



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 City & City to Darling Harbour

**Routes 21, 111, 332, 333, 390-393, 410, 417, 427-430, 443, 448, 456, 555, 666,
777, 888, 998, 999**

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

&

Blue route, Yellow route

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.

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

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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 21

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

Timeline

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

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

15 November 1997: Replaced by 443.

Streets

From (?)

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

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

Timetable Summary

After 18 August 1995

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

Route 111

CITY (Wynyard) – CITY (St James Station) (CROSS-CITY LOOP SERVICE) ■

Timeline

28 August 1967: Weekday daytime cross-City service commenced by Department of Government Transport.

31 May 1968: Ceased due to low patronage.

Streets

By 28 August 1967

From City (Wynyard) (York St at Wynyard Park) via York St, King St, Elizabeth St, Martin Pl, Macquarie St (**St James Station**), Queens Square, St James Rd, Elizabeth St, Market St, Clarence St, Jamison St, York St to Wynyard Park (City).

Timetable Summary

28 August 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (St James) Loop	18 round trip	M-F	Wynyard	9.00am	St James	4.09pm	10	
		Sat						
		Sun						

Route 332

CITY (Queen Victoria Building) – KINGS CROSS ■

Timeline

6 February 2000: Thursday, Friday & Saturday night midnight-to-dawn service curtailed from 333 & renumbered. Operated by State Transit Authority.

20 July 2000: Ceased.

Route 333

CITY (The Rocks) – KINGS CROSS ■

Timeline

31 October 1996: Thursday, Friday & Saturday night midnight-to-dawn service commenced by State Transit Authority.

6 February 2000:

- Curtailed to run City (Queen Victoria Building) – Kings Cross.
- Renumbered 332 to avoid duplication with 333 Chatswood – Parramatta “Red Arrow”.

Streets

From 31 October 1996

From City (The Rocks) (George St/Argyle St) via George St, Park St, William St, Darlinghurst Rd, Bayswater Rd to (?) (Kings Cross). Reverse on return.

Timetable Summary

31 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (The Rocks)-Kings Cross	24	M-F	Kings Cross	11.45pm	The Rocks	4.45am	30	A
		Sat		11.45pm		4.45am	30	A
		Sun						

A – Thursday, Friday & Saturday nights. Plus short-working/s before first trip & after last trip shown.

Route 390

PYRMONT (Bayview St) – CITY – WOOLLOOMOOLOO via Pyrmont Bridge & Grosvenor St, City

- **Extended to Garden Island (selected trips from 1943)**

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

Timeline

12 October 1942: Peak hour service, supplementary to 392, commenced by Department of Road Transport & Tramways.

Circa 3 May 1943: Extended from Woolloomooloo to Garden Island.

15 March 1948 (*see note † below*):

- Trips *from* Pyrmont (Bayview St) (or short-workings) *to* Garden Island renumbered 393.
- Trips in reverse direction retained route number 390.

29 December 1959: As part of renumbering Pyrmont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 090.

Note †: Article “Pyrmont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

By 23 April 1944

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

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Market St, then reverse route to Bayview St (Pyrmont).

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

1950s (based on 090 timetable of 4 October 1960)

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

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

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

Route 391

DARLINGHURST – WOOLLOOMOOLOO■

- **Extended to Garden Island (selected trips (?) from 1943)**

Timeline

17 August 1942: Peak hour service, supplementary to 392, commenced **Department of Road Transport & Tramways**.

16 September 1942: Selected trips (?) extended from Woolloomooloo to Garden Island.

15 March 1948 (*see note † below*):

- Trips *from* Pymont (Bayview St) or short-workings *to* the Graving Dock on Garden Island, renumbered 393.
- Trips in reverse direction retained route number 391.

