatta.

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	51	M-F	Parramatta	7.06am	Burwood	10.34pm	30*	A
		Sat	Burwood	6.14am		10.34pm	30	
		Sun	Parramatta	8.40am		8.34pm	60	

* More frequent in peak hours.

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

21 March 2010

Burwood – Newington routes

525, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	51	M-F	Parramatta	6.02am	Burwood	10.34pm	30*	
		Sat	Burwood	6.14am		10.34pm	30	
		Sun	Parramatta	8.40am		8.34pm	60	
526: Burwood-Olympic Park Wharf	29	M-F	Olymp Pk Whf	6.49am	Olymp Pk Whf	7.13pm	30*	
		Sat	Burwood	7.54am		6.25pm	60	
		Sun		8.04am		6.25pm	35-60	

Average day frequencies along common route:

M-F Burwood-Newington (525, 526) 15.

Sat Burwood-Newington (525, 526) 3 trips per hour.

Sun Burwood-Newington (525, 526) 2-3 trips per hour.

* More frequent in peak hours.

5 June 2016

Burwood – Newington routes

525, X25, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	52	M-F	Parramatta	6.08am	Burwood	10.34pm	30*	A
		Sat	Burwood	6.15am		10.35pm	30	
		Sun	Parramatta	7.08am		10.34pm	30	
X25: Strathfield-Olympic Park Station	11	M-F	Olympic Pk Stn	6.47am	Strathfield	6.44pm	Ph	
		Sat						
		Sun						
526: Burwood-Olympic Park Wharf-Rhodes	38	M-F	Rhodes	6.06am	Rhodes	12.31am	30*	A
		Sat	Burwood	7.01am		12.32am	30	
		Sun		7.01am		10.34pm	30	

Average day frequencies along common route:

M-F Burwood-Newington (525, 526) 15.

Sat Burwood-Newington (525, 526) 15.

Sun Burwood-Newington (525, 526) 15.

* More frequent in peak hours.

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

Ph – Peak hours only (both directions).

24 January 2021

Burwood – Newington routes

525, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Strathfield-Parramatta	45	M-F	Strathfield	5.40am	Strathfield	11.40pm	30*	
		Sat	Parramatta	5.53am		11.40pm	30	
		Sun	Strathfield	6.40am		10.40pm	60	
526: Burwood-Olympic Park Wharf-Rhodes		M-F	See Private Route Histories – Contract Region 6					
		Sat						
		Sun						

Average day frequencies along common route:

M-F Burwood-Newington (525, 526) 15.
 Sat Burwood-Newington (525, 526) 15.
 Strathfield-DFO Homebush (525, 526) trips per hour.
 Sun Burwood-Newington (525, 526) 15.
 Strathfield-DFO Homebush (525, 526) trips per hour.

* More frequent in peak hours.

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

B – Burwood-Rhodes 30, plus additional day service Strathfield-DFO Homebush 20.

Route 526

BURWOOD – NEWINGTON – OLYMPIC PARK Wharf – RHODES■

(Olympic Park Wharf is in Wentworth Point, which was declared a suburb in 2009.)

Timeline

21 March 2010: Full time route, Burwood – Olympic Park Wharf, commenced, replacing 401. Shares Burwood – Newington with 525.

5 June 2016: Extended from Olympic Park Wharf to Rhodes via recently opened Bennelong Bridge, replacing temporary 529. Shared route over Bennelong Bridge with 533.

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (see Route Histories – Private – Contract Region 6).

Streets

Burwood – Olympic Park Wharf

From 21 March 2010

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Murray Rose Av, Park St (**Olympic Park Station**), Dawn Fraser Av, Edwin Flack Av, Old Hill Link, Hill Rd, John Ian Wing Pde, Newington Dr [now Blvd], Avenue of Oceania, Avenue of Europe, Avenue of Asia (**Newington**), Avenue of Africa, Holker St, Hill Rd (**Wentworth Point**) to Olympic Park Wharf.

From Olympic Park Wharf via reverse route to Avenue of Africa, then Avenue of Asia, Avenue of the Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Burwood.

Burwood – Olympic Park Wharf – Rhodes

Alteration

From 5 June 2016: Extended from Olympic Park Wharf via Hill Rd, Footbridge Blvd, Bennelong Bridge, Gauthorpe St, Walker St, Mary St, Rider Blvd to Rhodes shops. Return via Shoreline Dr, Mary St, then reverse route.

Timetable Summary

See 525

Route 529

NORTH EPPING – EPPING – MACQUARIE CENTRE – RYDE – EASTWOOD (Sundays)■

Timeline

1 May 2000: Sunday trips on the following routes (or parts of route), which had been transferred from North & Western Bus Lines on 14 December 1999, amalgamated & given a separate number, as they were through-routed with each other:

- 531 Ryde – Macquarie Centre
- 545 (part) Ryde – Eastwood.
- 547 Macquarie Centre – Epping – North Epping

4 March 2001: Ceased as a separate combined route, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Macquarie Centre – Epping – North Epping (Sunday service) replaced by new 295.
- Ryde – Macquarie Centre (Sunday service) replaced by new 518.
- Ryde – Eastwood (Sunday service) replaced by new 515.

Streets

1 May 2000 (based on North & Western Bus Lines 25 November 1996 timetables)

From Eastwood (interchange) via Lakeside Rd, Hillview Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, Second Av, Ryedale Rd, Fourth Av, Denistone Rd (**Ryde Hospital**), Florence Av, Blaxland Rd, Devlin St (**Ryde**), Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**Marsfield**) to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St (**Epping**), Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St (**Epping**), Pembroke St, then reverse route to Balaclava Rd, then Macquarie Dr, University Av, Waterloo Rd, then reverse route to Buffalo Rd, then Lane Cove Rd, Devlin St, Blaxland Rd, Florence Av, Denistone Rd, Fourth Av, First Av, Rutledge St, then reverse route to Eastwood interchange.

Timetable Summary

1 May 2000 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-Epping-North Epping	38 round trip	M-F						
		Sat						
		Sun	Macquarie Ctr	8.54am	North Epping	6.09pm	60	A
Ryde-Macquarie Centre	21	M-F						
		Sat						
		Sun	Ryde	8.33am	Macquarie Ctr	6.28pm	60	A
Ryde-Eastwood	13	M-F						
		Sat						
		Sun	Ryde	8.49am	Eastwood	6.20pm	60	A

A – Through-routed with other parts of route.

Route 529

RHODES – WENTWORTH POINT – NEWINGTON■

Timeline

23 May 2016: Temporary route commenced, coinciding with opening of Bennelong (bus & pedestrian only) Bridge.

5 June 2016: Replaced by extension of 526 & rerouted 533.

Streets

Same as or similar to the equivalent part of 526, which replaced 529.

Route 530

CITY (Circular Qy) – DRUMMOYNE – FIVE DOCK (Ingham Av) via Pymont Bridge■

- **Extended from Five Dock (Ingham Av) to Burwood Depot (selected trips)**

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

Timeline

28 July 1957: Peak hour service, City (Circular Quay) – Five Dock (Ingham Av), renumbered from 406 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

By 25 May 1981: Selected trips extended from Five Dock (Ingham Av) to Burwood Depot.

8 February 1987: Renumbered 502 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Five Dock (Ingham Av)

By February 1966

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Pymont Bridge, Union St (Pymont), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Union St, Pymont Bridge, Market St, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – Five Dock (Ingham Av) (selected trips extended to Burwood Depot)

Alterations

- **By 25 May 1981:** Extended from Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.
- **Circa 1981-87:** Part of route in the Darling Harbour/Pymont area, including Pymont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Five Dock (Ingham Av)	29	M-F	Ingham Av	6.30am	Circular Quay	5.56pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Five Dock (Ingham Av)†	Fr C Quay 29F 42B	M-F	Burwood Dep	6.14am	Circular Quay	5.52pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

Ph – Peak hours only (both directions). Base service, City (Circular Quay)-Five Dock (Ingham Av), selected trips extended to Burwood Depot.

Route 530

PARRAMATTA – RYDE – NORTH RYDE – CHATSWOOD

Timeline

May 2000: Peak hour route renumbered from 333.

4 March 2001: Ceased as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Replaced by existing L20 & 534.

Streets

From May 2000 (based on June 2000 timetable)

From Parramatta (old interchange) via Darcy St, Church St, Wentworth St, Parkes St, Hassall St, James Ruse Dr, Victoria Rd (**Rydalmere, Ermington, West Ryde**) Devlin St (**Ryde**), Lane Cove Rd, Twin Rd, Wicks Rd (**North Ryde**), Epping Rd (**Lane Cove**), Pacific Hwy, Victoria Av, Railway St to Chatswood Station.

From Chatswood (Railway St at station) via Brown St, Pacific Hwy, then reverse route to Parkes St, then Station St to Parramatta interchange.

Timetable Summary

June 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ryde-Chatswood	50	M-F	Parramatta	6.30am	Chatswood	6.10pm	Ph	
		Sat						
		Sun						

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

Route 530

CHATSWOOD – LANE COVE – FIVE DOCK – BURWOOD

Timeline

4 June 2017: As part of Lane Cove area service review:

- Full time service commenced.
- Replaced most of 536 other than in peak hours (when 536 remained).
- Shared Lane Cove – Hunters Hill with 252 & Chatswood – Hunters Hill with 536 (peak hours).

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (*see Route Histories – Private – Contract Region 6*).

Streets

From 4 June 2017

From Chatswood (Station, Victoria Av at Katherine St) via Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd (**Lane Cove West**), Hunters Hill off-ramp (**Hunters Hill**), Hunters Hill on-ramp, Tarban Creek Bridge, Victoria Rd, Westbourne St, Marlborough St (**Drummoyne**), Lyons Rd (**Russell Lea**), Great North Rd (**Five Dock**), Garfield St, Harris St, Parramatta Rd, Burwood Rd, Railway Pde to near Burwood Rd (Burwood).

From Burwood (Railway Pde at Burwood Rd) via reverse route to Lyons Rd, then Victoria Rd, Tarban Creek Bridge, Hunters Hill off-ramp, Hunters Hill on-ramp, Burns Bay Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Burwood	52	M-F	Burwood	5.50am	Chatswood	10.07pm	30*	A
		Sat		6.00am		11.03pm	30	
		Sun		7.00am		9.03pm	30	

* More frequent in peak hours.

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

Route 531

CITY (various termini, Central Railway) – DRUMMOYNE – FIVE DOCK (Ingham Av) – BURWOOD DEPOT

Timeline

28 July 1957: Peak hour service, City (Pitt St, Central Railway) – Five Dock (Ingham Av), renumbered from 405 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

By 25 May 1981:

- Extended from Five Dock (Ingham Av) to Burwood Depot.
- City (Central Railway) terminus altered to Barlow St.

By 7 September 1986: 532 renumbered 531.

8 February 1987: Renumbered part of 503 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Pitt St, Central Railway) – Five Dock (Ingham Av)

By February 1966

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt St, Railway Sq, Lee St, Regent St, Harris St (**Pymont**), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

By September 1973: To approach City from Rawson Pl via Pitt St, Barlow St, Parker St, Hay St, Pitt St. Unaltered on return.

City (Barlow St, Central Railway) – Five Dock (Ingham Av) – Burwood Depot

Alterations

By 25 May 1981:

- Extended from Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.
- To approach City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Five Dock (Ingham Av)	26	M-F	Ingham Av	6.54am	Pitt St, C/Rly	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

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)-Five Dock-Burwood Depot	35	M-F	Burwood Dep	6.38am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Burwood Depot, afternoon from City (Pitt St, Central Railway)).

Route 531

RYDE – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd

Timeline

14 December 1999: Full time weekday & daytime weekend route transferred from North & Western Bus Lines (KA (Ken) Butt).

1 May 2000: Sunday trips amalgamated with 547 & part of 545 & renumbered part of 529. Trips on other days unaltered.

4 March 2001: Sunday service along same route reverted to 531, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

24 June 2001: Ceased as part of Stage 2 of the “Better Buses” north-western suburbs service review:

- Service in Gardener Av area replaced by new 507.
- Service along Quarry Rd replaced by new 518.
- Service along Herring Rd replaced by new 507 & 518.

Streets

From 14 December 1999

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**North Ryde**) Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, then Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

Trips not via Gardener Av (mainly peak hours): Direct via Lane Cove Rd instead of Buffalo Rd, Gardener Av & part of Quarry Rd.

Timetable Summary

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Quarry Rd	26	M-F	Ryde	6.20am	Macquarie Uni	9.05pm	60*	
		Sat		7.43am		6.06pm	60	
		Sun		8.33am		6.28pm	60	

* More frequent in peak hours.

Route 532

BURWOOD DEPOT – FIVE DOCK (Ingham Av) – DRUMMOYNE – CITY (Market St) via Central Railway

Timeline

15 September 1980: One morning peak hour trip on 531 extended in the City from Central Railway to Market St & renumbered.

8 February 1987: Renumbered part of 503, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

By 25 May 1981

From Burwood Depot via Parramatta Rd, Great North Rd, First Av, Heath St, Barnstaple Rd, Ingham Av (**Five Dock**), Lyons Rd (**Russell Lea**), Victoria Rd (**Drummoyne, Rozelle**), old Glebe Island Bridge, Bank St, Miller St (**Pymont**), Pymont St, Quarry St, Harris St, Broadway, Railway Sq, George St to Market St (City).

