



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 Western & Southern Suburbs

(Routes in the 400-499 range & some routes in the 502-541 range & their predecessors – now Contract Region 6. Excludes Industrial routes, Inner City & City-Darling Harbour routes & some Victoria Road routes – see below.)

Routes 9, 59, 65, 68, 70, 72, 73, 87, 88, 90, 92-94, 187, 212, 214-216
in the 1925 route number system

Routes 813, 814, 880, 883, 884, 886, 887, 958, 959, 961, 990-992
in the original three-digit route number system

**Routes 318, 393, 400-415, 418-426, 428, 430-446, 448-456, 458-480, 483,
484, 487, 488, 490-495, 499, 502-504, 530-532, 540, 541** (standard routes)
L03, L23, L28, L37-L40 (limited stops routes)
X04, X23, X28, X31, X37, X38, X40 (express routes)
in the standard three-digit (now Sydney Region) route number system

+ + + + + + + +

Other routes in the 400-499 range which are listed separately

Industrial Routes

**403, 407, 408, 410, 412, 422, 423, 426-428, 430-435, 439, 451, 452, 457, 459, 461,
462, 476, 478, 481, 491-493, 496-498**

Inner City & City – Darling Harbour routes

410, 417, 427-430, 443, 448, 456

Victoria Road routes

400, 404, 407, 413, 454-456

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.

In the Inner Western & Southern Suburbs express routes have been prefixed by "X" since 1990 & limited stops routes by "L" since 1995. Routes with prefix "L" or "X" follow the equivalent number starting with "4" or "5".

In the Timetable Summaries, details are normally shown for Mondays to Fridays, Saturdays & Sundays. Times for Sundays typically also apply to Public Holidays. However, times for Public Holidays (Hols) are also shown where first/last trips & frequencies vary significantly from those on Sundays.

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

Overview

Suburbs covered by these routes

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

Abbotsford (F)	Canada Bay	Hurlstone Park (R)	Rookwood
Annandale	Canterbury (R)	Hurstville (R)	Roselands
Arncliffe (R)	Chiswick (F)	Kingsgrove (R)	Rozelle
Ashbury	Clemton Park	Kogarah (R)	Russell Lea
Ashfield (R)	Concord	Kyeemagh	Ryde
Balmain	Concord West (R)	Lakemba (R)	Sandringham
Balmain East (F)	Croydon (R)	Leichhardt	Sans Souci
Banksia (R)	Croydon Park	Lewisham (R)	South Strathfield
Bankstown (R)	Dolls Point	Lidcombe (R)	Stanmore (R)
Bardwell Park (R)	Drummoyne	Lilyfield	Strathfield (R)
Bayview Park	Dulwich Hill (R)	Marrickville (R)	Summer Hill (R)
Belfield	Earlwood	Monterey	Sydenham (R)
Belmore (R)	Enfield	Mortlake (F)	Sydney Olympic Park (F, R)
Bexley	Enmore	Newtown (R)	Taren Point
Bexley North (R)	Five Dock	North Strathfield (R)	Tempe (R)
Birchgrove	Forest Lodge	Petersham (R)	Turrella (R)
Brighton-le-Sands	Flemington (R)	Pyrmont	Undercliffe
Burwood (R)	Glebe Point	Ramsgate	West Ryde (R)
Cabarita (F)	Haberfield	Rhodes (R)	
Camperdown	Homebush (R)	Rockdale (R)	
Campsie (R)	Homebush Bay (F, R)	Rodd Point	

Some routes have extended beyond the extent of this area to patronage generators such as Bondi Beach, Bondi Junction, the City, Bronte Beach, Coogee Beach, Maroubra Beach & Miranda.

+ + + + + + + +

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

+ + + + + + + +

Route Histories

Part 1: Route numbers in the ranges 9-216, 318-393 & 400-418

(See Part 2 for Routes 419-460)

(See Part 3 for Routes 461-992)

Route 9

HURSLTONE PARK – ASHFIELD – BURWOOD – ROOKWOOD CEMETERY ■

Timeline

1 March 1937: Full time service, Hurlstone Park – Ashfield – Burwood – Rookwood Cemetery (Mortuary No 4), commenced, as a result of amalgamation of private routes taken over:

9 Ashfield – Burwood – Rookwood Cemetery (taken over from Dunn's Motor Omnibus Service)

11 Hurlstone Park – Ashfield (taken over from Burke & Sheppard).

16 January 1939: Extended in Rookwood Cemetery from Mortuary No 4 to Mortuary No 3 on Saturdays & Sundays.

21 September 1941: Renumbered 409 in the standard three-digit (now Sydney Region) route number system.

Route 59

CITY (York St) – CONCORD WEST – RYDE ■

Timeline

27 January 1933: Full time service, City (York St) – Central Concord, commenced.

2 April 1933: Extended from Central Concord to Concord West (Killoola St).

8 July 1934: Trips (short-workings?) to Concord West station ceased.

8 December 1935 (*opening date of Ryde Bridge*): Extended from Concord West (Killoola St) to Ryde.

20 December 1937: Short-workings, City (York St) – Concord West (Killoola St), extended to Rhodes station.

3 November 1940: Renumbered 959 in the original three-digit route number system.

Streets

From 27 January 1933

From Central Concord (Wellbank St at Majors Bay Rd) via Majors Bay Rd, Correys Av, Concord Rd, Parramatta Rd, Pyrmont Bridge Rd, Union St, Pyrmont Bridge, Market St, York St (City).

Timetable Summary

27 January 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Central Concord	42	M-F	Concord	6.30am		12.00mn	15	
		Sat		6.30am		12.30am	15	
		Sun		8.00am		11.15pm	30	

8 December 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Concord West- Ryde	Fr York St 47C 57R	M-F	York St	7.02amR	York St	11.12pmR 12.12amC	A	
		Sat		7.02amR		11.12pmR 12.12amC	B	
		Sun	Ryde	7.44amY		10.54pmR	AM 30 PM 20	D

* More frequent in peak hours.

A – Peak hours & night, either City (York St)-Concord West or City (York St)-Ryde. Day, City (York St)-Concord West 10*, City (York St)-Ryde 30*. Plus short-working/s before first trip & after last trip shown.

B – Early morning & night, either City (York St)-Concord West or City (York St)-Ryde. Morning, City (York St)-Concord West 10, City (York St)-Ryde 30. Afternoon, City (York St)-Concord West 15, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – To Concord West.

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

R – To Ryde.

Y – To City (York St).

Route 65

BONDI BEACH – CITY (Central Railway) – ASHBURY – CAMPSIE ■

- **Local service, Summer Hill – Hurlstone Park (1933-34)**

Timeline

9 April 1933: City (Central Railway) – Petersham – Dulwich Hill – Ashbury commenced.

18 June 1933: (Probably) selected trips rerouted via Summer Hill station in anticipation of the closure of Hurlstone Park – Summer Hill tram service.

9 July 1933: Upon cessation of Hurlstone Park – Summer Hill tram service:

- All trips rerouted via Summer Hill station.
- Additional local/supplementary peak hour service, Hurlstone Park – Summer Hill station, commenced by way of replacement of Hurlstone Park – Summer Hill tram service by buses.

26 August 1934:

- Extended from Ashbury to Campsie, replacing 70, making route City (Central Railway) – Ashbury – Campsie.
- Local/supplementary peak hour service, Summer Hill – Hurlstone Park replaced by new 70 Ashbury – Summer Hill station.

25 November 1934: Extended from City (Central Railway) to Bondi Beach, replacing equivalent part of 88, making route Bondi Beach – City (Central Railway) – Ashbury – Campsie.

6 October 1940: Renumbered 465 in the standard three-digit (now Sydney Region) route number system.

Streets

City (Pitt St, Central Railway) – Petersham – Ashbury

From 9 April 1933

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Missenden Rd (**Camperdown**), Brodie St, Fowler St, Mallett St, Salisbury Rd, Percival St (**Stanmore**), Douglas St, Crystal St (**Petersham**), Stanmore Rd, Livingstone St, Frazer St, New Canterbury Rd (**Dulwich Hill**), Constitution St, Arlington St, Old Canterbury Rd, Hanks St, Third St, King St, Lasswade St, Ayr St, Roslyn St, Leith St to Croydon Av (Ashbury).

From Ashbury (Leith St/Croydon Rd) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

City (Pitt St, Central Railway) – Summer Hill – Ashbury

From 18 June 1933

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Old Canterbury Rd, Longport St, Carlton Cr (**Summer Hill**), Lackey St, Smith St, Prospect Rd, Old Canterbury Rd (**Hurlstone Park**), Griffith St, Queen St, Hanks St, Second St, King St, Lasswade St, Ayr St, Roslyn St, Leith St to Croydon Av (Ashbury).

From Ashbury (Leith St/Croydon Rd) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

Alteration

From 9 July 1933:

- Ex City (Pitt St, Central Railway) from Hanks St via Third Av, King St. Reverse on return.
- **Trips from Hurlstone Park terminating at Summer Hill:** Ex Hurlstone Park from Prospect Rd via Carlton Cr to Summer Hill station. Return via Lackey St, Smith St, Prospect Rd.

City (Pitt St, Central Railway) – Summer Hill – Ashbury

Alteration

From 26 August 1934 (likely route): Extended from Ashbury (Leith St/Croydon Rd) via Croydon Av, Queensborough Rd, Brighton Av, Beamish St, South Pde to Campsie station. Reverse on return.

Timetable Summary

9 April 1933

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)-Ashbury	39	M-F	Ashbury	6.49am	Pitt St, C/Rly	11.26pm	20*	
		Sat		6.49am		11.26pm	AM 20 PM 30	
		Sun		8.44am		11.26pm	30	

* More frequent in morning peak hour.

9 July 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Summer Hill-Hurlstone Park†	Approx 6	M-F	Hurlstone Pk	6.08am	Summer Hill	6.51pm	Ph	
		Sat						
		Sun						

† Additional to through-trips City (Pitt St, Central Railway)-Ashbury (timetable not available).

Ph – Peak hours only (both directions).

Route 68

DRUMMOYNE – CHISWICK ■

- **Burwood – Five Dock (Parramatta Rd) – Chiswick**
- **Five Dock (Coranto St) – Chiswick**

Timeline

1 September 1933:

- Drummoyne – Chiswick – Five Dock taken over from Ralph E Clay.
- Timetable dated 2 December 1934 shows base daily service ran Drummoyne – Chiswick, with selected trips running Five Dock (Parramatta Rd) – Chiswick.

By 1 March 1937: Selected early morning Five Dock (Parramatta Rd) – Chiswick trips on Mondays-Saturdays extended to start from Burwood station.

21 March 1938: Extra route, Chiswick – Five Dock (Coranto St), commenced. Connected at Five Dock (Coranto St) with Fort Macquarie – Abbotsford trams.

15 September 1940: Renumbered 991 in the original three-digit route number system.

Streets

By 2 December 1934

Drummoyne – Chiswick

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**Russell Lea**), Hampden Rd, Margaret St [part now Parkview Rd], Blackwall Point Rd to Chiswick.

Five Dock (Parramatta Rd) – Chiswick

Likely route based on timetable and Fares & Section list

From Five Dock (Parramatta Rd) via Great North Rd, Lyons Rd (**Russell Lea**), [Sibbick St, Argyle St?], Hampden Rd, Margaret St [part now Parkview Rd], Blackwall Point Rd to Chiswick.

Timetable Summary

2 December 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Drummoyne-Chiswick	Fr Drumm 6A 9C	M-F	Drummoyne	6.40am	Drummoyne	11.37pm	B		
		Sat		6.40am		11.37pm	D		
		Sun			1.37pm		11.37pm	60	
		Hols			6.57am		11.37pm	E	
Five Dock (Parramatta Rd)-Chiswick		M-F	Parramatta Rd	6.24am	Chiswick	11.46pm	Ph		
		Sat		6.40am		11.46pm	MNs		
		Sun	Chiswick		11.47pm			Ns	
		Hols			11.46pm			Ns	

Argyle St is now Sibbick St.

* More frequent in morning peak hour.

A – To Argyle St.

B – Peak hours, Drummoyne-Chiswick. Day, Drummoyne-Argyle St 30, Drummoyne-Chiswick 60. Monday-Thursday night, Drummoyne-Argyle St & Drummoyne-Chiswick alternately. Friday night, Drummoyne-Chiswick.

C – To Chiswick.

D – Early morning & midday peak, Drummoyne-Chiswick. Day, Drummoyne-Argyle St 30, Drummoyne-Chiswick 60. Night, Drummoyne-Argyle St & Drummoyne-Chiswick alternately.

E – Day (until approx. 4.30pm) Drummoyne-Chiswick 60. Approx. 4.30-8.30pm Drummoyne-Argyle St 30, Drummoyne-Chiswick 60. Later night, Drummoyne-Chiswick.

MNs – Early morning & midday peak service. Plus late night trip.

Ns – Late night trip only.

Ph – Peak hours only. Plus late night trip on Friday.

1 March 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	9	M-F	Drummoyne	6.15am	Chiswick	11.05pm	60*	
		Sat		6.40am		12.05am	60	
		Sun		1.40pm	Drummoyne	11.40pm	60	
Burwood-Chiswick†	Fr Chis 12P 30D	M-F	Burwood	5.51amD	Chiswick	12.05amP	A	
		Sat		5.51amD		11.36amP	A	
		Sun						

Argyle St is now Sibbick St.

* More frequent in morning peak hour.

† Selected trips ran Burwood-Five Dock-Drummoyne via Argyle St.

A – Trips *from* Chiswick ran to Five Dock (Parramatta Rd). Return trips ran either from Burwood or from Five Dock (Parramatta Rd) to either Drummoyne via Argyle St or Chiswick.

D – To Drummoyne via Argyle St.

P – To Five Dock (Parramatta Rd).

Route 70

SUMMER HILL – CANTERBURY – BELMORE (Sharp St)■

- **Central Railway – Croydon Park – Campsie (1934)**

(Sharp St south of Canterbury Rd was renamed Kingsgrove Rd by 1950.)

Timeline

24 June 1934: Full time (?) service, Central Railway – South Ashfield – Croydon Park – Campsie, commenced.

26 August 1934: Replaced by extension of 65.

26 August 1934: Local service, Ashbury – Summer Hill station, commenced (replacing Summer Hill – Hurlstone Park local service of 65?).

1 March 1937: Extended from Ashbury to Belmore (Sharp St) via Canterbury as a result of takeover of 43 Canterbury – Campsie – Belmore from United Motors. Route was then Summer Hill – Canterbury – Belmore (Sharp St).

26 May 1940: Due to wartime conditions, ran as two separate services other than in peak hours:

Summer Hill – Hurlstone Park

Canterbury – Belmore (Sharp St).

8 June 1941: Renumbered 470 in the standard three-digit (now Sydney Region) route number system.

Route 72

DOBROYD POINT – CANTERBURY – BELMORE■

DOBROYD POINT – CANTERBURY – BEXLEY NORTH■

(Dobroyd Point is a locality in the northern end of Haberfield.)

Timeline

1 March 1937: Full time service (?), Dobroyd Point – Canterbury – Belmore, commenced as a result of amalgamation of private routes taken over:

72 Dobroyd Point – Canterbury (taken over from AJ Gates)

212 Earlwood – Belmore (taken over from United Motors)

3 March 1940: Rerouted to Bexley North instead of Belmore, making route Dobroyd Point – Canterbury – Bexley North.

15 June 1941: Renumbered 472 in the standard three-digit (now Sydney Region) route number system.

Route 73

PETERSHAM (Norton St) – COOGEE BEACH■

Timeline

30 October 1937: Summer Sunday (October-March) service commenced.

3 November 1940 (*recommencement date for the 1940/41 summer*): Renumbered 473 in the standard three-digit (now Sydney Region) route number system.

Streets

By 29 October 1939

From Petersham (Norton St) (at Parramatta Rd) via Parramatta Rd, Crystal St, Trafalgar St, Gordon St, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Railway Rd, Princes Hwy, Canal Rd, [Ricketty St,] Kent Rd (**Mascot**), Gardeners Rd (**Rosebery, Daceyville [now Kingsford]**), Rainbow St, Canberra St, Howard St, Perouse Rd (**Randwick**), Coogee Bay Rd, Beach St [former street], Bream St, Arden St, Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Beach St, Coogee Bay Rd, then reverse route to Petersham.

Timetable Summary

29 October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Petersham (Norton St)-Coogee Beach	40	M-F						
		Sat						
		Sun	Norton St	8.16am	Coogee Bch	11.00pm	15	

Route 87

STRATHFIELD – EAST CONCORD (Salt St)■

Timeline

14 March 1938: Monday-Saturday service commenced.

28 November 1938: Replaced by 961.

Streets

From 14 March 1938

From Strathfield (station) via Mosely St, Parramatta Rd, Broughton St, Zoeller St, Salt St to Burwood Rd (East Concord).

Timetable Summary

14 March 1938

Frequency: 30 minutes Mondays-Saturdays.

Route 88

CITY (Central Railway) – ENFIELD – STRATHFIELD (via various routes)■

- **Extended from City (Central Railway) to Bondi Beach (1936-39)**
- **Summer Sunday afternoon trips, City (Central Railway) – Rookwood Cemetery (1936-39)**
- **Extended from City (Central Railway) to Woolloomooloo Bay (1936-?)**

Timeline

9 April 1933: Full time service (then or later), City (Central Railway) – Enfield via Clissold St & Arthur St, South Ashfield, commenced.

26 November 1933: Rerouted via Liverpool Rd (*not* via Clissold St & Arthur St). Service in the Clissold St area replaced from 26 August 1934 by rerouted 65.

18 December 1933: Amalgamated with 159 as 88 Enfield – City (Central Railway) – Bondi Beach. Supplemented by local service Rose Bay – Bondi Beach (possibly numbered 159)

11 March 1934 or 11 April 1934: Local service Rose Bay – Bondi Beach amalgamated with 66 as 66 Watsons Bay – Bondi Junction – Rose Bay.

24 June 1934:

- Local service Rose Bay – Bondi Beach renumbered from 66 to 88.
- Selected trips diverted (rerouted?) to Bondi Junction (when ceased?).

25 November 1934:

- Curtailed to run City (Central Railway) – Enfield, Mondays-Saturdays. City (Central Railway) – Bondi Beach replaced by full time extension of 65 (over a similar route?).
- Sunday (during Summer only, at least from 5 May 1935) service continued to run Enfield – City (Central Railway) – Bondi Beach (still running as at 3 October 1937, when ceased?).

8 September 1935: Sunday afternoon service, Annandale (Johnston St) – Enfield – Rookwood Cemetery, commenced on trial (made permanent by 30 June 1937?).

22 March 1936: Full time service extended from Enfield to South Strathfield (High St/Homebush Rd).

18 October 1936:

- Extended from South Strathfield (High St/Homebush Rd) to Strathfield via Homebush Rd, replacing private 216 Strathfield – South Strathfield via Homebush Rd. (Private 216 was simultaneously combined with private 215 as 215 Strathfield – South Strathfield – Belmore via The Boulevarde. Mrs JC Moreton was proprietor of both 215 & 216.)
- Extended from Enfield to Strathfield via The Boulevarde. Either then or by 3 October 1937, trips over this route ran Strathfield – Enfield via The Boulevarde in peak hours only. This route appears to have shared with private 215 Strathfield – South Strathfield – Belmore via The Boulevarde (which was subsequently taken over by the Department of Road Transport & Tramways as from 1 March 1937).

1 November 1936: Alternate trips (Sundays only?) Strathfield – City (Central Railway) extended to Woolloomooloo Bay (announced in Sydney Morning Herald, ever operated? If so, when ceased?).

21 March 1937: New route, City (Central Railway) – Strathfield via Ada Av, commenced.

By 30 June 1937: Annandale (Johnston St) – Enfield – Rookwood Cemetery extended to City (Central Railway) & trial service made permanent (?).

1939 (believed date): Renumbered in the original three-digit route number system as:

880 City (Central Railway) – Strathfield via Homebush Rd (full time service)

883 City (Central Railway) – Strathfield via Ada Av (full time (?) service)

887 City (Central Railway) – Rookwood Cemetery (Summer Sundays).

Streets

City (Pitt St, Central Railway) (via Clissold St, South Ashfield & Arthur St) – Enfield

From 9 April 1933

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Old Canterbury Rd, Junction Rd, Prospect Rd, Clissold St (**South Ashfield**), Holden St, Palace St, Milton St, Arthur St, Waratah St, Lily St, Ann St, Portland St, Mina Rosa St, Punchbowl Rd [now Coronation Pde] to The Broadway (Enfield).