29 December 1959: Renumbered 091 as part of renumbering Pymont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series:

Streets

1950s (based on 090 timetable of 4 October 1960)

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

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

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

Route 392

PYRMONT (Bayview St) — WOOLLOOMOOLOO via Pymont Bridge■

- **Via Millers Point (from 1942)**
- **Extended to Garden Island (selected trips (?) from 1943)**

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

Timeline

12 May 1940:

- Pymont (Bayview St) – City – Woolloomooloo renumbered from 192, as part of renumbering of Eastern Suburbs routes into the 300-399 series.
- Based on 1935 timetable for 192, hours of operation were probably daytime Monday-Saturday.
- Supplemented by 390 (from 12 October 1942), 391 (from 17 August 1942) & 393 (from 15 March 1948).
- Operated by **Department of Road Transport & Tramways**.

12 October 1942: Rerouted via Millers Point.

Circa 3 May 1943: Extended from Woolloomooloo to Garden Island.

15 March 1948 (*see note † below*):

- Trips *from* Pymont (Bayview St) or short-workings *to* the Graving Dock on Garden Island, renumbered 393.
- Trips in reverse direction retained route number 392.

17 September 1956: Hours of service reduced to:

Peak hours (full route)

Saturday (morning?) (Pymont (Bayview St) – City (Wynyard)).

29 December 1959: As part of renumbering Pymont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 092.

Note †: Article “Pymont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

Pymont (Bayview St) – Woolloomooloo via Grosvenor St, City

From 1 May 1940

From Pymont (Bayview St) via Bowman St Cross St, Scott St, Harris St, Union St, Pymont Bridge, Clarence St, Jamieson St, Lang St, Grosvenor St (**City**), George St, Bridge St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr [former street linking Cowper Wharf Roadway & Sir John Young Cr], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, then reverse route to Pyrmont.

Pyrmont (Bayview St) – City (Millers Point) – Woolloomooloo

From 12 October 1942 (based on 23 April 1944 timetable)

From Pyrmont (Bayview St) via Point St, Bowman St, Cross St, Scott St, Harris St, Union St, Pyrmont Bridge, Market St, Clarence St, Kent St, Argyle St (**Millers Point**), George St North, George St, Bridge St (**City**), Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cres, Lincoln Cr [former street linking Sir John Young Cr & Cowper Wharf Roadway], Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Market St, then reverse route to Bayview St (Pyrmont).

Alteration

From 1943

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

1950s (partly based on 092 timetable of 4 October 1960)

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

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

Alteration

From 16 December 1957: Ex Woolloomooloo from Kent St via Erskine St, Clarence St, Jamison St, York St. Unaltered on return.

Route 393

DARLINGHURST – GARDEN ISLAND ■

PYRMONT (Bayview St) – GARDEN ISLAND ■

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

Timeline

15 March 1948 *(see note † below):*

- Peak hour service commenced by **Department of Road Transport & Tramways**.
- Used for trips *from* Pyrmont (Bayview St) via either Millers Point or Grosvenor St, City (or short-workings), or *from* Darlinghurst *to* Garden Island, which would have otherwise displayed 390, 391 or 392.
- Trips *from* Garden Island displayed 390 (to Pyrmont (Bayview St) via Grosvenor St, City), 391 (to Darlinghurst) or 392 (to Pyrmont (Bayview St) via Millers Point) or short-workings.

29 December 1959: As part of renumbering Pyrmont – City – Woolloomooloo – Darlinghurst routes into the Industrial route number series, renumbered 093.

Note †: Article “Pyrmont Transport History” Part 2 in *Australian Bus* issue no 37 for January/February 2010 suggests date was between 26 November 1949 & 17 September 1951.

Streets

Darlinghurst – Garden Island

From 15 March 1948 (see note † above):

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

Pyrmont (Bayview St) – Garden Island

From 15 March 1948 (see note † above):

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

Route 410

CITY (Queen Victoria Building) – DARLING HARBOUR

Timeline

1 January 1989: Daily (10am to 10pm) [tourist] service commenced by **Urban Transit Authority** on trial for the benefit of those attending Festival of Sydney activities.

