



SYDNEY BUS ROUTES

Brief histories from 1925 to the present of the routes and operators of private bus services in the metropolitan area of Sydney, NSW, Australia

Route Histories – routes ceased without replacement prior to formation of contract regions

Routes 449, 537, 621, 622, 707 & 747 in the Sydney Region Route Number System

This section contains details of routes numbered in the Sydney Region Route Number System, but which had ceased by the time that contract regions were formed in circa 2004.

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

All routes in this section have ceased.

Route 449

PETERSHAM – MARRICKVILLE METRO – SYDENHAM

Timeline

16 November 1987: New route, commenced coincident with the opening of Marrickville Metro shopping centre. Operated by Tempe Bus Service (Doug Nelson) (also trading as Transit Scenic Tours).

25 January 1990: Ceased without replacement.

Streets

From 16 November 1987

From Petersham (Trafalgar St at station) via Trafalgar St, Audley St, Stanmore Rd, Edgeware Rd, Murray St (**Marrickville Metro**), Edinburgh Rd, Bedwin Rd, Unwins Bridge Rd, Railway Rd, Burrows Av to near Gleeson Av (Sydenham).

From Sydenham (Burrows Av near Gleeson Av) via Gleeson Av bridge, Railway Pde, Marrickville Rd, Buckley Av, Sydenham Rd, Fitzroy St, Edinburgh Rd, Murray St (**Marrickville Metro**), Edgeware Rd, Stanmore Rd, Crystal St, Trafalgar St to Petersham station.

Timetable Summary

16 November 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Petersham-Sydenham	29 round trip	M-F	Sydenham	9.30am	Petersham	6.43pm	30	A
		Sat		9.30am		4.13pm	30	
		Sun						

A – Extra trips Thursday & Friday nights.

Route 537

CHATSWOOD – LANE COVE – WOOLWICH

Timeline

23 July 1990: New route, following parts of 536 & 538, commenced as part of general reorganisation of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

28 January 1992: Ceased without direct replacement, but covered by 536 & 538.

Streets

From 23 July 1990

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), 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 Pacific Hwy, then Brown St, Railway St to Chatswood station.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Woolwich	26	M-F	Woolwich	6.52am	Chatswood	5.40pm	60*	
		Sat		7.51am		6.20pm	60	A
		Sun	Chatswood	9.44am	Woolwich	4.27pm	3 trips	

* More frequent in peak hours.

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

Route 621

CITY (Queen Victoria Building) – NORTH ROCKS – NORTH PARRAMATTA via M2 Hills Motorway

Timeline

11 June 2002: Weekday peak hour & limited off-peak service commenced by Harris Park Transport (Moore family) under the “City Bus Direct” name.

8 October 2004: Ceased without replacement.

Streets

From 11 June 2002

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, Aiken Rd, Oakes Rd, North Rocks Rd (**North Rocks**), Church St to Albert St (North Parramatta).

From North Parramatta (Church St at Albert St) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Timetable Summary

11 June 2002

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)-North Parramatta	52	M-F	Nth Parramatta	6.54am	Q Vic Bldg	6.05pm	4 trips	A
		Sat						
		Sun						

A – Morning from North Parramatta, afternoon from City (Queen Victoria Building).

Route 622

CITY (Queen Victoria Building) – OATLANDS (Burnside shopping village) via M2 Hills Motorway & Pennant Hills Rd

Timeline

22 April 2002: Weekday peak hour & limited off-peak service commenced by Harris Park Transport (Moore family) under the “City Bus Direct” name.

8 October 2004: Ceased without replacement.

Streets

From 22 April 2002

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, Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, Dunrossil St, Pennant Hills Rd (**Carlingford**), Moseley St, Jenkins Rd, Pennant Hills Rd, Glencoe Av, Strathalbyn Dr, Blackwood Pl to Burnside shopping village (Oatlands).

From Oatlands (Strathalbyn Dr at Burnside Reserve) via Strathalbyn Dr, Blackwood Pl, Glencoe Av, Pennant Hills Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Timetable Summary

22 April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Vic Bldg)-Oatlands (Burnside shops)	48	M-F	Burnside shops	6.00am	Q Vic Bldg	7.05pm	8 trips	A
		Sat						
		Sun						

A – Morning from Oatlands (Burnside shopping village), afternoon from City (Queen Victoria Building).