From Enfield (The Broadway) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

Alterations

- **From 28 May 1933:** To approach Enfield from Arthur St via Austin Av, Liverpool Rd to The Broadway. Reverse on return.
- **From 18 June 1933:** Ex City (Pitt St, Central Railway) from Arthur St via Croydon Av, Liverpool Rd. Reverse on return.

City (Pitt St, Central Railway) – Ashfield (via Liverpool Rd) – Enfield

From 26 November 1933

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, George St West [now Broadway], Parramatta Rd, Liverpool Rd (**Ashfield**) to The Broadway (Enfield).

From Enfield (The Broadway) via reverse route to Railway Sq, then George St, Hay St, Pitt St (Central Railway, City).

City (Pitt St, Central Railway) – Strathfield (extended to Woolloomooloo Bay on Sundays)

Alteration

From 1 November 1936 (Woolloomooloo Bay extension - Sundays only?): From City (Central Railway) via Eddy Av, Elizabeth St, St James station, Prince Albert Rd, Domain Gates, St Marys Rd, Sir John Young Cres, Lincoln Cres, Cowper Wharf Rd [now Roadway].

City (Pitt St, Central Railway) – Strathfield via Homebush Rd (extended to Bondi Beach on Sundays)

3 October 1937

From Strathfield (station) via The Boulevarde, Redmyre Rd, Homebush Rd, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

Bondi Beach extension: From City (Pitt St, Central Railway) via Eddy Av, Elizabeth St, Liverpool St, Oxford St (Darlinghurst), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), O’Sullivan Rd, Curlewis St, Blair St, Warners Av, Campbell Pde to Bondi Beach.

City (Pitt St, Central Railway) – Strathfield via Ada Av

3 October 1937

From Strathfield (station) via The Avenue [now Churchill Av], Oxford Rd, Todman Av, Barker Rd, South St, Ada Av (**South Strathfield**), Wallis Av, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

City (Pitt St, Central Railway) – Rookwood Cemetery

3 October 1937

From Rookwood Cemetery via Arthur St, Pemberton St, Barker Rd, South St, Ada Av (**South Strathfield**), Wallis Av, Liverpool Rd [now Hume Hwy] (**Enfield, Ashfield**), Parramatta Rd, Broadway, [Railway Sq,] George St, Hay St, Pitt St to Central Railway (City).

Timetable Summary

9 April 1933

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)- Enfield	40	M-F	Enfield	6.06am	Pitt St, C/Rly	11.14pm	20	A
		Sat		6.06am		11.41pm	AM 20 PM 30	
		Sun		7.56am		11.41pm	30	

A – Extra trips Friday night.

3 October 1937

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)-Strathfield via Homebush Rd†	Fr Strath 47C 85B	M-F	Strathfield	5.55amC	Pitt St, C/Rly	11.55pmS	20*	D
		Sat		5.55amC		11.55pmS	20	D
		Sun		7.23amB	Bondi Bch	10.15pmS	E	
City (Pitt St, Central Railway)-Strathfield via Ada Av	Fr Strath 7A 51C	M-F	Pitt St, C/Rly	6.43amS	Strathfield	6.50pmC	F	
					Ada Av	11.41pmS		
		Sat		6.43amS	Strathfield	7.30pmC	G	
					Ada Av	11.41pmS		
Sun	Strathfield	7.40amW	Wallis Av	10.40pmS	30			
Strathfield-Enfield via The Boulevarde	5	M-F	Enfield	6.45am	Enfield	6.50pm	Ph	
		Sat						
		Sun						
City (Pitt St, Cent Rly)-Rookwood Cemetery	51	M-F						
		Sat						
		Sun	Pitt St, C/Rly	1.04pm	Rookw'd Cem	5.48pm	20	

* More frequent in peak hours.

† Extended to Bondi Beach on Sundays.

A – To South Strathfield (Ada Av).

B – To Bondi Beach.

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

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

E – Day & early evening, Strathfield-Bondi Beach 20. Late night, Strathfield-City (Pitt St, Central Railway). Plus short-working/s before first trip & after last trip shown.

F – Day, Strathfield-City (Pitt St, Central Railway) 20*, plus peak hour short-workings Strathfield-South Strathfield (Ada Av). Night, Strathfield-South Strathfield (Ada Av).

G – Day, Strathfield-City (Pitt St, Central Railway) 20. Night, Strathfield-South Strathfield (Ada Av).

Ph – Peak hours only (both directions).

S – To Strathfield.

W – To South Strathfield (Augusta St/Wallis Av).

Average day frequencies along common route:

M-F City (Pitt St, Central Railway)-Enfield (trips via Homebush Rd & via Ada Av) 10.

Sat City (Pitt St, Central Railway)-Enfield (trips via Homebush Rd & via Ada Av) 10.

Sun City (Pitt St, Central Railway)-Enfield (trips via Homebush Rd) 20.

Route 90

DRUMMOYNE – FIVE DOCK – CAMPSIE – EARLWOOD

Timeline

23 April 1933: Full time service (?), Drummoyne – Five Dock – Campsie [direct via Lyons Rd between Drummoyne & Five Dock?], commenced as a result of takeover of private 90 from Glenister & McKenzie.

19 November 1933: Rerouted via Ingham Av.

2 December 1934: Rerouted direct via Lyons Rd (*not* via Ingham Av).

1 March 1937: Extended to run Drummoyne – Five Dock – Campsie – Earlwood, as a result of amalgamation of private routes taken over from United Motors:

38 Earlwood – Campsie

87 Canterbury – Earlwood – Dulwich Hill

213 Earlwood – Campsie part of route

15 September 1940: Extended to run City (York St) – Earlwood – Campsie – Five Dock – Drummoyne & renumbered 990 in the original three-digit route number system, as a result of amalgamation with 212 City (York St) – Belmore.

Streets

Drummoyne – Campsie

From 2 December 1934

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**Russell Lea**), Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St, Hennessy St, Meta St (**Croydon**), The Strand, Thomas St, Edwin St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St, South Pde (Campsie).

Drummoyne – Earlwood

From 1 March 1937

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**Russell Lea**), Ingham Av, Barnstaple Rd, Heath St, First Av (**Five Dock**), Great North Rd, Parramatta Rd, Frederick St, Elizabeth St, Edwin St, Hennessy St, Meta St (**Croydon**), The Strand, Dickinson Av, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Northcote St, Kingsgrove Rd, William St (Earlwood).

Timetable Summary

2 December 1934

90, 92

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
90: Drummoyne-Croydon-Campsie	33	M-F	Drummoyne	6.17am	Campsie	11.09pm	30	A
		Sat		6.47am	Drummoyne	11.17pm	30	A
		Sun		9.47am	Campsie	11.09pm	AM 60 PM 30	A
92: Drummoyne-Burwood-Campsie	36	M-F	Drummoyne	6.00am	Campsie	11.24pm	30	B
		Sat		7.02am		11.24pm	30	B
		Sun		9.17am		11.24pm	AM 60 PM 30	A

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

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

Average day frequencies along common route:

M-F Drummoyne-Lyons Rd/Ingham Av & Croydon Park-Campsie (90, 92) 15.

Sat Drummoyne-Lyons Rd/Ingham Av & Croydon Park-Campsie (90, 92) 15.

Sun AM: Drummoyne-Lyons Rd/Ingham Av & Croydon Park-Campsie (90, 92) 30.

PM: Drummoyne-Lyons Rd/Ingham Av & Croydon Park-Campsie (90, 92) 15.

1 March 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Earlwood	44	M-F	Earlwood	6.09am	Drummoyne	11.15pm	30	A
		Sat		6.15am		12.15am	30	A
		Sun		9.11am		11.17pm	30	A

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

Route 92

DRUMMOYNE – BURWOOD – CAMPSIE – ROCKDALE ■

- **Extended from Rockdale to Brighton-le-Sands (1937-38?)**
- **Extended from Rockdale to Ramsgate (1938-40)**
- **Kingsgrove (Edward St) – Rockdale (extended to Brighton-le-Sands at various times (from 1937(?))**

(Dobroyd Point is a locality in the northern end of Haberfield.)

Timeline

24 June 1934: Full time service (?), Drummoyne – Burwood – Campsie, commenced as a result of amalgamation of private routes taken over:

- 38 Burwood – Campsie (part of route) (taken over from Glenister & McKenzie)
- 93 Dobroyd Point – Burwood (taken over from United Motors).

1 March 1937:

- Extended to run Drummoyne – Burwood – Campsie – Rockdale, as a result of amalgamation with 44 Earlwood – Rockdale (taken over from United Motors).
- Extended from Rockdale to Brighton-le-Sands on Sundays & Public Holidays (possibly ceased by 6 March 1938, when route extended from Rockdale to Ramsgate on Summer Sundays).

By December 1937: Extra full time route, Rockdale – Kingsgrove (Edward St), commenced.

December 1937:

- Drummoyne – Rockdale extended to Brighton-le-Sands on Mondays to Saturdays during school holidays (when ceased?).
- Kingsgrove (Edward St) – Rockdale extended to run Kingsgrove (Edward St) – Rockdale – Brighton-le-Sands on Mondays to Saturdays during school holidays & on Sundays throughout the year (when ceased?).

6 March 1938: Extended from Rockdale to Ramsgate on Summer Sundays.

15 September 1940: Renumbered 992 in the original three-digit route number system.

Streets

Drummoyne – Campsie

From 2 December 1934

From Drummoyne (Victoria Rd/Lyons Rd) via Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av (**Five Dock**), Great North Rd, Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av, Beamish St, South Pde to Campsie station.

Drummoyne – Campsie – Rockdale (extended to Brighton-le-Sands on Mondays to Saturdays during school holidays)

From 19 December 1937

From Drummoyne (Victoria Rd/Lyons Rd) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av, Beamish St (**Campsie**), Canterbury Rd, Sharp St [now Kingsgrove Rd] (**Kingsgrove**), Croydon Rd, Stoney Creek Rd, Forest Rd (**Bexley**), Frederick St, Watkins St, Walz St, Railway St to Rockdale station.

Brighton-le-Sands extension: From Rockdale station via Seven Ways, Bay St, Grand Pde to Brighton-le-Sands.

Timetable Summary

2 December 1934

See 90

19 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Rockdale†	Fr Drumm 63R 71L	M-F	Drummoyne	5.59amR	Drummoyne	11.29pmR	30*	A
		Sat		5.59amR		11.29pmR	30	A
		Sun		8.29amL	Brighton	7.53pmD	C	
					Drummoyne	10.59pmR		
Hols		5.59amR 7.59amL	Brighton	7.56pmD	F			
			Drummoyne	11.29pmR				
Rockdale-Kingsgrove (Edward St)‡	12RE 51BL	M-F	Rockdale	6.55amE	Edward St	11.42pmR	30*	
		Sat		6.55amE		11.42pmR	30	
		Sun	Burwood	9.11amL	Brighton	7.39pmB	30	
		Hols		6.41amR 8.41amL		8.09pmB	G	
			Rockdale	11.56pmB				

* More frequent in peak hours.

† Extended to Brighton-le-Sands on Sundays & Holidays.

‡ Extended to run Burwood-Brighton-le-Sands via Edward St on Sundays & Holidays.

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

B – To Burwood.

BL – From Burwood to Brighton-le-Sands via Edward St (Sundays & Holidays).

C – Day, Drummoyne-Brighton-le-Sands 30. Night, Drummoyne-Rockdale. Plus short-working/s before first trip & after last trip shown.

D – To Drummoyne.

E – To Kingsgrove (Edward St).

F – Early morning & night, Drummoyne-Rockdale. Day, Drummoyne-Brighton-le-Sands 30. Plus short-working/s before first trip & after last trip shown.

G – Early morning & night, Burwood-Rockdale via Edward St. Day, Burwood-Brighton-le-Sands via Edward St 30.

L – To Brighton-le-Sands.

R – To Rockdale.

RE – From Rockdale to Kingsgrove (Edward St) (Mondays-Saturdays).

Average day frequencies along common route:

M-F Rockdale-Kingsgrove (Drummoyne-Rockdale & Rockdale-Edward St trips) 15.

Sat Rockdale-Kingsgrove (Drummoyne-Rockdale & Rockdale-Edward St trips) 15.

Sun Rockdale-Burwood (except along Edward & Staples Sts) (Drummoyne-Brighton-le-Sands & Burwood-Brighton-le-Sands trips) 15.

Route 93

ANNANDALE (Johnston St) – ROOKWOOD CEMETERY via Parramatta Rd (?)■

Timeline

8 September 1935: Sunday service commenced (supplementary to 94?).

22 March 1936: Ceased, owing to weight limit of 4½ tons being imposed on vehicles using Cemetery roadways.

Route 93

CITY (York St) – DOBROYD POINT■

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

(Dobroyd Point is a locality in the northern end of Haberfield.)

Timeline

1 March 1937: Full time service commenced.

15 June 1941: Renumbered 493 in the standard three-digit (now Sydney Region) route number system.

Route 94

CITY (Central Railway) – ROOKWOOD CEMETERY via Parramatta Rd■

Timeline

28 May 1933: Sunday service, Annandale (Johnston St) – Rookwood Cemetery, commenced.

4 March 1934:

- Extended from Annandale (Johnston St) to City (Central Railway).
- Supplementary service (?) 93, Annandale (Johnston St) – Rookwood Cemetery, commenced on 8 September 1935.

22 March 1936: Ceased, owing to weight limit of 4½ tons being imposed on vehicles using Cemetery roadways.

Streets

From 28 May 1933

From Annandale (Johnston St) (in Parramatta Rd) via Parramatta Rd, Mosely St (**Strathfield**), Clarendon St [now Albert Rd], Elva St, Beresford Rd, Broughton Rd, Arthur St to Rookwood Cemetery.

Alterations

- *From 25 June 1933:* Rerouted via Parramatta Rd (instead of Strathfield station?).
- *From 19 May 1935:* Rerouted via Bridge Rd & Arthur St (further details?).
- *From 16 June 1935:* Reverted to original route (meaning?).

Route 187

CANTERBURY – CAMPSIE – PUNCHBOWL (Victoria Rd)■

- **Punchbowl – Earlwood – Sydenham – Maroubra Beach (Summer weekends 1938-39)**

Timeline

1 March 1937: Full time service, Canterbury – Campsie – Punchbowl (Victoria Rd), commenced as a result of takeover of private 187 Campsie – Punchbowl (Victoria Rd) from United Motors & its extension from Campsie to Canterbury.

2 October 1938: Summer weekend service, Punchbowl (station) – Earlwood – Sydenham – Maroubra Beach, commenced (ceased 9 April 1939).

10 August 1941: Renumbered 487 in the standard three-digit (now Sydney Region) route number system.

Route 212

CITY (Town Hall) – EARLWOOD – BELMORE■

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

Timeline

1 March 1937: Full time (?) service, City (Town Hall) – Earlwood – Belmore, commenced as a result of takeover of private 212 Earlwood – Belmore from United Motors & its extension from Earlwood to City (Town Hall).

15 September 1940: Amalgamated with 90 as 990 City (York St) – Earlwood – Campsie – Five Dock – Drummoyne in the original three-digit route number system.

Route 214

STRATHFIELD – SOUTH STRATHFIELD – HOMEBUSH■

Timeline

1 March 1937: Full time service (?), Strathfield – South Strathfield – Homebush, commenced as a result of takeover of private 214 Strathfield – South Strathfield (Ada Av) from JC Moreton & its extension from South Strathfield to Homebush.

22 September 1940: Renumbered 814 in the original three-digit route number system.

Route 215

BURWOOD – STRATHFIELD – BELMORE■

Timeline

1 March 1937: Private 215 Strathfield – Belmore taken over from JC Moreton & extended from Strathfield to Burwood (full time service).

10 August 1941: Renumbered 415 in the standard three-digit (now Sydney Region) route number system.

Streets

November 1937

From Burwood (station) via Railway Pde, Norwich [=Morwick?] St, The Boulevarde (**Strathfield, Enfield**), Punchbowl Rd [part now Coronation Pde] (**Belfield**), Burwood Rd, Redman Pde (Belmore station).

Timetable Summary

November 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Belmore	20	M-F	Burwood	5.58am	Belmore	12.30am	30*	
		Sat		5.58am		12.29am	30	
		Sun		7.35am		11.30pm	30	

* More frequent in peak hours.

Route 216

CAMPSIE – MAROUBRA BEACH■

Timeline

16 January 1938: Summer Sunday service commenced.

(?): Ceased

Streets

From 16 January 1938

From Campsie (South Pde at station) via Beamish St, Canterbury Rd, Northcote St, Homer St (**Earlwood**), Wardell Rd (**Dulwich Hill**), Marrickville Rd, Railway Pde (**Sydenham**), Swain St, Unwins Bridge Rd, Grove St, King St [now Princes Hwy], Canal Rd, [Ricketty St,] Kent Rd, Gardeners Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Maroubra Junction**), Maroubra Bay [now Maroubra] Rd, Marine Pde to Maroubra Beach.

Timetable Summary

16 January 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Maroubra Beach		M-F						
		Sat						
		Sun	Campsie	8.55am	Maroubra Bch	7.00pm	30	

Route 318

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE (Ramsgate Rd, eastern end)■

Timeline

4 September 1949: Full time service commenced, replacing Rockdale – Brighton-le-Sands tram service & extended from Brighton-le-Sands to Ramsgate (Ramsgate Rd, eastern end).

25 September 1983: Renumbered 478.

Streets

From 4 September 1949

From Rockdale (Tramway Arcade at station) via Bay St (**Brighton-le-Sands**), The Grand Pde to Ramsgate Rd (Ramsgate). Reverse on return.

Alterations

- **By 3 May 1970** (trips terminating at Brighton-le-Sands): From The Grand Pde via Duke St, Hercules Rd, Teralba Rd to The Grand Pde. Return via The Grand Pde.
- **By June 1974** (trips terminating at Brighton-le-Sands): From The Grand Pde via Teralba Rd to Crawford Rd. Return via Crawford Rd, Kings Rd, Hercules Rd, Teralba Rd to The Grand Pde.
- **By 28 November 1982:** To approach Ramsgate from The Grand Pde via Ramsgate Rd to The Grand Pde. Return via Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde.

Timetable Summary

4 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate	Fr Rock 7B 14R	M-F	Rockdale	4.25am	Ramsgate	1.07am	15*	A
		Sat		4.25am		1.07am	C	
		Sun		6.01am		12.26am	15	

* More frequent in peak hours.

A – Base service, Rockdale-Ramsgate. Some peak hour & alternate night trips, Rockdale-Brighton-le-Sands only.

B – To Brighton-le-Sands.

C – Morning, Rockdale-Brighton-le-Sands 7/8, Rockdale-Ramsgate 15. Afternoons, Rockdale-Ramsgate 15.

R – To Ramsgate.

1 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate	Fr Rock 7B 14R	M-F	Rockdale	4.36amR	Ramsgate	12.49amK	15*	
		Sat		5.30amR		12.49amK	A	
		Sun		6.05amB	Brighton	11.45pmK	12	

* More frequent in peak hours.

A – Morning, Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate 20. Afternoons, Rockdale-Ramsgate 15.

B – To Brighton-le-Sands.

K – To Rockdale.

R – To Ramsgate.

September 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate	Fr Rock 7B 14R	M-F	Rockdale	4.33amR	Rockdale	11.48pmR	15*	
		Sat		5.30amR		12.15amR	A	
		Sun		6.00amB	Brighton	11.28pmK	C	

* More frequent in peak hours.

A – Morning, Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate 20. Afternoons, Rockdale-Ramsgate 20.

B – To Brighton-le-Sands.

C – **Summer Sundays:** early morning & night Rockdale-Brighton-le-Sands; morning Rockdale-Brighton-le-Sands 10, Rockdale-Ramsgate 30; afternoons, Rockdale-Brighton-le-Sands 12, Rockdale-Ramsgate 24.

Winter Sundays: Rockdale-Brighton-le-Sands 15.

K – To Rockdale.

R – To Ramsgate.

31 August 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate	Fr Rock 8B 16R	M-F	Rockdale	5.31amR	Rockdale	11.19pmR	20*	
		Sat	Ramsgate	5.51amK		11.39pmR	AM 15 PM 20	
		Sun	Rockdale	8.12amB	Brighton	8.06pmK	30	

* More frequent in peak hours.

B – To Brighton-le-Sands.

K – To Rockdale.

R – To Ramsgate.

Route 393

CITY (Wynyard) – GLEBE (Glebe Point Rd) ■

PYRMONT – HABERFIELD – RHODES ■

Timeline

26 May 1941: Peak hour service, City (Wynyard) – Glebe (Brougham St [now Colbourne Av]), commenced, supplementary to 959.