31 January 1989: Days of service reduced to weekends.

26 February 1989: Ceased.

1 October 1989: Resumed (days of service?).

24 February 1990: Ceased.

Timetable Summary

1 January 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Darling Harbour		M-F	Hours of service: 10am to 10pm				10	
		Sat	Hours of service: 10am to 10pm				10	
		Sun	Hours of service: 10am to 10pm				10	

* More frequent in peak hours.

Route 417

CITY (Circular Quay) – CITY (Country train platforms, Central Railway) via Pitt St, return via Castlereagh St

Timeline

2 March 1959: Full time service commenced by **Department of Government Transport**, partly replacing 427 & 428. Shared most of route with 427.

27 October 1985: Weekend service ceased.

6 February 1987: Replaced by 430 running via George St, as part of rearrangement of City routes upon opening of Pitt St pedestrian mall.

Streets

From 2 March 1959 (based on 27 February 1961 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway ramp to Country train platforms, Central Railway (City).

From City (Country train platforms, Central Railway) via Railway ramp, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

27 February 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Country train platforms, Central Railway)		M-F	Central Rly	7.40am	Circular Quay	11.23pm	5*	
		Sat	Circular Quay	7.49am		11.33pm	AM 10 PM 30	
		Sun	Central Rly	7.38am		11.22pm	30	

* Or more frequent.

27 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Country train platforms, Cent Rly)	13	M-F	Central Rly	7.40am	Central Rly	6.00pm	5-6	
		Sat						
		Sun						

Route 427

CITY (Circular Quay) – CITY (Eddy Av, Central Railway) via Pitt St, return via Castlereagh St

Timeline

30 September 1957: City (Spring St) – City (Goulburn St) [hours?] commenced by **Department of Government Transport**, as part of replacement of Circular Quay – Railway Colonnade tram service by buses. Supplementary to 428.

12 May 1958: Extended to run City (Spring St) – City (Eddy Av, Central Railway).

2 March 1959: Hours of service reduced to weekday daytime, mainly peak hours & lunchtime supplementary trips.

12 October 1970:

- Extended to run City (Circular Quay) – City (Eddy Av, Central Railway), (partly?) replacing 428.
- List as at 26 May 1971 shows route still as City (Spring St) – City (Eddy Av, Central Railway).
- By November 1977, ran limited service in morning peak hour and weekday lunch time.

6 February 1987: Replaced by 430 running via George St, as part of rearrangement of City routes upon opening of Pitt St pedestrian mall.

Streets

From 30 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Eddy Av to Central Railway (City).

From City (Eddy Av, Central Railway) via Elizabeth St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

November 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Eddy Av, Central Railway)		M-F	Circular Quay	8.28am	Eddy Av, C/R	2.15pm	A	
		Sat						
		Sun						

A – Morning peak hour, from City (Circular Quay). Approx 1pm-2pm, frequent service (both directions).

Route 428

CITY (Circular Quay) – CITY (Eddy Av, Central Railway) via Pitt St, return via Castlereagh St

Timeline

29 September 1957: Full time service City (Spring St) – City (Eddy Av, Central Railway) commenced by **Department of Government Transport**, as part of replacement of Circular Quay – Railway Colonnade tram service by buses. Supplemented by 427.

19 July 1959: Ceased officially, but noted displayed at times (possibly peak hours & lunchtime supplementary trips) until 427 extended to City (Circular Quay) on 12 October 1970.

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Eddy Av to Central Railway (City)

From City (Eddy Av, Central Railway) via Elizabeth St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

29 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Eddy Av, Central Railway)	11	M-F	Circular Quay	6.50am	Circular Quay	11.23pm	3-6*	
		Sat		7.49am		11.24pm	AM 5-8 PM 15	
		Sun	Eddy Av	7.37am	Eddy Av	11.07pm	15	

* More frequent in peak hours.