Route 707

ETTALONG – PARRAMATTA (EXPRESS)

(Although Routes 707 & 747 principally served the Central Coast region, they were given numbers in the Sydney Region Route Number System because of the association of the route numbers with aircraft types. Other routes in the Central Coast region are numbered in a separate series.)

Timeline

6 June 1988: Limited weekday peak hour service commenced by a consortium of The Entrance Red Bus Service, Brisbane Water Coaches, Davis Coach Lines & Peninsula Bus Lines.

18 August 1988: Ceased without replacement.

Streets

The timetable did not specify the route, only locations of bus stops. So the following is the likely route based on bus stop locations and other relevant routes.

From 6 June 1988

From Ettalong (Memorial Club, Ocean View Rd) via Uligandi St, Barrenjoey Rd, West St (**Umina**), Ocean Beach Rd, Rawson Rd, Woy Woy Rd (**Woy Woy Bay**), Pacific Hwy, Sydney-Newcastle Fwy, Berowra on/off-ramp, Pacific Hwy, Coronation St, Station St (**Hornsby**), Pacific Hwy, Pennant Hills Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

From Parramatta (Darcy St at station) via Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Ettalong.

Old Sydney Town diversion: From Pacific Hwy via Old Sydney Town entrance road. Reverse on return.

Timetable Summary

6 June 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ettalong-Parramatta	115	M-F	Ettalong	6.15am	Parramatta	5.20pm	2 trips	
		Sat						
		Sun						

Route 747

BATEAU BAY (Bay Village shops) – SYDNEY AIRPORT (EXPRESS) (“Central Coast Airbus”)

(Although Routes 707 & 747 principally served the Central Coast region, they were given numbers in the Sydney Region Route Number System because of the association of the route numbers with aircraft types. Other routes in the Central Coast region are numbered in a separate series.)

Timeline

6 June 1988: Commenced by a consortium of The Entrance Red Bus Service, Brisbane Water Coaches, Davis Coach Lines & Peninsula Bus Lines.

By 4 December 1989: Operated entirely by The Entrance Red Bus Service.

2000: Ceased without direct replacement.

Streets

The timetable did not specify the route, only locations of bus stops. So the following route is the likely route based on bus stop locations and other relevant routes.

From 6 June 1988

From Bateau Bay (Bay Village shops) via The Entrance Rd, Terrigal Dr, **Central Coast [now Erina] Fair**, Karalta Rd, The Entrance Rd, George St, Victoria St, York St, Masons Pde, Dane Dr, Pacific Hwy, Sydney-Newcastle Fwy, Berowra on/off-ramp, Pacific Hwy, Coronation St, Station St (**Hornsby**), Pacific Hwy, Ryde Rd, Lane Cove Rd (**North Ryde**), Epping Rd, Longueville Rd (**Lane Cove**), Pacific Hwy (**North Sydney**), Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St (**City**), Prince Albert Rd, College St, Wentworth Av, Elizabeth St (**Central Railway**), Bourke St, O’Riordan St, Sir Reginald Ansett Dr, Keith Smith Av (**Domestic terminal**), Shiers Av, Qantas Dr to International terminal (Sydney Airport).

From Sydney Airport (International terminal) via Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av (**Domestic terminal**), Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, Bourke St, Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Wentworth Av, College St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Longueville Rd, then reverse route to Bay Village shops (Bateau Bay).

Timetable Summary

6 June 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bateau Bay (Bay Village shops)- Sydney Airport	180	M-F	Bay Village	4.30am	Sydney Airport	6.00pm	5 trips	
		Sat		6.00am		6.00pm	2 trips	
		Sun		6.00am		6.00pm	2 trips	

3 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bateau Bay (Bay Village shops)- Sydney Airport	180	M-F	Bay Village	5.00am	Sydney Airport	5.45pm	8 trips	
		Sat		6.15am		4.00pm	2 trips	
		Sun		6.15am		4.00pm	2 trips	