25 August 1941: Extended in Glebe from Brougham St to Glebe Point Rd.

29 December 1941: Altered to run a local service Pyrmont (John St) – Haberfield (Rogers Av).

24 January 1942: Pyrmont terminus altered to Pyrmont Bridge Rd/Union St.

By June 1942: Extended to run Pyrmont (Pyrmont Bridge Rd/Union St) – Rhodes during peak hours & Saturday mornings.

6 July 1942: Ceased.

Route 400

ANNANDALE (Booth St) – NEWTOWN – COOGEE BEACH ■

Timeline

28 January 1940: Summer Sundays & Public Holidays service commenced.

21 December 1941: Ceased as a wartime economy measure.

Streets

By 2 November 1941

From Annandale (Booth St) (at Johnston St) via Johnston St, Parramatta Rd, Australia St (**Newtown**), Wilson St, Erskineville Rd (**Erskineville**), Swanson St, Copeland St, Mitchell Rd, Buckland St (**Alexandria**), Botany Rd, McEvoy St (**Waterloo**), Bourke St, Lachlan St, Dacey Av, Anzac Pde, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St, Dolphin St to Coogee Beach.

Timetable Summary

2 November 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Annandale (Booth St)-Coogee Beach	33	M-F						
		Sat						
		Sun	Booth St	8.02am	Coogee Bch	6.38pm	AM 20 PM 15	

Route 400

BONDI JUNCTION – EASTGARDENS – SYDNEY AIRPORT – ROCKDALE – BURWOOD

(LIMITED STOPS) ■

- **Summer Sunday service extended from Bondi Junction to Bondi Beach (1991-93)**

Timeline

17 July 1989:

- Monday-Saturday daytime service, Bondi Junction – Burwood, commenced.
- Known as “Metroline” until about 1998.
- Shared Bondi Junction – Rockdale (except through the Airport terminals) with supplementary 410 from 23 June 2002 to 30 September 2018. Shared part of route with 356 (until it ceased on 23 February 1990) & with 659 (until it ceased on 2 March 1990).

13 January 1991:

- Sunday service commenced.
- Summer Sunday (October-April) service extended from Bondi Junction to Bondi Beach.

End of Summer 1992/3: Summer Sunday extension to Bondi Beach ceased.

21 November 1993: Hours of service extended to weeknights.

By 22 November 1995: Hours of service extended to full time.

1 July 2018: Altered to joint operation by State Transit Authority & Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

30 September 2018:

- Curtailed to run Bondi Junction – Sydney Airport International Terminal.
- Operated entirely by State Transit Authority (*for subsequent route history, see Government Route Histories – Eastern Suburbs*).
- Service between Sydney Airport & Burwood replaced by new 420 & 420N, operated by Transit Systems (*see Private Route Histories – Contract Region 6*).

Streets

Bondi Junction – Eastgardens – Burwood

From 17 July 1989

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Avoca St, Alison Rd (**Randwick**), Botany St, High St (**University of New South Wales**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction**), Maroubra Rd (**Pagewood**), Bunnerong Rd (**Eastgardens**), Wentworth Av, Sutherland St, King St (**Mascot**), Botany Rd, Joyce Dr, Tenth St, Keith Smith Av, Shiers Av (**Domestic Terminal**), Ninth St, Qantas Dr, Airport Dr, **International Terminal**, Marsh St, West Botany St, Wickham St (**Arncliffe**), Princes Hwy, Subway Rd, Godfrey St (**Banksia**), Railway St (**Rockdale**), Frederick St, Watkin St, Harrow Rd (**Bexley**), Bexley Rd (**Bexley North**), Beamish St (**Campsie**), Ninth Av, Fifth Av, Burwood Rd (**Croydon Park**), Railway Pde, Shaftesbury Rd, Victoria St to Westfield (Burwood).

From Burwood (Victoria St at Westfield) via Burwood Rd, then reverse route to Marsh St, then International Terminal, Airport Dr, Qantas Dr, Ninth St, Keith Smith Av, Shiers Av, Tenth St, then reverse routine to Bondi Junction interchange.

Alterations

- **By 19 March 1990:** From Bondi Junction interchange via Newland St, Ebley St, Bronte Rd. Unaltered on return.
- **By 8 August 1990:** Reverted to route as at 17 July 1989.

Bondi Junction – Eastgardens – Burwood (extended to Bondi Beach on Summer Sundays)

Alterations

- **From 13 January 1991 (Bondi Beach extension, Sundays):** From Bondi Junction interchange via Grosvenor St, Oxford St, Old South Head Rd, O’Brien St, Lamrock Av, Campbell Pde to Queen Elizabeth Dr (Bondi Beach). Reverse on return.
- **By 16 September 1991:** Ex Bondi Junction from Frenchmans Rd via Cowper St, Cook St, Belmore Rd, Arthur St, Clara St, High St. Reverse on return.
- **By 16 September 1991:** Ex Bondi Junction from Maroubra Rd via Heffron Rd, Banks Av, Wentworth Av. Unaltered on return.

Bondi Junction – Eastgardens – Burwood

Alterations

- *End of Summer 1992/3:* Bondi Beach extension on Sundays ceased.
- *By 20 November 1994:* Ex Bondi Junction from Beamish St via Seventh Av, Burwood Rd. Reverse on return.
- *By 22 October 1995:* To approach Burwood from Burwood Rd via Victoria St to Westfield. Return via Shaftesbury Rd, Wilga St, Burwood Rd.
- *From 23 June 2002 (as part of “Better Buses” Eastern & Southern suburbs service review):* Ex Bondi Junction from Wentworth Av via Botany Rd, Coward St, Bourke Rd, O’Riordan St, Sir Reginal Ansett Dr, Keith Smith Av. Return from Shiers Av via Sir Reginal Ansett Dr, then reverse route.
- *By February 2009:* Ex Bondi Junction from Maroubra Rd via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av. Unaltered on return.

Timetable Summary

17 July 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Burwood	76	M-F	Burwood	6.00am	Bondi Jun	5.55pm	30	
		Sat		8.05am		4.35pm	30	A
		Sun						

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

13 January 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Burwood†	76	M-F	Burwood	6.00amJ	Bondi Jun	5.55pmB	30	
		Sat		8.05amJ		4.35pmB	30	A
		Sun		7.16amH	Burwood	5.16pmH	60	C

† Extended to Bondi Beach on Sundays.

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

B – To Burwood.

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

H – To Bondi Beach (Sundays) (trip time, Bondi Junction-Bondi Beach 8).

J – To Bondi Junction.

20 November 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Burwood	Fr B Jun 27E 82B	M-F	Burwood	5.15am	Bondi Jun	9.00pm	A	
		Sat		7.05am		6.35pm	C	
		Sun		7.05am		6.35pm	30	

A – Bondi Junction-Eastgardens 10, Bondi Junction-Burwood 20.

B – To Burwood.

C – Bondi Junction-Eastgardens 15, Bondi Junction-Burwood 30.

E – To Eastgardens.

10 March 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Burwood	Fr B Jun 27E 87B	M-F	Burwood	5.15am	Bondi Jun	10.30pm	A	
		Sat		5.15am		10.30pm	C	
		Sun		5.15am		10.30pm	C	

A – Day, Bondi Junction-Eastgardens 5, Bondi Junction-Burwood 20. Night, Bondi Junction-Burwood.

B – To Burwood.

C – Bondi Junction-Eastgardens 10, Bondi Junction-Burwood 20. Night, Bondi Junction-Burwood.

E – To Eastgardens.

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Burwood	Fr B Jun 28E 90B	M-F	Burwood	4.50am	Bondi Jun	10.30pm	A	
		Sat		5.12am		10.30pm	C	
		Sun		5.15am		10.30pm	C	

A – Day, Bondi Junction-Eastgardens 8 trips per hour, Bondi Junction-Burwood 20. Night, Bondi Junction-Burwood.

B – To Burwood.

C – Bondi Junction-Eastgardens 10, Bondi Junction-Burwood 20. Night, Bondi Junction-Burwood. Plus short-working/s after last trip shown.

E – To Eastgardens.

Route 401

CITY (York St) – BALMAIN (Darling St Wharf)■

- **Extended on Summer Sundays from City to Coogee Beach (1953-54)**

(Darling St Wharf was renamed Balmain Wharf in about 1995, then Balmain East Wharf in 2010.)

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

(Old Glebe Island Bridge was replaced on 3 December 1995 by new Glebe Island Bridge, which was renamed Anzac Bridge on 11 November 1998.)

Timeline

21 August 1939: Full time service, City (York St) – Balmain (Loyalty Square), commenced. Has shared City (York St) – Balmain Town Hall with 441 since 21 November 1954.

8 April 1940 to 26 April 1940: Extended in Balmain to Gladstone Park, when daytime trips on Balmain tram service suspended due to a strike.

7 April 1940: 74 (374 from 12 May 1940) extended from City (York St) to Balmain (location of terminus?) via 401 on Sundays.

End of Summer 1941: Extension of 374 to Balmain via 401 ceased.

29 September 1942: As a wartime economy measure:

- Curtailed in off-peak, nights & Saturday afternoons to run as a feeder service, White Bay – Balmain (Loyalty Square). Connected at White Bay with Fort Macquarie trams.
- Sunday services ceased.

23 June 1946 until 21 July 1946: Sunday service resumed.

29 June 1946:

- Saturday afternoon service resumed running City (York St) – Balmain (Loyalty Square).
- Similarly resumed on Mondays-Fridays & Saturday mornings from 21 September 1947.

February 1949: Extension from City (York St) to Woolloomooloo announced. (Ever operated? If so, when ceased?).

25 October 1953: Sunday service restored/re-extended to run Balmain (Loyalty Square) – City (York St) – Coogee Beach.

April 1954: Sunday service curtailed to run City (York St) – Balmain (Loyalty Square).

21 November 1954: Extended in Balmain to Gladstone Park, coincident with extension of Fort Macquarie – Balmain tram service from Gladstone Park to Darling St Wharf & replacement of Darling St Wharf – Canterbury tram service by buses.

17 December 1956:

- Night service extended in Balmain to Darling St Wharf (initially on trial).
- Sunday service similarly extended on 6 August 1961.

26 February 1962:

- Weekday services extended in Balmain to Nicholson St.
- Saturday services extended in Balmain to Darling St Wharf.

28 January 1964: Off-peak services extended in Balmain to Darling St Wharf.

6 July 1980: Peak hour service extended in Balmain to Darling St Wharf, making service at all times City (York St) – Balmain (Darling St Wharf).

28 December 1986: Renumbered 442 (adjacent number to 441, with which 442 shares route between City (York St) & Balmain Post Office).

Streets

City (York St) – Balmain (Loyalty Square)

From 2 November 1941

From City (York St) via Druitt St, Clarence St, Market St, Pymont Bridge, Union St (**Pymont**), Miller St, Bank St, old Glebe Island Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Darling St to Loyalty Square (Balmain).

From Balmain (Loyalty Square) (in Darling St) via reverse route to Pymont Bridge, then Market St, York St (City).

City (York St) – Balmain (Gladstone Park)

Alteration

21 November 1954: Extended from Loyalty Sq, Balmain via Darling St to Gladstone Park. Reverse on return.

City (York St) – Balmain (Gladstone Park) (extended to Balmain (Darling St Wharf) at night)

From 17 December 1956

From City (York St) (Queen Victoria Building) via Druitt St, Sussex St, Pymont Bridge, Union St (**Pymont**), Miller St, Bank St, old Glebe Island Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) via reverse route to Pymont Bridge, then Market St to York St (City).

Balmain (Darling St Wharf) extension (nights): From Balmain (Gladstone Park) via Darling St to Darling St Wharf. Reverse on return.

City (York St) – Balmain (Darling St Wharf)

From 31 January 1967

From City (York St) (Queen Victoria Building) via Druitt St, Sussex St, Pymont Bridge, Pymont Bridge Rd (**Pymont**), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Darling St to Darling St Wharf (Balmain).

From Balmain (Darling St Wharf) via reverse route to Bank St, then Miller St, Union St, Pymont Bridge, Market St, York St to Queen Victoria Building (City).

Alterations

- **By 6 July 1980:** To approach City (York St) from Pymont Bridge via King St, Sussex St, Market St, York St to Queen Victoria Building (City). Return via Druitt St, Sussex St, Day Pl, North Western Freeway [now Western Distributor], Harris St, Gipps St, Jones St, Bank St.
- **By June 1982:** To approach City (York St) from Miller St via Union St, Pymont St, North Western Freeway [now Western Distributor], Sussex St, Market St, York St.
- **By November 1984:** From City (York St) via Druitt St, Sussex St, North Western Freeway [now Western Distributor], Harris St.

Timetable Summary

2 November 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Balmain (Loyalty Square)		M-F	York St	6.24am	Loyalty Sq	11.35pm	20**	
		Sat		6.51am		11.35pm	AM 10 PM 20	
		Sun						

** 15 on Fridays. More frequent in peak hours.

17 December 1956

401, 441

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: City (York St)-Balmain (Gladstone Park)†	Fr York St 18G 23D	M-F	Gladstone Pk	6.39amY	Darling St Whf	11.26pmY	A	
			York St	7.56pmD				
		Sat	Gladstone Pk	6.59amY		11.26pmY	C	
			York St	7.56pmD				
		Sun		7.26amG 7.56pmD		10.26pmY	E	
		441: City (York St)-Birchgrove	Fr Birch 4P 20Y	M-F	Balmain PO	5.31amB	York St	11.42pmB
York St	6.35amB							
Sat				6.48amB	Birchgrove	11.41pmY	20	
Sun	Birchgrove			7.12amY	York St	11.09pmB	AM 30 PM 20	

* More frequent in peak hours.

† Extended to Balmain (Darling St Wharf) at night.

A – Peak hours & day, City (York St)-Balmain (Gladstone Park) 20*, Night, City (York St)-Balmain (Darling St Wharf). Plus short-working/s before first trip & after last trip shown.

B – To Birchgrove.

C – Day, City (York St)-Balmain (Gladstone Park) 20. Night, City (York St)-Balmain (Darling St Wharf). Plus short-working/s before first trip & after last trip shown.

D – To Balmain (Darling St Wharf).

E – Morning, City (York St)-Balmain (Gladstone Park) 30. Afternoon, City (York St)-Balmain (Gladstone Park) 20. Night, City (York St)-Balmain (Darling St Wharf). Plus short-working/s before first trip & after last trip shown.

F – Early morning, Balmain Post Office-Birchgrove. Peak hours, day & night, City (York St)-Birchgrove 20*. Plus short-working/s after last trip shown.

G – To Balmain (Gladstone Park).

P – To Balmain Post Office.

Y – To City (York St).

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.

Sat City (York St)-Balmain Post Office (441, 442) 10.

Sun AM: City (York St)-Balmain Post Office (441, 442) 15.

PM: City (York St)-Balmain Post Office (441, 442) 10.

31 January 1967
401, 441

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: City (York St)-Balmain (Darling St Wharf)	Fr York St 18G 22N 23D	M-F	Darling St Whf	5.30am	Darling St Whf	11.26pm	A	
		Sat		6.53am		11.26pm	AM 20 PM 30	C
		Sun	York St	7.22am		10.56pm	30	C
441: City (York St)-Birchgrove	Fr Birch 4P 20Y	M-F	Balmain PO	5.32amB	York St	11.42pmB	F	
			York St	6.35amB				
		Sat		7.05amB	Birchgrove	11.42pmY	AM 20 PM 30	C
		Sun	Birchgrove	7.12amY	York St	11.32pmB	30	E

* More frequent in peak hours.

A – Early morning, mainly City (York St)-Balmain (Nicholson St). Peak hours, City (York St)-Balmain (Nicholson St). Day & night, City (York St)-Balmain (Darling St Wharf 20*. Plus short-working/s after last trip shown.

B – To Birchgrove.

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

D – To Balmain (Darling St Wharf).

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

F – Early morning, Balmain Post Office-Birchgrove. Peak hours, day & night, City (York St)-Birchgrove 20*. Plus short-working/s after last trip shown.

G – To Balmain (Gladstone Park).

N – To Balmain (Nicholson St).

P – To Balmain Post Office.

Y – To City (York St).

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.

Sat AM: City (York St)-Balmain Post Office (441, 442) 10.

PM: City (York St)-Balmain Post Office (441, 442) 15.

Sun City (York St)-Balmain Post Office (441, 442) 15.

6 July 1980
401, 441

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: City (York St)-Balmain (Darling St Wharf)	25	M-F	Darling St Whf	5.30am	York St	11.26pm	20*	A
		Sat		6.54am		11.26pm	AM 20 PM 60	C
		Sun		7.56am		10.26pm	60	
441: City (York St)-Birchgrove	Fr Birch 4P 22Y	M-F	Balmain PO	5.22amB	York St	11.42pmB	D	
			York St	6.30amB				
		Sat	Birchgrove	6.42amY		11.50pmB	AM 20 PM 60	C
		Sun		8.29amY		7.56pmB	60	

* More frequent in peak hours.

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

B – To Birchgrove.

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

D – Early morning, Balmain Post Office-Birchgrove. Peak hours & day & night, City (York St)-Birchgrove 20*.
Plus short-working/s after last trip shown.

P – To Balmain Post Office.

Y – To City (York St).

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.

Sat AM: City (York St)-Balmain Post Office (441, 442) 10.

PM: City (York St)-Balmain Post Office (441, 442) 30.

Sun City (York St)-Balmain Post Office (441, 442) 30.

Route 401

LIDCOMBE – NEWINGTON – HOMEBUSH BAY WHARF via Mons St■

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via Mons St■

- **Extended from Strathfield to Burwood (1993-94)**
- **Lidcombe – North Lidcombe – Lidcombe (anti-clockwise loop) (selected trips extended to State Sports Centre) (1991-93)**

(The suburb name Homebush Bay came into being in 1989. In 2009, to avoid confusion with the name of the nearby suburb of Homebush, Homebush Bay was split into the current suburbs of Sydney Olympic Park and Wentworth Point. Similarly, Homebush Bay Wharf was renamed Olympic Park Wharf in 2003.)

Timeline

17 June 1991:

- Afternoon peak hour anti-clockwise loop, Lidcombe – North Lidcombe – Lidcombe via Mons St, Carter St, then John St commenced, replacing 402 & 403 in the afternoon peak hour.
- Selected trips extended from North Lidcombe to State Sports Centre, returning from State Sports Centre to Lidcombe via Birnie Av, replacing 404.

10 July 1993: As part of introduction of “Homebush Bay Shuttle” (rearrangement of 401-404 to serve the Homebush Bay area in connection with Sydney’s bid for the 2000 Olympic Games), altered/extended as:

- Strathfield – Homebush Bay – Lidcombe via Mons St (weekday daytime & peak hours) (extended from Strathfield to Burwood during weekday off-peak).
- Strathfield – State Sports Centre – Homebush Bay (Australia Centre) (weekend daytime).
- Some of these trips incorporated Olympic Site tours.
- Shared Strathfield – Homebush Bay with 402-404.

7 January 1994: Extension from Strathfield to Burwood ceased.

March 1994: Weekend daytime express service, Strathfield – State Sports Centre via M4 Western Motorway extended from State Sports Centre to Aquatic Centre.

By 15 October 1994: Weekend daytime service, Strathfield – State Sports Centre – Homebush Bay (Australia Centre), altered/curtailed to run Strathfield – State Sports Centre via M4 Western Motorway.

April 1998: Weekend daytime express service, Strathfield – Aquatic Centre via M4 Western Motorway replaced by train service, Lidcombe – Olympic Park station.

By June 1998:

- Weekday daytime service continued as Strathfield – Homebush Bay – Lidcombe via Mons St.
- Night service (Monday-Sunday) round trip, Strathfield – Homebush Bay – Strathfield (from Strathfield via Underwood Rd, then return via Parramatta Rd), commenced.

19 April 1999:

- Curtailed to run Lidcombe – Olympic Park station in weekday daytime, when full time rail service to Olympic Park commenced.
- Night service round trips Strathfield – Homebush Bay – Strathfield ceased.

2 January 2001: Extended to run Lidcombe – Newington – Homebush Bay Wharf (Monday-Saturday daytime service), replacing private 655 & 904.

By 8 December 2002: Days of service extended to Sundays (Sunday service ran Homebush Bay Wharf – Olympic Park station).

21 March 2010: Curtailed to run Lidcombe – Olympic Park station (Monday-Saturday daytime service). Service between Olympic Park station & Olympic Park Wharf replaced by new 526.