Route 429

CITY (various termini) – CITY (Railway Square) via George St

Timeline

24 November 1958:

- Part time service commenced by **Department of Government Transport** as part of replacement of tram services along George St, City by buses. Supplementary to 430-440.
- From 1966 to 1968 route shown on timetable covers, but no trips listed. Subsequently, the only available timetable to list trips on 429 was dated October 1980.

6 February 1987: Replaced by 430 as part of rearrangement of City routes upon opening of Pitt St pedestrian mall. 417 & 427 ceased at same time.

Streets

City (Circular Quay) – City (Railway Square) (selected trips extended to City (Fort Macquarie)?)

City (Millers Point) – City (Railway Square)

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St to Railway Square (City). Reverse on return.

City (Fort Macquarie) extension: From Circular Quay via Circular Quay East to Fort Macquarie. Reverse on return.

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St to Railway Square (City).

From City (Railway Square) via George St, George St North, Lower Fort St, Argyle St (Millers Point, City).

Alterations

- **By 24 May 1981:** Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- **29 January 1986:** Rerouted via George St North instead of Circular Quay West.

Timetable Summary

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)-City (Railway Square)†	13	M-F	Circular Quay	8.52am	Railway Sq	4.39pm	A	
		Sat						
		Sun						

† Selected trips extended to City (Opera House).

A – Peak hours, limited service. Approx 12 noon-3pm, frequent service (both directions, to/from City (Circular Quay, Opera House or Millers Point)).

Route 430

CITY (Circular Quay) – CITY (Country train platforms, Central Railway) via George St

Timeline

8 February 1987:

- Curtailed from route in previous entry, replacing 417 & 427, as part of rearrangement of City routes upon opening of Pitt St pedestrian mall.
- Ran daytime weekdays.
- Operated by **Urban Transit Authority**.

29 August 1994: Partly replaced by revived 456 City (Circular Quay) – Darling Harbour (Temporary Casino).

Streets

From 8 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Campbell St, Pitt St, Railway ramp to Country train platforms, Central Railway (City).

From City (Country train platforms, Central Railway) via Railway ramp, Hay St, George St, Alfred St to Circular Quay (City).

Timetable Summary

8 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Country train platforms, Cent Rly)	16	M-F	Central Rly	7.37am	Circular Quay	5.41pm	5-6	
		Sat						
		Sun						

Route 430

CITY (Queen Victoria Building) – CITY (Walsh Bay) via George St■

Timeline

27 December 2003: Full time service commenced by **State Transit Authority**.

26 February 2006: Ceased. Other routes along George St provided a similar service.

Streets

From 27 December 2003

From City (Queen Victoria Building) (George St) via George St, Argyle St, Argyle Pl, Dalgety Rd, Towns Pl, Hickson Rd to Wharf Theatre (Walsh Bay, City).

From City (Walsh Bay) (Hickson Rd at Wharf Theatre) via Hickson Rd, Towns Pl, Dalgety Rd, Argyle Pl, Lower Fort St, Argyle St, George St, Market St, Druitt St, George St to Queen Victoria Building (City).

Timetable Summary

27 December 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-City (Walsh Bay)	10	M-F	Q Vic Bldg	6.41am	Walsh Bay	10.40pm	20	
		Sat		8.41am		10.30pm	30	
		Sun		9.40am		7.00pm	30	

Route 443

CITY (various termini) – PYRMONT (various termini)■

Timeline

30 September 1994: Full time service, City (Queen Victoria Building) – Pyrmont (clockwise loop via temporary Casino), commenced by **State Transit Authority**.

10 September 1995: Extended in City from Queen Victoria Building to Circular Quay.

16 November 1997: Loop around Pyrmont rerouted to run in opposite direction (anti-clockwise), upon opening of Star City Casino. Replaced 21.

28 June 1998: City terminus altered from Circular Quay to Gresham St.

By April 2001: City terminus reverted from Gresham St to Circular Quay.

12 October 2003:

- Rerouted in Pyrmont to terminate at Maritime Museum instead of previous loop.
- Replaced part of 888 from 11 October 2003.

