

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 (continued)

Part 2: Route numbers in the range 419-460

(See Part 1 for Routes 9-419)
(See Part 3 for Routes 461-992)

Route 419

BURWOOD – ENFIELD (The Broadway)■

Timeline

22 August 1948: New limited peak hour route, supplementary to 420 & 421, commenced as part of replacement of Ashfield – Enfield – Burwood – Cabarita – Mortlake tram services by buses.

By 6 July 1980: Ceased. 420, 421 & 466 provided all service.

Streets

From 22 August 1948 (based on May 1966 timetable)

From Burwood (Burwood Rd at station) via Burwood Rd, Liverpool Rd to Coronation Pde (The Broadway, Enfield). Reverse on return.

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-Enfield (Broadway)	8	M-F	Burwood	4.29pm			Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (from Burwood).

Route 419

STRATHFIELD – HOMEBUSH (Bridge Rd)■

Timeline

24 November 1982: Limited off-peak service on Wednesdays-Fridays commenced.

23 February 1983: Ceased. 414 operated in the same general area.

Streets

From 24 November 1982

From Strathfield (Albert Rd at station) via Albert Rd, Homebush Rd, Burlington Rd, Bridge Rd (**Homebush**), Mackenzie St, Broughton Rd, Beresford Rd, Homebush Rd, Albert Rd to Strathfield station.

Timetable Summary

24 November 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Homebush (Bridge Rd)		M-F	Strathfield	9.45am	Bridge Rd	1.37pm	2 trips	A
		Sat						
		Sun						

A – Wednesdays-Fridays only.

Route 420

ASHFIELD – ENFIELD – BURWOOD – MORTLAKE ■

Timeline

22 August 1948: New full time route commenced as part of replacement of Ashfield – Enfield – Burwood – Cabarita – Mortlake tram service by buses. Shared most of route at various times with 421 & (from 13 December 1953) 466.

16 February 1958: Selected peak hour & Sunday trips replaced by 466.

1 April 1962:

- Sunday daytime service curtailed to run Enfield (Portland St) – Mortlake. 421 & 466 continued to serve route between Ashfield & Enfield (Portland St) at that time.
- Sunday daytime service further curtailed to run Burwood – Mortlake by 3 December 1972.

16 March 1975:

- Sunday service replaced by 466, running Ashfield – Mortlake.
- Saturday morning trips similarly replaced by 466 by 17 November 1985.

11 September 1988: In a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes:

- Renumbered 464.
- Hours of service extended to daytime Mondays-Saturdays.

Streets

From 22 August 1948 (based on May 1966 timetable)

From Ashfield (Orchard Cr at station) via Murrell St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), 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).

From Mortlake (Tennyson Rd at Whittaker St) via Tennyson Rd, Gale St, then reverse route to Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

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

Alterations:

- *By 6 July 1980:* Ex Ashfield from Frederick St via Brays Rd, Gale St. Reverse on return.
- *By November 1983:* From Ashfield station via Brown St, Liverpool Rd. Unaltered on return.

Timetable Summary

May 1966

420, 421, 466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
420: Ashfield-Burwood-Mortlake	44	M-F	Mortlake	5.15am	Ashfield	11.49pm	30*	
		Sat		5.21am		11.52pm	AM 20 PM 30	B
		Sun		5.35am		11.08pm	C	
421: Ashfield-Burwood-Cabarita	41	M-F	Ashfield	5.32am	Ashfield	10.29pm	60*	
		Sat		5.46am		12.10am	AM 20	B
		Sun		6.25am		11.08pm	C	
466: Ashfield-Burwood-East Concord-Mortlake		M-F	Mortlake	7.18amA	Enfield	3.40pmM	1 trip	
		Sat						
		Sun						
466: Ashfield-Burwood-East Concord-Cabarita	43	M-F	Ashfield	9.33am	Cabarita	10.49pm	60*	
		Sat	Cabarita	1.19pm		11.49pm	PM 30	B
		Sun		8.48am	Ashfield	10.38pm	C	

* More frequent in peak hours.

A – To Ashfield

B – Night service to Cabarita mainly 466. Plus short-working/s before first trip & after last trip shown.

C – Day - trips *from* Mortlake & Cabarita: Mortlake to South Enfield (Portland St) (420) 20. Cabarita to Ashfield (421) 60. Cabarita-Ashfield (466) 60.

Day - trips *to* Mortlake & Cabarita: Ashfield to Mortlake (420) 30. South Enfield (Portland St)-Cabarita (421) 60. South Enfield (Portland St)-Cabarita (466) 60.

Night, Ashfield-Mortlake (420) & Ashfield-Cabarita (466).

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

M – To Mortlake.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (420, 421, 466) 15.

Sat AM: Ashfield-Cabarita Junction (420, 421) 10.

PM: Ashfield-Cabarita Junction (except in East Concord) (420, 466) 15.

Sun Trips *from* Mortlake & Cabarita: Cabarita Junction to South Enfield (Portland St) (except in East Concord) (420, 421, 466) 15. Cabarita Junction to Ashfield (421, 466) 30.

Trips *to* Mortlake & Cabarita: Ashfield to Cabarita Junction (420) 30. South Enfield (Portland St) to Cabarita Junction (except in East Concord) (420, 421, 466) 15

September 1980
420, 421, 466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
420: Ashfield-Burwood-Mortlake	47	M-F	Mortlake	5.12am	Mortlake	9.25pm	A	
		Sat		5.25am		10.20pm	B	
		Sun						
421: Ashfield-Burwood-Cabarita	45	M-F	Ashfield	5.25am	Cabarita	10.23pm	A	
		Sat		5.50am	Ashfield	1.00pm	B	
		Sun						
466: Ashfield-Burwood-East Concord-Mortlake		M-F	Ashfield	7.10pm	Ashfield	11.10pm	A	
		Sat	Mortlake	8.20am		11.06pm	B	
		Sun		8.17am		9.26pm	60	C
466: Ashfield-Burwood-East Concord-Cabarita	49	M-F	Ashfield	9.05am	Ashfield	10.06pm	A	
		Sat		11.30am	Cabarita	10.41pm	B	
		Sun	Cabarita	7.47am	Ashfield	7.56pm	60	C

* More frequent in peak hours.

A – Peak hours, Ashfield-Mortlake (420), Ashfield-Cabarita (421). Plus short working/s before first trip shown.

Day, Ashfield-Mortlake (420) 30*, Ashfield-Cabarita (466) 30*

Night – trips *to* Mortlake & Cabarita, mainly Ashfield to Mortlake (466), Ashfield to Cabarita (466).

Night – trips *from* Mortlake & Cabarita, Mortlake to Ashfield (420), Cabarita to Ashfield (421 or 466). Plus short working/s after last trip shown.

B – Morning, Ashfield or Croydon Park-Mortlake (420) 20, Ashfield or Croydon Park-Cabarita (421) 20, resulting in trips between Ashfield & Croydon Park 20. Plus Croydon Park-Cabarita Junction (466) 40. Plus short working/s before first trip shown.

Afternoon, Ashfield-Mortlake (420) 40, Ashfield-Cabarita (466) 40.

Night – trips *to* Mortlake & Cabarita, mainly Ashfield to Mortlake (466), Ashfield to Cabarita (466).

Night – trips *from* Mortlake & Cabarita, Mortlake to Ashfield (420), Cabarita to Ashfield (466).

Plus short working/s after last trip shown.

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (420, 466) 15.

Sat AM: Ashfield-Cabarita Junction (except in East Concord) (420, 421, 466) 20. Croydon Park-Cabarita Junction (except in East Concord) (420, 421, 466) 10-12.

PM: Ashfield-Cabarita Junction (except in East Concord) (420, 466) 20.

Sun Ashfield-Cabarita Junction (except in East Concord) (466) 30.

Route 421

ASHFIELD – ENFIELD – BURWOOD – CABARITA

Timeline

22 August 1948: New full time route commenced as part of replacement of Ashfield – Enfield – Burwood – Cabarita – Mortlake tram service by buses. Shared most of route at various times with 420 & (from 13 December 1953) 466.

16 February 1958:

- Selected peak hour trips, plus all trips at night and on Saturday afternoons & alternate trips on Sundays rerouted via East Concord & renumbered 466.
- Weekday daytime trips similarly replaced by 466 by April 1966.
- All trips on weekdays & Sundays similarly replaced by 466 from 16 March 1975.

11 September 1988: All trips rerouted via East Concord & renumbered 466 in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes.

Streets

From 22 August 1948 (based on May 1966 timetable)

From Ashfield (Orchard Cr at station) via Murrell St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd to Cabarita Park entrance (Cabarita).

From Cabarita (Cabarita Rd at Cabarita Park entrance) via reverse route to Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

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

Alteration

By November 1983: From Ashfield station via Brown St, Liverpool Rd. Unaltered on return.

Timetable Summary

May 1966

September 1980

See 420

Route 421

CITY (Circular Quay) – ENMORE ■

Timeline

22 May 1995: Number allocated to service supplementary to 423. No record of timetabled trips.

6 August 2005: Renumbered 423 (?).

Route 422

CITY (various termini) – NEWTOWN – TEMPE DEPOT – KOGARAH (via various routes) ■

(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

29 September 1957: New full time route City (Circular Quay) – Tempe Depot, commenced, replacing Circular Quay – Cooks River tram service. (Tempe Depot is only a short distance from the former Cooks River tram terminus.)