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

From 17 June 1991

Lidcombe – North Lidcombe – Lidcombe (anti-clockwise loop) (selected trips extended to State Sports Centre)

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Platform St, Simla St, Bombay St, Hill Rd, Carter St (**North Lidcombe**), Australia [now Birnie] Av, Parramatta Rd, John St, Church St to Lidcombe station.

State Sports Centre extension/Birnie Av diversion: From North Lidcombe (Carter St/Australia Av) via Australia Av to State Sports Centre, then Australia Av, Carter St, Hill St, Parramatta Rd, Birnie Av, Bachell Av, Church St, Swete St, Mary St, John St, Church St to Lidcombe station.

Strathfield – Homebush Bay – Lidcombe via Mons St (extended from Strathfield to Burwood in off-peak)

By 10 July 1993

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, [current] Australia Av, State Sports Centre access road [approx. alignment of Strickland Av, Olympic Blvd, Sarah Durack Av], Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av] (**Homebush Bay**), Uhrig Rd, Carter St, Hill Rd, Parramatta Rd, Mons St, Nicholas St, Bombay St, Maud St, Swete St, Mary St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, then reverse route to Parramatta Rd, then Hill Rd, Carter St, Uhrig Rd, Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Figtree Dr, State Sports Centre access road [approx. alignment of Sarah Durack Av, Olympic Blvd, Strickland Av], Australia Av, then reverse route to Strathfield station.

Burwood extension: From Strathfield station via Mosely St, Cooper St, Park Rd, Park Av, Burwood Rd to Burwood station. Reverse on return.

Trips from Strathfield terminating at Homebush Bay (Australia Centre): From Australia Av via State Sports Centre access road [approx. alignment of Strickland Av, Olympic Blvd, Sarah Durack Av], Australia Av, Figtree Dr (anti-clockwise loop), Australia Av, Underwood Rd.

Alteration:

By 15 October 1994 (access to State Sports Centre): From Australia Av [approx. alignment of current Herb Elliott Av] via internal road [approx. alignment of current Olympic Blvd].

Strathfield – State Sports Centre (weekends)

By 15 October 1994

From Strathfield (Everton Rd at station) via Leicester Av, M4 Western Motorway, Homebush Bay Dr on/off ramp, Homebush Bay internal roads to State Sports Centre. Reverse on return.

Strathfield – Homebush Bay – Lidcombe via Mons St

By June 1998

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, Australia Av (**Homebush Bay**), Dawn Fraser Av, Showground Rd (**Olympic Park station**), Herb Elliott Av, Australia Av, Sarah Durack Av, Edwin Flack Av, Uhrig Rd, Carter St, Hill Rd, Parramatta Rd, Mons St, Nicholas St, Bombay St, Maud St, Swete St, Mary St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, then reverse route to Parramatta Rd, then Hill Rd, Carter St, Uhrig Rd, Edwin Flack Av, Sarah Durack Av, Australia Av, Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av, then reverse route to Strathfield station.

Strathfield – Olympic Park station round trip (nights)

By June 1998

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Dawn Fraser Av, Showground Rd (**Olympic Park station**), Herb Elliott Av, Australia Av, Sarah Durack Av, Edwin Flack Av, Uhrig Rd, Carter St, Australia Av [now Birnie Av], Parramatta Rd, Leicester Av, Everton Rd to Strathfield station.

Lidcombe – Olympic Park station via Mons St

19 April 1999

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Hill Rd, Carter St, Uhrig Rd, Edwin Flack Av, Sarah Durack Av, Olympic Blvd, Herb Elliott Av, Showground Av, Murray Rose Av to Olympic Park station.

From Olympic Park station via Australia Av, Dawn Fraser Av, Showground Av, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Lidcombe – Homebush Bay – Olympic Park Wharf

From 2 January 2001 (based on May 2002 timetable)

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Hill Rd, Carter St, Uhrig Rd, Edwin Flack Av, Sarah Durack Av (**Homebush Bay**), Olympic Blvd, Herb Elliott Av, Park St (**Olympic Park station**), Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Edwin Flack Av, Pondage Link, Hill Rd, Wing Pde, Newington Dr, Avenue of Oceania, Avenue of Europe (**Newington**), Avenue of Asia, Avenue of Africa, Holker St, Hill Rd to Olympic Park Wharf.

From Olympic Park Wharf via reverse route to Avenue of Asia, then Avenue of Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Dawn Fraser Av, then Olympic Blvd, Herb Elliott Av, Park St, Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Sarah Durack Av, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Alteration

From 21 May 2006: Ex Lidcombe from Carter St via Uhrig Rd, Dawn Fraser Av, Olympic Blvd, Herb Elliott Av, Park St, Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Dawn Fraser Av, Edwin Flack Av. Return from Edwin Flack Av via Dawn Fraser Av, Olympic Blvd, Herb Elliott Av, Park St, Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Dawn Fraser Av, Uhrig Rd.

Lidcombe – Olympic Park station via Mons St

From 21 March 2010

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Hill Rd, Carter St, Uhrig Rd, Dawn Fraser Av, Park St to Olympic Park station.

From Olympic Park station (Park St) via Murray Rose Av, Australia Av, Dawn Fraser Av, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Timetable Summary

17 June 1991

401-404

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: Lidcombe-North Lidcombe†	24 round trip	M-F	Lidcombe	3.25pm	Lidcombe	6.25pm	Ph1	
		Sat						
		Sun						
402: Lidcombe-North Lidcombe‡	20 round trip	M-F	Lidcombe	6.42am	S/Sports Cntr	9.06am	Ph2	
		Sat						
		Sun						
403: Lidcombe-Concord Hospital-Five Dock	50	M-F	Five Dock	9.30am	Lidcombe	2.30pm	60	
		Sat						
		Sun						
404: Lidcombe-North Lidcombe§	20 round trip	M-F	Lidcombe	6.17am	S/Sports Cntr	8.36am	Ph2	
		Sat						
		Sun						

† Anti-clockwise loop, mainly via Mons St & John St, but selected trips via Mons St & Birnie Av. Limited service extended to State Sports Centre.

‡ Clockwise loop via John St & Mons St. Limited service extended to State Sports Centre.

§ Anti-clockwise loop via Birnie Av & Mons St. Limited service extended to State Sports Centre.

Ph1 – Afternoon peak hour only. 2 trips extended to State Sports Centre.

Ph2 – Morning peak hour only. 1 trip extended to State Sports Centre.

10 July 1993
401-404

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: Burwood-Homebush Bay-Lidcombe†	25SAr Fr Bur 19A 21H 29L	M-F	Strathfield	7.50amA 9.00amL	Burwood Strathfield	2.26pmH 6.25pmC	D	
			S/Sports Cntr	8.59amB				
			Sat	Strathfield	8.10amA	Aust Centre		
		Sun		8.10amA		6.51pmS	20	
402: Strathfield-Homebush Bay-Lidcombe‡	21	M-F	Lidcombe	6.47amS	Strathfield	5.26pmL	Ph1	
		Sat						
		Sun						
403: Strathfield-Homebush Bay-Lidcombe§	22	M-F	Strathfield	7.10amL	Lidcombe	5.27pmS	Ph2	
		Sat						
		Sun						
404: Strathfield-Homebush Bay-Lidcombe¶	23	M-F	Lidcombe	6.17amS	Strathfield	4.56pmL	Ph3	
		Sat						
		Sun						

† Via State Sports Centre & Mons St.

‡ Via John St.

§ Via Mons St.

¶ Via Birnie Av.

A – To Homebush Bay (Australia Centre).

B – To Burwood.

C – To State Sports Centre.

D – Peak hours, Strathfield-Homebush Bay (Australia Centre). Day, Burwood-Homebush Bay (Australia Centre) 20, Burwood-Homebush Bay (Hill Rd) 60, Burwood-Lidcombe 60.

H – To Homebush Bay (Hill Rd).

L – To Lidcombe.

Ph1 – Peak hours only (morning from Lidcombe, afternoon mainly from Strathfield, but 1 trip from Burwood).

Ph2 – Peak hours only (both directions). Plus short-working/s before first trip shown.

Ph3 – Peak hours only (morning from Lidcombe, afternoon from Strathfield).

S – To Strathfield.

SAr – Round trip, Strathfield-Homebush Bay (Australia Centre)-Strathfield (weekends).

20 April 1997
401-404

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
401: Burwood-Homebush Bay-Lidcombe†	22	M-F	Strathfield	6.16amL	Lidcombe	6.24pmS	60*	
		Sat		9.30amA	Aquatic Ctr	7.13pmS	30	
		Sun		9.30amA		7.13pmS	30	
402: Strathfield-Homebush Bay-Lidcombe‡	22	M-F	Lidcombe	6.47am	Strathfield	5.54pm	Ph1	
		Sat						
		Sun						
403: Strathfield-Homebush Bay (Burroway Rd)	13	M-F	Strathfield	5.46am	Burroway Rd	4.05pm	Ph2	
		Sat						
		Sun						
404: Strathfield-Homebush Bay-Lidcombe¶	19	M-F	Lidcombe	8.12am	Strathfield	3.54pm	Ph1	
		Sat						
		Sun						

† Via Mons St.

‡ Via John St.

¶ Via Birnie Av.

A – To Aquatic Centre.

Ph1 – Peak hours only (morning from Lidcombe, afternoon from Strathfield).

Ph2 – Peak hours only (both directions).

L – To Lidcombe.

S – To Strathfield.

19 April 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Olympic Park station	12	M-F	Olymp Pk stn	6.30am	Lidcombe	5.40pm	40	
		Sat						
		Sun						

August 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Olympic Park Wharf	24	M-F	Lidcombe	6.36amW	Lidcombe	7.00pmW	30	A
		Sat		8.33amW	Olymp Pk Whf	6.03pmL	B	
		Sun	Olymp Pk Whf	8.40amO		6.45pmO	60	

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

B – Olympic Park Wharf-Olympic Park station 30, Olympic Park Wharf-Lidcombe 60.

L – To Lidcombe.

O – To Olympic Park station.

W – To Olympic Park Wharf.

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Olympic Park station	12	M-F	Lidcombe	6.00am	Olymp Pk stn	7.00pm	40*	
		Sat		8.30am	Lidcombe	5.50pm	40	
		Sun						

* More frequent in peak hours.

Route 402

ROZELLE – BALMAIN – BONDI BEACH■

Timeline

2 March 1941: Commenced on Summer Sundays & Public Holidays.

21 December 1941: Ceased as a wartime economy measure.

Streets

From 2 March 1941

From Rozelle (Darling St at National St) via Darling St, Montague St (**Balmain**), Mullens St, Robert St, Victoria Rd, old Glebe Island Bridge, Bank St, Miller St, Union St, Pyrmont Bridge, Market St, York St (**City**), Druitt St, Park St, William St (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Double Bay, Rose Bay**), O’Sullivan Rd (**Bellevue Hill**), Curlewis St, Blair St, Warners Av, Campbell Pde to Bondi Beach.

From Bondi Beach (Campbell Pde) via reverse route to Park St, then George St, Market St, York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, then reverse route to Rozelle.

Timetable Summary

2 March 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rozelle-Bondi Beach		M-F						
		Sat						
		Sun	Rozelle	8.04am	Bondi Bch	6.33pm	20	

Route 402

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via John St■

STRATHFIELD – LIDCOMBE via Parramatta Rd & John St■

- **Extended from Strathfield to Burwood (1949-50)**
- **Lidcombe – North Lidcombe – Lidcombe (clockwise loop) (selected trips extended to State Sports Centre) (1991-93)**
- **Lidcombe – Homebush Bay – Concord Hospital – Five Dock (off-peak, 1990-93)**

(Marne Park was a soldiers' settlement established after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe. In timetables after about 1970 trips “via Marne Park” were referred to as “via Mons St”.)

(The suburb name Homebush Bay came into being in 1989. In 2009, to avoid confusion with the name of the nearby suburb of Homebush, Homebush Bay was split into the current suburbs of Sydney Olympic Park and Wentworth Point. Similarly, Homebush Bay Wharf was renamed Olympic Park Wharf in 2003.)

(“Concord Hospital” is used to denote the hospital variously known as Yaralla Military Hospital, Concord Military Hospital or 113th Australian General Hospital during World War II & in the immediate post-war era, then Repatriation General Hospital (until 1993) & Concord Repatriation General Hospital (since 1993).)

Timeline

29 May 1949: Full time service, Burwood – Lidcombe via John St commenced, as part of the takeover of private 102 from George R Sinclair, due to dissatisfaction with Sinclair’s operations. Shared most of route (except in Marne Park area) with 403.

By 13 August 1950: Curtailed to run Strathfield – Lidcombe.

11 February 1957: Off-peak & night service curtailed to run Lidcombe – North Lidcombe (John St/Parramatta Rd).

29 September 1958: Sunday service ceased.

7 October 1958: Off-peak & Saturday service ceased. Service along most of route provided by 403.

28 November 1960: Weeknight service reintroduced, Lidcombe – North Lidcombe (John St/Parramatta Rd).

15 February 1971: Selected peak hour trips ran Lidcombe – North Lidcombe (Carter St).

13 December 1974: Weeknight service ceased again.

By 1980s: Various peak hour trips became “industrial” trips to specific work sites in the Bachell Av/Birnie Av area & in the Australia Centre.

9 April 1980: Peak hour service curtailed to run Lidcombe – North Lidcombe (selected trips extended to Strathfield). Off-peak service ran Homebush – Lidcombe.

1 October 1989: Altered/extended to run Lidcombe – State Sports Centre. Service between Strathfield & North Lidcombe via Parramatta Rd ceased without replacement.

8 October 1990: Selected off-peak trips extended to run Lidcombe – Homebush Bay – Concord Hospital – Five Dock, sharing extended route with 403. Together with 403, replaced parts of ceased 437 & 460.

17 June 1991:

- **Morning peak hour:** Rerouted as a clockwise loop, Lidcombe – North Lidcombe – Lidcombe via John St, Carter St, then Mons St (limited service extended from North Lidcombe to State Sports Centre). Together with 404, replaced 403 in the morning peak hour.
- **Off-peak:** No service. The route of off-peak trips which had run Lidcombe – Homebush Bay – Concord Hospital – Five Dock via John St remained unaltered, but renumbered 403.
- **Afternoon peak hour:** Replaced by new 401.

10 July 1993: As part of introduction of “Homebush Bay Shuttle” (rearrangement of 401-404 in connection with Sydney’s bid for the 2000 Olympic Games), altered/extended to run Strathfield – Homebush Bay – Lidcombe via John St (peak hours only). Shared route between Strathfield & North Lidcombe with 401, 403 & 404.

16 April 1999: Ceased. All service to the Homebush Bay area provided by 401, 403 & 404. Service along John St not replaced.

Streets

Strathfield – Lidcombe via Parramatta Rd & John St

From 13 August 1950

From Strathfield (Everton Rd at station) via Cooper St, Concord Rd [now Swan Av], Parramatta Rd, Station St, Loftus Cr (**Homebush**), Rochester [now Knight] St, Parramatta Rd, John St, Mary St, Swete St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via John St, then reverse route to Concord Rd, then Mosely St, Everton Rd to Strathfield station.

Alteration

From 2 December 1963: Ex Lidcombe from Parramatta Rd via Telopea Av, Courallie Av, Parramatta Rd. Unaltered on return.

From 31 January 1967

Daytime (Strathfield – Lidcombe via Parramatta Rd & John St)

From Strathfield (Everton Rd at station) via Cooper St, Concord Rd [now Swan Av], Parramatta Rd, Station St, Loftus Cr (**Homebush**), Knight St, Parramatta Rd, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Parramatta Rd, Telopea Av, Courallie Av, Parramatta Rd, Station St, Loftus Cr, Knight St, Parramatta Rd, Mosely St, Everton Rd to Strathfield station.

Alterations

- **By 27 October 1969:** To approach Strathfield from Parramatta Rd via Concord Rd, Cooper St, Mosely St, Everton Rd to station. Return via Everton Rd, Cooper St, Leicester Av, Parramatta Rd.
- **By March 1972 (Birnie Av diversion):** From Lidcombe via Church St, Bachell Av, Birnie Av to Parramatta Rd. Reverse on return.
- **From 9 April 1980 (trips from Lidcombe terminating at Birnie Av/Parramatta Rd):** From Parramatta Rd via Bachell Av, Birnie Av, Parramatta Rd, then to Lidcombe.
- **By October 1980:** From Strathfield via Everton Rd, Mosely St, Cooper St, Leicester Av. Unaltered on return.
- **By November 1987:** To approach Strathfield from Parramatta Rd via Leicester Av, Everton Rd to Strathfield station. Reverse on return.

Night (Lidcombe – North Lidcombe (John St/Parramatta Rd) via John St)

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Hastings St, Nyrang St, Parramatta Rd (**North Lidcombe**), John St, Church St to Lidcombe station.

Lidcombe – State Sports Centre via John St

From 1 October 1989

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Parramatta Rd, Hill Rd, Carter St, Australia Av [approx. alignment of current Herb Elliott Av], [current] Australia Av, internal roads to State Sports Centre.

From State Sports Centre via reverse route to John St, then Church St to Lidcombe station.

Lidcombe – Homebush Bay – Concord Hospital – Five Dock via John St

From 7 October 1990

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Parramatta Rd, Hill Rd, Carter St, Australia Av (**Homebush Bay**), Underwood Rd, Pomeroy St, Queen St (**North Strathfield**), Wellbank St, Concord Rd, Hospital Rd to **Concord Hospital**, then Hospital Rd, Nullawarra Av, Norman St, Majors Bay Rd, Correys Rd, Flavelle St, Wellbank St (**Concord**), Ian Pde, Broughton St, Gipps St, Queens Rd, Bayview Rd (**Canada Bay**), Lyons Rd West, Great North Rd, First Av to near Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via reverse route to Hill Rd, then Parramatta Rd, John St, Church St to Lidcombe station.

Alteration

By 17 June 1991: Ex Five Dock from Concord Rd via Clermont Av, Wellbank St. Unaltered on return.

Lidcombe – North Lidcombe – Lidcombe clockwise loop (selected trips extended to State Sports Centre)

From 17 June 1991

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Parramatta Rd, Hill Rd, Carter St (**North Lidcombe**), Australia [now Birnie] Av, Parramatta Rd (**North Lidcombe**), Mons St, Nicholas St, Bombay St, Maud St, Swete St, Mary St, John St, Church St to Lidcombe station.

State Sports Centre extension: From North Lidcombe (Carter St/Australia Av) via Australia Av to State Sports Centre, then Australia Av to Carter St.

Strathfield – Homebush Bay – Lidcombe via John St

From 10 July 1993

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, [current] Australia Av (**Homebush Bay**), Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Uhrig Rd, Carter St, Hill Rd, Parramatta Rd, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, Mary St, John St, Parramatta Rd, Hill Rd, Carter St, Uhrig Rd, Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Figtree Dr, Australia Av, then reverse route to Strathfield station.

Alterations

- *By 15 October 1994 (access to State Sports Centre):* From Australia Av [approx. alignment of current Herb Elliott Av] via internal road [approx. alignment of current Olympic Blvd].
- *By June 1998:* Ex Strathfield from Australia Av via Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av, Sarah Durack Av, Edwin Flack Av, Uhrig Rd. Return from Uhrig Rd via Edwin Flack Av, Sarah Durack Av, Australia Av, Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av.

Timetable Summary

13 August 1950

402, 403

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
402: Strathfield-Lidcombe via Parramatta Rd & John St	25	M-F	Lidcombe	5.34am	Lidcombe	11.40pm	60*	
		Sat	Strathfield	6.12am		11.33pm	AM 40 PM 60	
		Sun		6.37am		11.10pm	60	
403: Strathfield-Lidcombe via Parramatta Rd & Marne Park	22	M-F	Strathfield	7.22am	Lidcombe	10.45pm	60*	
		Sat	Lidcombe	8.21am		10.41pm	AM 40 PM 60	
		Sun		7.41am		10.41pm	60	

* More frequent in peak hours.

Average day frequencies along common route:

M-F Strathfield-Lidcombe (except in John St & Marne Park areas) (402, 403) 30.

Sat AM: Strathfield-Lidcombe (except in John St & Marne Park areas) (402, 403) 20.

PM: Strathfield-Lidcombe (except in John St & Marne Park areas) (402, 403) 30.

Sun Strathfield-Lidcombe (except in John St & Marne Park areas) (402, 403) 30.