4 October 2015: Amalgamated with 389 as 389, Pyrmont (Maritime Museum) – City – Paddington – North Bondi, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 30 September 1994

City (Queen Victoria Building) – Pyrmont (Temporary Casino)

Likely route

From City (Queen Victoria Building) (York St) via Druitt St, Kent St, Market St, Western Distributor, Harris St (Pyrmont), Pirrama Rd (Temporary Casino), Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

City (Circular Quay) – Pyrmont (Temporary Casino)

From 10 September 1995

From City (Circular Quay) (Alfred St) via George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St (Pyrmont), Pirrama Rd (Temporary Casino), Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alteration

By 19 February 1996: To approach City (Circular Quay) from George St via Bridge St, Phillip St to Alfred St. Unaltered on return.

City (Circular Quay) – Pyrmont (Star City)

Alterations

- **From 16 November 1997:** Ex City (Circular Quay) from Harris St via Pyrmont Bridge Rd, Murray St, Pirrama Rd (Star City), Harris St, Pyrmont Bridge Rd, Pyrmont St.
- **From 28 June 1998:** City terminus altered from Circular Quay to Gresham St (streets?).
- **By August 2000:** Ex Pyrmont (Star City) from Harris St via Fig St, Western Distributor, Sussex St. Unaltered on return.
- **By August 2000:** To approach City (Circular Quay) from Bridge St via Loftus St to Alfred St. Return via Alfred St.

City (Circular Quay) – Pyrmont (Maritime Museum)

By 12 October 2003

From City (Circular Quay) (Alfred St) via George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St, Pirrama Rd to Maritime Museum (Pyrmont).

From Pyrmont (Maritime Museum) via Pirrama Rd, Harris St, Western Distributor, Sussex St, Market St, George St, Bridge St, Loftus St to Alfred St (Circular Quay, City).

Alterations

- **By 30 April 2006:** Ex Pyrmont (Maritime Museum) from Western Distributor via King St, George St. Unaltered on return.
- **By 21 March 2010:** To approach City from George St via Bridge St to near Loftus St. Return from Alfred St via George St.

Timetable Summary

10 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Pyrmont (Temporary Casino)	36 round trip	M-F	Circular Quay	6.00am	Temp Casino	11.57pm	20	A
		Sat		6.00am		12.36am	20	
		Sun		8.00am		10.17pm	20	

A – Extra trip Friday night.

12 October 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Pyrmont (Maritime Museum)	22	M-F	Circular Quay	6.00am	Circular Quay	1.00am	15*	
		Sat		6.00am		1.00am	20	
		Sun		6.00am		1.00am	20	

* More frequent in peak hours.

Route 448

CITY (Queen Victoria Building) – PYRMONT (Star City) ■

Timeline

15 October 2007: Peak hour service commenced by **State Transit Authority**.

4 October 2015: Replaced by extended 389, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 15 October 2007

From City (Queen Victoria Building) (York St) via Druitt St, Western Distributor, Pyrmont Bridge Rd, Pyrmont St, Jones Bay Rd, Pirrama Rd to Star City (Pyrmont).

From Pyrmont (Star City) via Pirrama Rd, Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

Timetable Summary

15 October 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Pyrmont (Star City)	8	M-F	Q Vic Bldg	7.00am	Star City	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Pyrmont (Star City)).

Route 456

CITY (Circular Quay) – DARLING HARBOUR (Temporary Casino) ■

Timeline

29 August 1994: Weekday (?) service commenced by **State Transit Authority**, partly replacing 430.

28 July 1996: Rerouted in a loop to include Powerhouse Museum (Harris St, Ultimo).

15 November 1997: Replaced by new 888.

Streets

From 28 July 1996

From City (Circular Quay) (Alfred St) via Alfred St, George St, Ultimo Rd, Darling Dr, Murray St, Foreshore [now Pirrama] Rd to temporary Casino (**Darling Harbour**), then Foreshore Rd, Murray St, Union St, Pyrmont Bridge Rd, Pyrmont St, Quarry St, Harris St (**Ultimo**), Ultimo Rd, George St, Alfred St (?) to Phillip St (Circular Quay, City).