6 February 1987: 451 renumbered 422.

21 March 2010: Extended from Tempe to Kogarah, replacing equivalent part of 425, as part of a general service review of Inner Western & Southern routes.

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

6 May 2018:

- Rerouted via Missenden Rd (serving Royal Prince Alfred Hospital) instead of King St. 423, 426 & 428 continued to run via King St.
- City terminus altered to Pitt St, Central Railway.

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

Streets

City (Circular Quay) – Tempe Depot via City Rd

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown, St Peters**), Princes Hwy to Tempe Depot.

From Tempe Depot via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Alterations

- *By October 1971:* Ex Tempe Depot from Railway Sq via George St, Rawson Pl, Pitt St. Unaltered on return.
- *From 8 February 1987 (opening date of Pitt St pedestrian mall):* To approach City from Railway Sq via George St, Bridge St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Railway Sq.

City (Circular Quay) – Kogarah via City Rd

Alteration

From 21 March 2010: Extended from Tempe (Gannon St at depot) via Princes Hwy, West Botany St, Bryant St, Princes Hwy (**Rockdale**), Regent St to Kogarah station. Reverse on return.

City (Martin Pl) – Kogarah via City Rd

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

City (Pitt St, Central Railway) – Kogarah via Missenden Rd

From 6 May 2018

From City (Pitt St, Central Railway) (at Barlow St) via Pitt St, Railway Sq, Broadway, Parramatta Rd, Missenden Rd (Camperdown), King St (Newtown), Princes Hwy (St Peters, Tempe), West Botany St, Bryant St, Princes Hwy (Rockdale), Regent St to Kogarah station. Reverse on return.

Timetable Summary

29 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Tempe Depot via City Rd	37	M-F	Tempe Depot	3.45am	Tempe Depot	11.17pm	15*	
		Sat		5.56am	Circular Quay	12.07am	AM 15 PM 20	A
		Sun		5.16am		10.52pm	30	B

* More frequent in peak hours.

A – Plus short-working/s before first trip shown (with connections to final destination).

B – Plus short-working/s before first trip & after last trip shown (with connections to final destination).

July 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Tempe Depot via City Rd	37	M-F	Tempe Depot	3.45am	Tempe Depot	11.20pm	20*	
		Sat		5.56am	Circular Quay	11.22am	AM 15 PM 20	A
		Sun		8.55am		6.22pm	30	

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown (with connections to final destination).

22 December 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Tempe via City Rd	43	M-F	Tempe	5.57am	Circular Quay	12.20am	15	A
		Sat		6.00am		12.52am	20	A
		Sun		7.04am		11.20pm	20	

A – Plus short-working/s before first trip shown (with connections to final destination).

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Kogarah via City Rd	Fr C Quay 43T 59K	M-F	Circular Quay	6.00amK	Circular Quay	6.23pmK 12.00mnT	A	
		Sat	Tempe	5.08amC		6.45pmK 12.00mnT	B	
			Circular Quay	7.01amK				
		Sun	Kogarah	7.48amC		6.15pmK 11.35pmT	B	

* More frequent in peak hours.

A – Peak hours & day, City (Circular Quay)-Tempe 15*, City (Circular Quay)-Kogarah 30*. Night, City (Circular Quay)-Tempe. Plus short-working/s before first trip shown (with connections to final destination).

B – Day, City (Circular Quay)-Tempe 20, City (Circular Quay)-Kogarah 60. Night, City (Circular Quay)-Tempe.

C – To City (Circular Quay).

K – To Kogarah.

T – To Tempe.

6 May 2018

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)-Kogarah via Missenden Rd	Fr Pitt St 32T 48K	M-F	Pitt St, Central Railway	6.02amK	Pitt St, Central Railway	6.56pmK 12.21amT	A	
		Sat	Tempe Depot	5.14amP		7.21pmK 12.09pmT	B	
			Pitt St, C/Rly	7.00amK				
		Sun	Kogarah	7.38amP		6.37pmK 11.09pmT	B	

* More frequent in peak hours.

A – Peak hours & day, City (Pitt St, Central Railway)-Tempe Depot 15*, City (Pitt St, Central Railway)-Kogarah 30*. Night, City (Pitt St, Central Railway)-Tempe Depot. Plus short-working/s before first trip shown.

B – Day, City (Pitt St, Central Railway)-Tempe Depot 20, City (Pitt St, Central Railway)-Kogarah 60. Night, City (Pitt St, Central Railway)-Tempe Depot.

K – To Kogarah.

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

T – To Tempe Depot.

Route 423

CITY (various termini) – NEWTOWN – EARLWOOD – KINGSGROVE DEPOT

Timeline

29 September 1957:

- New full time route City (Circular Quay) – Earlwood commenced as part of replacement of Circular Quay – Earlwood tram service by buses.
- Supplemented by peak hour routes 424 & 425.

By 26 November 1966: Selected trips extended from Earlwood to Kingsgrove Depot.

25 July 1974: Peak hour express trips, Kingsgrove Depot – City (Circular Quay), commenced.

16 April 1989: Extended full time to run City (Circular Quay) – Earlwood – Kingsgrove Depot.

5 August 1990: Peak hour express trips renumbered X23.

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 (Circular Quay) – Earlwood

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**), Illawarra Rd (**Undercliffe**), Homer St to Earlwood Av (Earlwood).

From Earlwood (Homer St at Earlwood Av) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Alterations

- **By October 1971:** Ex Earlwood from Railway Sq via George St, Rawson Pl, Pitt St, Unaltered on return.
- **By July 1979:** To approach Earlwood from Homer St via William St, Cameron Av, Clarke St to Homer St. Return from Clarke St at Homer St via Homer St.

City (Circular Quay) – Earlwood (*selected trips extended to Kingsgrove Depot*)

Alterations

- **By 28 January 1980** (*Kingsgrove Depot extension*): From Earlwood (William St/Cameron Av) via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- **From 8 February 1987** (*opening date of Pitt St pedestrian mall*): To approach City from Railway Sq via George St, Bridge St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Railway Sq.

City (Circular Quay) – Earlwood – Kingsgrove Depot

Alterations

- **From 16 April 1989:** Extended from Earlwood (Homer St) via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- **By 22 October 1995** (*late night trips from City*): Ex City (Circular Quay) from Castlereagh St via Park St, George St, Bathurst St, Castlereagh St. Unaltered on return.
- **By 21 March 2010** (*late night trips from City*): Ex City (Circular Quay) from Castlereagh St via Hay St (*not* via Park St, George St, Bathurst St).

City (Martin Pl) – Earlwood – Kingsgrove Depot

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

Timetable Summary

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Earlwood†	Fr C Quay 43E 55K	M-F	Earlwood	4.15am	Circular Quay	1.40am	15*	A
		Sat		5.05am		12.14am	AM 15 PM 20	A
		Sun		5.45am		12.14am	30‡	A

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

‡ Additional trips on fine Summer Sundays.

A – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night).

E – To Earlwood.

K – To Kingsgrove Depot.

July 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Earlwood†	Fr C Quay 43E 55K	M-F	Earlwood	4.15am	Circular Quay	12.17am	20*	A
		Sat		5.05am		12.14am	AM 15 PM 20	A
		Sun		5.45am		11.15am	30	B

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

A – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night.

B – Selected trips extended to Kingsgrove Depot late at night.

E – To Earlwood.

K – To Kingsgrove Depot.

16 April 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Earlwood-Kingsgrove Depot	Fr C Quay 50E 62K	M-F	K'grove Depot	4.05am	Circular Quay	12.30am	20*	
		Sat		4.54am	K'grove Depot	12.14am	20	A
		Sun		6.03am	Circular Quay	11.15pm	30	B

* More frequent in peak hours.

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

B – Additional trips from Earlwood to City (Circular Quay) in morning.

E – To Earlwood.

K – To Kingsgrove Depot.

Route L23

CITY (various termini) – NEWTOWN – EARLWOOD – KINGSGROVE DEPOT (LIMITED STOPS) ■

Timeline

20 October 1995: Express trips X23 (City (Circular Quay) – Kingsgrove Depot altered to limited stops & renumbered.

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

By 28 April 2002: City terminus (departing) altered to Martin Pl.

4 October 2015: City terminus (arriving) altered to Martin Pl, as a result of commencement date of light rail construction in George St, City/new CBD bus network, making route City (Martin Pl) – Kingsgrove Depot in both morning & afternoon peak 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

City (Circular Quay) – Kingsgrove Depot

From 20 October 1995

Same as 423

City (Circular Quay or Gresham St) – Kingsgrove Depot

Alteration

From 14 February 1999 (afternoons): From City (Gresham St) via Pitt St.

City (Circular Quay or Martin Pl) – Kingsgrove Depot

Alteration

By 28 April 2002 (afternoons): From City (Castlereagh St at Martin Pl) via Castlereagh St.