Timetable Summary

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood Depot-Five Dock-City (Market St)	46	M-F	Burwood Dep	7.51am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Burwood Depot).

Route 532

CHATSWOOD – CHATSWOOD WEST (Colwell Cr) – LANE COVE – RIVERVIEW■

Timeline

14 December 1999: Monday-Saturday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).

4 March 2001: Temporarily shared Chatswood – Chatswood West (Colwell Cres) with 255, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

24 June 2001: Ceased as part of Stage 2 of the “Better Buses” north-western suburbs service review:

- Chatswood – Chatswood West (Colwell Cres) fully replaced by 255.
- Lane Cove – Riverview replaced by 253 (but running via Longueville Rd instead of Tambourine Bay Rd).
- Route in Stokes St area not replaced.

Streets

From 14 December 1999

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Oliver Rd, Whitton Rd, Centennial Av, Carr St, De Villiers Av, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Ralston St, Murray St, Stokes St (**Lane Cove North**), Nundah St, Parklands Av, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Tambourine Bay Rd, Yallambee Rd, Wangalla Av, Carranya Rd, Romani Av (**Riverview**), Miramont Av, Tambourine Bay Rd, Riverview St (clockwise loop), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, Burns Bay Rd, then reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St to Chatswood Station.

Trips via Pacific Hwy direct: From Chatswood via Victoria Av, Pacific Hwy, Longueville Rd. Return from Longueville Rd via Pacific Hwy, Brown St, Railway St to Chatswood Station.

Riverview (Kallaroo Rd) diversion (*selected off-peak trips*): From Romani Av via Kallaroo Rd, Surada Av, Miramont Av.

Timetable Summary

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	63 round trip	M-F	Riverview	6.54am	Chatswood	5.40pm	65*	A
		Sat	Lane Cove	9.00amR 9.15amC	Riverview	4.21pmC	B	
		Sun						

* More frequent in peak hours.

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

B – Morning & early afternoon, ran separately Chatswood – Chatswood West – Lane Cove & Lane Cove – Riverview (each 120). Connected at Lane Cove with buses to final destination (Chatswood or Riverview). Last 2 trips from Riverview to Chatswood via full route.

C – To Chatswood.

R – To Riverview.

Route 533

RYDE – MACQUARIE UNIVERSITY via various routes■

- **Extended from Ryde to West Ryde (peak hours)**

Timeline

14 December 1999:

- Monday-Saturday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).
- Services were:
 - Ryde – Macquarie University via Coxs Rd & Fontenoy Rd (off-peak & Saturday).
 - West Ryde – Macquarie University via Lane Cove Rd or Coxs Rd, then via Fontenoy Rd or Talavera Rd (peak hours).

24 June 2001: Ceased as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Ryde – Macquarie Centre replaced by parts of extended 459 & existing 534.
- West Ryde – Ryde replaced by existing 520 & 534.

Streets

From 14 December 1999

Ryde – Macquarie University via Coxs Rd & Fontenoy Rd (off-peak & Saturday)

From Ryde (Devlin St) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

West Ryde – Macquarie University via Lane Cove Rd or Coxs Rd, then via Fontenoy Rd or Talavera Rd

Morning peak hour

From West Ryde (interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd (**North Ryde**), Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

Afternoon peak hour

From West Ryde (interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Waterloo Rd, Khartoum Rd, Talavera Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

Timetable Summary

14 December 1999 (based on North & Western Bus Lines 1 December 1997 timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Coxs Rd†	Fr Macq Uni 23R 30W	M-F	Macquarie Ctr	6.40amW	Macquarie Uni	6.06pmW	A	
			West Ryde	7.45amM				
		Sat	Ryde	8.15am		5.36pm	60	
		Sun						

* More frequent in peak hours.

† Extended to West Ryde in peak hours.

A – Peak hours, West Ryde – Macquarie Centre or Macquarie University. Day, Ryde – Macquarie University 60.

Extra trip on Thursday night provided by diversion of 531. Plus short-working/s before first trip shown.

M – To Macquarie University.

R – To Ryde.

W – To West Ryde.

Route 533

CHATSWOOD – NORTH RYDE – RYDE – OLYMPIC PARK Station

Timeline

26 August 2007: Selected 534 peak hour trips rerouted to Olympic Park Station instead of West Ryde & renumbered. Shared Chatswood – Ryde with 534.

5 June 2016: Rerouted via Bennelong Bridge instead of Homebush Bay Dr. Shared route over Bennelong Bridge with 526.

1 July 2019: Times of service extended to full time, fully replacing 534.

Streets

Chatswood – Olympic Park Station via Homebush Bay Dr

From 26 August 2007

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Church St, Ryde Bridge, Concord Rd (**Rhodes**), Homebush Bay Dr, Australia Av, Dawn Fraser Av, Park St to Olympic Park Station.

From Olympic Park Station (Park St) via Murray Rose Av, Australia Av, Concord Rd, Ryde Bridge, Church St, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Olympic Park Station via Bennelong Bridge

Alterations

- From 5 June 2016** (*opening of Bennelong Bridge*): Ex Chatswood from Concord Rd via Averill St, Walker St, Gauthorpe St, Marquet St, Mary St, Walker St (**Rhodes**), Gauthorpe St, Bennelong Bridge, Footbridge Blvd, Hill Rd (**Wentworth Point**), Bennelong Pkwy, Australia Av. Return from Australia Av via reverse route to Gauthorpe St, then Marquet St, Mary St, Walker St, then reverse route.
- Later:** To approach Chatswood from Pacific Hwy via Railway St to station. Unaltered on return.

Timetable Summary

26 August 2007- 26 November 2017

See 534

1 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Ryde-Olympic Park Station	47	M-F	Olympic Pk Stn	5.08am	Chatswood	11.28pm	30*	
		Sat		6.03am		10.58pm	30	
		Sun		7.26am		8.58pm	30	

* More frequent in peak hours.

Route 534

CHATSWOOD – NORTH RYDE – WEST RYDE (via various routes) ■

- Chatswood – Lane Cove West (Mars Rd) (peak hours, 1999-2000)**

Timeline

14 December 1999: Full time services transferred from North & Western Bus Lines (KA (Ken) Butt):

Chatswood – West Ryde via Wicks Rd, North Ryde

Chatswood – West Ryde via Lane Cove Rd, North Ryde

Chatswood – Lane Cove West (Mars Rd) (peak hours)

10 April 2000: Chatswood – Lane Cove West (Mars Rd) renumbered 535.

10 September 2006: Curtailed as Chatswood – Ryde (extended to West Ryde in peak hours & on weeknights).

26 August 2007: Shared Chatswood – Ryde with new 533.

11 October 2009: Trips via Lane Cove Rd, North Ryde rerouted to run via Wicks Rd. Service in Lane Cove Rd replaced by existing 459 & M41.

26 November 2017:

- Curtailed to run Chatswood – Ryde at all times. Service between Ryde & West Ryde replaced by 501 & other routes.
- Hours of service on weekdays reduced to off-peak & night. Peak hour service provided by 533. Weekend service unaltered.

1 July 2019: Ceased. All service provided by 533.

Streets

From 14 December 1999

Chatswood – West Ryde

Via Wicks Rd, North Ryde

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

From West Ryde (interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Via Lane Cove Rd, North Ryde

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Epping Rd, Lane Cove Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde interchange.

From West Ryde (interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Lane Cove North (Hart St) diversion (*limited off-peak*): Ex Chatswood from Mowbray Rd via Felton Av, Hart St, Hatfield St to Mowbray Rd. Reverse on return.

Meadowbank diversion (*weeknights & Saturday afternoons*): Ex Chatswood from Victoria Rd via Bowden St, Constitution Rd, See St, McPherson St, Rhodes St, Hermitage Rd to Victoria Rd. Reverse on return.

Chatswood – Ryde

From 26 November 2017

From Chatswood (Railway St at station) via same route (via Wicks Rd, North Ryde) to Devlin St (Ryde).

From Ryde (Church St near Blaxland Rd) via Blaxland Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Lane Cove West (Mars Rd)

From 14 December 1999

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

From Lane Cove West (Mars Rd) (eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

24 June 2001

Chatswood – West Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
534: Chatswood-West Ryde via Wicks Rd	39	M-F	West Ryde	5.50am	Chatswood	9.35pm	60*	A
		Sat	Chatswood	7.10am		8.10pm	60	A
		Sun	West Ryde	8.30am		5.45pm	60	
534: Chatswood-West Ryde via Lane Cove Rd	42	M-F	Ryde	6.14amC	Chatswood	7.55pmW	B	
			West Ryde	8.10amC				
		Sat	Chatswood	7.40am		6.40pm	60	
		Sun						

Average day frequencies along common route:

M-F Chatswood-West Ryde 30.

Sat Chatswood-West Ryde 30.

Sun Chatswood-West Ryde 60.

* More frequent in peak hours.

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

B – Early morning, from Ryde to Chatswood. Day, Chatswood-West Ryde 60.

C – To Chatswood

W – To West Ryde.

10 September 2006

Chatswood – Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
534: Chatswood-Ryde via Wicks Rd†	Fr Chats 30R 40W	M-F	West Ryde	5.50am	Chatswood	9.33pm	A	
		Sat	Ryde	6.30am		8.10pm	80	
		Sun		8.08am		6.05pm	70	
534: Chatswood-Ryde via Lane Cove Rd†	42	M-F	Ryde	6.14amC	Chatswood	7.55pmW	B	
			West Ryde	8.10amC				
		Sat	Chatswood	7.10am		6.30pm	80	
		Sun						

Average day frequencies along common route:

M-F Chatswood-Ryde 40.

Sat Chatswood-Ryde 40.

Sun Chatswood-Ryde 70.

* More frequent in peak hours.

† Extended to West Ryde in peak hours & on weeknights.

A– Peak hours & night, Chatswood – West Ryde. Day, Chatswood – Ryde 80. Plus short-working/s before first trip shown.

B – Early morning, from Ryde to Chatswood. Peak hours & evening, Chatswood-West Ryde. Day, Chatswood-Ryde 80.

C – To Chatswood.

R – To Ryde.

W – To West Ryde.

11 October 2009

Chatswood – Ryde routes

533, 534

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
533: Chatswood-Ryde-Olympic Park Station	47	M-F	Chatswood	6.30am	Olympic Pk stn	6.24pm	Ph	
		Sat						
		Sun						
534: Chatswood-Ryde†	Fr Chats 30R 42W	M-F	West Ryde	5.50amC	Chatswood	5.50pmW 9.33pmR	A	
		Sat	Ryde	6.30am	Ryde	8.10pm	40	
		Sun		8.40am		6.05pm	60	

* More frequent in peak hours.

† Extended to West Ryde in peak hours.

A – Morning peak hour, from West Ryde to Chatswood. Afternoon peak hour, from Chatswood to West Ryde. Day, Chatswood-Ryde 40. Night, Chatswood-Ryde. Plus short-working/s before first trip shown.

C – To Chatswood.

Ph – Peak hours only (morning from Chatswood, afternoon from Olympic Park Station). Service at other times provided by 534.

R – To Ryde.

W – To West Ryde.

26 November 2017

Chatswood – Ryde routes

533, 534

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
533: Chatswood-Ryde-Olympic Park Station	50	M-F	Olympic Pk Stn	5.10am	Olympic Pk Stn	8.20pm	Ph	
		Sat						
		Sun						
534: Chatswood-Ryde	27	M-F	Chatswood	9.25am	Chatswood	11.30pm	30	A
		Sat	Ryde	6.30am		11.15pm	30	
		Sun		7.30am		8.45pm	30	

* More frequent in peak hours.

A – Off-peak & night only. Peak hour service provided by 533.

Ph – Peak hours only (both directions). Service at other times provided by 534.

Route 535

CHATSWOOD – LANE COVE WEST (Mars Rd) ■

Timeline

30 April 2000: Peak hour route renumbered from part of 534.

24 June 2001: Renumbered 258 as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

Streets

From 30 April 2000 (based on 16 March 1998 North & Western timetable)

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

From Lane Cove West (Mars Rd) (at eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

30 April 2000 (based on 16 March 1998 North & Western timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove West (Mars Rd)	17	M-F	Chatswood	6.30am	Mars Rd	5.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Chatswood, afternoon from Lane Cove West (Mars Rd)).

Route 536

CHATSWOOD – GLADESVILLE via various routes

- Extended from Gladesville to Meadowbank (1999-2001)

Timeline

14 December 1999:

- Full time service, Chatswood – Gladesville – Meadowbank, transferred from North & Western Bus Lines (KA (Ken) Butt).
- Routes were:
 - Chatswood – Gladesville – Meadowbank via Boronia Park.
 - Chatswood – Gladesville – Meadowbank via Prince Edward St.

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Curtailed to run Chatswood – Gladesville.
- All trips ran via Boronia Park.
- Gladesville – Meadowbank replaced by new 507.
- Service to Prince Edward St area replaced by new 539 from 14 October 2002 until circa 2006.

4 June 2017: As part of Lane Cove area service review:

- Curtailed to run in peak hours only.
- Besides 536 peak hour service, service provided by new 530 & extended 252 (both full time).