31 January 1967

402, 403

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
402: Strathfield-Lidcombe via Parramatta Rd & John St	22	M-F	Strathfield	6.09amL	Strathfield	6.34pmL	PNs	
					John St	10.38pmL		
		Sat						
403: Strathfield-Lidcombe via Parramatta Rd & Marne Park	16HL 22SL	M-F	Homebush	6.33amL	Lidcombe	5.22pmS	A	
			Lidcombe	9.11amS		11.25pmS		
		Sat		7.42amL		7.34pmS	B	
		Sun						

A – Peak hours, Strathfield-Lidcombe & various short-workings. Day, Homebush-Lidcombe 60. Night, Lidcombe-North Lidcombe (John St/Parramatta Rd) (last trip from Lidcombe extended to Strathfield). Plus short-working/s before first trip shown.

B – Day, base service Homebush-Lidcombe (morning 30, afternoon 60). Selected trips extended from Homebush to Strathfield.

HL – Homebush-Lidcombe.

L – To Lidcombe.

PNs – Peak hours & night service. Peak hours, Strathfield-Lidcombe. Night, Lidcombe-North Lidcombe (John St/Parramatta Rd).

S – To Strathfield.

SL – Strathfield-Lidcombe.

April 1977
402, 403

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
402: Strathfield-Lidcombe via Parra Rd & John St	26	M-F	Strathfield	6.49amL	Lidcombe	4.43pmS	Ph	
		Sat						
		Sun						
403: Strathfield-Lidcombe via Parramatta Rd & Mons St	16HL 22SL	M-F	Homebush	6.33amL	Lidcombe	6.09pmS	A	
			Strathfield	8.32amL				
		Sat						
		Sun						

A – Peak hours, Strathfield-Lidcombe & various short-workings. Day, Homebush-Lidcombe 60. Plus short-working/s before first trip shown.

HL – Homebush-Lidcombe (403).

L – To Lidcombe.

Ph – Peak hours, Strathfield-Lidcombe & various short-workings. Plus short-working/s before first trip & after last trip shown.

S – To Strathfield.

SL – Strathfield-Lidcombe.

1 October 1989
402-404

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
402: Lidcombe-State Sports Centre via John St	15	M-F	Lidcombe	6.40am	S/Sports Cntr	6.00pm	Ph	
		Sat						
		Sun						
403: Lidcombe-State Sports Centre via Mons St	15	M-F	Lidcombe	6.20am	S/Sports Cntr	6.30pm	60*	
		Sat						
		Sun						
404: Lidcombe-State Sports Centre via Birnie Av	15	M-F	Lidcombe	7.00am	S/Sports Cntr	4.05pm	1 trip	
		Sat						
		Sun						

* More frequent in peak hours.

Ph – Peak hours only (both directions).

7 October 1990
402-404

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
402: Lidcombe-State Sports Centre via John St†	Fr Lid 15S 50F	M-F	Lidcombe	6.20amS 9.30amF	Five Dock Lidcombe	2.30pmL 6.30pmS	A	
		Sat						
		Sun						
403: Lidcombe-State Sports Centre-Concord Hosp-Five Dock via Mons St	Fr Lid 15S 50F	M-F	Lidcombe	6.20amS 9.00amF	Five Dock Lidcombe	1.30pmL 6.30pmS	A	
		Sat						
		Sun						
404: Lidcombe-State Sports Centre via Birnie Av	15	M-F	Lidcombe	7.00am	S/Sports Cntr	4.05pm	1 trip	
		Sat						
		Sun						

† Selected trips extended to Five Dock.

A – Peak hours, Lidcombe-State Sports Centre (402 & 403). Day, Lidcombe-Five Dock 60 (mainly 403, selected trips 402).

F – To Five Dock.

L – To Lidcombe.

S – To State Sports Centre.

17 June 1991

20 April 1997

See 401

Route 403

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via Mons St, Marne Park■

STRATHFIELD – LIDCOMBE via Parramatta Rd & Mons St, Marne Park■

- **Extended from Strathfield to Burwood (1949-50)**
- **Lidcombe – Homebush Bay – Concord Hospital – Five Dock (off-peak, 1990-93)**

(Marne Park was a soldiers' settlement established after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe. In timetables after about 1970 trips "via Marne Park" were referred to as "via Mons St".)

(The suburb name Homebush Bay came into being in 1989. In 2009, to avoid confusion with the name of the nearby suburb of Homebush, Homebush Bay was split into the current suburbs of Sydney Olympic Park and Wentworth Point. Similarly, Homebush Bay Wharf was renamed Olympic Park Wharf in 2003.)

("Concord Hospital" is used to denote the hospital variously known as Yaralla Military Hospital, Concord Military Hospital or 113th Australian General Hospital during World War II & in the immediate post-war era, then Repatriation General Hospital (until 1993) & Concord Repatriation General Hospital (since 1993).)

Timeline

29 May 1949: Full time service, Burwood – Lidcombe via Marne Park commenced, as part of the takeover of private 102 from George R Sinclair, due to dissatisfaction with Sinclair's operations. Shared most of route (except in Marne Park area) with 402.

13 August 1950: Curtailed to run Strathfield – Lidcombe.

11 February 1957: Curtailed to run Homebush – Lidcombe at most times.

29 September 1958: Sunday service ceased.

15 February 1971: Selected peak hour trips ran Lidcombe – North Lidcombe (Carter St).

13 December 1974: Weeknight & Saturday service ceased.

By 1980s: Various peak hour trips became "industrial" trips to specific work sites in the Bachell Av/Birnie Av area & in the Australia Centre.

9 April 1980: Most peak hour service curtailed to run Lidcombe – North Lidcombe, but selected trips extended to Strathfield. Off-peak service ran Homebush – Lidcombe.

1 October 1989: Altered/extended to run Lidcombe – State Sports Centre. Service between Strathfield & North Lidcombe via Parramatta Rd ceased without replacement.

7 October 1990: Off-peak service extended to run Lidcombe – Homebush Bay – Concord Hospital – Five Dock. Together with 402, replaced parts of ceased 437 & 460. Shared extended route with 402.

17 June 1991:

- **Morning peak hour:** Lidcombe – State Sports Centre replaced by rerouted 402 & new 404.
- **Off-peak:** Remained as Lidcombe – Homebush Bay – Concord Hospital – Five Dock. The route of trips on 402 Lidcombe – Five Dock via John St remained unaltered but were renumbered 403.
- **Afternoon peak hour:** Lidcombe – State Sports Centre replaced by new 401.

10 July 1993: As part of introduction of “Homebush Bay Shuttle” (rearrangement of 401-404 in the Homebush Bay area in connection with Sydney’s bid for the 2000 Olympic Games):

- Altered to run Strathfield – Homebush Bay – Lidcombe via Mons St (peak hours only).
- Off-peak trips Lidcombe – Homebush Bay – Concord Hospital – Five Dock ceased. Five Dock – Concord Hospital replaced by new 460.
- Shared route between Strathfield & North Lidcombe with 401, 402 & 404.

15 October 1994: Altered to Strathfield – Homebush Bay (Burroway Rd) [adjacent to current Olympic Park Wharf] (peak hours only) (*see next entry*). Replaced between Lidcombe & North Lidcombe by 401 Strathfield – Homebush Bay – Lidcombe.

Streets

Strathfield – Lidcombe via Parramatta Rd & Marne Park

From 13 August 1950

From Strathfield (Everton Rd at station) via Cooper St, Concord Rd [now Swan Av], Parramatta Rd, Station St, Loftus Cr (**Homebush**), Rochester [now Knight] St, Parramatta Rd, Mons St, Nicholas St, Jellicoe St (**Marne Park**), Belgium St, Platform St, Rawson St, Swete St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, John St, Mary St, Swete St, then reverse route to Concord Rd, then Mosely St, Everton Rd to Strathfield station.

Alteration

From 2 December 1963: Ex Lidcombe from Parramatta Rd via Telopea Av, Courallie Av, Parramatta Rd. Unaltered on return.

From 31 January 1967

Daytime (Strathfield – Lidcombe via Parramatta Rd & Marne Park)

From Strathfield (Everton Rd at station) via Cooper St, Concord Rd [now Swan Av], Parramatta Rd, Station St, Loftus Cr (**Homebush**), Knight St, Parramatta Rd, Mons St, Nicholas St, Bombay St, Maud St, Swete St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via John St, Mary St, Swete St, then reverse route to Mons St, then Parramatta Rd, Telopea Av, Courallie Av, Parramatta Rd, Station St, Loftus Cr, Knight St, Parramatta Rd, Mosely St, Everton Rd to Strathfield station.

Birnie Av diversion: Ex Strathfield from Parramatta Rd via Hill Rd, Carter St, King Av [now Birnie Av], Birnie Av, Bachell Av, Church St to Lidcombe station. Reverse on return.

Night (Lidcombe – North Lidcombe (John St/Parramatta Rd) via Marne Park)

From Lidcombe (Church St at station) via John St, Mary St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd (**North Lidcombe**), Nyrang St, Hastings St, John St, Parramatta Rd, then reverse route to Swete St, then Church St to Lidcombe station.

Alterations

By March 1972:

- (*Birnie Av diversion*): From Lidcombe via Church St, Bachell Av, Birnie Av to Parramatta Rd. Reverse on return.
- (*Carter St diversion*): From Parramatta Rd/King St [now Birnie Av] via King St, Carter St, Hill Rd, Parramatta Rd.

Lidcombe – State Sports Centre via Mons St

From 1 October 1989

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Hill Rd, Carter St, Australia Av [approx. alignment of current Herb Elliott Av], [current] Australia Av, internal roads to State Sports Centre.

From State Sports Centre via reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Lidcombe – Homebush Bay – Concord Hospital – Five Dock via Mons St

From 7 October 1990

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Platform St, Simla St, Bombay St, Hill Rd, Carter St, Australia Av (**Homebush Bay**), Underwood Rd, Pomeroy St, Queen St (**North Strathfield**), Wellbank St, Concord Rd, Hospital Rd to **Concord Hospital**, then Hospital Rd, Nullawarra Av, Norman St, Majors Bay Rd, Correys Rd, Flavelle St, Wellbank St (**Concord**), Ian Pde, Broughton St, Gipps St, Queens Rd, Bayview Rd (**Canada Bay**), Lyons Rd West, Great North Rd, First Av to near Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via reverse route to Hill Rd, then Parramatta Rd, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Alteration

By 17 June 1991: Ex Five Dock from Concord Rd via Clermont Av, Wellbank St. Unaltered on return.

Strathfield – Homebush Bay – Lidcombe via Mons St

By 10 July 1993

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, [current] Australia Av, Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av] (**Homebush Bay**), Uhrig Rd, Carter St, Hill Rd, Parramatta Rd, Mons St, Nicholas St, Bombay St, Maud St, Swete St, Mary St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Swete St, then reverse route to Parramatta Rd, then Hill Rd, Carter St, Uhrig Rd, Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Figtree Dr, State Sports Centre access road [approx. alignment of Sarah Durack Av, Olympic Blvd, Strickland Av], Australia Av, then reverse route to Strathfield station.

Timetable Summary

13 August 1950

31 January 1967

7 October 1990

See 402

17 June 1991

See 401

Route 403

STRATHFIELD – HOMEBUSH BAY NORTH (Burroway Rd) ■

STRATHFIELD – HOMEBUSH BAY WHARF ■

(Homebush Bay North (Burroway Rd) terminus was adjacent to the location of current Olympic Park Wharf, prior to its opening as Homebush Bay Wharf.)

(The suburb name Homebush Bay came into being in 1989. In 2009, to avoid confusion with the name of the nearby suburb of Homebush, Homebush Bay was split into the current suburbs of Sydney Olympic Park and Wentworth Point. Similarly, Homebush Bay Wharf was renamed Olympic Park Wharf in 2003.)

Timeline

15 October 1994: Limited peak hour service, Strathfield – Homebush Bay North (Burroway Rd), commenced, serving Bennelong Rd industrial area.

June 1998: After Homebush Bay Wharf was opened, rerouted to terminate at Homebush Bay Wharf instead of Homebush Bay North (Burroway Rd).

By 19 April 1999:

- Days/hours of service extended to operate daily daytime.
- Rerouted via Newington (new suburb then under construction to house participants in the 2000 Olympic Games).

8 December 2002: Replaced by:

- 401 Lidcombe – Homebush Bay Wharf
- 525 Strathfield – Homebush Bay – Newington – Parramatta.

Streets**Strathfield – Homebush Bay North (Burroway Rd)***From 15 October 1994*

From Strathfield (Everton Rd at station) via Everton Rd, Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Bennelong Rd [part now Hill Rd] to Burroway Rd (Homebush Bay North). Reverse on return.

Alteration

By 20 April 1997: From Australia Av via Carter St, Hill Rd, Bennelong [now Hill] Rd. Reverse on return.

Strathfield – Homebush Bay Wharf*June 1998*

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Dawn Fraser Av (**Olympic Park station**), Showground Rd, Herb Elliott Av, Australia Av, Sarah Durack Av, Edwin Flack Av, Uhrig Rd, Carter St, Hill Rd, Bennelong [now Hill] Rd to Homebush Bay Wharf.

From Homebush Bay Wharf via reverse route to Sarah Durack Av, then Australia Av, Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av & reverse route to Strathfield station.

By 19 April 1999

From Strathfield (Everton Rd at station) via Everton Rd, Leicester Av, Parramatta Rd, Underwood Rd, Australia Av (**Homebush Bay**), Murray Rose Av, Showground Rd, Herb Elliott Av, Olympic Blvd, Sarah Durack Av, Edwin Flack Av, Old Hill Link, Hill Rd, Avenue of Oceania to Newington Blvd (**Newington**), then Avenue of Oceania, Hill Rd to Homebush Bay Wharf.

From Homebush Bay Wharf via reverse route to Showground Rd, then Dawn Fraser Av, Australia Av, then reverse route to Strathfield station.

Alterations

- *By February 2000:* Ex Strathfield from Edwin Flack Av via Pondage Link, Hill Rd. Reverse on return.
- *By May 2002:* Ex Strathfield from Pondage Link via Hill Rd, Wing Pde, Newington Blvd, Avenue of Oceania. Reverse on return.

Timetable Summary*15 October 1994*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush Bay Nth (Burroway Rd)	13	M-F	Strathfield	7.16am	Burroway Rd	4.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

19 April 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush Bay Wharf	22	M-F	Strathfield	6.00amW	Home Bay Whf	6.25pmS	30*	
		Sat		6.15amO 8.53amW		6.20pmS	A	
		Sun		8.53amW		6.20pmS	60	

* More frequent in peak hours.

A – Early morning, from Strathfield to Olympic Park station. Day, Strathfield-Homebush Bay Wharf 60.

O – To Olympic Park station.

S – To Strathfield.

W – To Homebush Bay Wharf.

Route 404

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via Birnie Av

- **Lidcombe – North Lidcombe – Lidcombe (anti-clockwise loop) (selected trips extended to State Sports Centre) (1991-93)**

Timeline

1 October 1989: Renumbered from Lidcombe – State Sports Centre via Birnie Av trips on 402 or 403 (limited peak hour service).

17 June 1991:

- Hours of service altered to morning peak hour only.
- Rerouted as an anti-clockwise loop, Lidcombe – North Lidcombe – Lidcombe via Birnie Av, Carter St, then Mons St (limited service extended from North Lidcombe to State Sports Centre).
- Together with 402, replaced 403 in the morning peak hour.
- Afternoon peak hour service along Bachell Av provided by diversion of selected 401 trips.

10 July 1993: Extended/altered to run Strathfield – Homebush Bay – Lidcombe via Birnie Av (still limited peak hour service), as part of introduction of “Homebush Bay Shuttle” (rearrangement of 401-404 in connection with Sydney’s bid for the 2000 Olympic Games). Shared route between Strathfield & North Lidcombe with 401-403.

19 April 1999: Curtailed to run Lidcombe – Olympic Park station. Strathfield – Homebush Bay replaced by 403.

29 April 2006: Ceased.

Streets

Lidcombe – State Sports Centre via Birnie Av

From 1 October 1989

From Lidcombe (Church St at station) via Church St, Bachell Av, Birnie Av, Parramatta Rd, Hill Rd, Carter St, Australia Av [approx. alignment of current Herb Elliott Av], [current] Australia Av, internal roads to State Sports Centre.

From State Sports Centre via reverse route to Church St, then Swete St, Mary St, John St, Church St to Lidcombe station.

Lidcombe – North Lidcombe – Lidcombe anti-clockwise loop (selected trips extended to State Sports Centre)

From 17 June 1991

From Lidcombe (Church St at station) via Church St, Swete St, Bachell Av, Birnie Av, Parramatta Rd, Platform St, Simla St, Bombay St, Hill Rd, Carter St (**North Lidcombe**), Australia [now Birnie] Av, Parramatta Rd, Mons St, Nicholas St, Bombay St, Maud St, Swete St, Mary St, John St, Church St to Lidcombe station.

State Sports Centre extension: From North Lidcombe (Carter St/Australia Av) via [current] Australia Av to State Sports Centre, then Australia Av to Carter St.

Strathfield – Homebush Bay – Lidcombe via Birnie Av

By 10 July 1993

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Underwood Rd, [current] Australia Av (**Homebush Bay**), Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Uhrig Rd, Carter St, Hill Rd, Parramatta Rd, Birnie Av, Bachell Av, Church St, Swete St, Mary St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Church St, Bachell Av, then reverse route to Carter St, then Uhrig Rd, Australia Av [approx. alignment of current Herb Elliott Av & Dawn Fraser Av], Figtree Dr, [current] Australia Av, then reverse route to Strathfield station.

Alterations

- **By 15 October 1994** (access to State Sports Centre): From Australia Av [approx. alignment of current Herb Elliott Av] via internal road [approx. alignment of current Olympic Blvd].
- **By June 1998:** Ex Strathfield from Australia Av via Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av, Sarah Durack Av, Edwin Flack Av, Uhrig Rd. Return from Uhrig Rd via Edwin Flack Av, Sarah Durack Av, Australia Av, Dawn Fraser Av, Showground Rd, Herb Elliott Av, Australia Av.

Lidcombe – Olympic Park station via Birnie Av

By 19 April 1999

From Lidcombe (Church St at station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Bachell Av, Birnie Av, Parramatta Rd, Hill Rd, Carter St, Uhrig Rd, Edwin Flack Av, Sarah Durack Av, Olympic Blvd, Herb Elliott Av, Showground Av, Murray Rose Av to Olympic Park station.

From Olympic Park station (Murray Rose Av) via Australia Av, Dawn Fraser Av, Showground Av, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe station.

Alteration

By August 2003: To approach Olympic Park station from Olympic Blvd via Herb Elliott Av, Park St to Olympic Park station. Return via Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd.

Timetable Summary

1 October 1989

17 June 1991

15 October 1994

See 401

19 April 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Olympic Park station via Birnie Av	14	M-F	Lidcombe	6.10am	Olymp Pk stn	5.20pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Lidcombe, afternoon from Olympic Park station).

Route 405

CITY (Central Railway) – DRUMMOYNE – FIVE DOCK (Ingham Av)■

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot.

28 July 1957: Renumbered 531, as part of the general renumbering of routes along Victoria Rd.

Route 406

CITY (Circular Quay) – DRUMMOYNE – FIVE DOCK (Ingham Av)■

Timeline

29 June 1953:

- New peak hour service commenced, coincident with opening of Ryde Depot.
- City terminus was at Circular Quay West for a period (?).

28 July 1957: Renumbered 530, as part of the general renumbering of routes along Victoria Rd.

Route 406

HURLSTONE PARK – ASHFIELD – FIVE DOCK■

Timeline

21 March 2010: Daily daytime service commenced, replacing 409 between Hurlstone Park & Ashfield and 471 & 472 between Ashfield & Five Dock, as part of a general service review of Inner Western & Southern routes.

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

From 21 March 2010

From Hurlstone Park (Keir Av) (at Hurlstone Av) via Hurlstone Av, Foord Av, Burnett St, Hopetoun Av, Commons St, Duntroon St, Floss St, Crinan Av, Old Canterbury Rd, Prospect Rd, Clissold St, Victoria St, Liverpool Rd, Brown St (**Ashfield**), Bland St, Elizabeth St, Orpington St, Pembroke St, Ormond St, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Mortley Av, Timbrell Dr, Arthur St, First Av to Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via Ramsay Rd, Fairlight St, Ingham Av, First Av, then reverse route to Burnett St, then Keir Av to Hurlstone Av (Hurlstone Park).

Dobroyd Point diversion: Ex Hurlstone Park from Boomerang St via Learmonth St, Kingston St, Crescent St, Boomerang St to Mortley Av. Reverse on return.

Timetable Summary

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park (Keir Av)-Five Dock	30	M-F	Five Dock	6.15am	Keir Av	6.39pm	60*	
		Sat		7.40am		6.20pm	60	
		Sun		8.06am	Five Dock	6.06pm	60	

* More frequent in peak hours.