Timetable Summary

28 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Darling Harbour (Temporary Casino)	49 round trip	M-F	Circular Quay	9.00am	Temp Casino	2.23pm	15	
		Sat		10.00am		5.23pm	30	
		Sun		10.00am		5.23pm	30	

* More frequent in peak hours.

Route 555

FREE CITY SHUTTLE: Circular Quay – Eddy Av, Central Railway bidirectional loop via George St & Elizabeth St ■

Timeline

3 December 2008: Daily daytime (& Thursday night) free bidirectional loop commenced by **State Transit Authority**.

31 August 2013: Altered to run City (Circular Quay) – City (Eddy Av, Central Railway) via George St only,

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

Streets

From 3 December 2008

Clockwise trips

From City (Circular Quay) (Alfred St at Young St) via Phillip St, Elizabeth St, Eddy Av (**Central Railway, City**), Rawson Pl, George St, Bridge St, Young St to Circular Quay (City).

Anti-clockwise trips

Reverse of clockwise route.

Timetable Summary

3 December 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Eddy Av, Central Railway)‡		M-F	Hours of service: 9.30am to 3.30pm				10	A
		Sat	Hours of service: 9.30am to 6.00pm				†	
		Sun	Hours of service: 9.30am to 6.00pm				†	

† Frequent service.

‡ Hours of service & frequency apply in each direction (clockwise & anti-clockwise).

A – Extra trips Thursday nights (hours of service extended to 9.00pm).

Route 666

CITY (Wynyard) – ART GALLERY of New South Wales – DOMAIN BATHS

Timeline

21 September 1981: Free daily daytime service, City (Wynyard) – Art Gallery of New South Wales commenced.

By 9 May 1988: Extended from Art Gallery of New South Wales to Domain Baths.

3 December 1989:

- Ceased to be a free service.
- Days of service reduce to weekdays.

7 February 1993: Renumbered 888.

Streets

City (Wynyard) – Art Gallery of New South Wales

From 21 September 1981

From City (Wynyard) (Hunter St near George St) via Hunter St, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd to Art Gallery of New South Wales.

From Art Gallery of New South Wales via Art Gallery Rd, Prince Albert Rd, Queens Square, St James Rd, Elizabeth St, Market St, George St, Hunter St to near George St (Wynyard, City).

City (Wynyard) – Domain Baths

Alteration

From ?: Extended from Art Gallery of New South Wales via Mrs Macquaries Rd to Domain Baths. Reverse on return.

By 9 May 1988

From City (Wynyard) (George St at Hunter St) via George St, Bridge St, Pitt St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd (**Art Gallery of New South Wales**), Mrs Macquaries Rd to Domain Baths.

From Domain Baths via Mrs Macquaries Rd, Art Gallery Rd, Prince Albert Rd, Queens Square, St James Rd, Elizabeth St, Market St, George St to Hunter St (Wynyard, City).

From 3 December 1989

From City (Wynyard) (York St at Wynyard Park) via York St, King St, Castlereagh St, Park St, College St, Prince Albert Rd, Art Gallery Rd (**Art Gallery of New South Wales**), Mrs Macquaries Rd to Domain Baths.

From Domain Baths via Mrs Macquaries Rd, Art Gallery Rd, Prince Albert Rd, Queens Square, St James Rd, Elizabeth St, Market St, George St, Grosvenor St, York St Wynyard Park (City).

By 5 August 1990

Alteration

Reverted to route as at 9 May 1988.