Streets

Chatswood – Gladesville – Meadowbank

From 14 December 1999

Via Boronia Park

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd, Victoria Rd (**Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St (**Ryde**), Victoria Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at station) via Constitution Rd, Belmore St, Morrison Rd, Church St, Blaxland Rd, Devlin St, Church St, Morrison Rd, Payten St, Phillip Rd, Charles St, Morrison Rd, Ross St, Western Cres, Linsley St, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Via Prince Edward St

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd (**Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St (**Ryde**), Victoria Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at station) via Constitution Rd, Belmore St, Morrison Rd, Church St, Blaxland Rd, Devlin St, Church St, Morrison Rd, Payten St, Phillip Rd, Charles St, Morrison Rd, Ross St, Western Cres, Linsley St, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Tennyson Point diversion: Ex Gladesville from Morrison Rd via Champion Rd, Tennyson Rd to Morrison Rd. Reverse on return.

Putney Point diversion: Either direction, from Charles St/Phillip St via Phillip St, Delange Rd, Pellisier Rd, Putney Pde, McGowan St, Pellisier Rd, Delange Rd, Phillip St to Charles St.

Putney (Waterview St) diversion: Ex Gladesville (after Putney Point diversion) from Delange Rd/Pellisier Rd via Delange Rd, Waterview St, Princes St, Phillip St to Payten St. Reverse on return.

Trips not via Ryde: Ex Gladesville from Morrison Rd (west of Putney) via Belmore St. Reverse on return.

Chatswood – Gladesville

From 24 June 2001

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd to Victoria Rd (Gladesville).

From Gladesville (Pittwater Rd at Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

14 December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville-Ryde-Meadowbank via various routes	Fr Chats 28G 55M	M-F	Chatswood	6.00amM	Meadowbank	6.05pmC	A	
					Chatswood	8.35pmR 9.35pmG		
		Sat		7.00amM	Meadowbank	2.00pmC	B	
					Ryde	5.45pmC		
		Sun		9.00amM	Chatswood	9.00pmG	D	
					Meadowbank	5.00pmC		
					Chatswood	6.00pmG		

* More frequent in peak hours.

A – Chatswood-Gladesville 30*, Chatswood-Meadowbank 60*. Night, Chatswood-Ryde (connecting at Ryde with 534 buses via Meadowbank). Between Chatswood & Gladesville, trips generally ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

B – Morning, Chatswood-Gladesville 30, Chatswood-Meadowbank 60. Afternoon, Chatswood-Gladesville 30, Chatswood-Ryde 60 (connecting at Ryde with 534 buses via Meadowbank). Night, Chatswood-Gladesville. Between Chatswood & Gladesville, trips ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

C – To Chatswood.

D – Chatswood-Gladesville 60, Chatswood-Meadowbank 60-120. Between Chatswood & Gladesville, trips ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

G – To Gladesville.

M – To Meadowbank.

R – To Ryde.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville	30	M-F	Gladesville	5.30am	Chatswood	9.30pm	30*	
		Sat		6.30am		9.00pm	30	
		Sun		8.00am		6.20pm	60	

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville	30	M-F	Gladesville	5.30am	Chatswood	9.30pm	40*	
		Sat		6.30am		9.05pm	40	
		Sun		8.15am		6.20pm	60	

* More frequent in peak hours.

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville	38	M-F	Chatswood	6.15am	Chatswood	6.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 537

GLADESVILLE – PUTNEY – RYDE – EAST RYDE

Timeline

24 June 2001: Off-peak service commenced as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Shared part of route with 507.

11 October 2009: Ceased. 506 & 507 continued to provide service along parts of route.

Streets

From 24 June 2001

From Gladesville (Victoria Rd at Jordan St) via Victoria Rd, Gerard St, Western Cr, Morrison Rd, Champion Rd (**Tennyson**), Tennyson Rd, Morrison Rd, Charles St, Phillip Rd, Delange Rd, Pellisier Rd, McGowan St (**Putney**), Pellisier Rd, Delange Rd, Phillip Rd, Payten St, Morrison Rd, Church St, Devlin St (**Ryde**), Blaxland Rd, Princes St, Buffalo Rd, Malvina St, Forrest Rd, Aitchandar Rd, Bidgee Rd, Gardener Av, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr. Sager Pl to East Ryde shops.

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Devlin St, then Victoria Rd, Bowden St, Morrison Rd, then reverse route to Champion Rd, then Morrison Rd, Meriton St, Victoria Rd to Massey St (Gladesville).

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-East Ryde	Fr Glades 24R 34E	M-F	Gladesville	8.30amR 10.20amE	East Ryde	3.00pmG	A	
		Sat						
		Sun						

A – First trip from Gladesville to Ryde. Day, Gladesville-East Ryde 120.

E – To East Ryde.

G – To Gladesville.

R – To Ryde.

Route 538

GLADESVILLE – WOOLWICH via Ryde Rd

Timeline

14 December 1999: Mondays-Saturdays daytime service transferred from North & Western Bus Lines (KA (Ken) Butt). Through-routed with 539 Gladesville – Macquarie University

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Shared Hunters Hill – Woolwich with 505.
- Through-routing with 539 Gladesville – Macquarie University ceased.

14 October 2002: Off-peak & Saturday daytime service replaced by 539 Gladesville – Woolwich via Prince Edward St Loop.

By April 2006: Days of service extended to Sunday daytime (initially Hunters Hill – Woolwich, but extended to run full route by 20 October 2013).

By 10 September 2006: Off-peak & Saturday daytime service resumed, replacing 539.

Streets

From 14 December 1999

From Gladesville (Pittwater Rd at Victoria Rd) via Pittwater Rd, High St (**Boronia Park**), Park Rd, Ryde Rd, Gladesville Rd (**Hunters Hill**), Church St, Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf. Reverse on return.

Boronia Park (Barons Cres) diversion: Ex Gladesville from High St via Barons Cres to end, then Barons Cres, Park Rd. Reverse on return.

Timetable Summary

December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich	24	M-F	Gladesville	6.27am	Woolwich	8.01pm	60*	
		Sat		8.30am		6.53pm	60	
		Sun						

* More frequent in peak hours.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich	24	M-F	Gladesville	6.27am	Woolwich	8.04pm	60*	A
		Sat		8.24am		6.56pm	60	
		Sun						

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

October 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	24	M-F	Gladesville	6.27am	Woolwich	8.04pm	Ph	
		Sat		8.24am		6.56pm	MAs	
		Sun						
539: Gladesville-Woolwich via Prince Edward St Loop	24	M-F	Gladesville	9.24am	Woolwich	3.59pm	60	
		Sat		9.24am	Gladesville	3.24pm	60	
		Sun						

MAs – Early morning & late afternoon service. Service at other times provided by 539.

Ph – Peak hours only (morning from Gladesville, afternoon from Woolwich). Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505. Off-peak service provided by 539.

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	22	M-F	Gladesville	6.27am	Woolwich	8.04pm	60*	A
		Sat		8.24am		6.56pm	60	
		Sun	Hunters Hill	9.58am		6.16pm	120	

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	22	M-F	Gladesville	6.29am	Woolwich	8.05pm	60*	A
		Sat		7.52am		7.20pm	60	
		Sun		8.51am		7.20pm	60	

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

Route 539

GLADESVILLE – EAST RYDE – NORTH RYDE – MACQUARIE UNIVERSITY■

Timeline

14 December 1999: Monday-Saturday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt). Through-routed with 538.

24 June 2001: Parts of route replaced by extension of 506, as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Service between Gladesville & East Ryde not replaced.

Streets

From 14 December 1999

From Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Monash Rd, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Elliott Av (**East Ryde**), Melba Dr, Rene St, Pittwater Rd, Magdala Rd, Cressy Rd, Coss Rd (**North Ryde**), Blenheim Rd, Edmondson St, Ryrie St, Morshead St, Wicks Rd, Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via University Av, Waterloo Rd, then reverse route to Gladesville.

Timetable Summary

December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Macquarie University	28	M-F	Gladesville	6.35amU	Macquarie Uni	6.05pmG	60*	A
		Sat		9.17amC	Macquarie Ctr	5.10pmG	60-120	
		Sun						

* More frequent in peak hours.

A – Selected trips ran Gladesville – Macquarie Centre.

C – To Macquarie Centre.

G – To Gladesville.

U – To Macquarie University.

Route 539

GLADESVILLE – WOOLWICH via Prince Edward St Loop■

Timeline

14 October 2002: Off-peak & Saturday daytime route commenced, replacing 538 at those times. Replaced part of 536 in the Prince Edward St area, which had ceased on 24 June 2001.

By 10 September 2006: Replaced by re-extension of hours of 538. Service to Prince Edward St Loop not replaced.

Streets

From 14 October 2002

From Gladesville (Pittwater Rd at Victoria Rd) via Pittwater Rd, High St, Blaxland St, Barons Cr to end (**Boronia Park**), then Barons Cr, Park Rd, Ryde Rd, Mary St, Gladesville Rd, Prince Edward St, Manning Rd, Gladesville Rd (**Hunters Hill**), Church St, Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf. Reverse on return.

Timetable Summary

See 538

Route 540

CITY (Circular Quay) – DRUMMOYNE – CHISWICK via Pyrmont Bridge■

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

Timeline

28 July 1957: Peak hour & limited Saturday morning service renumbered from 411 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

8 February 1987: Renumbered 504 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 29 May 1960

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick)

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

By May 1967

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 30 April 1973:** To approach Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.
- **Circa 1981-87:** Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

29 May 1960

City – Chiswick via Victoria Rd routes

540, 541

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: City (Circular Quay)-Drummoyne-Chiswick	35	M-F	Chiswick	6.39am	Circular Quay	5.58pm	Ph1	
		Sat						
		Sun						
541: City (Railway Sq)- Drummoyne-Chiswick	32	M-F	Chiswick	6.06am	Railway Sq	5.10pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Chiswick, afternoon both directions)

Ph2 – Peak hours only (both directions).

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: City (Circular Quay)-Drummoyne-Chiswick	35	M-F	Chiswick	6.39am	Circular Quay	5.58pm	Ph	
		Sat		8.20am			A	
		Sun						

A – 1 trip from Chiswick to City (Circular Quay).

Ph – Peak hours only (both directions).

Route 540

PARRAMATTA – WEST RYDE via Victoria Rd direct & various other routes■

Timeline

13 December 1999:

- 50% of ownership transferred from Riverside Bus & Coach Service (also trading as Parramatta-Ryde Bus Services).
- Main routes were:
 - Parramatta – West Ryde via Victoria Rd direct (full time service)
 - Parramatta – West Ryde via Boronia St (mainly Monday-Saturday daytime service)
 - Parramatta – West Ryde via Ermington West (mainly Monday-Saturday daytime service)

28 February 2000: Remaining 50% ownership transferred.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000), replaced by various routes:

- Parramatta – West Ryde via Victoria Rd direct replaced by increased frequency on existing routes:
 - 520 City (Circular Quay) – West Ryde – Parramatta via Victoria Rd
 - L20 City (Circular Quay) – West Ryde – Parramatta via Victoria Rd (limited stops).
- Parramatta – West Ryde via Boronia St replaced by new 524 Parramatta – Melrose Park – West Ryde via Boronia St (extended from West Ryde to Ryde in off-peak).
- Parramatta – West Ryde via Ermington West replaced by new 523.
- Service in South St, Rydalmere replaced by rerouted 555.

Streets

Parramatta – West Ryde via Victoria Rd direct

From 28 February 2000

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (Rydalmere, Ermington), West Pde to West Ryde interchange.

From West Ryde (interchange) via West Pde, Victoria Rd, Church St, George St, Smith St, Darcy St to Parramatta.

Rydalmere (Antoine St) diversion: Ex Parramatta from Victoria Rd via Park Rd, Antoine St, Primrose Av, South St, Silverwater Rd to Victoria Rd. Ex West Ryde from Victoria Rd via Primrose Av, Antoine St, Park St to Victoria Rd.

Rydalmere (South St) diversion: Ex Parramatta from Victoria Rd via Clyde St, South St, Park Rd to Victoria Rd. Reverse on return.

Ermington (Spurway St) diversion: From Victoria Rd via Spurway St, Vignes St, Sinfield St, Bartlett St, Spurway St to Victoria Rd.

Plus other infrequent diversions in the Rydalmere/Ermington area.

Parramatta – West Ryde via Boronia St

From 28 February 2000

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (Rydalmere, Ermington), Spurway St, Boronia St, Atkins Rd, Hope St, Wharf Rd, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

Parramatta – West Ryde via Ermington West

From 28 February 2000

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (Rydalmere, Ermington), Spurway St, Bartlett St (Ermington West), Kissing Point Rd, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta.

Ermington (Fremont Av) diversion: Ex Parramatta from Bartlett St via Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Marsden Rd to Victoria Rd. Reverse on return.

Timetable Summary

May 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-West Ryde via various routes	25-30	M-F	West Ryde	5.26am	Parramatta	10.36pm	20*	A
		Sat		6.24am	West Ryde	10.30pm	30	A
		Sun		7.30am	Parramatta	9.30pm	60	A

* More frequent in peak hours.