City (Martin Pl) – Kingsgrove Depot

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

Timetable Summary

20 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Earlwood-Kingsgrove Depot	53	M-F	K'grove Depot	6.37am	Circular Quay	6.12pm	Ph	
		Sat						
		Sun						

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

Route X23

CITY (Circular Quay) – NEWTOWN – EARLWOOD – KINGSGROVE DEPOT (EXPRESS) ■

Timeline

5 August 1990: Peak hour express trips renumbered from 423.

20 October 1995: Altered to limited stops & renumbered L23.

Streets

From 5 August 1990

Same as 423

Timetable Summary

5 August 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Earlwood-Kingsgrove Depot	53	M-F	K'grove Depot	7.18am	Circular Quay	5.15pm	Ph	
		Sat						
		Sun						

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

Route 424

CITY (Circular Quay) – NEWTOWN – UNDERCLIFFE ■

Timeline

29 September 1957: New peak hour route, supplementary to 423, commenced as part of replacement of Circular Quay – Earlwood tram service by buses.

8 February 1987: Ceased. All service provided by 423.

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**), Illawarra Rd to Undercliffe Rd (Undercliffe).

From Undercliffe (Illawarra Rd at Undercliffe Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Undercliffe	37	M-F	Undercliffe	6.52am	Undercliffe	7.00am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Undercliffe).

Route 424

TEMPE DEPOT – MARRICKVILLE METRO■

(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

3 June 1991: Off-peak route commenced.

6 December 1991: Ceased without replacement.

Streets

From 3 June 1991

From Tempe Depot via Gannon St, Unwins Bridge Rd, Railway Rd, Burrows Av (**Sydenham**), Hogan Av, Unwins Bridge Rd, Bedwin St, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Murray St, Edgeware Rd, Bedwin St, Unwins Bridge Rd, Hogan Av, Burrows Av, Gleeson Av, Unwins Bridge Rd, Gannon St to Tempe Depot.

Timetable Summary

3 June 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Marrickville Metro	9	M-F	Tempe Depot	9.44am	M'ville Metro	1.53pm	60	
		Sat						
		Sun						

Route 425

CITY (Circular Quay) – NEWTOWN – MARRICKVILLE■

Timeline

29 September 1957: New peak hour route, supplementary to 423 & 426, commenced as part of replacement of Circular Quay – Earlwood & Circular Quay – Dulwich Hill tram services by buses.

10 April 1967: Ceased. All service provided by 423 & 426.

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd to Illawarra Rd (Marrickville).

From Marrickville (Marrickville Rd at Illawarra Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Marrickville	32	M-F	Marrickville	8.00am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Marrickville).

Route 425

DULWICH HILL – TEMPE DEPOT – ROCKDALE■

(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

8 November 1986: Monday-Saturday service, Dulwich Hill – Tempe Depot, renumbered from 442.

7 January 1991: Extended from Tempe Depot to Rockdale (initially on M-F, but also Saturdays from 19 December 1993), replacing equivalent part of 450.

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

- New 418 Tempe – Hurlstone Park – Burwood.
- Extension of 422 from Tempe to Kogarah.

Part of 425 revived as from 20 October 2013 (see next entry).

Streets

Dulwich Hill – Tempe Depot

From 8 November 1986

From Dulwich Hill (Marrickville Rd at New Canterbury Rd) via Marrickville Rd (**Marrickville**), Buckley St, Sydenham Rd, Railway Pde (**Sydenham**), railway bridge, Gleeson Av, Railway Rd, Princes Hwy to Tempe Depot.

From Tempe Depot via Princes Hwy, Railway Rd, Burrows Av, railway bridge, Railway Pde, Marrickville Rd to New Canterbury Rd (Dulwich Hill).

Dulwich Hill – Tempe Depot – Rockdale

Alterations

- *From 7 January 1991 (based on 11 February 1991 timetable):* Extended from Tempe Depot via Princes Hwy, West Botany St, Tabrett St, Lennox St, Bestic St, George St, Bay St to Rockdale interchange. Return via Geeves Av, Princes Hwy, King St, Market St, York St, Bestic St, then reverse route.
- *By 19 December 1993:* Ex Dulwich Hill from Lennox St via Bryant St, George St. Return from Market St via Bryant St, Lennox St, Tabrett St.

Timetable Summary

8 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Tempe Depot	15	M-F	Tempe Depot	4.31am	Dulwich Hill	8.46pm	20*	
		Sat		6.16am		11.27pm	AM 20 PM 35	
		Sun						

* More frequent in peak hours.

11 February 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Rockdale	Fr D Hill 15T 26R	M-F	Tempe Depot	4.26amD	Rockdale	5.38pmD	A	
			Dulwich Hill	6.07amR	Dulwich Hill	8.46pmT		
		Sat	Tempe Depot	5.07amD		11.28pmT	AM 20 PM 35	
		Sun						

* More frequent in peak hours.

A – Day, Dulwich Hill-Tempe Depot 20*, Dulwich Hill-Rockdale 60. Night, Dulwich Hill-Tempe Depot.

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe Depot.

19 December 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Rockdale	Fr D Hill 15T 28R	M-F	Tempe Depot	5.50amD	Rockdale	6.36pmD	A	
			Dulwich Hill	6.08amR	Dulwich Hill	8.55pmT		
		Sat	Tempe Depot	6.20amD	Rockdale	5.52pmD	B	
			Rockdale	7.52amD	Dulwich Hill	8.55pmT		
		Sun						

* More frequent in peak hours.

A – Day, Dulwich Hill-Tempe Depot 20*, Dulwich Hill-Rockdale 60. Night, Dulwich Hill-Tempe Depot.

B – Day, Dulwich Hill-Tempe Depot 30, Dulwich Hill-Rockdale 60. Night, Dulwich Hill-Tempe Depot.

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe Depot.

19 May 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Rockdale	Fr D Hill 15T 28R	M-F	Dulwich Hill	6.08amR	Rockdale	6.36pmD	A	
					Dulwich Hill	8.55pmT		
		Sat	Tempe	6.20amD	Rockdale	5.52pmD	B	
			Rockdale	7.52amD	Dulwich Hill	8.55pmT		
		Sun						

* More frequent in peak hours.

A – Day, Dulwich Hill-Tempe 30*, Dulwich Hill-Rockdale 60. Night, Dulwich Hill-Tempe. Plus short-working/s before first trip shown.

B – Day, Dulwich Hill-Tempe 30, Dulwich Hill-Rockdale 60. Night, Dulwich Hill-Tempe.

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe.

Route 425

DULWICH HILL – TEMPE DEPOT ■

Timeline

20 October 2013: Peak hour service (part of previous 425 revived) commenced, replacing part of 418 between Railway Rd, Sydenham & Tempe Depot, when 418 was extended to Bondi Junction.

By 12 February 2017: Days/hours of service increased to Monday-Saturday daytime.

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 20 October 2013

From Dulwich Hill (Marrickville Rd at New Canterbury Rd) via Marrickville Rd (**Marrickville**), Buckley St, Sydenham Rd, Railway Pde (**Sydenham**), railway bridge, Gleeson Av, Railway Rd, Princes Hwy to Tempe Depot.

From Tempe Depot (Princes Hwy) via Princes Hwy, Railway Rd, Burrows Av, railway bridge, Railway Pde, Marrickville Rd to New Canterbury Rd (Dulwich Hill).

Timetable Summary

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Tempe Depot	15	M-F	Tempe Depot	6.00am	Dulwich Hill	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hour service (both directions).

12 February 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Tempe Depot	15	M-F	Tempe Depot	6.00am	Dulwich Hill	6.00pm	60*	
		Sat		7.45am		5.15pm	60	
		Sun						

* More frequent in peak hours.

Route 426

CITY (various termini) – NEWTOWN – MARRICKVILLE – DULWICH HILL ■

- **Selected Sunday trips extended from Dulwich Hill to Canterbury (1982-94)**

Timeline

29 September 1957:

- New full time route City (Circular Quay) – Dulwich Hill commenced as part of replacement of Circular Quay – Dulwich Hill tram service by buses.
- Supplemented by peak hour route 425.

28 September 1975: Early morning & night trips on Sundays extended from Dulwich Hill to Canterbury & renumbered 446, partly replacing 448 between those points at those times.

7 February 1982: Early morning & night trips on Sundays extended to Canterbury & renumbered from 446 back to 426.

30 January 1994: Early morning & night trips on Sundays extended to Canterbury ceased. All trips ran City (Circular Quay) – Marrickville – Dulwich Hill.

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 (Circular Quay) – Marrickville – Dulwich Hill

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**) to New Canterbury Rd (Dulwich Hill)

From Dulwich Hill (Marrickville Rd at New Canterbury Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Alteration

By October 1971: Ex Dulwich Hill from Broadway via George St, Rawson Pl, Pitt St. Unaltered on return.

City (Circular Quay) – Marrickville – Dulwich Hill (*selected Sunday trips extended to Canterbury*)

Alterations

- **From 7 February 1982:** Extended from Dulwich Hill via New Canterbury Rd, Canterbury Rd, Broughton St to Canterbury station. Reverse on return.
- **From 8 February 1987** (*opening date of Pitt St pedestrian mall*): To approach City from George St via Bridge St, Loftus St to Circular Quay. Return from Alfred St via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Railway Sq.

City (Circular Quay) – Marrickville – Dulwich Hill

Alterations

- **From 30 January 1994:** Extension from Dulwich Hill to Canterbury ceased.
- **By 22 October 1995** (*late night trips from City*): Ex City (Circular Quay) from Castlereagh St via Park St, George St, Bathurst St, Castlereagh St. Unaltered on return.
- **By 21 March 2010** (*late night trips from City*): Ex City (Circular Quay) from Castlereagh St via Hay St (*not* via Park St, George St, Bathurst St).