Timetable Summary

21 September 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Art Gallery of New South Wales		M-F	Wynyard	10.10am	Art Gallery	5.00pm	30	
		Sat		10.10am		5.00pm	30	
		Sun		12.10pm		5.00pm	30	

4 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Domain Baths		M-F	Wynyard	9.53am	Art Gallery	5.05pm	15	
		Sat						
		Sun						

5 August 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Domain Baths		M-F	Wynyard	10.10am	Art Gallery	5.05pm	30	
		Sat						
		Sun						

Route 777

CITY (Wynyard) – DOMAIN PARKING STATION (“BLUE CIRCLE”)■

Timeline

5 December 1975: Free off-peak service commenced on a trial basis.

3 December 1989: Ceased due to low patronage. 311 provided a similar service.

Streets

From 5 December 1975

From City (Wynyard) (York St at Wynyard Park) via York St, King St, Pitt St, Park St, Haig Av [former street], Sir John Young Cr (**Domain Parking Station**), Cahill Expwy, Macquarie St, Queens Square, St James Rd, Elizabeth St, Market St, Clarence St, Margaret St, York St to Wynyard Park (City).

Alteration

From 8 February 1987 (opening of Pitt St pedestrian mall): Ex City (Wynyard) from King St via Castlereagh St, Park St.

Timetable Summary

9 May 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Domain Parking Station		M-F	Domain P/Stn	9.13am	Wynyard	4.00pm	10	
		Sat						
		Sun						

Route 888

CITY (Wynyard) – ART GALLERY of New South Wales – DOMAIN BATHS■

Timeline

7 February 1993: Off-peak service renumbered from 666.

By March 1996: Rerouted via Circular Quay.

16 November 1997: Replaced by daily daytime extension of 441 from City (Queen Victoria Building) to Domain Baths.

Streets

From 7 February 1993 (based on previous 666 timetable)

From City (Wynyard) (George St at Hunter St) via George St, Bridge St, Pitt St, Hunter St, Macquarie St, Queens Square, Prince Albert Rd, Art Gallery Rd (**Art Gallery of New South Wales**), Mrs Macquaries Rd to Domain Baths.

From Domain Baths via Mrs Macquaries Rd, Art Gallery Rd, Prince Albert Rd, Queens Square, St James Rd, Elizabeth St, Market St, George St to Hunter St (Wynyard, City).

Alteration

By March 1996: From City (Wynyard) via George St, Alfred St (**Circular Quay**), Phillip St, Bent St, Macquarie St.

Timetable Summary

March 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Domain Baths		M-F	Wynyard	9.40am	Art Gallery	5.05pm	30	
		Sat						
		Sun						

Route 888

CITY (various termini) – PYRMONT (Star City) ■

Timeline

16 November 1997: Daily daytime service, City (Circular Quay) – Pyrmont (Star City) commenced, replacing 456.

1 December 2002: City terminus altered to Gresham St.

11 October 2003: Ceased. Partly replaced by existing 443.

Streets

City (Circular Quay) – Pyrmont (Star City)

From 16 November 1997

From City (Circular Quay) (Alfred St at Young St) via Phillip St, Elizabeth St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St, Pyrmont Bridge Rd, Murray St, Pirrama Rd to Star City (Pyrmont).

From Pyrmont (Star City) via Pirrama Rd, Murray St, Darling Dr, Pier St, Harbour St, Bathurst St, George St, Alfred St to Young St (Circular Quay, City).

Alterations

- By August 2001:* To approach City (Circular Quay) from George St via Bridge St, Young St to Alfred St. Unaltered on return.
- By July 2002:* From Darling Dr via Exhibition Centre bus stop, then Pier St.

City (Gresham St) – Pyrmont (Star City)

Alteration

From 1 December 2002 (likely route): To approach City from Bridge St via Pitt St, Spring St, Gresham St. Return from Gresham St via Bridge St, Pitt St, Hunter St, Castlereagh St, Market St, York St, Druitt St, Clarence St, Market St.