A – Via Boronia St – M-F 11 trips; Sat 4 trips from Parramatta, 3 trips from West Ryde.

Via Ermington West – M-F 13 trips, Sat 4 trips.

Via Victoria Rd direct – remaining trips.

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

Route 540

AUBURN – NEWINGTON via Vore St

Timeline

24 June 2001: New peak hour route commenced, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000). Replaced part of 406.

Streets

From 24 June 2001

From Auburn (Rawson St at station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Stubbs St, Carnarvon St (Silverwater), Vore St, Giffard St, Shaft St, Holker St, Avenue of Africa, Avenue of Asia (Newington).

From Newington (Avenue of Asia) via Holker St, then reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Timetable Summary

See 544

Route 541

CITY (various termini, Central Railway) – DRUMMOYNE – CHISWICK ■

Timeline

28 July 1957: Peak hour service, City (Hay St, Central Railway) – Chiswick, renumbered from 410 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

By May 1967: City (Central Railway) terminus altered to Pitt St.

By 25 May 1981: City (Central Railway) terminus altered to Barlow St.

9 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

- Renumbered 505.
- City terminus altered to Pitt St at Park St (arriving) or George St at Town Hall (departing).

Streets

City (Hay St, Central Railway) – Drummoyne – Chiswick

From 29 May 1960

From City (Hay St, Central Railway) (at Pitt St) via Pitt St, Railway Square, Lee St, Regent St, Harris St (Pymont), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (Rozelle, Drummoyne), Lyons Rd (Russell Lea), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick)

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Harris St, George St, Hay St (City, Central Railway).

City (Pitt St, Central Railway) – Drummoyne – Chiswick

By May 1967

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt St, Railway Sq, Lee St, Regent St, Harris St (Pymont), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (Rozelle), Lyons Rd (Drummoyne), Hampden Rd (Russell Lea), Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

From 30 April 1973: To approach Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.

City (Barlow St, Central Railway) – Drummoyne - Chiswick

Alteration

By 25 May 1981: To approach City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

May 1967

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 Rly)-Drummoyne-Chiswick	32	M-F	Chiswick	6.06am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 541

EASTWOOD – EPPING

Timeline

14 December 1999:

- Monday-Saturday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).
- Off-peak & Saturday trips through-routed with 547 to North Epping.

4 March 2001: Through-routing with 547 ceased, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

11 October 2009: Times of service reduced to weekday daytime.

Streets

From 14 December 1999

From Eastwood (interchange) via West Pde, Eastwood Av, Mobbs Lane, Edenlee St, Dunlop St, Midson Rd, Chesterfield Rd, Victoria St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Eastwood.

Trips through-routed with 547: To approach Epping from Bridge St via Rawson St, Carlingford Rd, Beecroft Rd, Bridge St, Langston Pl. Reverse on return.

Timetable Summary

14 December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	12	M-F	Epping	6.27am	Epping	6.34pm	60*	
		Sat		9.25am	Eastwood	5.43pm	60	
		Sun						

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	15	M-F	Epping	6.17am	Eastwood	6.50pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 542

EASTWOOD – CARLINGFORD

Timeline

14 December 1999: Limited daytime school-day only service transferred from North & Western Bus Lines (KA (Ken) Butt).

4 March 2001: Altered to a school service.

Streets

From 14 December 1999

From Eastwood (interchange) via Hillview Rd, Terry Rd, Valley Rd, Raimonde Rd, Mobbs Lane, Marsden Rd, Pennant Hills Rd, Moseley St, Jenkins Rd, Pennant Hills Rd, Lloyds Av (eastward) to Carlingford Station.

From Carlingford (Lloyds Av at Station) via Pennant Hills Rd, then reverse route to Eastwood.

Timetable Summary

December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	20	M-F	Eastwood	7.53am	Eastwood	3.30pm	2 trips	A
		Sat						
		Sun						

A – School days only.

Route 542

AUBURN – EASTWOOD – NORTH RYDE (Bridge Rd)

Timeline

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New route commenced, running in peak hours & weekday daytime (limited service).
- Replaced parts of 406, 543 & old 544.
- Shared Auburn – Eastwood with new 544.

11 October 2009: Ceased. 544 continued to provide service over most of route.

Streets

From 24 June 2001

From Auburn (Rawson St at station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Wetherill St, Fariola St, Slough St, Holker St, Avenue of Africa (**Newington**), Avenue of Asia, Holker St, Silverwater Rd, Victoria Rd (**Ermington**), Marsden Rd, Winbourne St (**West Ryde**), Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Clanalpine St, West Pde to **Eastwood** interchange, then West Pde, First Av, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (**Midway shops**), North Rd, Threlfall St, Abuklea Rd, Bridge Rd to Smalls Rd (North Ryde).

From North Ryde (Bridge Rd) (at Smalls Rd) via reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Timetable Summary

See 544

Route 543

WEST RYDE – EASTWOOD via Marsden High School

Timeline

14 December 1999: Limited weekday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).

By February 2004: Days of service reduced to school days only.

Streets

From 14 December 1999

From West Ryde (interchange) via Anthony Rd, Graf Av, Chatham Rd, Bencoolen Av, Bellevue Av, Bigland Av, Bellevue Av, Beaumont Av, Shaftsbury Rd, Perkins St, Tramway St, Brush Rd, Hermoyne St, Winbourne St (**Marsden High School**), Farnell St, Bell Av, Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Rowe St, The Avenue, Lakeside Rd, Hillview Rd to Eastwood interchange.

From Eastwood (interchange) via reverse route to Warrawong St, then Brush Rd, Hermoyne St, Winbourne St, Farnell St, Bell Av, Hermoyne St, Brush Rd, Tramway St, then reverse route to Chatham Rd, then Betts St, Anthony Rd to West Ryde interchange.

Timetable Summary

December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Eastwood		M-F	Eastwood	7.32am	West Ryde	4.00am	4 trips	A
		Sat						
		Sun						

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

Route 544

EASTWOOD – MIDWAY Shops – RYDE via Bridge Rd

Timeline

14 December 1999: Monday-Saturday daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).

24 June 2001: Ceased as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Replaced between Eastwood & Bridge Rd, North Ryde by new 507, 542 & 544.
- Replaced in Gardener Rd area by new 507.

Streets

From 14 December 1999

Eastwood – Ryde (weekday daytime & Saturdays)

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (**Midway Shops**), North Rd, Threlfall St, Abuklea Rd, Bridge Rd, Lane Cove Rd, Quarry Rd, Gardener Av, Buffalo Rd, Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Lansdowne St, then Blaxland Rd, Ethel St to Railway Pde (Eastwood).

Eastwood – Ryde (Smalls Rd Loop)

Morning peak hour (anti-clockwise)

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, Lovell Rd (**Midway shops**), Quarry Rd, Smalls Rd (**Ryde**), Bridge Rd, Abuklea Rd, Threlfall St, North Rd, Lovell Rd, Pickford Av, Welby St, Gordon St, Lansdowne St, Blaxland Rd, Ethel St to Railway Pde (Eastwood).

Afternoon peak hour (clockwise)

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, then reverse of morning peak hour route to Lovell Rd, then Blaxland Rd, Ethel St to Railway Pde (Eastwood).

Timetable Summary

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Midway-Ryde	Fr Eastw'd 28ESr 24R	M-F	Buffalo Rd	6.14amE	Eastwood	6.50pmR	A	
			Eastwood	7.44amR				
		Sat	Ryde	8.15am		5.45pm	60	
		Sun						

* More frequent in peak hours.

A – First trip from Ryde (Buffalo Rd) to Eastwood. Peak hours, Eastwood-Ryde or Eastwood-Small's Rd Loop. Day, Eastwood-Ryde 60. Early morning (from Threlfall Rd to Eastwood) & night service (from Eastwood to Threlfall Rd - last trip 9.00pm) provided by diversions of 550.

E – To Eastwood.

ESr – Round trip, Eastwood-Ryde (Small's Rd Loop)-Eastwood.

R – To Ryde.

Route 544

AUBURN – EASTWOOD – MACQUARIE UNIVERSITY

Timeline

24 June 2001: As part of Stage 2 of the "Better Buses" north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New Monday-Saturday daytime & Sunday (limited service) route commenced.
- Replaced parts of 406, 543 & old 544.
- Shared Auburn – Eastwood with 542 (until 11 October 2009).

26 February 2006: Sunday service ceased.

Streets

From 24 June 2001

From Auburn (Rawson St at station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Wetherill St, Fariola St, Slough St, Holker St, Avenue of Africa (**Newington**), Avenue of Asia, Holker St, Silverwater Rd, Victoria Rd (**Ermington**), Marsden Rd, Winbourne St (**West Ryde**), Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Clanalpine St, West Pde to **Eastwood** interchange, then West Pde, First Av, Blaxland Rd, Lovell Rd (**Midway shops**), North Rd, Threlfall St, Abuklea Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, then reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Eastwood (Lansdowne St) diversion (*off-peak*): Ex Auburn from First Av via Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd.

Alterations

- **From 11 October 2009:** Ex Auburn from Wetherill St via Fariola St, Avenue of the Americas, Avenue of Asia (**Newington**), Avenue of Africa, Holker St. Reverse on return.
- **From 11 October 2009:** Eastwood (Lansdowne St) diversion ceased.
- **From 30 May 2015:** To approach Macquarie Centre from Balaclava Rd via University Av, Waterloo Rd, Herring Rd. Unaltered on reverse.
- **From 28 July 2019:** Ex Auburn from Holker St via Newington Rd, bus-only link [now Wilson Park T-way], Silverwater Rd. Unaltered on return.

Timetable Summary

24 June 2001

Auburn – Silverwater – Eastwood routes

540, 542, 544

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: Auburn-Newington via Vore St†	13	M-F	Auburn	6.15amN	Auburn	6.15pmE	Ph	
		Sat						
		Sun						
542: Auburn-Eastwood-North Ryde (Bridge Rd)	46	M-F	Bridge Rd	6.45am	Auburn	6.30pm	PDs	
		Sat						
		Sun						
544: Auburn-Eastwood-Macquarie Centre	Fr Auburn 20E 52M	M-F	Auburn	6.00am	Macquarie Ctr	6.10pm	60*	A
		Sat		8.00am		4.02pm	60	A
		Sun	Ermington	10.20am	Auburn	3.00pm	2 trips	

* More frequent in peak hours.

† Limited service extended to Ermington.

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

E – To Ermington.

M – To Macquarie Centre.

N – To Newington.

PDs – Peak hours (morning from North Ryde (Bridge Rd), afternoon from Auburn) & day (1 return trip Eastwood – North Ryde (Bridge Rd)).

Ph – Peak hours only (both directions, Auburn-Newington, last trip from Auburn to Ermington).

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – RYDE

Timeline

14 December 1999: Daily daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).

1 May 2000: Sunday trips amalgamated with 531 & 547 & renumbered part of 529. Trips on other days unaltered.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Parramatta – Dundas Valley – Eastwood replaced by new 545 (*see below*).
- Eastwood – Ryde replaced by new 515 & X15.

Streets

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Telopea**), Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde to **Eastwood** interchange, then Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, Second Av, Ryedale Rd, Fourth Av, Denistone Rd (**Ryde Hospital**), Florence Av, Blaxland Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, then reverse route to Ryedale Rd, then First Av, then reverse route to Church St, then George St, Smith St, Station St to Parramatta interchange.

Parramatta (Thomas St) diversion (*off-peak & Saturdays*): Ex Parramatta from Victoria Rd via Elizabeth St, Thomas St, Macarthur St, Victoria Rd. Reverse on return.

Telopea (Marshall Rd) diversion (*off-peak & Saturdays*): Ex Parramatta from Shortland St via Marshall Rd, Brand St, Evans Rd. Reverse on return.

Eastwood (Raimonde Rd) diversion (*off-peak & Saturdays*): Ex Parramatta from Marsden Rd via Mobbs Lane, Raimonde Rd, Valley Rd, Terry Rd. Reverse on return.

Ryde (North Rd) diversion (*off-peak*): Ex Parramatta from Blaxland Rd via Rickard St, North Rd, Blaxland Rd. Return from Blaxland Rd via North Rd, Beattie Av, Blaxland Rd.

14 December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Ryde	Fr Ryde 16E 58P	M-F	Parramatta	6.02am	Parramatta	6.05pm	30*	A
		Sat	Ryde	6.50am		5.15pm	AM 30 PM 60	B
		Sun		8.49amE	Eastwood	4.20pmR	60	

* More frequent in peak hours.

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

B – Plus short-working/s before first trip shown.

E – To Eastwood.

P – To Parramatta.

R – To Ryde.

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – MACQUARIE PARK – CHATSWOOD

Timeline

4 March 2001: New full time route commenced as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000), being an amalgamation of:

- Parramatta – Macquarie Centre – Chatswood renumbered from old 550.
- Route through Dundas Valley transferred from old 545.

6 May 2018: Split into:

259 Chatswood – Macquarie Centre (*see Government Route Histories – Inner North*).

545 Parramatta – Dundas Valley – Eastwood – Macquarie Park (Halifax St) (*see next entry*).

Streets

Parramatta – Chatswood

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Telopea**), Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, to **Eastwood** interchange, then West Pde, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Epping Rd, Delhi Rd, Fullers Bridge (**Chatswood West**), Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station.