City (Martin Pl) – Marrickville – Dulwich Hill

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

Timetable Summary

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Dulwich Hill	38	M-F	Dulwich Hill	3.54am	Circular Quay	11.51pm	15*	
		Sat		5.17am		11.52pm	AM 15 PM 20	A
		Sun		7.11am		11.27pm	30	

* More frequent in peak hours.

A – Plus short-working/s after last trip shown (with connections to final destination).

July 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Dulwich Hill	38	M-F	Dulwich Hill	3.54am	Circular Quay	11.51pm	20*	
		Sat		5.17am		11.27pm	AM 15 PM 20	
		Sun		7.12am		11.00pm	30	A

* More frequent in peak hours.

A – Early morning & night service provided by 446.

Route 428

CITY (various termini) – NEWTOWN – DULWICH HILL – CANTERBURY via Addison Rd

Timeline

7 February 1987: Full time service (including express trip), City (Circular Quay) – Canterbury, renumbered from 448, coincident with opening of Pitt St pedestrian mall.

5 August 1990: Express trip renumbered X28.

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 (Circular Quay) – Canterbury

From 7 February 1987

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, George St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Addison Rd, Livingstone Rd, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station.

From Canterbury (Broughton St at station) via reverse route to George St, then Bridge St, Loftus St to Circular Quay (City).

Alterations

- *By 22 October 1995 (late night trips from City):* Ex City (Circular Quay) from Castlereagh St via Park St, George St, Bathurst St, Castlereagh St. Unaltered on return.
- *By 21 March 2010 (late night trips from City):* Ex City (Circular Quay) from Castlereagh St via Hay St (*not* via Park St, George St, Bathurst St).

City (Martin Pl) – Canterbury

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

Timetable Summary

7 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Canterbury	51	M-F	Canterbury	4.16am	Circular Quay	12.20am	15*	
		Sat		4.39am		12.20am	20	
		Sun		6.36am		11.40pm	20	

* More frequent in peak hours.

Route L28

CITY (various termini) – NEWTOWN – DULWICH HILL – CANTERBURY via Stanmore Rd (LIMITED STOPS) ■

Timeline

23 October 1993: Peak hour limited stops service, City (Circular Quay) – Canterbury, commenced, replacing express trip on X28.

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

By 28 April 2002: City terminus (departing) altered to Martin Pl.

4 October 2015: City terminus (arriving) altered to Martin Pl, as a result of light rail construction in George St, City/new CBD bus network, making route City (Martin Pl) – Canterbury in both morning & afternoon peak 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

City (Circular Quay) – Canterbury

From 23 October 1993

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Hunter St, Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Stanmore Rd, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station.

From Canterbury (Broughton St at station) via reverse route to Railway Sq, then George St, Bridge St, Loftus St to Circular Quay (City).

City (Circular Quay or Gresham St) – Canterbury

Alteration

From 14 February 1999 (afternoons): From City (Gresham St) via Bridge St, Pitt St.

City (Circular Quay or Martin Pl) – Canterbury

Alteration

By 28 April 2002 (afternoons): From City (Castlereagh St at Martin Pl) via Castlereagh St.

City (Martin Pl) – Canterbury

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 (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.

Timetable Summary

From 22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Canterbury	43	M-F	Canterbury	7.00am	Circular Quay	6.02pm	Ph	
		Sat						
		Sun						

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

Route X28

CITY (Circular Quay) – NEWTOWN – DULWICH HILL – CANTERBURY via Addison Rd (EXPRESS)

Timeline

5 August 1990: Express trip renumbered from 428.

23 October 1993: Replaced by more frequent limited stops service L28.

Streets

From 5 August 1990

Same as 428

Timetable Summary

7 October 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-City (Circular Quay)	43	M-F	Canterbury	8.00am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Canterbury).

Route 430

CITY (various termini) – FOREST LODGE (Ross St)■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

24 November 1958:

- New supplementary weekday daytime route, City (Circular Quay or Millers Point) – Glebe Point Rd/Parramatta Rd (destination sign “Grace Bros, Broadway”) commenced as part of replacement of tram services from Fort Macquarie or Millers Point to various (“Red Lines”) termini via George St by buses.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Trips not shown in public timetables from approx. 1980.

2 November 1964: Extended from Glebe Point Rd/Parramatta Rd to Forest Lodge (Arundel St).

1 November 1965: Extended In Forest Lodge from Arundel St to Ross St.

6 February 1987: Renumbered 436, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Grace Bros, Broadway (*selected trips extended to City (Fort Macquarie)*)

City (Millers Point) – Grace Bros, Broadway

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Lee St, Regent St, Broadway, Parramatta Rd to Glebe Point Rd (Grace Bros, Broadway).

From Grace Bros, Broadway (Glebe Point Rd/Parramatta Rd) via Parramatta Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alteration

By 18 November 1961: Ex City (Circular Quay or Millers Point) from Railway Sq via Broadway (*not* via Lee St, Regent St). Unaltered on return.

City (Circular Quay) – Forest Lodge (Ross St) (*selected trips extended to City (Fort Macquarie)*)

City (Millers Point) – Forest Lodge (Ross St)

Alteration

From 1 November 1965 (*based on March 1966 timetable*): Extended from Glebe Point Rd/Parramatta Rd via Parramatta Rd, Derwent St, Arundel St, Ross St to Parramatta Rd (Forest Lodge). Return via Parramatta Rd, Broadway.

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)- Forest Lodge (Ross St)†	20	M-F	Circular Quay	8.08amR	Ross St	5.19pmC	A	
				Arundel St	7.25pmC			
		Sat						
		Sun						

† Selected trips extended to City (Opera House).

A – Morning peak hour & day, from City (Circular Quay or Millers Point) to Forest Lodge (Arundel St or Ross St).

Day & afternoon peak hour, from Forest Lodge (Arundel St or Ross St) to City (Circular Quay or Millers Point). Selected trips extended to City (Opera House).

C – To City (Circular Quay).

R – To Forest Lodge (Ross St).

Route 430

KOGARAH loop■

KOGARAH – BEVERLEY PARK – RAMSGATE loop■

Timeline

14 March 2011: Free shuttle (loop) service commenced.

4 August 2013: Route extended to run via Beverley Park.

4 June 2017: Ceased without replacement.

Streets

Kogarah loop

From 14 March 2011

From Kogarah (Railway Pde at station) one-way loop via Railway Pde, Gray St, Princes Hwy, South St, Montgomery St, Railway Pde, Gladstone St, Regent St to Kogarah station.

Kogarah – Ramsgate loop

From 4 August 2013

From Kogarah (Railway Pde at station) one-way loop via Railway Pde, Gladstone St, Regent St, Railway Pde, Gray St, Princes Hwy (**Beverley Park**), Park Rd, Ramsgate Rd (**Ramsgate**), Rocky Point Rd, Princes Hwy, South St, Montgomery St, Railway Pde to Kogarah station.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah loop	10 round trip	M-F	Kogarah	9.00am	Kogarah	2.45pm	15	
		Sat		9.00am		5.45pm	15	
		Sun		9.00am		5.45pm	15	

1 August 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Ramsgate loop	22 round trip	M-F	Kogarah	9.00am	Kogarah	2.30pm	30	
		Sat		9.00am		5.30pm	30	
		Sun		9.00am		5.30pm	30	

Route 431

CITY (various termini) – GLEBE POINT ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- Full time (including all-night) service, City (Circular Quay or Millers Point) – Glebe Point commenced, replacing Fort Macquarie – Glebe Point & Millers Point – Glebe Point tram services.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Shared entire route, City (Circular Quay) – Glebe Point, with 433 until 15 August 1968. Then shared City (Circular Quay) – Wigram Rd.
- Early morning & late night service provided by 434 (combined 431/433).

17 August 1964: All-night service ceased.

By March 1974: Service in early morning & late night Mondays-Saturdays and on Sunday mornings & nights provided by 433 rerouted via Glebe Point terminus instead of 434.

24 May 1981:

- City (Circular Quay) – Glebe Point reduced to a peak hour service. Remaining services all ran City (Millers Point) – Glebe Point.
- Early morning Monday-Sunday, late night Monday-Saturday and on Sunday nights on 433 via Glebe Point (ie, combined 431/433, which had commenced by March 1974) renumbered 434.

8 February 1987: All trips ran City (Millers Point) – Glebe Point.

26 February 2006: 434 (combined 431/433) replaced by 431.

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 (Circular Quay) – Glebe Point (*selected trips extended to City (Fort Macquarie)*)

City (Millers Point) – Glebe Point

From 23 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Lee St, Regents St, Broadway, Glebe Point Rd, Federal Park [now Federal] Rd (Glebe Point).

From Glebe Point (Federal Park [now Federal] Rd) via Northcote Rd, Eglinton Rd, Glebe Point Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alterations

- **By 18 November 1961:** Ex City (Circular Quay or Millers Point) from Railway Sq via Broadway (*not* via Lee St, Regent St). Unaltered on return.
- **By 24 May 1981:** Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- **From 29 January 1986:** Ex City (Millers Point) from George St North via George St (*not* via Circular Quay West). Reverse on return.