Route 407

STRATHFIELD – FLEMINGTON (Paddy’s) MARKETS ■

Timeline

25 May 1994: Friday shopper service commenced.

13 November 1994: Day of service altered from Friday to Sunday.

16 December 1994: Ceased without replacement.

Streets

From 25 May 1994

From Strathfield (Everton Rd at station) via Leicester Av, Parramatta Rd, Potts St entrance, Centre Rd, Flemington Mall shops (Paddy’s Markets).

Timetable Summary

25 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Flemington (Paddy’s) Markets	10	M-F	Strathfield	9.00am	Paddy’s Mkts	3.15pm	30	A
		Sat						
		Sun						

A – Fridays only.

Route 407

BURWOOD – STRATHFIELD WEST – STRATHFIELD ■

Timeline

7 January 2001: Full time service replaced most of 414 and part of 409 in a rearrangement of Homebush area routes.

16 July 2006: Hours of service reduced to daylight hours.

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

From 7 January 2001

From Burwood (Westfield, Burwood Rd) via Burwood Rd, Railway Pde, Conder St, Woodside Av, The Boulevarde, Albyn Rd, Chalmers Rd, Barker Rd, Wilson St, Newton Rd, Pemberton St (**Strathfield West**), Arthur St, Francis St, Merley Rd, Dickson St, Albert Rd to Strathfield Square at station.

From Strathfield (Strathfield Square at station) via Churchill Av, Raw Sq, Albert Rd, then reverse route to Burwood Rd, then Victoria St to Burwood Westfield.

Alterations

By June 2002:

- (*Daytime weekdays*): Ex Strathfield from Barker Rd via Marion St, Newton Rd. Reverse on return.
- (*Nights & weekends*): Ex Strathfield from Barker Rd via Pemberton St (*not* via Newton Rd). Reverse on return.

Timetable Summary

7 January 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Strathfield	23	M-F	Strathfield	6.30am	Burwood	11.00pm	30	
		Sat		7.00am		12.30am	30	
		Sun	Burwood	8.00am	Strathfield	9.30pm	60	

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Strathfield	23	M-F	Strathfield	6.30am	Strathfield	7.45pm	60*	
		Sat	Burwood	6.57am	Burwood	7.57pm	60	
		Sun		8.02am		6.52pm	60	

* More frequent in peak hours.

Route 408

HURLSTONE PARK – ASHFIELD – BURWOOD – ROOKWOOD CEMETERY via Strathfield Baby Health Centre

Timeline

20 March 1944: Selected off-peak & Sunday morning trips on 409 rerouted via Strathfield Baby Health Centre (Redmyre Rd, Strathfield) & renumbered.

28 June 1964: Reverted to 409.

Streets

By 15 February 1954

From Hurlstone Park (Floss St at station) via Floss St, Melford St, Crinan St, Canterbury Rd, Griffiths St, Queen St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd (**Five Dock**), Garfield St, Harris Rd, Parramatta Rd, Lucas Rd, Waimea St, Shaftesbury Rd, Railway Pde (**Burwood**), Conder St, Woodside Av, The Boulevarde, Albyn Rd, Homebush Rd, Redmyre Rd, Chalmers Rd, Barker Rd, Pemberton St, Arthur St, Richmond Rd, Rookwood Cemetery internal roads to Mortuary No 3. Reverse on return.

Timetable Summary

See 409

Route 408

FIVE DOCK loop via Garfield St & Harris St

Timeline

24 March 1969: Weekday daytime loop service commenced.

11 August 1969: Ceased.

Streets

From 24 March 1969

From Five Dock (shops) via Garfield St, Harris St, Lyons Rd West, Great North Rd to Five Dock shops.

Route 408

HURLSTONE PARK – ASHFIELD – BURWOOD – HOMEBUSH – FLEMINGTON ■

Timeline

12 January 1992:

- 409 rearranged as:
 - 408 Hurlstone Park – Ashfield – Burwood – Strathfield – Homebush – Flemington
 - 409 Hurlstone Park – Ashfield – Burwood – Flemington – Rookwood Cemetery.
- 408 replaced 414 in off-peak & introduced new service to that area on Saturdays.
- 408 & 409 shared route between Hurlstone Park (Keir Av) & Burwood.

7 January 2001: In a rearrangement of Burwood-Strathfield-Homebush area routes, 408 curtailed/alterd to run Burwood – Strathfield – Homebush – Flemington – Rookwood Cemetery (*see next entry*).

Streets

From 12 January 1992

From Hurlstone Park (Keir Av at Hurlstone Av) via Foord Av, Burnett St, Hopetoun Av, Commons St, Duntroon St, Floss St, Crinan Av, Dunstaffenage St, Floss St, Melford St, New Canterbury Rd, Griffiths St, Queen St, Liverpool Rd, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd (**Five Dock**), Lyons Rd West, Harris Rd, Parramatta Rd, Burwood Rd (**Burwood**), Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Homebush Rd, The Crescent (**Homebush**), Rochester St, Beresford Rd, Merley Rd, Francis St, Shortland Av, Marion St, Newton Rd (**West Strathfield**), Pemberton St, Arthur St, Bates St, The Crescent St, Hampstead Rd, Exeter Rd, Eastbourne Rd, The Crescent to Flemington station.

From Flemington (The Crescent at station) via The Crescent, Bates St, then reverse route to Homebush Rd, then Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, then reverse route to Crinan St, then Duntroon St, Commons St, Hopetoun Av, Burnett St, Keir Av to Hurlstone Av (Hurlstone Park)

Timetable Summary

31 January 1995

See 409

Route 408

BURWOOD – STRATHFIELD – FLEMINGTON – ROOKWOOD CEMETERY ■

Timeline

7 January 2001: In a rearrangement of Burwood-Strathfield-Homebush area routes, daily daytime service replaced parts of previous 408 & 409.

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

From 7 January 2001

From Burwood (Westfield, Burwood Rd) via Burwood Rd, Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Square (**Strathfield**), Churchill Av, Raw Sq, Elva St, Beresford Rd, Homebush Rd, The Crescent (**Homebush**), Rochester St, Broughton Rd, Arthur St, Bates St, The Crescent (**Flemington**), Hampstead Rd, Exeter Rd, Henley Rd, Arthur St, Centenary Dr, Weeroona Rd, Necropolis Dr, Hawthorn Av to bus terminal at Memorial Av (Rookwood Cemetery).

From Rookwood Cemetery (bus terminal at Memorial Av) via reverse route to Henley St, then The Crescecent, Bates St, then reverse route to Elva St, then Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, then reverse route to Burwood Rd, then Victoria St to Burwood Westfield.

Trips from Burwood terminating at Flemington station: From Exeter Rd via Henley St, The Crescent to Flemington station. Return via The Crescent, Bates St.

Alteration

By 30 January 2011: Extended in Rookwood Cemetery from bus terminal via Weekes Av, Farrar Av to Necropolis Cct. Reverse on return.

Timetable Summary

7 January 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Flemington-Rookwood Cemetery	Fr Bur 18F 25R	M-F	Burwood	6.30amF	Rookw'd Cem	3.30pmB	A	
				9.00amR	Flemington	6.00pmB		
		Sat		9.00amR	Rookw'd Cem	3.30pmB	C	
					Flemington	5.37pmB		
Sun		9.00amR	Rookw'd Cem	1.30pmB	60			

* More frequent in peak hours.

A – Peak hours, Burwood-Flemington. Day, Burwood-Rookwood Cemetery 60.

B – To Burwood.

C – Day, Burwood-Rookwood Cemetery 60. Late afternoon, Burwood-Flemington.

F – To Flemington.

R – To Rookwood Cemetery.

Route 409

HURLSTONE PARK – ASHFIELD – BURWOOD – FLEMINGTON ■

HURLSTONE PARK – ASHFIELD – BURWOOD – ROOKWOOD CEMETERY ■

Timeline

21 September 1941: Hurlstone Park station – Rookwood Cemetery (Mortuary No 4) renumbered from 9. Then or later a full time service.

(?): Selected trips extended in Hurlstone Park from station to Keir Av.

20 March 1944: Some trips rerouted via Strathfield Baby Health Centre & renumbered 408.

By 15 February 1954: Most trips extended in Rookwood Cemetery from Mortuary No 4 to Mortuary No 3.

28 June 1964: 408 rerouted via 409.

2 February 1977:

- Trips terminating at Flemington (Richmond Rd) all day weekdays & on Saturday morning & night rerouted/extended to Flemington station.
- Similarly rerouted/extended on Saturday afternoons by 15 September 1985, when fewer trips ran to Rookwood Cemetery.

By 15 September 1985:

- Base service ran Hurlstone Park station – Flemington station.
- Generally every second trip on Monday-Saturday daytime extended to Hurlstone Park (Keir Av) & generally every second trip in off-peak and daytime Saturday running to Rookwood Cemetery (Mortuary No 3).
- Most Sunday trips ran Hurlstone Park station – Rookwood Cemetery (Mortuary No 3).

By 11 September 1988: Night service ceased other than selected trips on Thursday night (which had also ceased by 31 January 1995).

18 December 1989: Selected off-peak trips diverted via Summer Hill station to replace part of curtailed 415.

12 January 1992:

- 409 rearranged as:
 - 408 Hurlstone Park – Ashfield – Burwood – Strathfield – Homebush – Flemington
 - 409 Hurlstone Park – Ashfield – Burwood – Flemington – Rookwood Cemetery.
- 408 & 409 shared route between Hurlstone Park (Keir Av) & Burwood.

7 January 2001: In a rearrangement of Burwood-Strathfield-Homebush area routes:

- Curtailed to run Hurlstone Park – Burwood (daily daytime service).
- Standard route then ran to Hurlstone Park (Keir Av).
- Service west of Burwood replaced by new 407 & rerouted 408.

By 6 July 2008: Summer Hill diversion ceased.

23 March 2010: As part of a general service review of Inner Western & Southern routes, replaced by:

- 406 (new route) between Hurlstone Park & Ashfield
- 491 (new route) between Ashfield & Five Dock
- 415 (existing route extended) between Five Dock & Burwood.

Streets

Hurlstone Park – Burwood – Rookwood Cemetery

Circa 1946 (Gregory's street directory)

From Hurlstone Park (station) via Floss St, Melford St, Crinan St, Canterbury Rd, Griffiths St, Queen St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd to First Av (**Five Dock**), then Great North Rd, Parramatta Rd, Lucas Rd, Waimea St, Shaftesbury Rd, Railway Pde (**Burwood**), Conder St, Woodside Av, The Boulevarde, Albyn Rd, Chalmers Rd, Barker Rd, Pemberton St, Arthur St, Richmond Rd, Rookwood Cemetery internal roads to Mortuary No 3.

Alteration

Circa 1948 (Gregory's street directory): Ex Hurlstone Park from Great North Rd via Garfield St, Harris St, Parramatta Rd.

By 15 February 1954

From Hurlstone Park (Floss St at station) via Floss St, Melford St, Crinan St, Canterbury Rd, Griffiths St, Queen St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd (**Five Dock**), Garfield St, Harris Rd, Parramatta Rd, Lucas Rd, Waimea St, Shaftesbury Rd, Railway Pde (**Burwood**), Conder St, Woodside Av, The Boulevarde, Albyn Rd, Chalmers Rd, Barker Rd, Pemberton St, Arthur St, Richmond Rd, Rookwood Cemetery internal roads to Mortuary No 3. Reverse on return.

Hurlstone Park – Burwood – Rookwood Cemetery (selected trips extended to Hurlstone Park (Keir Av))

Alterations

- *From 30 March 1965*: Ex Hurlstone Park from Melford St via Old Canterbury Rd, Griffiths St. Reverse on return.
- *By 18 July 1966 (Keir Av, Hurlstone Park extension)*: From Hurlstone Park station via Duntroon St, Commons St, Hopetoun St, Burnett St, Keir Av to Hurlstone Av. Return via Hurlstone Av, Foord Av, Burnett St, then reverse route.
- *From 27 November 1968 (trips terminating at Hurlstone Park station)*: To approach Hurlstone Park from Melford St via Floss St, Duntroon St, Hampden St, Garnet St, Floss St to Duntroon St. Return via railway bridge, Floss St, Melford St.

Hurlstone Park – Burwood – Flemington station

Hurlstone Park – Burwood – Rookwood Cemetery

(Selected trips extended to Hurlstone Park (Keir Av))

Alterations

- *From 2 February 1977 (Flemington station extension)*: Ex Hurlstone Park from Arthur St via Henley Rd, The Crescent to Flemington station. Return via Hampstead Rd, Exeter Rd, Henley Rd to Arthur St.
- *From 25 July 1983*: Ex Rookwood Cemetery from Lucas Rd via Victoria St, Shaftesbury Rd, Parramatta Rd. Unaltered on return.
- *By September 1984*: Ex Hurlstone Park from Liverpool Rd via Holden St, Brown St. Reverse on return.
- *By October 1987*: To approach Rookwood Cemetery from Arthur St via Centenary Dr [new road], Weeroona Rd, Necropolis Dr, Hawthorne Av to bus terminal at Memorial Av. Reverse on return.
- *From 11 September 1988*: Ex Hurlstone Park from Great North Rd via Lyons Rd West (*not* via Garfield St), Harris Rd. Reverse on return.
- *By 18 December 1989 (Summer Hill weekday off-peak diversion)*: Ex Hurlstone Park from Queen St via Clissold St, Prospect Rd, Smith St, Lackey St, Carlton Cr, Liverpool Rd. Reverse on return.
- *From 12 January 1992*: Ex Hurlstone Park from Harris Rd via Parramatta Rd, Shaftesbury Rd, Railway Pde. Reverse on return.
- *By 31 January 1995*: Ex Hurlstone Park from Crinan St via Dunstaffenage St, Floss St, Melford St. Reverse on return.

Hurlstone Park (Keir Av) – Burwood

From 7 January 2001

From Hurlstone Park (Keir Av) (at Hurlstone Av) via Hurlstone Av, Foord St, Burnett St, Hopetoun St, Commons St, Duntroon St, Crinan St, Dunstaffenage St, Floss St, Melford St, Crinan St, Queen St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd (**Five Dock**), Lyons Rd West, Harris Rd, Parramatta Rd, Burwood Rd, Railway Pde to Burwood station.

From Burwood (Railway Pde at station) via reverse route to Brown St, then Holden St, Liverpool Rd, then reverse route to Dunstaffnage St, then Crinan St, Duntroon St, Hampden St, Garnet St, Floss St, Duntroon St, Commons St, Hopetoun St, Burnett St, Keir Av to Hurlstone Av (Hurlstone Park).

Summer Hill diversion: Ex Hurlstone Park from Queen St via Clissold St, Prospect Rd, Smith St, Lackey St, Carlton Cr, Liverpool Rd. Reverse on return.

Timetable Summary

15 February 1954

408, 409

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park station-Burwood-Rookwood Cemetery	Fr Hurl Pk stn 45P 48R 53M	M-F	Pemberton St	6.18amH	Mortuary No 3	4.38pmH	A	
			Hurlstone Pk	6.56amR 9.21amM	Hurlstone Pk	11.53pmR		
		Sat	Pemberton St	6.17pmH	Mortuary No 3	5.56pmH	B	
			Hurlstone Pk	9.21amN 12.57pmM	Hurlstone Pk	11.34pmR		
		Sun		8.17amM	Mortuary No 3	5.58pmH	C	
					Hurlstone Pk	11.18pmR		

408 ran via Strathfield Baby Health Centre.

* More frequent in peak hours.

A – Early morning, Hurlstone Park-Flemington (Pemberton St). Peak hours & night, Hurlstone Park-Flemington (Richmond Rd). Day, Hurlstone Park-Rookwood Cemetery (Mortuary No 3) 15* (between 9.30am & 1.30pm, alternate trips via 408 & 409). All other trips via 409. Plus short-working/s before first trip & after last trip shown.

B – Early morning, Hurlstone Park-Flemington (Pemberton St). Later morning, Hurlstone Park-Rookwood Cemetery (Mortuary No 4) 15. Afternoon, Hurlstone Park-Rookwood Cemetery (Mortuary No 3) 15. Night, Hurlstone Park-Flemington (Richmond Rd). All trips via 409. Plus short-working/s before first trip & after last trip shown.

C – Early morning, various short-workings. Morning, Hurlstone Park-Rookwood Cemetery (Mortuary No 3) 30, Ashfield-Rookwood Cemetery (Mortuary No 3) 15. Afternoon, Hurlstone Park-Rookwood Cemetery (Mortuary No 3) 15. Night, Hurlstone Park-Flemington (Richmond Rd). 2 morning trips via 408. All other trips via 409. Plus short-working/s before first trip & after last trip shown.

H – To Hurlstone Park station.

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

P – To Flemington (Pemberton St).

R – To Flemington (Richmond Rd).

18 July 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park (Keir Av)-Burwood-Rookwood Cemetery		M-F	Keir Av	6.21amR	Mortuary No 4	4.42pmH	A	
			Hurl Pk stn	8.43amN	Richmond Rd	11.25pmK		
		Sat	Pemberton St	6.56amK	Keir Av	12.52pmM	B	
			Mortuary No 4	10.31amH	Mortuary No 4	5.11pmH		
		Sun	Hurl Pk shops	7.57amM	Mortuary No 3	5.27pmH	C	
			Mortuary No 3	12.41pmH	Hurl Pk stn	10.52pmR		

A – Early morning, various short-workings. Day, Hurlstone Park (Keir Av)-Flemington (Pemberton St) 60 plus Hurlstone Park station-Rookwood Cemetery (Mortuary No 4) 60. Night, mainly Hurlstone Park station-Flemington (Richmond Rd). Plus short-working/s after last trip shown.

B – Early morning, various short-workings. Later morning, Hurlstone Park (Keir Av)-Flemington (Pemberton St) 60 plus Hurlstone Park station-Rookwood Cemetery (Mortuary No 4) 2 per hour. Afternoon, Hurlstone Park station-Rookwood Cemetery (Mortuary No 3) 20. Night, mainly Hurlstone Park station-Flemington (Richmond Rd). Plus short-working/s after last trip shown.

C – Morning, Hurlstone Park shops-Rookwood Cemetery (Mortuary No 3) 40. Afternoon, Hurlstone Park station-Rookwood Cemetery (Mortuary No 3) 40, Ashfield-Rookwood Cemetery (Mortuary No 3) 20. Night, Hurlstone Park-Flemington (Richmond Rd). Plus short-working/s after last trip shown.

H – To Hurlstone Park station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

R – To Flemington (Richmond Rd).

6 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park (Keir Av)-Burwood-Flemington or Rookwood Cem	Fr Hurl Pk stn 51F 54N †	M-F	Keir Av	6.17amF	Mortuary No 4	2.18pmH	A	
			Hurl Pk stn	8.43amN	Flemington stn	11.01pmK		
		Sat	Pemberton St	6.58amK	Mortuary No 3	4.48pmH	B	
			Hurl Pk stn	10.12amN	Flemington stn	11.01pmK		
		Sun	Hurl Pk shops	8.57amM	Mortuary No 3	5.00pmS	60	C

† Hurlstone Park station-Hurlstone Park (Keir Av) 3. Rookwood Cemetery (Mortuary No 4)-Rookwood Cemetery (Mortuary No 3) 4.

A – Early morning, various short-workings. Day, Hurlstone Park (Keir Av)-Flemington station 60 plus Hurlstone Park station-Rookwood Cemetery (Mortuary No 4) 60. Night, Hurlstone Park station-Flemington station. Plus short-working/s after last trip shown.

B – Early morning, various short-workings. Later morning, various between Hurlstone Park (Keir Av), Flemington station & Rookwood Cemetery (Mortuary No 4) 20. Afternoon, Hurlstone Park station-Rookwood Cemetery (Mortuary No 3) 30. Night, Hurlstone Park station-Flemington station. Plus short-working/s after last trip shown.

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

F – To Flemington station.

H – To Hurlstone Park station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

S – To Hurlstone Park shops.

September 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park (Keir Av)-Burwood-Flemington <i>or</i> Rookwood Cem	Fr Hurl Pk stn 51F 56M †	M-F	Keir Av	6.17amF	Flemington	11.01pmK	B	
		Sat	Pemberton St	6.18amH	Mortuary No 3	5.20pmA	C	
			Hurl Pk stn	8.34amF 12.12pmM	Hurl Pk stn	10.53pmF		
		Sun	Hurl Pk shops	8.57amM	Mortuary No 3	5.00pmS	60	D

† Hurlstone Park station-Hurlstone Park (Keir Av) 3.

A – To Ashfield.