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Fullers Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, Waterloo Rd, University Av, Balaclava Rd, then reverse route to Church St, then George St, Smith St to Parramatta interchange.

Alterations

- **From 19 February 2006** (*opening of new Parramatta interchange*): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.
- **By 27 April 2008:** To approach Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.
- **From 30 May 2015:** Ex Chatswood from Macquarie Centre via Waterloo Rd, University Av. Unaltered on return.

Timetable Summary

4 March 2001

Parramatta – Macquarie Park routes

545, 550

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Centre-Chatswood†‡	Fr P'matta 35E 78C	M-F	Parramatta	5.11amC	Chatswood	9.48pmP	A	
		Sat		6.49am	Parramatta	11.05pmE	30	B
		Sun		8.50am		6.21pm	60	B
550: Parramatta-Eastwood-Macquarie Park (Eden Park Dr)‡	48	M-F	Parramatta	6.29am	Parramatta	6.13pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Dundas Valley.

‡ Via Kissing Point Rd.

A – Parramatta-Chatswood 20*. Last 2 trips from Parramatta to Eastwood. Plus short-working/s before first trip & after last trip shown.

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

C – To Chatswood.

E – To Eastwood.

P – To Parramatta.

Ph – Peak hours only (both directions).

August 2003

Parramatta – Macquarie Park – Chatswood routes

545, 550

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Centre-Chatswood†‡	Fr P'matta 35E 78C	M-F	Parramatta	4.42am	Parramatta	1.22pm	15*	
		Sat		6.49am		9.04pm	20	A
		Sun		8.20am	Chatswood	6.21pm	30	
550: Parramatta-Eastwood-Macquarie Centre-Chatswood‡	73	M-F	Chatswood	2.38pm	Chatswood	3.31pm	B	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Dundas Valley.

‡ Via Kissing Point Rd.

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

B – School day afternoons only (both directions).

C – To Chatswood.

E – To Eastwood.

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – MACQUARIE PARK (Halifax St)

Timeline

6 May 2018: Full time route in previous entry curtailed.

Streets

Parramatta – Macquarie Park (Halifax St)

From 6 May 2018

From Parramatta (new interchange) via bus tunnel, Station St, Smith St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Telopea**), Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde to **Eastwood** interchange, then West Pde, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd,

Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, Halifax St, Jervis Cct (Macquarie Park). Reverse on return.

Timetable Summary

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Park (Halifax St)†	64	M-F	Parramatta	4.44am	Parramatta	11.54pm	15*	A
		Sat		6.46am	Halifax St	10.43pm	20	B
		Sun		8.16am	Parramatta	8.49pm	30	C

* More frequent in peak hours.

† Via Dundas Valley.

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

B – Plus short-working/s before first trip shown.

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

Route 546

PARRAMATTA – OATLANDS (Bettington Rd) ■

Timeline

14 December 1999: Daily daytime service transferred from North & Western Bus Lines (KA (Ken) Butt).

4 November 2007: Extended from Oatlands to Epping, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes (*see next entry*), replacing part of 549.

Streets

From 14 December 1999

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Brickfield St, Bellevue St, Buller St, Isabella St (**North Parramatta**), Webb St, Belmore St, Prince St, Bettington Rd (**Oatlands**), Belmore St, then reverse route to Church St, then George St, Smith St, Station St to Parramatta interchange.

Alterations

- **By 4 March 2001:** Ex Oatlands from Isabella St via Brickfield St (*not* via Bellevue St). Unaltered on return.
- **From 19 February 2006** (*opening of new Parramatta interchange*): To approach Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.

Timetable Summary

14 December 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)		M-F	Bettington Rd	6.30am	Parramatta	7.35pm	60*	
		Sat		8.30am		5.15pm	60	
		Sun		9.27am	Bettington Rd	4.27pm	120	

* More frequent in peak hours.

Route 546

PARRAMATTA – NORTH ROCKS – EPPING via Bettington Rd & Ray Rd

Timeline

4 November 2007: New full time route commenced, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Replaced Parramatta – North Rocks via Bettington Rd part of 623.
- Replaced North Rocks – Carlingford part of 629.
- Along with 549, replaced Carlingford – Epping via Ray Rd part of 628 & 629.
- Supplemented by 552 Parramatta – Oatlands.

Streets

From 4 November 2007

From Parramatta (new interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Grose St, Brickfield St, Isabella St (**North Parramatta**), Webb St, Belmore St, Bettington Rd (**Oatlands**), Statham Av, North Rocks Rd (**North Rocks**), New North Rocks Rd, McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Farnell Av, Lindisfarne Cres, Parkland Rd, Jenkins Rd, Pennant Hills Rd (**Carlingford**), Carlingford Rd, Rembrandt St, Dunrossil Av, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, then reverse route to Dunrossil Av, then Pennant Hills Rd, then reverse route to Parramatta.

Alterations

- **By 27 April 2008:** To approach Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

4 November 2007

Parramatta – North Rocks – Epping routes

546, 549

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
546: Parramatta-North Rocks-Epping via Bettington Rd	50	M-F	Epping	6.33am	Epping	9.05pm	60*	A
		Sat		6.34am		6.34pm	60	
		Sun		8.32am		6.32pm	120	
549: Parramatta-North Rocks-Epping via North Rocks Rd	37	M-F	Epping	5.42am	Parramatta	9.14pm	60*	B
		Sat	Parramatta	7.40am	Epping	6.42pm	60	
		Sun		7.46am	Parramatta	5.48pm	120	
552: Parramatta-Oatlands	18	M-F	Parramatta	9.57am	Oatlands	2.17pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Oatlands (546, 552) 30.
Epping-Carlingford (546, 549) 30.
Sat Epping-Carlingford (546, 549) 30.
Sun Epping-Carlingford (546, 549) 60.

* More frequent in peak hours.

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

B – Plus short-working/s before first trip shown.

24 January 2021

Parramatta – North Rocks – Epping routes

546, 549

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
546: Parramatta-North Rocks-Epping via Bettington Rd	50	M-F	Epping	6.29am	Epping	9.14pm	60*	A
		Sat		6.30am		6.30pm	60	
		Sun		7.30am		6.30pm	60	
549: Parramatta-North Rocks-Epping via North Rocks Rd	37	M-F	Epping	5.44am	Parramatta	10.07pm	60*	B
		Sat		7.00am		10.42pm	60	B
		Sun		7.00am		8.41pm	60	C
552: Parramatta-Oatlands	15	M-F	Parramatta	9.56am	Oatlands	2.17pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Epping-Carlingford (546, 549) 30.
Parramatta-Oatlands (546, 552) 30.
Sat Epping-Carlingford (546, 549) 30.
Sun Epping-Carlingford (546, 549) 30.

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

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

C – Plus short-working/s after last trip shown.

Route 547

EPPING – NORTH EPPING■

- Extended from Epping to Macquarie Centre (Sundays)

Timeline

14 December 1999:

- Transferred from North & Western Bus Lines (KA (Ken) Butt).
- Off-peak & Saturday trips through-routed with 541.
- Sunday trips extended from Epping to Macquarie Centre & through-routed with 531 to Ryde.

1 May 2000: Sunday trips amalgamated with 531 & part of 545 & renumbered part of 529. Trips on other days unaltered.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).:

- Renumbered 295.
- Extended from Epping to Macquarie Park,

Streets

From 14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

From Epping (Cambridge St at station) via Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St to Epping station.

Trips through-routed with 541: See 541

Timetable Summary

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping†	18 round trip	M-F	Epping	6.11am	Epping	9.02pm	60*	
		Sat		9.02am	North Epping	7.09pm	60	
		Sun	Macquarie Ctr	8.54am		6.09pm	60	A

† Extended to Macquarie Centre on Sundays.

A – Through-routed with 531 to Ryde.

Route 547

PARRAMATTA – MACARTHUR ST Loop

Timeline

9 December 2002: Limited off-peak service commenced, replacing part of 555.

6 May 2018: Ceased without replacement.

Streets

From 9 December 2002

From Parramatta (old interchange) via Smith St, Wilde Av, Victoria Rd, Macarthur St, Harris St, Hassall St, Station St to Parramatta interchange.

Alteration

From 19 February 2006 (*opening of new Parramatta interchange*): To approach Parramatta from Harris St via Macquarie St, Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange.

Timetable Summary

9 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Macarthur St Loop	10 round trip	M-F	Parramatta	9.15am	Parramatta	2.15pm	3 trips	
		Sat						
		Sun						

Route 548

PARRAMATTA – CARLINGFORD – EPPING

Timeline

4 November 2007: As part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Full time service renumbered from 624.
- Route standardised by deleting diversions.

10 October 2010: Extended from Epping to Macquarie Park & renumbered M54, as part of the introduction of “Metrobus” routes.

Streets

From 4 November 2007

From Parramatta (interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Pennant Hills Rd (**Carlingford**), Carlingford Rd, Pennant Pde, Willoughby St, Ryde St, Boronia St, Kent St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Parramatta.

Alterations

- **By 27 April 2008:** To approach from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.
- **From 11 May 2009 (?)** (*based on 11 October 2009 timetable*): To approach Parramatta from Church St via George St, Smith St, Station St. Reverse on return.

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	33	M-F	Parramatta	5.35am	Parramatta	9.17pm	60*	
		Sat		5.54am		7.24pm	60	
		Sun		7.27am	Epping	7.01pm	60	

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	33	M-F	Parramatta	5.29am	Parramatta	9.17pm	30*	
		Sat		5.52am		7.31pm	30	
		Sun		7.23am	Epping	7.08pm	60	

* More frequent in peak hours.

Route 549

EASTWOOD – MARSFIELD via Vimiera Rd

Timeline

4 March 2001: Infrequent weekday service renumbered from equivalent part of 550, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

27 August 2007: Renumbered 551.

Streets

From 4 March 2001

From Eastwood (Ethel St at Railway Pde) via Railway Pde, May St, Blaxland Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield).

From Marsfield (Busaco Rd at end) via reverse route to Vimiera Rd, then Corunna Rd, Balaclava Rd, Blaxland Rd, Ethel St to Railway Pde (Eastwood).

Alteration

By August 2001: Ex Eastwood from Blaxland Rd via Balaclava Rd, Lincoln Rd, Vimiera Rd. Unaltered on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Marsfield	17	M-F	Marsfield	7.30am	Eastwood	4.07pm	A	
		Sat						
		Sun						

A – 4 trips from Marsfield, 3 trips from Eastwood.

Route 549

PARRAMATTA – NORTH ROCKS – EPPING via North Rocks Rd & Ray Rd

Timeline

4 November 2007: New full time weekday & daytime weekend route commenced, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Replaced Parramatta – North Rocks – Carlingford via North Rocks Rd part of 623.
- Along with 546, replaced Carlingford – Epping via Ray Rd part of 628 & 629.

24 January 2021: Hours of service extended to weekend nights.

Streets

From 4 November 2007

From Parramatta (new interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Victoria Rd, O’Connell St, Board St, Church St, (**North Parramatta**), North Rocks Rd (**North Rocks**), Pennant Pde (**Carlingford**), Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Carlingford Rd, Ray Rd, then reverse route to North Rocks Rd, then Church St, Barney St, O’Connell St, Victoria Rd, Marist Pl, Market St, Church St, Phillip St, Smith St, Station St to Parramatta.

Alterations

- *By 27 April 2008:* To approach Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- *From 7 July 2008:* Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

See 546

Route 550

PARRAMATTA – EASTWOOD – MACQUARIE CENTRE – CHATSWOOD via Kissing Point Rd

- **Chatswood West (Hawthorn Av & River Av) diversions**
- **Eastwood – Marsfield (*selected trips*)**

Timeline

14 December 1999: Transferred from North & Western Bus Lines (KA (Ken) Butt):

Chatswood – Macquarie Park – Eastwood – Parramatta (including Chatswood West (Hawthorn Av & River Av) diversions) (full time service). Shared Chatswood – Macquarie Centre with 551
Eastwood – Marsfield (peak hour service)

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Selected peak hour trips continued as 550, but curtailed/alterd to run Parramatta – Eastwood – Macquarie Park (Eden Park Dr).
- Most other trips rerouted via Dundas Valley & renumbered new 545, making 550 supplementary to 545.
- Chatswood – Chatswood West (Hawthorn Av & River Av diversions) replaced by new 256.
- Lane Cove River Caravan Park diversion replaced by new 259.
- Eastwood – Marsfield replaced by new 549.

By August 2003:

- The remaining trips, Parramatta – Eastwood – Macquarie Park (Eden Park Dr), extended from Macquarie Park to Chatswood.
- Days of service reduced to school days only.

6 May 2018: Ceased. 545 covered most of route.

Streets

Parramatta – Eastwood – Chatswood

From 14 December 1999

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Elder Rd, Calder Rd (**Dundas**), Park Rd, Kissing Point Rd, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, to **Eastwood** interchange, then Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Waterloo Rd, Wicks Rd, Epping Rd, Delhi Rd, Fullers Bridge (**Chatswood West**), Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station.

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Fullers Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, Waterloo Rd, University Av, Balaclava Rd, then reverse route to Church St, then George St, Smith St to Parramatta interchange.