City (Millers Point) – Glebe Point

Alterations

- **From 8 February 1987 (*Pier One diversion – trips after 9.00am daily*):** Ex City (Millers Point) from Lower Fort St via Windmill St, Pottinger St, Hickson Rd, George St North. Reverse on return.
- **From 9 March 1987 (*all trips*):** Ex City (Millers Point) from Lower Fort St via George St North. Reverse on return.
- **By 21 March 2010 (*The Rocks Market diversion – after 8.00pm Friday and all day Saturdays & Sundays*):** From City (Millers Point) (Argyle St) via Argyle Pl, Argyle St, Harrington St, Essex St, George St. Reverse on return.

City (Martin Pl) – Glebe Point

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, Railway Sq.

Timetable Summary

23 November 1958

431, 433

See also 432, 434

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
431: City (Circular Quay or Millers Point)-Glebe Point†	25	M-F	Circular Quay	5.35amG	Millers Pt	10.29pmG	10*	A
		Sat	Millers Pt	6.50amG		11.27pmG	AM 6-12 PM 10/20	D
		Sun		8.23amG		9.53pmG	AM 30 PM 10/20	E
433: City (Circular Quay or Millers Point)-Glebe Point-Balmain†	36	M-F	Gladstone Pk	5.08amC	Circular Quay	11.50pmB	20*	F
		Sat		4.52amC		11.41pmB	AM 20 PM 30	F
		Sun		6.49amC		11.28pmB	30	F

* More frequent in peak hours.

† Selected trips extended to City (Fort Macquarie).

A – Most trips ran City (Millers Point)-Glebe Point. Other trips ran City (Circular Quay)-Glebe Point. Selected trips extended to City (Fort Macquarie).

B – To Balmain (Gladstone Park).

C – To City (Circular Quay).

D – Most trips ran City (Millers Point)-Glebe Point.

E – Either City (Circular Quay)-Glebe Point or City (Millers Point)-Glebe Point. Selected trips extended to City (Fort Macquarie).

F – Most trips ran City (Circular Quay)-Balmain (Gladstone Park). Selected trips extended to City (Fort Macquarie).

G – To Glebe Point.

Average day frequencies along common route:

M-F City (George St)-Glebe Point 9-10 trips per hour.

Sat AM: City (George St)-Glebe Point 10-12 trips per hour.

PM: City (George St)-Glebe Point 10.

Sun City (George St)-Glebe Point 10..

7 May 1972

See also 433

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)-Glebe Point†	25	M-F	Glebe Pt	3.37am	Circular Quay	11.50pm	20*	A
		Sat		4.16am		1.06am	20	A
		Sun		6.19am		11.43pm	AM 20 PM 30	B

* More frequent in peak hours.

† Selected weekday (mainly night) trips extended to City (Opera House).

A – Includes early morning & late night service provided by 433 & 434 diverting via Glebe Point.

B – Morning & night service provided by 433 diverting via Glebe Point. Includes 433 & 434 in early morning & late night diverting via Glebe Point.

8 February 1987

See also 433

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)-Glebe Point	31	M-F	Glebe Pt	4.40am	Millers Pt	11.52pm	20*	A
		Sat		5.12am		12.59am	20	A
		Sun		6.41am		11.37pm	30	A

* More frequent in peak hours.

A – Includes 434 in early morning & late night. Extra trip Friday night.

4 October 2015

See also 433

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Glebe Point	25	M-F	Glebe Pt	4.50am	Martin Pl	12.05am	10*	A
		Sat		5.23am		3.49am	AM 15 PM 5-10	
		Sun		6.50am		11.46pm	10	

* More frequent in peak hours.

A – Extra trips Friday night (last trip 3.47am from Martin Pl).

Route X31

GLEBE POINT – CITY (Wynyard) (EXPRESS) ■

Timeline

17 November 1997: Morning peak hour service, from Glebe Point to City (Wynyard), commenced.

21 March 2010: Ceased, as part of a general service review of Inner Western & Southern routes.

Streets

From 17 November 1997

From Glebe Point (Federal Rd) via Northcote Rd, Eglington Rd, Glebe Point Rd, St Johns Rd, Wentworth Rd, William Henry St, Pier St, George St to Wynyard (City).

Timetable Summary

17 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Glebe Point-City (Wynyard)	22	M-F	Glebe Pt	7.20am	Glebe Pt	8.40am	Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Glebe Point).

Route 432

CITY (various termini) – ROZELLE via Glebe Point Rd ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- Peak hour service, City (Circular Quay) – Rozelle via Federal Park [now Federal] Rd (through Jubilee Park), supplementary to 433, commenced as part of replacement of Fort Macquarie – Balmain tram service by buses.
- Selected trips ran City (Millers Point) – Rozelle.
- Ran via Glebe Point Rd instead of via Forest Lodge, as the equivalent tram service had done.

15 August 1968: Rerouted via Wigram Rd instead of Federal Rd, when the latter roadway was closed.

By 24 May 1981: Ceased. All service provided by 433.

Streets

City (Circular Quay) – Glebe Point – Rozelle

City (Millers Point) – Glebe Point – Rozelle

From 23 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Lee St, Regent St, Broadway, Glebe Point Rd, Federal Park [now Federal] Rd (**Glebe Point**), Chapman Rd, The Crescent (**Annandale**), Victoria Rd, Darling St, Merton St, Wellington St, Hamilton St, Merton St to Darling St (Rozelle).

From Rozelle (Merton St at Darling St) via Darling St, then reverse route to Federal Park Rd, then Northcote Rd, Eglinton Rd, Glebe Point Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alteration

By 18 November 1961: Ex City (Circular Quay or Millers Point) from Railway Sq via Broadway (*not* via Lee St, Regent St). Unaltered on return.

City (Circular Quay) – Rozelle via Wigram Rd City (Millers Point) – Rozelle via Wigram Rd

Alteration

From 15 August 1968: Ex City (Circular Quay or Millers Point) from Glebe Point Rd via Wigram Rd, Minogue Cr, The Crescent. Reverse on return.

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)-Rozelle	30	M-F	Rozelle	5.03am	Rozelle	11.29pm	Ph	
		Sat		6.13am	Circular Quay	5.19pm	A	
		Sun		12.43pm	Millers Pt	10.59pm	B	

* More frequent in peak hours.

A – 4 trips from City (Millers Point), 3 trips from Rozelle.

B – 5 trips from City (Circular Quay or Millers Point), 4 trips from Rozelle.

Ph – Peak hours & selected night trips (both directions).

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)-Rozelle†	30	M-F	Rozelle	4.30am	Millers Pt	10.28pm	A	
		Sat	Millers Pt	12.18pm		10.28pm	B	
		Sun	Circular Quay	4.02pm	Circular Quay	6.00pm	2 trips	

* More frequent in peak hours.

† Selected trips extended to City (Opera House).

A – 5 trips from City (Opera House, Circular Quay or Millers Point), 2 trips from Rozelle.

B – 2 trips from City (Millers Point).

Route 432

CITY (Millers Point) – BIRCHGROVE via Glebe Point Rd

Timeline

7 October 1990:

- Night & weekend service (other than Sunday night, when service to Birchgrove ceased) commenced, replacing 441 City (York St) – Birchgrove at those times.
- Ran via Glebe Point Rd, instead of Glebe Island Bridge.
- Shared City (Millers Point) – Balmain Post Office with 433.

4 December 1995 (*opening date of new Glebe Island Bridge*):

- Days of service of 441 re-extended to Saturday & Sunday daytime, replacing 432 at those times.
- Hours of service on Sundays extended to nights.

21 March 2010: As part of a general service review of Inner Western & Southern routes, fully replaced by extension of hours of 431, 433 & 441.

Streets

From 7 October 1990

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, Railway Sq, Broadway, Glebe Point Rd (**Glebe**), Wigram Rd, Minogue Cr, The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St (**Balmain**), Rowntree St, Cameron St, Grove St to Wharf Rd (Birchgrove).

From Birchgrove (Grove St at Wharf Rd) via reverse route to Lower Fort St, then Argyle St (Millers Point, City)

Timetable Summary

June 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)-Birchgrove	34	M-F	Millers Pt	6.30pm	Millers Pt	11.08pm	Ns	
		Sat		5.39pm		11.08pm	Ns	
		Sun		5.17pm		10.08pm	Ns	

Ns – Night service.

Route 433

CITY (various termini) – BALMAIN (Gladstone Park) via Glebe Point Rd ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- Full time (including all-night) service, City (Circular Quay) – Glebe Point – Balmain via Federal Park [now Federal] Rd (through Jubilee Park), commenced, as part of replacement of Fort Macquarie – Balmain tram service by buses.
- Selected trips also ran City (Millers Point) – Balmain (Gladstone Park).
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Ran via Glebe Point Rd instead of via Forest Lodge, as the equivalent tram services had done. 467 provided a replacement for the tram service through Forest Lodge.
- Early morning & late night service provided by 434 (combined 431/433).
- Shared City (Circular Quay) – Glebe Point with the whole of 431 until 15 August 1968, then shared City (Circular Quay) – Wigram Rd.
- Supplemented by peak hour route 432.