Timetable Summary

16 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Pyrmont (Star City)	40 round trip	M-F	Circular Quay	9.34am	Star City	5.46pm	10	
		Sat		9.34am		5.46pm	10	
		Sun		9.34am		5.46pm	10	

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Pyrmont (Star City)	44 round trip	M-F	Circular Quay	9.38am	Star City	4.30pm	10	
		Sat		9.38am		4.30pm	10	
		Sun		9.38am		4.30pm	10	

Route 998

CITY (The Rocks) – CITY (Queen Victoria Building)

Timeline

By 2 April 2010: Late Friday night/early Saturday morning & late Saturday night/early Sunday morning service commenced. Ran from The Rocks only.

(?): Ceased.

Streets

By 2 April 2010

From The Rocks (Cumberland St at Argyle St) via Cumberland St, Lower Fort St, Windmill St, Dalgety Rd, Towns Pl, Hickson Rd (**Walsh Bay**), George St North, George St, Essex St, Harrington St, Lang St, York St to Queen Victoria Building (City).

Timetable Summary

2 April 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (The Rocks)- City (Queen Victoria Building)	13	M-F	The Rocks	9.00pm	The Rocks	4.30am	LNs	
		Sat		9.00pm		4.30am	LNs	
		Sun						

LNs – Late Friday night/early Saturday morning & late Saturday night/early Sunday morning.

Route 999

KINGS CROSS – CITY (Railway Sq)

Timeline

By 2 April 2010: Midnight-to-dawn (early Saturday & Sunday mornings) service, Kings Cross – City (Town Hall) commenced. Ran *from* Kings Cross only.

By 29 September 2012: Extended to run Kings Cross – City (Railway Square). Continued to run *from* Kings Cross only.

(?): Ceased.

Streets

By 2 April 2010

From Kings Cross (Macleay St/Darlinghurst Rd) via Darlinghurst St, Bayswater Rd, Ward St, Craigend St, William St, George St to Town Hall (City).

Timetable Summary

2 April 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kings Cross-City (Town Hall)	18	M-F						
		Sat	Kings Cross	1.00am	Kings Cross	4.30am	MDs	
		Sun		1.00am		4.30am	MDs	

MDs – Midnight-to-dawn service.

Blue route

CITY (Wynyard) – CITY (Goulburn St) via Queens Square, then George St (CROSS-CITY LOOP SERVICE) ■

Timeline

13 October 1952:

- Weekday daytime (?) cross-City service commenced by Department of Government Transport.
- Shared most of route with Yellow route, but in opposite direction.

31 October 1952: Ceased due to low patronage. Yellow route continued via a similar route until 2 January 1953.

Streets

From 13 October 1952

From City (Wynyard) (George St) one-way loop via Hunter St, Elizabeth St, King St, **Queens Square**, St James Rd, Elizabeth St, Market St, George St, Goulburn St, Elizabeth St, Park St, George St to Hunter St (Wynyard, City).

Timetable Summary

13 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F	Wynyard	9.57am	Goulburn St	3.57pm	6	
		Sat						
		Sun						

Yellow route

CITY (Wynyard) – CITY (Goulburn St) via George St, then Queens Square (CROSS-CITY LOOP SERVICE) ■

Timeline

13 October 1952:

- Weekday daytime (?) cross-City service commenced by **Department of Government Transport**.
- Shared most of route with Blue route, but in opposite direction.

2 January 1953: Ceased due to low patronage.

Streets

From 13 October 1952

From City (Wynyard) (George St) one-way loop via George St, Market St, Elizabeth St, Goulburn St, George St, Park St, Elizabeth St, St James Rd (**Queens Square**), Macquarie St, Martin Pl, Elizabeth St, Hunter St to George St (Wynyard, City).

Alteration

From 13 October 1952: From Goulburn St via George St, Park St, Elizabeth St, Hunter St.

Timetable Summary

13 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F	Wynyard	10.00am	Goulburn St	3.24pm	6	
		Sat						
		Sun						

31 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F		?		?	5	A
		Sat						
		Sun						

A – Hours of operation understood to be daylight hours.