Dundas Valley diversion (*nights & Sundays*): Ex Parramatta from Kissing Point Rd via Sturt St, then 545 to Yates Av, then Fullford St, Quarry Rd to Kissing Point Rd. Reverse on return.

Trips via Talavera Rd (*peak hours*): Via Talavera Rd instead of Fontenoy Rd.

Lane Cove River Caravan Park diversion (*selected trips*): Either direction from Delhi Rd via Plassey Rd to caravan park. Reverse on return.

Chatswood West (River Av) diversion (*selected daytime trips*): From Fullers Bridge/Delhi Rd via River Av to Fairyland Av, then River Av to Delhi Rd.

Chatswood West (Hawthorn Av) diversion (*selected daytime trips*): From Fullers Rd/Millwood Av (eastern intersection) via Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd to Millwood Av.

Eastwood – Marsfield

From 14 December 1999

From Eastwood (Railway Pde) via May St, Blaxland Rd, Agincourt Rd, Yangalla St, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd to Busaco Rd (Marsfield). Reverse on return.

Parramatta – Eastwood – Macquarie Park (Eden Park Dr)

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, to **Eastwood** interchange, then West Pde, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, Khartoum Rd, Talavera Rd, Lane Cove Rd, Waterloo Rd to Eden Park Dr (Macquarie Park).

From Macquarie Park (Eden Park Dr) (in Waterloo Rd) via reverse route to Macquarie Centre bus terminal, then Herring Rd, Waterloo Rd, University Av, Balaclava Rd, then reverse route to Church St, then George St, Smith St to Parramatta interchange.

Parramatta – Eastwood – Chatswood

Alterations

- **By August 2003:** Extended from Macquarie Park (Lane Cove Rd/Waterloo Rd) via Lane Cove Rd, Epping Rd, Delhi Rd, Fullers Bridge, Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station. Return via Victoria Av, Pacific Hwy, Fullers Rd, then reverse route.
- **By 27 April 2008:** To approach Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

4 March 2001

Chatswood – Macquarie Centre & associated routes

550, 551

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
550: Parramatta-Eastwood-Macquarie Centre-Chatswood	Fr Chats 41E 73P	M-F	Parramatta	6.27am	Chatswood	8.15pm	30*	A
		Sat	Chatswood	7.15am		7.15pm	B	
		Sun	Parramatta	8.47am	Parramatta	5.47pm	60	C
550: Eastwood-Marsfield	17	M-F	Marsfield	8.00am	Eastwood	4.07pm	Ph1	
		Sat						
		Sun						
551: Chatswood-Macquarie Park-Epping	45	M-F	Epping	6.55am	Chatswood	5.30pm	Ph2	
		Sat						
		Sun						

* More frequent in peak hours.

A – Night trips ran via 545 between Parramatta & Eastwood. Plus short-working/s before first trip & after last trip shown.

B – Chatswood-Eastwood 30, Chatswood-Parramatta 60. Trips terminating at Eastwood connected with the 545 Parramatta buses. Early evening trips ran via 545 between Parramatta & Eastwood. Plus short-working/s before first trip & after last trip shown.

C – All trips ran via 545 between Parramatta & Eastwood. Plus short-working/s before first trip & after last trip shown.

E – To Eastwood.

P – To Parramatta.

Ph1 – Peak hours only (morning from Marsfield, afternoon from Eastwood). Plus school trips over same route.

Ph2 – Peak hours only (morning from Epping, afternoon from Chatswood).

Later timetables

See 545

Route 550

PARRAMATTA – EPPING – MACQUARIE PARK Station

Timeline

28 April 2019: Full time service renumbered from M54 (*see Route Histories – Government Metrobus routes*).

Streets

From 28 April 2019

From Parramatta (interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St, Pennant Hills Rd (**Carlingford**), Carlingford Rd, Pennant Pde, Willoughby St, Ryde St, Boronia Av, Midson Rd, Carlingford Rd, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, University Av (**Macquarie University**), Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd to Macquarie Park Station.

From Macquarie Park (Waterloo Rd at Station) via reverse route to Carlingford Rd, then Rawson St, Bridge St, Kent St, Boronia Av, then reverse route to Parramatta.

Alteration

From 3 July 2020: Ex Parramatta from Victoria Rd via O’Connell St, Albert St, Pennant Hills Rd. Reverse on return.

Timetable Summary

28 April 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping-Macquarie Park	51	M-F	Macquarie Pk	4.02am	Parramatta	3.03am	15*	A
		Sat		4.01am		3.03am	20	A
		Sun		4.01am		3.03am	20	A

* More frequent in peak hours.

A – Service continuous daily.

Route 551

CHATSWOOD – MACQUARIE CENTRE – EPPING

Timeline

14 December 1999: Peak hour service transferred from North & Western Bus Lines (KA (Ken) Butt). Shared Chatswood – Macquarie Centre with 550.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Ceased without direct replacement.
- Service between Chatswood & Macquarie Centre provided by new 545.
- Service between Macquarie Centre & Epping provided by existing 288, 290, 295 & 296.

Streets

From 14 December 1999

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av, Fullers Bridge, Delhi Rd, Epping Rd, Wicks Rd, Waterloo Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St to Epping Station.

From Epping (Cambridge St at station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, then reverse route to Fullers Rd, then Help St, Railway St to Chatswood Station.

Lane Cove River Caravan Park diversion (*selected trips on request*): Either direction from Delhi Rd via Plassey Rd to caravan park. Reverse on return.

Timetable Summary

See 550

Route 551

EASTWOOD – MARSFIELD via Vimiera Rd

Timeline

27 August 2007: Infrequent weekday service renumbered from 549.

By 11 October 2009: Days of service reduced to school days only.

Streets

From 27 August 2007

From Eastwood (Railway Pde at station) via Railway Pde, May St, Blaxland Rd, Balaclava Rd, Lincoln Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield).

From Marsfield (Busaco Rd at end) via reverse route to Vimiera Rd, then Corunna Rd, Balaclava Rd, Blaxland Rd, May St, Railway Pde to Eastwood Station.

Timetable Summary

27 August 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Marsfield	17	M-F	Marsfield	7.30am	Eastwood	4.07pm	A	
		Sat						
		Sun						

A – 3 trips from Marsfield, 2 trips from Eastwood.

Route 552

PARRAMATTA – OATLANDS

Timeline

5 November 2007: Off-peak service commenced, supplementary to 546.

Streets

From 5 November 2007

From Parramatta (interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Grose St, Brickfield St, Isabella St, Webb St, Belmore St, Prince St, Bettington Rd to Belmore St (Oatlands).

From Oatlands (Bettington Rd/Belmore St) via Belmore St, then reverse route to Parramatta.

Alterations

- **By 27 April 2008:** To approach from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

See 546

Route 553

BEECROFT – NORTH ROCKS

Timeline

12 October 2009: Peak hour service renumbered from 623.

Streets

From 4 November 2007

Beecroft – North Rocks (off-peak)

From Beecroft (Wongala Cr at station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes Rd, North Rocks Rd (**Carlingford**) to Westfield (North Rocks).

From North Rocks (Westfield) via Pembury Av, New North Rocks Rd, North Rocks Rd, Oakes Rd, Murray Farm Rd, Pennant Hills Rd, then reverse route to Beecroft Rd, then Hannah St, Wongala Cr to Beecroft Station.

Beecroft – Carlingford (Oakes Rd) – Beecroft (peak hours)

From Beecroft (Wongala Cr at station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes Rd (**Carlingford**), Eaton Rd, Karloon Rd, Eaton Rd, Pennant Hills Rd, then reverse route to Beecroft Rd, then Hannah St, Wongala Cr to Beecroft Station.

West Pennant Hills (Range Rd) diversion: From Eaton Rd/Oakes Rd via Oakes Rd, Eaton Rd, Stanton Dr, Range Rd, Westmore Dr, Eaton Rd, Oakes Rd to Eaton Rd.

Timetable Summary

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Beecroft-North Rocks	Fr Beec 21N 30BCr	M-F	Beecroft	6.40amC	North Rocks	3.38pmB	A	
			North Rocks	7.45amB	Beecroft	6.14pmC		
		Sat						
		Sun						

A – Peak hours only:

Round trip, Beecroft-Carlingford (Oakes Rd)-Beecroft.

Beecroft-North Rocks (limited service).

B – To Beecroft.

BCr – Round trip, Beecroft-Carlingford (Oakes Rd)-Beecroft.

C – To Carlingford (Oakes Rd) loop.

N – To North Rocks.

Route 555**RYDE – WEST RYDE – WEST MEADOWBANK ■**

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

28 July 1957: Renumbered from 455, coincident with the general renumbering of City – Ryde routes & other routes along Victoria Rd.

14 June 1958: Renumbered 505.

Streets

Same as or similar to later 505

Timetable Summary

Same as or similar to later 505

Route 555**PARRAMATTA – ERMINGTON – SYDNEY OLYMPIC PARK (various termini) ■****Timeline**

13 December 1999:

- 50% of ownership transferred from Riverside Bus & Coach Service (also trading as Parramatta-Ryde Bus Services).
- Service ran daily daytime, Parramatta – Sydney Olympic Park (State Sports Centre),

28 February 2000: Remaining 50% ownership transferred.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Olympic Park terminus altered to Station.
- Rerouted via South St, Rydalmere, replacing equivalent trips on 540.

8 December 2002:

- Ceased.
- Most of route replaced by 525.
- Part of route in South St, Rydalmere replaced by rerouted 524.
- Part of route in Macarthur St, Parramatta replaced by new 547.

Streets

Parramatta – Olympic Park (State Sports Centre)

From 28 February 2000

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, Church St, Victoria Rd (**Rydalmere**), Betty Cuthbert Av (**Ermington**), Spurway St, Coffey St, River Rd, South St, Silverwater Rd (**Silverwater**), Holker St, Hill Rd, Avenue of Oceania to Newington Dr [now Blvd] (**Newington**), then Avenue of Oceania, Hill Rd, Holker St, Australia Av, Murray Rose Av, Showground Rd, Dawn Fraser Av, Olympic Blvd to State Sports Centre (Olympic Park).

From Olympic Park (State Sports Centre) via Olympic Blvd, Dawn Fraser Av, Australia Av, Holker St, Silverwater Rd, (via Ermington shops on request), Victoria Rd, Wilde St, Smith St, Station St to Parramatta Interchange.

Parramatta – Olympic Park Station

From 4 March 2001

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Macarthur St, Victoria Rd, Clyde St (**Rydalmere**), South St, Silverwater Rd, Victoria Rd, Betty Cuthbert Av (**Ermington**), Spurway St, Coffey St, River Rd, South St, Silverwater Rd (**Silverwater**), Holker St, Hill Rd, Avenue of Oceania to Newington Dr [now Blvd] (**Newington**), then Avenue of Oceania, Hill Rd, Old Hill Link, Edwin Flack Dr, Dawn Fraser Av, Park Av to Olympic Park Station.

From Olympic Park Station (Park Av) via Murray Rose Av, Australia Av, Dawn Fraser Av, then reverse route to Holker St, then Silverwater Rd, Victoria Rd, Betty Cuthbert Av Spurway St, Victoria Rd, Primrose Av, South St, Clyde St, Victoria Rd, Macarthur St, Parkes St, Station St to Parramatta interchange.

Timetable Summary

May 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Olympic Park (State Sports Centre)	29	M-F	Parramatta	6.00am	S/Sports Centre	6.30pm	60	A
		Sat		8.15am	Parramatta	4.15pm	60	A
		Sun		8.30am	S/Sports Centre	5.00pm	60	B

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

B – Plus short-working/s before first trip shown.

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Olympic Park Station	30	M-F	Parramatta	6.00am	Olympic Pk stn	6.45pm	60	A
		Sat		8.15am		3.55pm	60	A
		Sun		9.15am		3.55pm	120	B

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

B – Plus short-working/s before first trip shown.

Note re ownership of routes 620 & 623-630

Prior to 22 December 2004, routes 620 & 623-629 were operated by Harris Park Transport, while 630 was jointly operated by Hillsbus & Harris Park Transport. On that date they were all transferred to Hillsbus (National Express Group), when Harris Park Transport relinquished its contract with the Ministry of Transport. On 28 January 2005 (just prior to the start of the new school year), however, Hillsbus (National Express Group) found itself unable to continue their operation. As a result, arrangements were made to transfer 620, 623-629 & the ex-Harris Park Transport share of 630 to State Transit in caretaker mode. Hillsbus retained control over its original share of 630.

In August 2005 the management of Hillsbus changed from National Express Group to Comfort DelGro Cabcharge and it subsequently negotiated successfully with the Government to have some of the routes concerned (namely 620, 625-627 & the ex-Harris Park Transport share of 630) re-transferred to its control. The transfer occurred on 25 September 2005. At the same time State Transit was confirmed as the permanent operator of 623, 624, 628 & 629 (which routes have all subsequently been rearranged & renumbered).

Route 620

CITY (Queen Victoria Building) – CHERRYBROOK – DURAL (Old Northern Rd)■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Weekday daytime & early evening service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.

25 September 2005: Retransferred to Hillsbus (Comfort DelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort DelGro Cabcharge in August 2005).