10 May 1964: Most trips ran City (Millers Point) – Balmain (Gladstone Park).

15 August 1964: All-night service ceased.

15 August 1968: Rerouted via Wigram Rd instead of via Glebe Point Rd & Federal Rd, when the latter roadway was closed.

By March 1974: Early morning & late night trips Mondays-Saturdays & on Sunday mornings & nights rerouted via Glebe Point terminus, replacing 431 at those times. Selected trips extended to Balmain (Darling St Wharf).

24 May 1981:

- City (Circular Quay) – Balmain reduced to a peak hour service, with all remaining services then running City (Millers Point) – Balmain.
- Early morning Monday-Sunday & late night Monday-Saturday trips and those on Sunday nights rerouted via Glebe Point terminus (combined 431/433) renumbered 434.

8 February 1987: All trips ran City (Millers Point) – Balmain (Gladstone Park).

26 February 2006: 434 replaced by trips on 431.

19 December 2010: Night trips extended in City from Millers Point to Pier 4, Walsh Bay.

4 October 2015: City terminus altered to Pitt St, Central Railway, 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 (Circular Quay) – Glebe Point – Balmain (Gladstone Park) (selected trips extended to City (Fort Macquarie))

City (Millers Point) – Glebe Point – Balmain (Gladstone Park)

From 23 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Lee St, Regent St, Broadway, Glebe Point Rd, Federal Park [now Federal] Rd (**Glebe Point**), Chapman Rd, The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) (Darling St) via reverse route to Federal Park Rd, then Northcote Rd, Eglinton Rd, Glebe Point Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alteration

By 18 November 1961: Ex City (Circular Quay or Millers Point) from Railway Sq via Broadway (*not* via Lee St, Regent St). Unaltered on return.

City (Circular Quay) – Balmain (Gladstone Park) via Wigram Rd (selected trips extended to City (Fort Macquarie))

City (Millers Point) – Balmain (Gladstone Park) via Wigram Rd

Alterations

- *From 15 August 1968:* Ex City (Circular Quay or Millers Point) from Glebe Point Rd via Wigram Rd, Minogue Cr, The Crescent. Reverse on return.
- *By March 1974 (combined 431/433 trips via Glebe Point - either direction):* Ex City (Millers Point) from Glebe Point Rd/Wigram Rd via Glebe Point Rd, Federal Rd (**Glebe Point**), Northcote Rd, Eglinton Rd, Glebe Point Rd to Wigram Rd.
- *By November 1979:* To approach Balmain (Gladstone Park) from Darling St via McDonald St, Curtis Rd to Darling St. Return via Darling St.
- *By 24 May 1981:* Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- *From 29 January 1986:* Ex City (Millers Point) from George St North via George St (*not* via Circular Quay West). Reverse on return.

City (Millers Point) – Balmain (Gladstone Park) via Wigram Rd

Alterations

- *From 8 February 1987 (Pier One diversion – trips after 9.00am):* Ex City (Millers Point) from Lower Fort St via Windmill St, Pottinger St, Hickson Rd, George St North. Reverse on return.
- *By 8 February 1987:* To approach Balmain (Gladstone Park) from Darling St to Gladstone Park (*not* via McDonald St, Curtis Rd). Reverse on return.
- *From 9 March 1987 (all trips):* Ex City (Millers Point) from Lower Fort St via George St North. Reverse on return.
- *By 21 March 2010 (The Rocks Market diversion – after 8.00pm Friday and all day Saturdays & Sundays):* From City (Millers Point) (Argyle St) via Argyle Pl, Argyle St, Harrington St, Essex St, George St. Reverse on return.
- *From 19 December 2010 (Walsh Bay extension – nights):* Extended from City (Millers Point) via Argyle St, Dalgety Rd, Towns Pl, Hickson Rd to Pier 4, Walsh Bay. Reverse on return.

City (Pitt St, Central Railway) – Balmain (Gladstone Park) via Wigram Rd

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 to Hay St. Reverse on return.

Timetable Summary

March 1966

See 431

7 May 1972

See also 431

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circ Quay or Millers Point)-Balmain (Gladstone Park)†	36	M-F	Gladstone Pk	5.08am	Circular Quay	11.50pm	20*	A
		Sat		4.52am	Millers Pt	12.04am	20	A
		Sun		6.49am	Circular Quay	11.43pm	AM 20 PM 30	A

* More frequent in peak hours.

† Selected weekday (mainly night) trips extended to City (Opera House).

A – Early morning & night trips divert via Glebe Point. Additional early morning trips via 434.

8 February 1987

See also 431

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)-Balmain (Gladstone Park)	44	M-F	Millers Pt	5.07am	Millers Pt	11.52pm	20*	A
		Sat	Gladstone Pk	4.54am		12.59am	20	A
		Sun		6.26am		11.37pm	30	A

* More frequent in peak hours.

A – Includes 434 in early morning & late night. Extra trip Friday night.

4 October 2015

See also 431

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Cent Railway)-Balmain (Gladstone Park)	28	M-F	Gladstone Pk	5.01am	Pitt St, C/Rly	12.02am	20*	
		Sat		4.53am		11.56pm	15	
		Sun		6.20am		10.35pm	30	

* More frequent in peak hours.

Route 434

CITY (various termini) – GLEBE POINT – BALMAIN (Gladstone Park) via various routes■

- Selected trips extended to Balmain (Darling St Wharf)

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

Timeline

General note: Throughout its life 434 ran as combined 431/433 (via various combinations of route).

23 November 1958: As part of replacement of the Fort Macquarie – Balmain & Fort Macquarie – Glebe Point tram services by buses:

- Early morning, peak hour & late night service, City (Circular Quay) (via Parramatta Rd & Ross St) – Forest Lodge (then via Wigram Rd & Glebe Point Rd) – Glebe Point (then via Federal Park Rd) – Balmain (Gladstone Park), commenced.
- Selected trips extended in Balmain from Gladstone Park to Darling St Wharf.

This service was required as part of the Fort Macquarie – Balmain tram line was located in reservation, along which replacement buses could not then run.

1 November 1965: Some or all trips replaced by 467, when it was extended from Forest Lodge to Balmain.

By March 1966: Restored to run in early morning & late night Monday-Sunday.

15 August 1968: Rerouted between Glebe Point & Balmain via Wigram Rd when Federal Park Rd was closed to traffic:

- Ran City (Circular Quay) (via Catherine St) – Forest Lodge (then via Wigram Rd & Glebe Point Rd) – Glebe Point (then via Glebe Point Rd, Wigram Rd & Minogue Cr) – Balmain (Gladstone Park).
- Selected trips continued to be extended in Balmain from Gladstone Park to Darling St Wharf.

24 May 1981: The few remaining 434 trips (via route as from 15 August 1968) replaced by 467.

24 May 1981:

- Use of 434 altered to denote 433 trips which had been running via Glebe Point in early morning Monday-Sunday, late night Monday-Saturday & on Sunday nights.
- Ran City (Millers Point) (via Glebe Point Rd) – Glebe Point (via Glebe Point Rd, Wigram Rd & Minogue Cr) – Balmain (Gladstone Park).
- Selected trips continued to be extended in Balmain from Gladstone Park to Darling St Wharf.

26 February 2006: Replaced by trips on 431.

Streets

City (Circular Quay) (via Catherine St) – Forest Lodge (via Wigram Rd & Glebe Point Rd) – Glebe Point (via Federal Park Rd) – Balmain (Gladstone Park)
(Selected trips extended to Balmain (Darling St Wharf))

From 23 November 1958

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Lee St, Regent St, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St (**Forest Lodge**), Wigram Rd, Glebe Point Rd, Federal Park [now Federal] Rd [which then extended to Chapman Rd] (**Glebe Point**), Chapman Rd, The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) via reverse route to Federal Park [now Federal] Rd, then Northcote Rd, Eglinton Rd, Glebe Point Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

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

Alteration

By 18 November 1961: Ex City (Circular Quay or Millers Point) from Railway Sq via Broadway (*not* via Lee St, Regent St). Unaltered on return.

City (Circular Quay) (via Catherine St) – Forest Lodge (via Wigram Rd & Glebe Point Rd) – Glebe Point (via Glebe Point Rd, Wigram Rd & Minogue Cr) – Balmain (Gladstone Park)

(Selected trips extended to Balmain (Darling St Wharf))

From 15 August 1968 (based on 7 May 1972 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St (**Forest Lodge**), Minogue Cr, Wigram Rd, Glebe Point Rd, Federal Rd (**Glebe Point**), Northcote Rd, Eglinton Rd, Glebe Point Rd, Wigram Rd, Minogue Cr, The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) via reverse route to Minogue Cr, then Wigram Rd, Glebe Point Rd, Federal Rd, Northcote Rd, Eglinton Rd, Glebe Point Rd, Wigram Rd, Minogue Cr, Ross St, St Johns Rd, then reverse route to Circular Quay (City).

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

City (Millers Point) (via Glebe Point Rd) – Glebe Point (via Glebe Point Rd, Wigram Rd & Minogue Cr) – Balmain (Gladstone Park)

(Selected trips extended to Balmain (Darling St Wharf))

From 24 May 1981

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, Railway Sq, Broadway, Parramatta Rd, Glebe Point Rd, Federal Rd (**Glebe Point**), Northcote Rd, Eglinton Rd, Glebe Point Rd, Wigram Rd, Minogue Cr, The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) via reverse route to Minogue Cr, then Wigram Rd, Glebe Point Rd, Federal Park [now Federal] Rd, Northcote Rd, Eglinton Rd, Glebe Point Rd, Parramatta Rd, then reverse route to Lower Fort St, then Argyle St (Millers Point, City).