B – Day, Hurlstone Park (Keir Av)-Flemington station 60, Hurlstone Park station-Flemington station 30. 3 trips extended to Rookwood Cemetery (Mortuary No 3) instead of Flemington station. Night, Hurlstone Park station-Flemington station. Plus short-working/s before first trip & after last trip shown.

C – Early morning, Hurlstone Park station-Flemington (Pemberton St). Later morning, Hurlstone Park (Keir Av)-Flemington station 60, Hurlstone Park station-Flemington station 20, 2 trips extended to Rookwood Cemetery (Mortuary No 3) instead of Flemington station. Afternoon, Hurlstone Park station-Rookwood Cemetery (Mortuary No 3) 30. Night, Hurlstone Park station-Flemington station. Plus short-working/s before first trip & after last trip shown.

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

F – To Flemington station.

H – To Hurlstone Park station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

31 January 1995

408, 409

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
408: Hurlstone Pk‡-Burwood-Flemington stn§	Fr H Pk stn 65 †	M-F	Hurl Pk stn	8.48amF	Flemington stn	2.02pmH	60	A
		Sat		8.55amF		5.05pmH	60	A
		Sun						
409: Hurlstone Pk‡-Burwood-Flemington station <i>or</i> Rookwood Cemetery¶	Fr H Pk stn 55F 59M †	M-F	Keir Av	6.06amF	Mortuary No 3	2.43pmH	B	
				8.30amM	Flemington stn	5.55pmK		
		Sat	Hurl Pk stn	7.07amF	Mortuary No 3	4.40pmK	C	
			Keir Av	9.22amM	Keir Av	6.00pmH		
Sun	Hurl Pk stn	8.57amM	Mortuary No 3	4.57pmH	60	D		

† Hurlstone Park station-Hurlstone Park (Keir Av) 3.

‡ Hurlstone Park (Keir Av)

§ Via Strathfield & Homebush.

¶ Via Barker Rd.

A – Most trips from Flemington station extended to Hurlstone Park (Keir Av).

B – Peak hours, Hurlstone Park (station or Keir Av)-Flemington station. Day, Hurlstone Park (station or Keir Av)-Rookwood Cemetery (Mortuary No 3) 60. Plus short-working/s before first trip & after last trip shown.

C – Early morning and late afternoon, Hurlstone Park (station or Keir Av)-Flemington station. Day, Hurlstone Park (station or Keir Av)-Rookwood Cemetery (Mortuary No 3) 60. Plus short-working/s before first trip & after last trip shown.

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

F – To Flemington station.

H – To Hurlstone Park station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

Average day frequencies along common route:

M-F Hurlstone Park station-Burwood (except Summer Hill diversion) (408, 409) 30.

Sat Hurlstone Park station-Burwood (408, 409) 30.

7 January 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park (Keir Av)-Burwood	42D	M-F	Burwood	6.00am	Keir Av	6.20pm	30	A
	48S	Sat		7.00am		6.00pm	30	
		Sun		8.00am		5.00pm	60	

* More frequent in peak hours.

A – Selected off-peak trips diverted via Summer Hill station.

D – Hurlstone Park-Burwood direct via Queen St (*not* via Summer Hill station).

S – Hurlstone Park-Burwood via Summer Hill station diversion.

Route 410

CITY (Central Railway) – DRUMMOYNE – CHISWICK ■

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot.

28 July 1957: Renumbered 541, as part of the general renumbering of routes along Victoria Rd.

Route 410

BONDI JUNCTION – EASTGARDENS – ROCKDALE (LIMITED STOPS) ■

Timeline

23 June 2002: Peak hour service commenced, supplementary to 400 (*not* via Domestic or International Airport terminals), as part of “Better Buses” Eastern & Southern suburbs service review.

1 July 2018: Altered to joint operation by State Transit Authority & Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

30 September 2018: Replaced by curtailed 400 (*see Government Route Histories – Eastern Suburbs*) & new 420.

Streets

From 23 June 2002

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Clara St, High St (**University of New South Wales**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction**), Maroubra Rd (**Pagewood**), Banks Av, Wentworth Av, Botany Rd (**Mascot**), Coward St, Bourke Rd, O’Riordan St, Robey St, Qantas Dr, Airport Dr, Marsh St, West Botany St, Wickham St (**Arncliffe**), Princes Hwy, Subway Rd, Godfrey St (**Banksia**), Railway St to Rockdale station.

From Rockdale (Railway St at station) via reverse route to Wentworth Av, then Bunnerong Rd, Maroubra Rd, then reverse route to Bondi Junction interchange.

Alteration

By February 2009: Ex Bondi Junction from Maroubra Rd via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av. Unaltered on return.

Timetable Summary

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rockdale	50	M-F	Bondi Jun	6.30am	Rockdale	5.41pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 411

PETERSHAM – DULWICH HILL station ■

Timeline

5 May 1946: Full time service commenced, replacing part of 413 (which had been curtailed in 1942 due to wartime conditions, but renumbered 412 in 1943), pending restoration of 412 & 490.

30 November 1947: Replaced by 412 & 490, when re-extended from Dulwich Hill to City (York St).

Streets

From 9 February 1947

From Petersham (Regent St at station) via Fisher St, Palace [now Audley] St, Trafalgar St, Gordon St, Livingstone Rd (Marrickville), Beauchamp St, Ewart St, Bayley St, Dudley St to Dulwich Hill station.

From Dulwich Hill (Dudley St at station) via Wardell Rd, Ewart St, then reverse route to Trafalgar St, then Regent St to Petersham station.

Timetable Summary

9 February 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Petersham-Dulwich Hill		M-F	Dulwich Hill	6.30am	Dulwich Hill	11.30pm	30	
		Sat		6.30am		11.30pm	30	
		Sun		7.25am		11.30pm	30	

Route 411

CITY (Circular Quay) – DRUMMOYNE – CHISWICK ■

Timeline

29 June 1953:

- New peak hour service commenced, coincident with opening of Ryde Depot.
- City terminus was at Circular Quay West for a period (?).

28 July 1957: Renumbered 540, as part of the general renumbering of routes along Victoria Rd.

Route 411

ASHFIELD – DULWICH HILL – ROSELANDS ■

Timeline

2 October 1990: Off-peak service, Dulwich Hill – Roselands, commenced.

By 12 January 1992: Extended from Dulwich Hill to Ashfield.

21 March 2010: Ceased, as part of a general service review of Inner Western & Southern routes. Partly replaced by new 493.

Streets

By 12 January 1992

From Ashfield (Brown St at station) via Holden St, Liverpool Rd, Victoria St, Clissold St, Prospect Rd, Old Canterbury Rd, Arlington St, Constitution Rd, New Canterbury Rd (**Dulwich Hill**), Frazer St, Wardell Rd, Homer St (**Earlwood**), Bexley Rd (**Bexley North**), New Illawarra Rd, Edward St, Staples St, Shaw St, Kingsgrove Rd (**Kingsgrove**), Morgan St, King Georges Rd (**Beverly Hills**), Roselands Dr to Roselands bus terminal.

From Roselands (bus terminal) via Roseland Av, King Georges Rd, then reverse route to Ashfield station.

Alterations

- **By June 1995:** Ex Ashfield from Prospect St via Old Canterbury Rd, New Canterbury Rd. Reverse on return.
- **By 17 July 2000:** To approach Ashfield from Liverpool Rd via Hercules St to Ashfield station. Unaltered on return.

Timetable Summary

2 October 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Roselands	40	M-F	Dulwich Hill	8.50am	Roselands	2.40pm	A	
		Sat						
		Sun						

A – 9 trips from Dulwich Hill, 8 trips from Roselands.

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashfield-Roselands	40	M-F	Ashfield	9.00am	Roselands	4.30pm	A	
		Sat						
		Sun						

A – 6 trips from Ashfield, 5 trips from Roselands.

Route 412

CITY (various termini) – PETERSHAM – BELMORE ■

CITY (various termini) – PETERSHAM – CAMPSIE ■

- **Trips at various times ran Dulwich Hill – Belmore**

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

Timeline

14 June 1943: Full time feeder service, Dulwich Hill – Belmore, renumbered from 413.

30 November 1947: Extended on Mondays to Saturdays from Dulwich Hill to City (York St), replacing 411 & making route City (York St) – Belmore, same as 413 prior to 1942.

23 July 1950: Sunday service ran as a feeder service, Dulwich Hill – Belmore.

By 1 September 1953: City terminus altered to Park St.

10 July 1960: City terminus altered back to York St.

27 October 1974: Sunday service (Dulwich Hill – Belmore) ceased.

By March 1979: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

23 January 1984: City terminus altered to Castlereagh St at Park St (arriving) or George St at Bathurst St (departing).

17 November 1985: Sunday service recommenced, City (Castlereagh St or George St) – Belmore.

By 7 September 1986: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

16 April 1989: As replacement for ceased 490:

- Rerouted as City (York St) – Petersham – Campsie (*not* Belmore).
- Rerouted between Dulwich Hill & Earlwood.

1 January 1998: City terminus altered to Bathurst St (arriving) or Pitt St (departing).

November 1998: City terminus altered to Bathurst St (arriving) or Pitt St (departing).

24 October 1999: City terminus altered to George St at Queen Victoria Building (arriving) or George St at Town Hall (departing).

24 June 2001: City terminus altered to George St at Town Hall (arriving) or Clarence St at Market St.

By May 2002: City terminus altered to George St at Town Hall (arriving) or George St at Strand Arcade (departing).

17 July 2005: City terminus altered to King St Wharf.

21 March 2010: As part of a general service review of Inner Western & Southern routes, rerouted via Bexley Rd instead of Northcote St, where replaced by new 473.

4 October 2015: City terminus altered to Martin Pl, 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 Private Route Histories – Contract Region 6*).

Streets

Dulwich Hill – Belmore

Circa 1946 (Gregory's street directory)

From Belmore (Redman Pde at station) via Burwood Rd, Canterbury Rd, Kingsgrove Rd, William St, Bexley Rd, Homer St (**Earlwood**), Wardell Rd, Marrickville Rd to New Canterbury Rd (Dulwich Hill tram terminus).

City (York St) – Belmore

Circa 1948 (Gregory's street directory)

From City (York St) (at Queen Victoria Building) via Druitt St, George St, Hay St, Pitt St, Central [now Railway] Sq, Broadway, Parramatta Rd, Missenden Rd (**Camperdown**), Salisbury Rd, Percival Rd (**Stanmore**), Douglas St,

Crystal St, Trafalgar St (**Petersham**), Gordon St, Livingstone Rd (**Marrickville**), Beauchamp St, Ewart St (**Dulwich Hill**), Wardell Rd, Homer St (**Earlwood**), Bexley Rd, William St (**Clemton Park**), Kingsgrove Rd, Canterbury Rd, Burwood Rd, Redman Pde to Burwood Rd (Belmore station).

From Belmore (Redman Pde at station) via reverse route to Broadway, then Central [now Railway] Sq, George St, Market St, York St to Queen Victoria Building (City).

City (Park St) – Belmore

Alteration

From 1 September 1953 (based on 29 May 1960 timetable): To approach City from George St via Rawson Pl, Pitt St, Hay St, Castlereagh St, Park St to George St. Return via George St, Railway Sq.

Trips terminating at Dulwich Hill (Sundays): Ex Belmore from Livingstone Rd via Marrickville Rd to New Canterbury Rd. Reverse on return.

City (York St) – Belmore

From 10 July 1960 (based on January 1965 timetable)

From City (York St) (at Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Missenden Rd (**Camperdown**), Salisbury Rd, Percival Rd (**Stanmore**), Douglas St, Crystal St, Trafalgar St (**Petersham**), Gordon St, Livingstone Rd (**Marrickville**), Beauchamp St, Ewart St, Bayley St, Dudley St (**Dulwich Hill**), Wardell Rd, Homer St (**Earlwood**), Bexley Rd, William St (**Clemton Park**), Kingsgrove Rd, Canterbury Rd, Burwood Rd, Redman Pde to near Burwood Rd (Belmore station).

From Belmore (Redman Pde at station) via reverse route to George St, then Market St, York St to Queen Victoria Building (City).

Trips terminating at Dulwich Hill (Sundays): Ex Belmore from Livingstone Rd via Marrickville Rd to New Canterbury Rd. Reverse on return.

Alterations

- **By February 1973:** To approach Belmore from Burwood Rd via Etela St, Sudbury St, Redman Pde to Belmore station. Unaltered on return.
- **By February 1973** (Kingsgrove Depot trips): Ex Belmore from Canterbury Rd via Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- **By March 1979:** To approach City from Railway Sq via George St to Queen Victoria Building. Unaltered on return.

City (Castlereagh St or George St) – Belmore

Alterations

- **From 23 January 1984:** To approach City from George St via Bathurst St, Castlereagh St to Park St. Return from George opposite Town Hall via George St.
- **By 17 November 1985:** Ex City from Missenden Rd via Carillon Av, Salisbury Rd. Reverse on return.

City (George St or York St) – Belmore

Alterations

- **By 7 September 1986:** To approach City from Railway Sq via George St to Queen Victoria Building. Return from York St (at Queen Victoria Building) via Druitt St, George St.
- **By 8 February 1987:** Ex City from Wardell Rd via Hamilton Av, Earlwood Av, Homer St. Unaltered on return.

City (George St or York St) – Campsie

From 16 April 1989

From City (York St) (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Missenden Rd (**Camperdown**), Carillon Av, Salisbury Rd, Percival Rd (**Stanmore**), Douglas St, Crystal St, Trafalgar St (**Petersham**), Gordon St, Livingstone Rd (**Marrickville**), Beauchamp St, Ewart St, Bayley St, Dudley St (**Dulwich Hill**), Wardell Rd, Permanent Av, Dellwood Av, Prince Edward Av, Earlwood Av, Fricourt Av, Wardell Rd, Homer St (**Earlwood**), Bexley Rd (**Clemton Park**), Northcote St, Canterbury Rd, Orissa St, Fletcher St, Beamish St, South Pde to near Beamish St (Campsie station).

From Campsie (South Pde at station) via Beamish St, Canterbury Rd, then reverse route to Railway Sq, then George St to Queen Victoria Building (City).

Kingsgrove Depot trips: Ex Belmore from Bexley Rd/William St via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.

City (Bathurst St or Pitt St) – Campsie

Alteration

From November 1998: To approach City from Railway Sq via George St, Bathurst St to Pitt St. Return from Pitt St at Bathurst St via Pitt St, Park St, George St.

City (Queen Victoria Building) – Campsie

Alteration

From November 1999: To approach City from Railway Sq via George St to Queen Victoria Building. Return from Queen Victoria Building (York St) via Druitt St, George St.

City (George St or Clarence St) – Campsie

Alteration

By 24 June 2001: To approach City from George St to Town Hall. Return from Clarence St at Market St via King St, George St.

City (George St or Strand Arcade) – Campsie

Alteration

From May 2002: From City (George St at Strand Arcade) via George St.

City (King St Wharf) – Campsie

Alterations

- *From 17 July 2005:* To approach City from George St via Margaret St, York St, Erskine St to King St Wharf. Return via Erskine St, York St, King St, George St.
- *From June 2006:* To approach City (King St Wharf) from George St via Grosvenor St, York St, Erskine St. Unaltered on return.
- *From 21 March 2010:* Ex City (King St Wharf) from Bexley Rd via Canterbury Rd (*not* via Northcote St). Reverse on return.

City (Martin Pl) – Campsie

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St to Martin Pl. Return from Castlereagh St (at Martin Pl) via Castlereagh St, Hay St, Pitt St.

Timetable Summary

22 February 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Belmore	59	M-F	Belmore	6.18am	York St	11.28pm	30*	A
		Sat		6.22am		11.58pm	AM 15 PM 30	A
		Sun		8.04am		11.33pm	AM 30 PM 15	A
		Hols		6.22am		11.58pm	AM 15 PM 30	A

* More frequent in peak hours.

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

January 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Belmore	62	M-F	Belmore	6.15amY	York St	11.35pmB	30*	A
		Sat		6.29amY		11.55pmB	AM 20 PM 30	C
		Sun	Dulwich Hill		8.39amB	Dulwich Hill	6.09pmB	AM 30 PM 60

* More frequent in peak hours.

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

B – To Belmore.

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

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

Y – To City (York St).

17 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Castlereagh St or George St)-Belmore	68	M-F	Belmore	6.20am	George St	11.00pm	30*	A
		Sat		6.40am		11.00pm	30	A
		Sun	Town Hall		10.00am	Belmore	5.00pm	60

* More frequent in peak hours.

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

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 (George St or Clarence St)-Campsie	Fr City 52E 68C	M-F	Campsie	5.32amT	Clarence St	6.35pmC 10.00pmE 12.10amK	A	
		Sat		5.50amT		6.35pmC 10.00pmE 12.10amK	B	
		Sun		8.06amT		6.10pmC 10.00pmE	D	

* More frequent in peak hours.

A – Day, City (George St or Clarence St)-Earlwood 20*, City (Clarence St)-Campsie 40*. Night, City (Clarence St)-Earlwood, plus last 2 trips from City (Clarence St) to Kingsgrove Depot. Plus short-working/s before first trip shown.

B – Day, City (Clarence St)-Earlwood 20, City (Clarence St)-Campsie 40. Night, City (Clarence St)-Earlwood, plus last 2 trips from City (Clarence St) to Kingsgrove Depot. Plus short-working/s before first trip shown.

C – To Campsie.

D – Day, City (Clarence St)-Earlwood 30, City (Clarence St)-Campsie 60. Night, City (Clarence St)-Earlwood.

E – To Earlwood.

K – To Kingsgrove Depot.

T – To City (Town Hall).

Route 413

CITY (various termini) – LEWISHAM – BELMORE ■

- **Dulwich Hill – Belmore (1942-43)**

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

Timeline

3 March 1940: Full time service City (York St) – Belmore commenced.

1 December 1940: Extended in City Wynyard on Sundays & Public Holidays.

3 May 1942: Sundays & Public Holidays extension from York St to Wynyard ceased.

27 September 1942: As a wartime economy measure:

- Curtailed to run as a feeder service, Dulwich Hill – Belmore on Sundays.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942 and full time from 14 June 1943.

14 June 1943: Dulwich Hill – Belmore renumbered 412, allowing Strathfield – West Strathfield (*see next entry*) to be numbered 413, the number adjacent to 414, with which it shared most of the route.

Streets

Same as or similar to later 412

Route 413

STRATHFIELD – WEST STRATHFIELD (Ada Av) ■

Timeline

14 June 1943: Peak hour service renumbered from 813. Shared most of route with 414.

25 November 1951 or 9 December 1951: Replaced by rerouted 414.

Streets

From 29 September 1946

From Strathfield (station) via Albert Rd, Dickson St, Merley Rd, Francis St, Shortland Av, Marion St, Newton Rd, Pemberton St to Ada Av (West Strathfield). Reverse on return.

Timetable Summary

26 September 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-West Strathfield (Ada Av)	11	M-F	Strathfield	7.32am	Ada Av	6.48pm	Ph1	
		Sat		7.32am		1.48pm	Ph2	
		Sun						

Ph1 – Peak hours only (both directions).

Ph2 – Morning and midday peak hours only (both directions).

Route 413

CITY (various termini) – ASHBURY – CAMPSIE ■

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

Timeline

28 December 1986: Full time service, City (York St) – Campsie, renumbered from 465.

1 January 1998: City terminus altered to Bathurst St (arriving) or Pitt St (departing).

24 October 1999: City terminus altered to George St at Queen Victoria Building (arriving) or George St at Town Hall (departing).

24 June 2001: City terminus altered to George St at Town Hall (arriving) or Clarence St at Market St (departing).

By May 2002: City terminus altered to George St at Town Hall (arriving) or George St at Strand Arcade (departing).

17 July 2005: City terminus altered to King St Wharf.

4 October 2015: City terminus altered to Martin Pl, 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 Private Route Histories – Contract Region 6*).

Streets

City (York St) – Campsie

From 28 December 1986

From City (York St) (at Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, West St, Railway Pde (**Lewisham**), Old Canterbury Rd, Junction Rd (**Summer Hill**), Prospect Rd, Clissold St, Holden St, Palace St (**Ashfield**), Milton St, King St, Roslyn St (**Ashbury**), Leith St, Croydon Av, Queensborough Rd, Brighton Av, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via reverse route to George St to Queen Victoria Building (City).

Alteration

By December 1995: To approach Campsie from Beamish St via Campsie St, London St, North Pde to Campsie station. Return via Beamish St.

City (Bathurst St or Pitt St) – Campsie

Alteration

From November 1998: To approach City from George St via Bathurst St to Pitt St. Return from Pitt St at Bathurst St via Park St, George St.