Streets

From 28 January 2005

From City (Queen Victoria Building) (George St) via Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, M2 Hills Motorway, Pennant Hills Rd, Church St, Cardinal Av, Victoria Rd, New Line Rd, Shepherds Dr, Purchase Rd (**Cherrybrook**), New Line Rd, James Henty Dr to Thomas Wilkinson Av, then James Henty Dr, New Line Rd to Old Northern Rd (Dural).

From Dural (Old Northern Rd) (at New Line Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

New Line Rd direct trips: Direct via New Line Rd (*not* via Shepherds Dr, Eldridge Rd, Purchase Rd).

Timetable Summary

2005 (undated timetable during State Transit ownership)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Building)-Dural (Old Northern Rd)	60	M-F	O/Northern Rd	5.52am	Q Vic Bldg	8.25pm	120	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected morning peak hour & late afternoon trips from Dural (Old Northern Rd) ran via New Line Rd direct.

Route 623

PARRAMATTA – NORTH ROCKS – BEECROFT■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005:

- Daily daytime service, Parramatta – Beecroft, transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.
- Between North Rocks & Beecroft ran either via Murray Farm Rd or Copeland Rd (plus selected trips *from* Beecroft via Murray Farm Rd & Oakes Rd).
- Sunday service provided by combined 623/625.

25 September 2005:

- State Transit confirmed as permanent operator.
- Sunday service on 623/625 replaced by 623.

4 November 2007: As part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Curtailed to run Beecroft – North Rocks via Murray Farm Rd & Oakes Rd.
- Days of service reduced to weekdays.

12 October 2009:

- Times of service reduced to peak hours.
- Renumbered 553.

Streets

From 28 January 2005

Parramatta – North Rocks – Beecroft

Via Murray Farm Rd

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Board St, Church St (**North Parramatta**), North Rocks Rd (**North Rocks, Carlingford**), Orchard Rd, Murray Farm Rd, Castle Howard Rd, Kirkham St, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Beecroft (Wongala Cr at station) via Beecroft Rd, then reverse route to Victoria Rd, then Marist Pl, Market St, Church St, George St, Smith St, Station St to Parramatta interchange.

Via Copeland Rd

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Board St, Church St (**North Parramatta**), North Rocks Rd (**North Rocks, Carlingford**), Oakes Rd, Eaton Rd, Karloon Rd, Eaton Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

From Beecroft (Wongala Cr at station) via Copeland Rd, then reverse route to Victoria Rd, then Marist Pl, Market St, Church St, George St, Smith St, Station St to Parramatta interchange.

West Pennant Hills (Range Rd) diversion: From Eaton Rd/Oakes Rd via Oakes Rd, Eaton Rd, Stanton Dr, Range Rd, Westmore Dr, Eaton Rd, Oakes Rd to Eaton Rd.

Via Murray Farm Rd & Oakes Rd

From Beecroft (Wongala Cr at station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Oakes Rd, Eaton Rd, Karloon Rd, Eaton Rd, Oakes Rd, North Rocks Rd (**Carlingford, North Rocks**), Church St (**North Parramatta**), Board St, O'Connell St, Victoria Rd, Marist Pl, Market St, Church St, George St, Smith St, Station St to Parramatta interchange.

Selected trips: Ex Beecroft from Pennant Hills Rd via Murray Farm Rd (*not* via Eaton Rd), Oakes Rd.

Alterations

- ***By 25 September 2005:*** From Parramatta (old interchange) via Station St, Smith St, Macquarie St, Marsden St. Unaltered on return.
- ***From 19 February 2006 (opening of new Parramatta interchange):*** To approach Parramatta from Church St via Phillip St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.

Beecroft – North Rocks

From 4 November 2007

Beecroft – North Rocks (off-peak)

From Beecroft (Wongala Cr at station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Eaton Rd, Karloon Rd, Eaton Rd, Oakes Rd, North Rocks Rd (**Carlingford**) to Westfield (North Rocks).

From North Rocks (Westfield) via reverse route to Beecroft Rd, then Hannah St, Wongala Cr to Beecroft Station.

Beecroft – Carlingford (Oakes Rd Loop) (peak hours)

From Beecroft (Wongala Cr at station) via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes Rd (**Carlingford**), Eaton Rd, Karloon Rd, Eaton Rd, Pennant Hills Rd, then reverse route to Beecroft Rd, then Hannah St, Wongala Cr to Beecroft Station.

West Pennant Hills (Range Rd) diversion: From Eaton Rd/Oakes Rd via Oakes Rd, Eaton Rd, Stanton Dr, Range Rd, Westmore Dr, Eaton Rd, Oakes Rd to Eaton Rd.

Timetable Summary

2005 (undated timetable during State Transit ownership)

Parramatta – Beecroft routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
623: Parramatta-Beecroft via Murray Farm Rd	Fr P'matta 22N 35M	M-F	Parramatta	5.52amM	Beecroft	6.58pmQ	A	
		Sat		7.52amM		6.25pmP	120	
		Sun						B
623: Parramatta-Beecroft via Copeland Rd	36	M-F	Parramatta	5.52amC	Parramatta	6.30pmC	E	
		Sat						
		Sun						
623/625: Parramatta-North Rocks-Pennant Hills	34	M-F						
		Sat						
		Sun	Parramatta	9.30am	Pennant Hills	3.32pm	3 trips	

A – From Parramatta via Murray Farm Rd 12 trips; from Beecroft via Murray Farm Rd 6 trips; from Beecroft via Murray Farm Rd & Oakes Rd 9 trips. Plus short-workings Parramatta-Carlingford (Murray Farm Rd/Oakes Rd).

B – Sunday service provided by 623/625.

C – To Beecroft via Copeland Rd.

E – From Parramatta 9 trips, from Beecroft 6 trips. Service to part of route also provided by trips from Beecroft via Murray Farm Rd & Oakes Rd.

M – To Beecroft via Murray Farm Rd.

N – To North Rocks.

P – To Parramatta via Murray Farm Rd

Q – To Parramatta via Murray Farm Rd & Oakes Rd.

25 September 2005

Parramatta – Beecroft routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
623: Parramatta-Beecroft via Murray Farm Rd	Fr P'matta 22N 35M	M-F	Parramatta	5.58amB	Beecroft	6.58pmQ	A	
		Sat		8.12amB		6.50pmP	120	
		Sun		9.30amN	North Rocks	4.00pmP	180	
623: Parramatta-Beecroft via Copeland Rd	36	M-F	Parramatta	5.52amC	Parramatta	6.30pmC	B	
		Sat						
		Sun						

A – From Parramatta via Murray Farm Rd 12 trips; from Beecroft via Murray Farm Rd 6 trips; from Beecroft via Murray Farm Rd & Oakes Rd 9 trips. Plus short-workings Parramatta-Carlingford (Murray Farm Rd/Oakes Rd).

B – From Parramatta 9 trips, from Beecroft 6 trips. Service to part of route also provided by trips from Beecroft via Murray Farm Rd & Oakes Rd.

C – To Beecroft via Copeland Rd.

M – To Beecroft via Murray Farm Rd.

N – To North Rocks.

P – To Parramatta via Murray Farm Rd.

Q – To Parramatta via Murray Farm Rd & Oakes Rd.

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Beecroft-North Rocks	Fr Beec 21N 30BCr	M-F	Beecroft	6.47amC	North Rocks	3.37pmB	A	
			North Rocks	7.42amB	Beecroft	7.07pmC		
		Sat						
		Sun						

A – Peak hours, round trip Beecroft-Carlingford (Oakes Rd Loop)-Beecroft. Day, Beecroft-North Rocks 60.

B – To Beecroft.

BCr – Round trip, Beecroft-Carlingford (Oakes Rd Loop)-Beecroft.

C – To Carlingford (Oakes Rd Loop).

N – To North Rocks.

Combined routes 623/625

PARRAMATTA – NORTH ROCKS – PENNANT HILLS■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Sunday combined route, covering 623 & 625, transferred from Hillsbus (National Express Group) to State Transit in caretaker mode, when Hillsbus unable to continue operation of ex-Harris Park Transport's routes.

25 September 2005: Ceased when 625 transferred to Hillsbus (Comfort Delgro Cabcharge) & State Transit confirmed as permanent operator of 623, following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort Delgro Cabcharge in August 2005). Combined 623/625 trips curtailed to run Parramatta – North Rocks & renumbered 623.

Streets

From 28 January 2005

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Board St, Church St (**North Parramatta**), North Rocks Rd (**North Rocks, Carlingford**), Pennant Hills Rd, Railway St to Pennant Hills Station.

From Pennant Hills (Railway St at station) via reverse route to Victoria Rd, then Marist Pl, Market St, Church St, George St, Smith St, Station St to Parramatta interchange.

Timetable Summary

See 623

Route 624

PARRAMATTA – CARLINGFORD – EPPING■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Full time service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.

25 September 2005: State Transit confirmed as permanent operator.

4 November 2007: Renumbered 548, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes.

Streets

From 28 January 2005

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd (**Carlingford**), Marsden Rd, Tomah St, Pennant Pde, Willoughby St, Ryde St, Boronia St, Kent St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Pennant Hills Rd, then Church St, George St, Smith St, Station St to Parramatta interchange.

Oatlands (Gollan Av) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Gollan Av, Belmore St, Bettington Rd, Statham Av, North Rocks Rd, Jenkins Rd to Pennant Hills Rd. Reverse on return.

Teloopa (Tintern Av) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Tintern Av, Robert St, Adderton Rd to Pennant Hills Rd. Reverse on return.

Carlingford (Baker St) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Baker St, Jenkins Rd to Pennant Hills Rd. Reverse on return.

Epping (Dunlop St) diversion (*selected off-peak trips*): Ex Parramatta from Willoughby St via Park St, Dunlop St, Midson Rd to Boronia Av. Reverse on return.

Alterations

- **By 25 September 2005:** From Parramatta (old interchange) via Smith St, Macquarie St, Marsden Rd. Unaltered on return.
- **From 19 February 2006** (*opening of new Parramatta interchange*): To approach Parramatta from Church St via Phillip St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new interchange. Reverse on return.
- **From 31 January 2007:** Ex Epping from Pennant Pde via Carlingford Rd, Pennant Hills Rd. Unaltered on return.

Timetable Summary

4 December 2000 (*believed still in force in 2005*)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	30	M-F	Parramatta	5.36am	Epping	8.56pm	40-60*	
		Sat		6.00am		6.26pm	60	
		Sun		8.00am		5.55pm	50	

* More frequent in peak hours.

Route 625

PARRAMATTA – CARLINGFORD – PENNANT HILLS ■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005:

- Monday-Saturday daytime service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.
- Sunday service provided by combined 623/625.

25 September 2005: Retransferred to Hillsbus (Comfort DelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort DelGro Cabcharge in August 2005).

Streets

From 28 January 2005

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd (**Carlingford**), Railway St to Pennant Hills Station.

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Church St, George St, Smith St, Station St to Parramatta interchange.

Oatlands (Gollan Av) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Gollan Av, Belmore St, Bettington Rd, Statham Av, North Rocks Rd, Jenkins Rd to Pennant Hills Rd. Reverse on return.

Carlingford (Baker St & Jenkins St) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Baker St, Jenkins Rd to Pennant Hills Rd. Reverse on return.

Carlingford (Baker St & Moseley St) diversion (*selected off-peak trips*): Ex Parramatta from Pennant Hills Rd via Baker St, Moseley St to Pennant Hills Rd. Reverse on return.

North Rocks (Statham Av) diversion (*selected trips*): Ex Parramatta from Pennant Hills Rd via Bettington Rd, Statham Av, North Rocks Rd to Pennant Hills Rd. Reverse on return.

Timetable Summary

2005 (undated timetable during State Transit ownership)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pennant Hills	40	M-F	Parramatta	6.00am	Parramatta	7.12pm	60*	
		Sat		6.52am		5.25pm	120	
		Sun						A

* More frequent in peak hours.

A – Service provided by combined 623/625 (see under 623).

Route 626

PENNANT HILLS – CHERRYBROOK

PENNANT HILLS – DURAL (James Henty Dr)

- Extended to Castle Hill (selected weekday trips)

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes:

Pennant Hills – Cherrybrook (full time service)

Pennant Hills – Dural (James Henty Dr) (Monday-Saturday daytime service)

Selected Pennant Hills – Cherrybrook & Pennant Hills – Dural (James Henty Dr) trips extended on weekdays to Castle Hill.

25 September 2005: Retransferred to Hillsbus (Comfort DelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort DelGro Cabcharge in August 2005).

Streets

Pennant Hills – Cherrybrook (selected trips extended to Castle Hill)

From 28 January 2005 (based on earlier Harris Park Transport timetables & later Hillsbus timetables)

Off-peak & Saturday

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd (**West Pennant Hills**), Victoria Rd, New Line Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr, Purchase Rd to Hancock Dr (Cherrybrook). Reverse on return.

Morning peak hour

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd (**West Pennant Hills**), New Line Rd, Purchase Rd, Shepherds Dr (**Cherrybrook**), Kenburn Av, Macquarie Dr, Francis Greenway Dr, Boundary Rd, New Line Rd, Victoria Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills Station.

Afternoon peak hour & Sundays

Reverse of morning peak hour.

Castle Hill extension: From New Line Rd/Purchase Rd via New Line Rd, Hastings Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops. Return via McMullen Av, Old Northern Rd, Hastings Rd, New Line Rd to Purchase Rd.