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

Timetable Summary

23 November 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circ Quay or Millers Point)-Glebe Pt-Balmain†	Fr C Quay 34B 39D	M-F	Darling St Whf	3.14amC	Circular Quay	3.55amD	EPLs	J
		Sat		3.14amC		1.00amD	ELs	K
		Sun	Gladstone Pk	6.19amF		12.49amB	ELs	

† Via Catherine St & Wigram Rd.

B – To Balmain (Gladstone Park).

D – To Balmain (Darling St Wharf).

ELs – Early morning & late night service.

EPLs – Early morning, peak hour & late night service.

J – Early morning & late night, City (Circular Quay)-Balmain (Gladstone Park) or City (Circular Quay)-Balmain (Darling St Wharf). Afternoon peak hour trips ran Glebe Point Junction-Balmain (Gladstone Park).

K - Early morning & late night, City (Circular Quay)-Balmain (Gladstone Park) or City (Circular Quay)-Balmain (Darling St Wharf).

7 May 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circ Quay)-Glebe Pt-Balmain (Gladstone Park)†	Fr C Quay 34G 39D	M-F	Darling St Whf	3.14amC	Gladstone Pk	6.59pmC	MPs	
		Sat	Gladstone Pk	4.16amC	Circular Quay	1.06amD	MNs	
		Sun		6.19amC			Ms	

† Via Catherine St, Wigram Rd to Glebe Point, then Wigram Rd. Selected trips extended to Balmain (Darling St Wharf).

C – To City (Circular Quay).

D – To Balmain (Darling St Wharf).

G – To Balmain (Gladstone Park)

Ms – Early morning service.

MNs – Early morning & late night service.

MPs – Early morning service & selected peak hour trips.

24 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Pt)-Glebe Pt-Balmain (Gladstone Park)†	Fr Mill Pt 44G 49D	M-F	Darling St Whf	5.05am	Millers Pt	11.52pm	MNs	A
		Sat		4.49am		12.14am	MNs	
		Sun	Gladstone Pk	6.54am		11.39pm	MNs	

† Via Glebe Point Rd to Glebe Point, then Wigram Rd. Selected trips extended to Balmain (Darling St Wharf).

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

D – To Balmain (Darling St Wharf).

G – To Balmain (Gladstone Park).

MNs – Early morning & late night service.

Route 435

CITY (various termini) – LEICHHARDT TOWN HALL■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- New, mainly peak hour route, supplementary to 438 & 440, commenced as part of replacement of Fort Macquarie – Haberfield (peak hour) & Fort Macquarie – Leichhardt (full time) tram services by buses.
- Selected trips also ran City (Millers Point) – Leichhardt Town Hall.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

25 May 1981: Renumbered 439.

17 November 1997:

- Peak hour service, City (Circular Quay) – Annandale (Johnston St), renumbered from short-workings of 438 & 440.
- Selected trips extended to Leichhardt Town Hall.
- Ran mainly in morning peak hour from City (various termini).

21 March 2010: Renumbered 440, as part of a general service review of Inner Western & Southern routes.

Streets

City (Circular Quay) – Leichhardt Town Hall (*selected trips extended to City (Fort Macquarie)*)

City (Millers Point) – Leichhardt Town Hall

Circular Quay trips

From 23 November 1958 (based on April 1966 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St, Marlborough St, Cromwell St to Marion St (Leichhardt Town Hall).

From Leichhardt Town Hall (Cromwell St at Marion St) via Marion St, Norton St, then reverse route.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Timetable Summary

April 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Leichhardt Town Hall†	29	M-F	Circular Quay	11.35am	Circular Quay	4.31pm	Ph	
		Sat						
		Sun						

† Selected weekday trips extended to City (Opera House).

Ph – Peak hour & selected off-peak trips (both directions). Selected trips extended to City (Opera House).

Route 436

CITY (York St) – CONCORD – NORTH STRATHFIELD■

- **Selected trips extended to Homebush**

Timeline

31 March 1957:

- Renumbered from 461.
- Supplemented by 437 (short-working) & 438 (feeder service from Burwood station).

17 February 1958: Renumbered 437 in a rearrangement of Concord area routes.

Streets

City (York St) – Concord – North Strathfield (*selected trips extended to Homebush*)

From 31 March 1957

From City (York St) (Queen Victoria Building) via Druitt St, George St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Brewer St, Mortlake St, Brays Rd, Majors Bay Rd (**Concord**), Wellbank St, Queen St to North Strathfield station.

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

Homebush extension: From North Strathfield station via Beronga St, Pomeroy St, Wentworth Rd, Parramatta Rd, Station St, Loftus Cr to Homebush station. Return via Rochester [now Knight] St, Parramatta Rd, Wentworth Rd, then reverse route.

Timetable Summary

31 March 1957

436-438

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
436, 437: City (York St)-Concord-North Strathfield†	Fr York St 41C 45N	M-F	Homebush	6.09am	York St	6.22pm	A	
		Sat		6.04am		12.32pm	B	
		Sun					D	
438: Burwood-Concord-North Strathfield	20	M-F	Burwood	7.45pm	Nth Strathfield	12.45am	Ns	
		Sat		1.15pm		12.15am	30	
		Sun	Nth Strathfield	6.38am	Burwood	10.45pm	60	E

* More frequent in peak hours.

† Selected trips extended to Homebush.

A – Peak hours, City (York St)-Concord (selected trips extended to Homebush) (436 & 437). Day, City (York St)-Concord 15 (436, 437), City (York St)-North Strathfield 30 (436). Night (feeder) service provided by 438. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Concord 15 (436, 437), City (York St)-North Strathfield 30 (436) (selected trips extended to Homebush). Afternoon & night (feeder) service provided by 438. Plus short-working/s before first trip & after last trip shown.

C – To Concord (436).

D – Feeder service provided by 438.

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

N – To North Strathfield (437).

Ns – Night service.

Average day frequencies along common route:

M-F City (York St)-Concord (436, 437) 15.

Sat AM: City (York St)-Concord (436, 437) 15.

Route 436

CITY (various termini) – HABERFIELD – RODD POINT – CHISWICK ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

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

Timeline

23 November 1958:

- New peak hour route, City (Circular Quay) – Haberfield, supplementary to 438, commenced as part of replacement of 453, coincident with replacement of the peak hour Fort Macquarie – Haberfield tram service & other “Red Lines” tram services by buses.
- Selected trips also ran City (Millers Point) – Haberfield.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

8 February 1987:

- Peak hour service extended from Haberfield to Rodd Point, replacing 495 on a slightly different route.
- 430 renumbered 436.

7 October 1990:

- Extended from Rodd Point to Chiswick.
- Days/hours of service extended to Monday-Saturday daytime.
- Shared City – Haberfield with 438 & 439. Also shared City – Leichhardt Town Hall with 440.

21 June 1992: Sunday service commenced.

17 November 1997: Generally alternate trips Monday-Saturday & all Sunday trips altered to run as 437. City (Circular Quay) – Rodd Point shared with 437 until 21 March 2010.

21 March 2010: Night & Sunday service curtailed to run City (Circular Quay) – Rodd Point.

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

Streets

City (Circular Quay) – Haberfield (*selected trips extended to City (Fort Macquarie)*)

City (Millers Point) – Haberfield

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St, Gillies St, Denman Av to Yasmar Av (Haberfield).

From Haberfield (Denman Av/Yasmar Av) via Yasmar Av, Ramsay St, then reverse route to Circular Quay (City).

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

City (Circular Quay) – Rodd Point

From 8 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St, Dalhousie St (**Haberfield**), Boomerang St, Learmonth St, Kingston St (**Dobroyd Point**), Crescent St, Boomerang St, Mortley Av, Timbrell Dr, Henley Marine Dr, Heath St, First Av, Arthur St to Henley Marine Dr (Rodd Point).

From Rodd Point (Arthur St at Henley Marine Dr) via Timbrell Dr, then reverse route to Circular Quay (City).

City (Circular Quay) – Chiswick

From 7 October 1990 (based on 31 January 1995 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St, Dalhousie St (**Haberfield**), Boomerang St, Mortley Av, Timbrell Dr, Arthur St (**Rodd Point**), Barnstaple Rd, Ingham Av, Lyons Rd (**Russell Lea**), Hampden Rd, Margaret St, Parkview Rd, Blackwall Point Rd to Bortfield Dr (Chiswick)

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to George St, then Bridge St, Phillip St to Circular Quay (City).

Alteration

From 21 March 2010 (trips terminating at Rodd Point): Ex City (Circular Quay) from Arthur St via First Av, Heath St to Barnstaple Rd. Return via Barnstaple Rd, Arthur St.

Timetable Summary

April 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Haberfield†	36	M-F	Haberfield	6.27am	Circular Quay	4.28pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to City (Opera House). Selected peak hour trips terminated in the City at Millers Point instead of Circular Quay.

Ph – Peak hours only (both directions).