City (Queen Victoria Building or George St) – Campsie

Alterations

By 17 July 2000:

- To approach City from George St to Queen Victoria Building. Rerun from George St at Town Hall via George St.
- To approach Campsie from Beamish St via South Pde to near Beamish St. Reverse on return.

City (George St or Clarence St) – Campsie

Alteration

From 24 June 2001: To approach City from George St to Town Hall. Return from Clarence St at Market St King St, George St.

City (George St or Strand Arcade) – Campsie

Alterations

- *By November 2002:* To approach City from George St to Town Hall. Return from George St at Strand Arcade via George St.
- *By November 2003:* To approach Campsie from Beamish St via North Pde to station. Reverse on return.

City (King St Wharf) – Campsie

Alteration

From 17 July 2005: To approach City from George St via Margaret St, York St, Erskine St to King St Wharf. Return via Erskine St, York St, King St, George St.

City (Martin Pl) – Campsie

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St to Martin Pl. Return from Castlereagh St (at Martin Pl) via Castlereagh St, Hay St, Pitt St.

Timetable Summary

28 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Campsie	46	M-F	Campsie	5.45am	York St	12.00mn	30*	
		Sat		6.05am		12.00mn	30	
		Sun		9.10am		5.50pm	60	

* More frequent in peak hours.

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 (Martin Pl)- Campsie	55	M-F	Campsie	5.42am	Martin Pl	12.48am	30*	
		Sat		6.05am		12.40am	30	
		Sun		9.25am		6.35pm	60	

* More frequent in peak hours.

Route 414

EARLWOOD (tram terminus) – MAROUBRA BEACH■

Timeline

26 December 1940: Summer weekends & Public Holidays service commenced.

21 December 1941: Ceased as a wartime economy measure.

Route 414

STRATHFIELD – WEST STRATHFIELD – HOMEBUSH (via various routes)■

STRATHFIELD – WEST STRATHFIELD loop■

Timeline

14 June 1943:

- Monday-Saturday service, Strathfield – West Strathfield – Homebush via Fraser St, renumbered from 814.
- Shared part of route with 413 until 1951.

29 September 1946: Monday-Saturday daytime service. Night service to part of route possibly provided by 484.

By 14 November 1949: Hours of service increased to full time.

25 November 1951 or 9 December 1951: Rerouted via Ada Av area, replacing 413.

By 1 August 1960: Days/hours of service reduced to daytime Mondays-Saturdays.

By June 1975: Days of service reduced to weekdays only.

9 April 1980: Rerouted/curtailed as Strathfield – West Strathfield loop (*not* to Homebush station).

12 January 1992: Hours of service reduced to peak hours only. Replaced in off-peak by new 408, which also ran on Saturdays.

7 January 2001: As part of rearrangement of Homebush area routes, mostly replaced by part of new 407.

Streets

Strathfield – Homebush via Fraser St

From 29 September 1946

From Strathfield (station) via Clarendon Rd [now Albert Rd], Albert Rd, Dickson St, Merley Rd, Francis St, Shortland Av, Fraser St (**West Strathfield**), Arthur St, Broughton St, Rochester St, The Crescent to Homebush station.

Strathfield – Homebush via Ada Av

From 25 November 1951 or 9 December 1951

From Strathfield (Albert Rd at station) via Clarendon [now Albert] Rd, Albert Rd, Dickson St, Merley Rd, Francis St, Shortland Av, Marion St, Newton Rd, Boden Av, Ada Av, Pemberton St (**West Strathfield**), Arthur St, Broughton St, Rochester St, The Crescent to Homebush station.

From Homebush (The Crescent at station) via Homebush Rd, Burlington Rd, Rochester St, then reverse route to Strathfield station.

Alteration:

By 1 August 1960: Ex Strathfield from Albert Rd via Homebush Rd, Oxford Rd, Heyde Av, Albert Rd, Dickson St. Reverse on return.

Strathfield – West Strathfield loop

By 9 April 1980

From Strathfield (Albert Rd at station) via Albert Rd, Dickson St, Merley Rd, Francis St, Arthur St, Pemberton St (**West Strathfield**), Newton Rd, Melville Av, Ada Av, Boden Av, Newton Rd, Marion St, Shortland Av, Francis St, then reverse route to Strathfield station.

Timetable Summary

14 November 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush via Fraser St	15	M-F	Strathfield	6.53am	Homebush	12.10am	20	
		Sat		7.50pm		12.10am	20	
		Sun		7.01am		11.30pm	20	

9 December 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush via Ada Av		M-F	Strathfield	6.42am	Homebush	12.21am	30*	
		Sat		7.52am		12.21am	30	A
		Sun		6.52am		11.51pm	60	

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

1 August 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush via Ada Av	26	M-F	Strathfield	6.44am	Homebush	7.28pm	30*	
		Sat		7.52pm		7.22pm	AM 30 PM 60	
		Sun						

* More frequent in peak hours.

June 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush via Ada Av	26	M-F	Strathfield	6.44am	Homebush	7.29pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

9 April 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-West Strathfield loop	23 round trip	M-F	Strathfield	7.14am	W Strathfield	7.12pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

February 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-West Strathfield loop	23 round trip	M-F	Strathfield	7.14am	W Strathfield	7.12pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

Route 415

CAMPSIE – BELMORE – BURWOOD – CHISWICK ■

SUMMER HILL – CANTERBURY – BELMORE – BURWOOD ■

Timeline

10 August 1941: Belmore – Strathfield – Burwood renumbered from 215.

14 June 1943: 886 Enfield (Broadway) – Strathfield via The Boulevarde replaced by 415.

23 July 1950: Service between Burwood & Strathfield ceased on Sundays.

29 November 1953: 470 amalgamated with 415 as 415 Summer Hill – Belmore – Strathfield – Burwood.

17 November 1985: Night service curtailed to run Belmore – Burwood.

11 September 1988: Night services ceased except for limited service on Thursday nights (which ceased by 1 October 1989).

1 October 1989: Curtailed/rerouted to run Campsie – Belmore – Strathfield – Burwood (daily daytime service).

Service through Summer Hill in off-peak partly replaced by diversion of 409 as from 18 December 1989.

21 March 2010: Extended from Burwood to Chiswick as part of a general service review of Inner Western & Southern routes, replacing 409 between Burwood & Five Dock. Route now Campsie – Belmore – Burwood – Chiswick (daily daytime service).

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

Belmore – Burwood

Circa 1946 (Gregory's street directory)

From Burwood (station) via Railway Pde, Morwick St, The Boulevarde to **Strathfield** station, then The Boulevarde (**Enfield**), [Coronation Pde,] Punchbowl Rd, Burwood Rd, Redman Pde (Belmore station).

Summer Hill – Belmore – Burwood

From 1 April 1962

From Summer Hill (Carlton Cr at station) via Lackey St, Smith St, Prospect Rd, Old Canterbury Rd (**Hurlstone Park**), Griffith St, Queen St, Hanks St, Third St (**Ashbury**), King St, Jeffrey St (**Canterbury**), Canterbury Rd, Burwood Rd (**Belmore**), Punchbowl Rd (**Belfield**), Coronation Pde (**Enfield**), The Boulevarde to **Strathfield** station, then The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Belmore St, Shaftesbury Rd, Railway Pde to near Shaftesbury Rd (Burwood).

From Burwood (Railway Pde at Shaftesbury Rd) via Railway Pde, Morwick St, then reverse route to Prospect Rd, then Carlton Cr, Lackey St to Summer Hill station.

Alterations

- **By April 1966:** From Summer Hill (Lackey St at station) via Smith St. Return from Prospect Rd via Carlton Cr, Lackey St to station.
- **By June 1973:** Ex Summer Hill from Coronation Pde via The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Belmore St, Shaftesbury Rd to near Belmore St. Return via Shaftesbury Rd, Railway Pde, Morwick St, The Bloulevarde, Redmyre Rd, Raw Sq, Albert Rd, The Boulevarde.
- **By 25 June 1979:** To approach Burwood from Burwood Rd via Clarence St, Shaftesbury Rd to Belmore St. Return via Shaftesbury Rd, Railway Pde.
- **By November 1980:** Ex Summer Hill from Coronation Pde via The Boulevarde to Strathfield station, then The Boulevarde, Morwick St, Railway Pde to Burwood Rd. Reverse on return.
- **19 January 1984 (trips from Summer Hill):** Ex Summer Hill from Old Canterbury Rd via Queen St (*not* via Griffiths St).
- **By October 1982:** To approach Summer Hill from Prospect Rd via Smith St, Lackey St to station. Return via Carlton Cr, Prospect Rd.
- **By 11 September 1988:** Ex Summer Hill from Coronation Pde via The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St. Return from Morwick St via The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Coronation Pde.
- **By 11 September 1988 (Kingsgrove Depot trips):** From Canterbury Rd/Kingsgrove Rd via Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.

Campsie – Belmore – Burwood

From 1 October 1989

From Campsie (Beamish St at station) via Beamish St, Canterbury Rd, Burwood Rd (**Belmore**), Punchbowl Rd (**Belfield**), Coronation Pde (**Enfield**), The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde to Burwood Rd (Burwood).

From Burwood (Railway Pde at Burwood Rd) via Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Coronation Pde, then reverse route to Campsie station.

Kingsgrove Depot trips: From Canterbury Rd/Kingsgrove Rd via Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.

Alterations

- **By October 1994:** To approach Campsie from Beamish St via South Pde to near Beamish St. Reverse on return.
- **By January 2003 (weekday off-peak):** Extended in Burwood from Railway Pde via Burwood Rd, Wilga St, Shaftesbury Rd, Victoria St to Westfield. Return via Burwood Rd, Railway Pde.

- **By 22 March 2009 (weekday off-peak):** To approach Burwood from Burwood Rd via Victoria St to Westfield. Return via Shaftesbury Rd, Railway Pde.

Campsie – Belmore – Burwood – Chiswick

From 21 March 2010

From Campsie (South Pde at station) via Beamish St, Canterbury Rd, Burwood Rd (**Belmore**), Punchbowl Rd (**Belfield**), Coronation Pde (**Enfield**), The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd (**Burwood**), Parramatta Rd, Harris Rd, Garfield St, Great North Rd (**Five Dock**), Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Railway Pde, then Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Coronation Pde, then reverse route to Campsie station.

Kingsgrove Depot trips: From Canterbury Rd/Kingsgrove Rd via Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.

Timetable Summary

22 February 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Burwood	21	M-F	Belmore	4.31am	Burwood	1.10am	30*	
		Sat		4.31am		1.10am	AM 15 PM 30	
		Sun		7.06am		1.10am	AM 30 PM 15	
		Hols		4.31am		12.57am	AM 30 PM 15	

* More frequent in peak hours.

March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Summer Hill-Strathfield-Burwood	Fr S Hill 47S 53B	M-F	Strathfield	6.15amH	Burwood	5.47pmH	A	
			Summer Hill	9.04amB	Summer Hill	11.05pmS		
		Sat	Strathfield	6.03amH	Burwood	1.25pmH	C	
			Summer Hill	8.22amB	Summer Hill	11.05pmS		
Sun	Strathfield	7.30amH	Strathfield	10.20pmH	40	D		

* More frequent in peak hours.

A – Early morning & morning peak hour, mainly Summer Hill-Strathfield, plus various short-workings (first trip 3.49am from Kingsgrove Rd to Burwood). Day & afternoon peak hour, Summer Hill-Burwood 30*. Night, mainly Summer Hill-Strathfield. Plus short-working/s after last trip shown.

B – To Burwood.

C – Early morning & night, mainly Summer Hill-Strathfield, plus various short-workings (first trip 3.54am from Kingsgrove Rd to Burwood). Morning, Burwood-Belmore 20, Burwood-Summer Hill 40. Afternoon, Summer Hill-Strathfield 40. Night, mainly Summer Hill-Strathfield. Plus short-working/s after last trip shown.

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

H – To Summer Hill.

S – To Strathfield.

17 November 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Summer Hill-Strathfield-Burwood	Fr S Hill 46S 52B	M-F	Strathfield	6.22amH	Summer Hill	8.05pmB	A	
			Summer Hill	8.09amB	Burwood	11.10pmL		
		Sat	Strathfield	6.12amH	Summer Hill	7.16pmB	C	
			Summer Hill	7.02amB	Burwood	11.10pmL		
		Sun	Strathfield	9.32amH	Summer Hill	5.06pmS	60	D

* More frequent in peak hours.

A – Early morning & morning peak hour, mainly Summer Hill-Strathfield, plus various short-workings (first trip 3.53am from Belmore to Burwood). Day & afternoon peak hour, Summer Hill-Burwood 30*. Night, Belmore-Burwood. Plus short-working/s after last trip shown.

B – To Burwood.

C – Early morning, mainly Summer Hill-Strathfield. Morning, Summer Hill-Burwood 30. Afternoon, Summer Hill-Burwood 60. Night, Belmore-Burwood. Plus short-working/s before first trip & after last trip shown.

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

H – To Summer Hill.

L – To Belmore.

S – To Strathfield.

1 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Burwood	Fr Camps 29S 35B	M-F	Strathfield	6.19amC	Burwood	6.06pmC	A	
			Campsie	8.25amB		8.05pmL		
		Sat	Belmore	6.02amS	Campsie	7.20pmB	D	
			Campsie	7.20amB				
		Sun	Strathfield	9.20amC	Campsie	5.50pmS	60	E

* More frequent in peak hours.

A – Early morning, mainly Summer Hill-Strathfield, plus various short-workings (first trip 5.06am from Belmore to Burwood). Day & afternoon peak hour, Summer Hill-Burwood 30*. Night, Belmore-Burwood.

B – To Burwood.

C – To Campsie.

D – Early morning, mainly from Belmore to Strathfield & from Strathfield to Campsie. Morning, Campsie-Burwood 30. Afternoon, Campsie-Burwood 60.

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

L – To Belmore.

S – To Strathfield.

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Burwood-Chiswick	54	M-F	Campsie	6.10am	Campsie	6.58pm	A	
		Sat		7.09am	Chiswick	7.20pm	30	B
		Sun		8.25am		7.25pm	60	

* More frequent in peak hours.

A – Early morning, various short-workings (first trip 4.59am from Belmore to Burwood). Peak hours & day, Campsie-Chiswick 30*. Some peak hour trips, Strathfield-Campsie only. Plus short-working/s before first trip & after last trip shown.

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

Route 418

BURWOOD – SOUTH ENFIELD (Portland St)■

- **Selected trips extended from Burwood to Cabarita or Mortlake**

Timeline

23 January (or 23 June?) 1958:

- Peak hour service, Burwood – South Enfield (Portland St) (selected trips extended from Burwood to Cabarita), commenced.
- Prior to 1966 selected trips/limited service may have also been extended from Burwood to Mortlake.

By 6 July 1980: Limited service re-extended from Burwood to Mortlake.

11 September 1988: Burwood – South Enfield (Portland St) (but *not* extensions from Burwood to Cabarita or Mortlake) renumbered 463, in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes.

Streets

Burwood – South Enfield (Portland St) (selected trips extended from Burwood to Cabarita)

From May 1966

From Burwood (Burwood Rd at station) via Burwood Rd, Mitchell St, Portland St, Georges River Rd to near Portland St (South Enfield).

From South Enfield (Portland St) (at Georges River Rd) via Lennartz St, Tangarra St, Portland St, Mitchell St, Burwood Rd to Burwood station.

Cabarita extension: From Burwood station via Burwood Rd, Crane St, Majors Bay Rd, Brewer St, Mortlake St, Cabarita Rd to Cabarita Park.

(Cabarita Junction located at Frederick St/Cabarita Rd).

Burwood – South Enfield (Portland St) (selected trips extended from Burwood to Cabarita or Mortlake)

Alteration

By 6 July 1980 (Mortlake extension): From Burwood station via Burwood Rd, Crane St, Majors Bay Rd, Brewer St, Frederick St, Cabarita Rd, Mortlake St, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St, Tennyson Rd to near Whittaker St (Mortlake). Return via Tennyson Rd, Gale St, then reverse route.

(Cabarita Junction located at Frederick St/Cabarita Rd).

Timetable Summary

May 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-South Enfield (Portland St)†	Fr Sth Enf 10B 29C	M-F	Portland St	6.53am	Cabarita Jun	5.53pm	Ph	
		Sat						
		Sun						

† Selected trips extended to start from Cabarita.

B – To Burwood.

C – To Cabarita.

Ph – Peak hours only (morning from South Enfield (Portland St) to Burwood, afternoon from Burwood (selected trips extended to start from Cabarita or Cabarita Junction, all to South Enfield (Portland St)).

Route 418

BONDI JUNCTION – KINGSFORD – HURLSTONE PARK – BURWOOD ■ TEMPE DEPOT – HURLSTONE PARK – BURWOOD ■

(Tempe Depot, located at Princes Hwy/Gannon St, was closed as a depot between 1992 & 2010. For at least part of the intervening period, the terminus at that location was known more simply as Tempe.)

Timeline

21 March 2010: Full time service, Tempe Depot – Hurlstone Park – Burwood commenced as part of a general service review of Inner Western & Southern routes, as a result of amalgamation of:

- 409 part of route between Hurlstone Park & Ashfield (but rerouted to Burwood instead of Ashfield)
- 425 part of route between Dulwich Hill & Tempe Depot.

20 October 2013:

- Amalgamated with 357 (except part of 418 along Princes Hwy between Railway Rd, Sydenham & Tempe Depot) as 418 Bondi Junction – Kingsford – Hurlstone Park – Burwood.
- Service between Sydenham & Tempe Depot replaced in peak hours (later Mondays-Saturdays daytime) by revived 425.

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

Tempe – Burwood

From 21 March 2010

From Tempe Depot via Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), railway bridge, Railway Pde, Marrickville Rd (**Marrickville, Dulwich Hill**), New Canterbury Rd, Myra Rd, The Parade, Garnet St, Floss St (**Hurlstone Park**), Crinan St, Queen St, Liverpool Rd (**Ashfield**), Burwood Rd, Victoria St to Westfield (Burwood).

From Burwood (Burwood Rd at Westfield) via Burwood Rd, then reverse route to Crinan St, then Duntroon St, Hampden St, The Parade, then reverse route to Marrickville Rd, then Buckley St, Sydenham Rd, Railway Pde, railway bridge, Gleeson Av, Railway Rd, Princes Hwy to Tempe Depot.

Bondi Junction – Sydenham – Burwood

From 20 October 2013

From Bondi Junction (interchange) via Newland St, Birrell St, Bourke St, Queens Park Rd (**Queens Park**), York Rd, Avoca St, Alison Rd, Belmore Rd (**Randwick**), Arthur St, Clara St, High St (**University of New South Wales**), Botany St, Barker St, Avoca St, Rainbow St (**Kingsford**), Gardeners Rd, Bourke Rd (**Mascot**), Coward St, Kent Rd, Ricketty St, Canal Rd, Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), railway bridge, Railway Pde, Marrickville Rd (**Marrickville, Dulwich Hill**), New Canterbury Rd, Myra Rd, The Parade, Garnet St, Floss St (**Hurlstone Park**), Crinan St, Queen St, Liverpool Rd (**Ashfield**), Burwood Rd, Victoria St to Westfield (Burwood).

From Burwood (Burwood Rd at Westfield) via Burwood Rd, then reverse route to Crinan St, then Duntroon St, Hampden St, The Parade, then reverse route to Marrickville Rd, then Buckley St, Sydenham Rd, Railway Pde, railway bridge, Gleeson Av, Railway Rd, then reverse route to Bondi Junction interchange.

Timetable Summary

10 October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Burwood	47	M-F	Burwood	6.00am	Burwood	9.30pm	30*	
		Sat		6.00am	Tempe Depot	8.33pm	30	
		Sun	Tempe Depot	7.53am	Burwood	5.50pm	60	

* More frequent in peak hours.

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Sydenham-Burwood	Fr B Jun 48S 85B	M-F	Bondi Jun	5.35amB	Bondi Jun	7.48pmB	A	
					Burwood	9.15pmS		
		Sat	Burwood	6.10amJ		6.45pmJ 9.15pmS	C	
		Sun	Bondi Jun	7.32amB		4.58pmJ	60	

* More frequent in peak hours.

A – Peak hours & day, Bondi Junction-Burwood 30*. Night, Bondi Junction-Sydenham. Plus short-working/s before first trip shown.

B – To Burwood.

C – Peak hours & day, Bondi Junction-Burwood 30. Night, Bondi Junction-Sydenham. Plus short-working/s before first trip shown.

J – To Bondi Junction.

S – To Sydenham.