Pennant Hills – Dural (James Henty Dr) (selected trips extended to Castle Hill)

From 28 January 2005 (based on earlier Harris Park Transport timetables & later Hillsbus timetables)

Via New Line Rd direct

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd (**West Pennant Hills**), New Line Rd, James Henty Dr (**Dural**), Wilkinson Av, Jenner Rd, New Line Rd, Boundary Rd, Pennant Hills Rd, Railway St to Pennant Hills.

Via Cherrybrook

From Pennant Hills (Railway St at station) via Pennant Hills Rd, Boundary Rd (**West Pennant Hills**), Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr, Wilkinson Av, Jenner Rd, New Line Rd, then reverse route to Pennant Hills Rd, then Railway St to Pennant Hills.

Castle Hill extension: From New Line Rd/James Henty Dr via New Line Rd, Hastings Rd, Old Northern Rd, Old Castle Hill Rd to Castle Towers shops. Return via McMullen Av, Old Northern Rd, Hastings Rd, New Line Rd to James Henty Dr.

Timetable Summary

2005 (undated timetable during State Transit ownership)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Pennant Hills-Cherrybrook†	Fr P Hills 24C 37A	M-F	Cherrybrook	5.41amP	Castle Hill	2.00pmH	B	
			Pennant Hills	10.00amA	Pennant Hills	9.01pmC		
		Sat	Cherrybrook	8.01am		4.49pm	9 trips	
		Sun	Pennant Hills	8.22am	Cherrybrook	3.22pm	5 trips	
Pennant Hills-Dural (James Henty Dr)†	14J 23N	M-F	Jas Henty Dr	5.37am	Castle Hill	2.07pm	D	
			Castle Hill	10.37am	Jas Henty Dr	8.12pm		
		Sat	Jas Henty Dr	7.57am	Pennant Hills	5.37pm	E	
		Sun						

Average day frequencies along common route:

M-F Pennant Hills-Castle Hill: 2 trips from Pennant Hills, 3 trips from Castle Hill, plus trips on school days.

* More frequent in peak hours.

† Selected trips extended to Castle Hill.

A – To Castle Hill via Cherrybrook.

B – Peak hours & day, Pennant Hills-Cherrybrook 50*. 1 return trip extended to Castle Hill. Plus extra trips Pennant Hills-Castle Hill on school days.

C – To Cherrybrook.

D – 12 trips (most trips via New Line Rd direct, but selected trips run via Cherrybrook). Trips extended to Castle Hill, 1 from Pennant Hills, 2 from Castle Hill.

E – 4 return trips. Plus first trip from Dural (James Henty Dr) to Pennant Hills via Cherrybrook & last trip from Pennant Hills to Dural (James Henty Dr) via Cherrybrook.

H – To Pennant Hills via Cherrybrook.

N – To Castle Hill via New Line Rd direct.

P – To Pennant Hills.

Route 627

PARRAMATTA – CARLINGFORD – CHERRYBROOK – DURAL (James Henty Dr)■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Peak hour service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes.

25 September 2005: Retransferred to Hillsbus (Comfort DelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort DelGro Cabcharge in August 2005).

Streets

From 28 January 2005 (based on Hillsbus 11 March 2007 timetable)

From Parramatta (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St (**North Parramatta**), Pennant Hills Rd (**Carlingford**), Castle Hill Rd (**West Pennant Hills**), New Line Rd, Boundary Rd, Francis Greenway Dr, Macquarie Dr, Kenburn Av, Shepherds Dr (**Cherrybrook**), Purchase Rd, New Line Rd, James Henty Dr, Wilkinson Av, Jenner Rd to New Line Rd (Dural).

From Dural (James Henty Dr at New Line Rd) via James Henty Dr, Wilkinson Av, Jenner Rd, New Line Rd, Purchase Rd, then reverse route to New Line Rd/Victoria Rd, then Victoria Rd, Cardinal Av, Pennant Hills Rd, Church St, George St, Smith St, Station St to Parramatta interchange.

Kingsdene Estate (Bettington Rd) diversion (selected afternoon peak hour trips): Ex Parramatta from Pennant Hills Rd via Bettington Rd, North Rocks Rd, Oakes Rd, Eaton Rd, Karloon Rd, Eaton Rd to Pennant Hills Rd. Reverse on return.

Timetable Summary

2 April 2001 (believed to still apply in 2005)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Dural (James Henty Dr)	59	M-F	Jas Henty Dr	6.44am	Parramatta	5.15pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dural (James Henty Dr), afternoon both directions).

Route 628

EPPING – CARLINGFORD (North Rocks Rd) via Ray Rd■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Weekday service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes. Shared Epping-Carlingford with 629.

25 September 2005: State Transit confirmed as permanent operator.

4 November 2007: Replaced by 546 & 549 as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes.

Streets

From 25 September 2005

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, North Rocks Rd (**Carlingford**), Benghazi Rd, Alamein Av, Pennant Hills Rd, Dunrossil Av, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Carlingford Court diversion (off-peak): From Pennant Hills Rd/Alamein Av via Pennant Hills Rd, Carlingford Rd, Rembrandt St to Dunrossil Av.

Timetable Summary

25 September 2005

Epping – Carlingford via Ray Rd routes

628, 629

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
628: Epping-Carlingford (North Rocks Rd)	25 round trip	M-F	Epping	5.36am	Nth Rocks Rd	8.24pm	60*	
		Sat						A
		Sun						A
629: Epping-Carlingford-North Rocks	47 round trip	M-F	North Rocks	5.39am	Epping	9.58pm	60*	B
		Sat	Epping	6.50am	North Rocks	7.13pm	60	
		Sun		8.50am	Epping	5.50pm	60	C

Average day frequencies along common route:

M-F Epping-Carlingford (628, 629) 30.

Sat Epping-Carlingford (629) 60.

Sun Epping-Carlingford (629) 60.

* More frequent in peak hours.

A – Weekend service provided by 629.

B – Between Carlingford & North Rocks, ran anti-clockwise in morning peak hour. Ran clockwise in day & afternoon peak hour.

C – Plus short-working/s before first trip shown.

Route 629

EPPING – CARLINGFORD – NORTH ROCKS via Ray Rd■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005: Full time service transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of ex-Harris Park Transport's routes. Shared Epping-Carlingford with 629.

25 September 2005: State Transit confirmed as permanent operator.

4 November 2007: Replaced by 546 & 549 as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes.

Streets

From 25 September 2005

Morning peak hour (anti-clockwise loop in Carlingford/North Rocks)

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, North Rocks Rd, Watts St, Blackburn Av, New North Rocks Rd (**North Rocks**), McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Lindisfarne Cr, Parkland Rd, Woodstock Av, Pennant Hills Rd, North Rocks Rd, Benghazi Rd (**Carlingford**), Alamein Av, Rembrandt St (**Carlingford Court**), Milton St, Keats St, Eyles St, McKechnie St, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Afternoon peak hour (clockwise loop in Carlingford/North Rocks)

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, McKechnie St, Eyles St, Keats St, Milton St, Rembrandt St (**Carlingford Court**), Carlingford Rd, Pennant Hills Rd, Woodstock Av, Parkland Rd, Lindisfarne Cr, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd (**North Rocks**), Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Off-peak & weekends (clockwise loop in Carlingford/North Rocks)

From Epping (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, McKechnie St, Eyles St, Keats St, Milton St, Rembrandt St (**Carlingford Court**), Carlingford Rd, Pennant Hills Rd, Woodstock Av, Parkland Rd, Lindisfarne Cr, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Carlingford Rd, Rembrandt St (**Carlingford Court**), Dunrossil Av, Pennant Pde, Alamein Av, Benghazi Rd (**Carlingford**), North Rocks Rd, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

Timetable Summary

See 628

Route 630

BLACKTOWN – BAULKHAM HILLS – EPPING – MACQUARIE CENTRE■

[See Note re ownership of routes 620 & 623-630 above.]

Timeline

28 January 2005:

- The ex-Harris Park Transport's share transferred from Hillsbus (National Express Group) on a caretaker basis, when Hillsbus (National Express Group) was unable to continue operation of the ex-Harris Park Transport's routes. The other share was owned by Hillsbus (National Express Group) in its own right.
- Hillsbus (National Express Group) & State Transit then became joint operators. The overall service ran weekday daytime.
- Route had been known as a "Red Arrow" express until about the time of transfer of the ex-Harris Park Transport's share to State Transit.

25 September 2005: Fully retransferred to Hillsbus (Comfort DelGro Cabcharge), following negotiations between Government & Hillsbus (after its transfer from National Express Group to Comfort DelGro Cabcharge in August 2005).

Streets

From 28 January 2005

From Blacktown (interchange) via bus bridge, Patrick St, Newton Rd, Main St, Blacktown Rd, Wall Park Av, Seven Hills Rd [part now Prospect Hwy] (**Seven Hills**), Station Rd, Powers Rd, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Old Northern Rd (**Baulkham Hills**), Cross St, Cook St,

Park Rd, Renown Rd, Barclay Rd, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Carlingford Rd (**Carlingford**), Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, then reverse route to Blacktown.

Trips via Abbott Rd (*peak hours*): Ex Blacktown from Seven Hills Rd via Abbott Rd, Old Windsor Rd, Caroline Chisholm Dr. Reverse on return.

Timetable Summary

28 January 2005

Full timetable – trips by both operators

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Macquarie Centre	62	M-F	Macquarie Ctr	6.45amB	Blacktown	4.32pmM 5.50pmH	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Blacktown-Macquarie Centre, plus various short-workings (including Seven Hills-Powers Rd). Day, Blacktown-Macquarie Centre 75. Plus short-working/s before first trip shown.

B – To Blacktown.

H – To Baulkham Hills,

M – To Macquarie Centre.

Route 994

RYDE Post Office – RYDE Station via Victoria Rd ■

- **Extended to St Charles Church, Ryde (selected trips on Sundays, 1942-?)**

(Ryde Post Office is located in what is also referred to as Top Ryde.)

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

13 July 1941: Full time service renumbered from 94, as part of the renumbering into the short-lived, original three-digit route number system.

1 March 1942: Selected Sunday trips extended to St Charles Church, Victoria Rd, Ryde (when ceased?).

27 September 1942: As a wartime economy measure:

- 994 & 996 combined as 995 on Sundays.
- Similarly combined in off-peak from 19 October 1942.
- 994 then ran in peak hours only.

16 April 1944: As part of the renumbering into the standard three-digit (now Sydney Region) route number system:

- 994 renumbered 454.
- 995 (combined 994/996) renumbered 455.

Streets

Likely route: same as 94.

Route 995

RYDE Post Office – RYDE Station – WEST MEADOWBANK via Bowden St■

- **Extended to St Charles Church, Ryde** (*selected trips on Sundays*)
(*Ryde Post Office is located in what is also referred to as Top Ryde.*)
(*Ryde Station was renamed West Ryde in October 1945.*)
(*West Meadowbank has been known as Melrose Park since about the early 1970s.*)

Timeline

27 September 1942: As a wartime economy measure:

- 994 & 996 combined as 995 on Sundays.
- Similarly combined in off-peak & Saturday afternoon from 19 October 1942.
- These numbers were part of the short-lived, original three-digit route number system.

16 April 1944: Renumbered 455 as part of the renumbering into the standard three-digit (now Sydney Region) route number system.

Streets

From 27 September 1942

From Ryde Post Office (Church St at Blaxland Rd?) via Church St, Blaxland Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Victoria Rd, Adelaide St, Andrew St, Lancaster Av to Parer St (West Meadowbank).

From West Meadowbank (Parer St) via Cobham Av, Andrew St, Adelaide St, Victoria Rd, Ryedale Rd, Herbert St, Anzac Av, Victoria Rd, Church St to Ryde.

Alteration

From 18 October 1942: Ex Ryde Post Office from Victoria Rd via Bowden St, Parkes St, Orchard St, Forster St, Wattle St, Ryedale Rd.

Route 996

RYDE Post Office – RYDE Station – WEST MEADOWBANK via Parkes St■

- **Extended to St Charles Church, Ryde** (*selected trips on Sundays, from 1942*)
(*Ryde Post Office is located in what is also referred to as Top Ryde.*)
(*Ryde Station was renamed West Ryde in October 1945.*)
(*West Meadowbank has been known as Melrose Park since about the early 1970s.*)

Timeline

13 July 1941: Full time service renumbered from 96, as part of the renumbering into the short-lived, original three-digit route number system.

1 March 1942: Selected Sunday trips extended to St Charles Church, Victoria Rd, Ryde (when ceased?).

27 September 1942: As a wartime economy measure, 994 & 996 combined as 995 on Sundays. Similarly combined in off-peak from 19 October 1942. 996 then ran in peak hours only.

16 April 1944: As part of the renumbering into the standard three-digit (now Sydney Region) route number system:

- 996 renumbered 456.
- 995 (combined 994/996) renumbered 455.

Streets

From 13 July 1941: Likely route: same as 96.

Alterations

- *From 9 November 1941:* Extended in West Meadowbank from Parer St via Cobham Av to Batten Av.
- *From 5 January 1942:* Extension from Parer St to Batten Av ceased.