8 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Rodd Point	48	M-F	Rodd Pt	6.19am	Circular Quay	6.10pm	Ph	
		Sat						
		Sun						

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

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Chiswick	56	M-F	Chiswick	6.09am	Circular Quay	6.21pm	20	
		Sat		8.10am		5.42pm	30	
		Sun		8.55am		5.50pm	60	

21 March 2010

See 438

Route 437

CITY (York St) – CONCORD

- Selected trips extended to Homebush

Timeline

31 March 1957: Monday-Saturday service, City (York St) – Central Concord, supplementary to 436, renumbered from part of 461.

17 February 1958: In a rearrangement of Concord area routes, 436 renumbered 437, making 437 City (York St) – Concord (selected trips extended to Homebush) (still Monday-Saturday service)

26 October 1958 (ahead of the “Red Lines” tram services being replaced by buses on 22 November 1958, when 436-438 became numbers for City (Circular Quay) – Abbotsford & short-workings): Renumbered back to 461.

Streets

City (York St) – Concord

From 31 March 1957

From City (York St) (Queen Victoria Building) via Druitt St, George St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Brewer St, Mortlake St, Brays Rd, Majors Bay Rd to Wellbank St (**Concord**).

From Concord (Majors Bay Rd/Wellbank St) via reverse route to George St, then Market St, York St to Queen Victoria Building (City).

City (York St) – Concord – Homebush

From 31 March 1957

Same as 436 as from 31 March 1957.

Timetable Summary

31 March 1957

See 436

Route 437

CITY (various termini) – FIVE DOCK (Lyons Rd) – BURWOOD via Ramsay St■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- New peak hour route, City (Circular Quay) – Five Dock (Lyons Rd), supplementary to 438, commenced when 438 renumbered from 453, coincident with replacement of the peak hour Fort Macquarie – Haberfield tram service (& other “Red Lines” tram services) by buses.
- Selected trips also ran City (Millers Point) – Five Dock (Lyons Rd).
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

2 February 1977: Limited off-peak service extended from Five Dock to Burwood Depot via Canada Bay.

24 May 1981:

- Hours of operation of City (Circular Quay or Opera House) – Five Dock – Burwood Depot trips extended to peak hours.
- Additional limited off-peak service City (Circular Quay or Opera House) – Five Dock – Burwood station, commenced.

10 July 1990:

- City (Circular Quay) – Five Dock (Lyons Rd) supplementary trips renumbered 438.
- City (Circular Quay) – Five Dock – Burwood Depot peak hour trips replaced by X37.
- City (Circular Quay) – Five Dock – Burwood station off-peak trips ceased.

Streets

City (Circular Quay) – Five Dock (Lyons Rd) (selected trips extended to City (Fort Macquarie))

City (Millers Point) – Five Dock (Lyons Rd)

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St (Haberfield) [part now Ramsay Rd], Great North Rd to Lyons Rd (Five Dock). Reverse on return.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alteration

By December 1967: To approach Five Dock from Great North Rd via Lyons Rd West, Innes St, Kerin Av, Great North Rd to Lyons Rd. Return via Great North Rd.

City (Circular Quay) – Five Dock – Canada Bay – Burwood Depot

Alterations

- **From 2 February 1977:** Extended from Five Dock (Great North Rd/Lyons Rd West) via Lyons Rd West, Bayview Rd (Canada Bay), Queens Rd, Gipps St, Loftus St, Parramatta Rd to Burwood Depot. Reverse on return.
- **By 8 February 1987:** From Burwood Depot via Parramatta Rd, Shaftesbury Rd, Milton St, Burwood Rd. Unaltered on return.

City (Circular Quay) – Five Dock – Canada Bay – Burwood station

Alteration

From 24 May 1981 (additional to Burwood Depot trips): Extended from Five Dock (Great North Rd/Lyons Rd West) via Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Gipps St, Burwood Rd, George St, Mary St, Dean St, Burwood Rd to George St (Burwood station). Return via Burwood Rd, Gipps St, then reverse route.

Timetable Summary

24 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock-Burwood Depot†	Fr C Quay 45F 56D	M-F	Burwood Dep	6.32am	Opera House	5.35pm	Ph	
		Sat						
		Sun						
City (Circular Quay)-Five Dock-Burwood station†	59	M-F	Opera House	8.55am	Burwood stn	2.05pm	2 trips	
		Sat						
		Sun						

† Selected trips extended to City (Opera House).

D – To Burwood Depot.

F – To Five Dock (Lyons Rd).

Ph – Peak hours only (morning from Burwood Depot or Five Dock, afternoons from City (Circular Quay or Opera House)).

Route 437

CITY (Circular Quay) – RODD POINT – FIVE DOCK■

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

Timeline

16 November 1997: Commenced when generally alternate trips Monday-Saturday & all Sunday trips on 436 altered to run as 437. Shared City (Circular Quay) – Rodd Point with 436.

21 March 2010: Ceased as part of a general service review of Inner Western & Southern routes. Replaced by extra trips on 436.

Streets

From 16 November 1997

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Dalhousie St, Boomerang St (**Dobroyd Point**), Mortley Av, Timbrell Dr, Arthur St (**Rodd Point**), Barnstaple Rd, Heath St, First Av to Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via Ramsay Rd, Fairlight St, Park Rd, First Av, then reverse route to George St, then Bridge St, Phillip St to Circular Quay.

Alterations

- *By October 1999:* To approach City (Circular Quay) from Bridge St via Loftus St. Unaltered on return.
- *By July 2003:* From Five Dock via First Av.

Timetable Summary

16 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Rodd Point-Five Dock	52	M-F	Five Dock	6.06am	Circular Quay	11.40pm	30*	A
		Sat		6.23am		12.10am	30	
		Sun		8.12am		10.16pm	20	

* More frequent in peak hours

A – Extra trip Friday night.

Route L37

CITY (various termini) – ROZELLE – HABERFIELD (LIMITED STOPS) ■

Timeline

21 March 2010: Peak hour service renumbered from L39, also replacing L40. City termini at Wynyard (arriving) or Harrington St (departing).

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

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 (Wynyard or Harrington St) – Haberfield

From 21 March 2010

From City (Harrington St) via Grosvenor St, George St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (Rozelle), Darling St, Balmain Rd, Perry St, Mary St, Lilyfield Rd, Norton St (**Leichhardt**), Marion St, Ramsay St to Dalhousie St (Haberfield).

From Haberfield (Ramsay St at Dalhousie St) via reverse route to Railway Sq, then George St to Wynyard (City).

City (Kent St or Park St) – Haberfield

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network):

To approach City from Western Distributor via Bathurst St, Kent St to Market St. Return from Park St at Pitt St via Park St, Druitt St, Western Distributor.

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		
City (Wynyard or Harrington St)-Haberfield	30	M-F	Haberfield	7.06am	Harrington St	5.56pm	Ph	
		Sat						
		Sun						

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

Route X37

CITY (Circular Quay) – FIVE DOCK – BURWOOD DEPOT (EXPRESS) ■

CITY (Circular Quay) – FIVE DOCK – MORTLAKE (EXPRESS) ■

Timeline

7 October 1990: Peak hour service, City (Circular Quay) – Five Dock – Burwood Depot, commenced, replacing equivalent part of 437.

9 January 1995: Altered/extended to run City (Circular Quay) – Five Dock – Mortlake.

1 November 1996: Replaced by L03.

Streets

City (Circular Quay or Wynyard) – Five Dock – Burwood Depot

From 7 October 1990

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Ross St, Pyrmont Bridge Rd, Booth St, Catherine St, Lilyfield Rd, James St, Darley Rd, Foster St, Marion St, Ramsay St (Haberfield), Ramsay Rd, Great North Rd (**Five Dock**), Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Gipps St, Loftus St, Parramatta Rd to Burwood Depot.

From Burwood Depot via Parramatta Rd, Shaftesbury Rd, Milton St, Burwood Rd, Gipps St, Queens Rd, then reverse route to Marion St, then Flood St, Parramatta Rd, Broadway, Railway Sq, George St to Wynyard (City).

Alterations

- **From 29 October 1990:** Ex City (Circular Quay) from Parramatta Rd via Norton St, Marion St. Unaltered on return.
- **From 29 April 1991:** Ex Burwood Depot from Marion St via Norton St, Parramatta Rd. Unaltered on return.

City (Circular Quay) – Five Dock – Mortlake

From 9 January 1995 (based on 31 January 1995 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**), Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Gipps St, Burwood Rd, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

From Mortlake (Whittaker St at Tennyson Rd) via Tennyson Rd, then reverse route to Railway Sq, then George St to Wynyard (City).

Timetable Summary

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Mortlake	45	M-F	Mortlake	6.29am	Circular Quay	6.05pm	Ph	
		Sat						
		Sun						

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

Route 438

BURWOOD – EAST CONCORD – NORTH STRATHFIELD ■

Timeline

31 March 1957:

- Sunday feeder service, supplementary to 436, renumbered from part of 461.
- Hours/days of service extended to weeknights & Saturday afternoon.

16 February 1958: In a rearrangement of Concord area routes:

- Burwood – East Concord – Concord replaced by expanded hours of operation of 466.
- Concord – North Strathfield not replaced at night, on Saturday afternoon & Sunday.

Streets

From 31 March 1957

From Burwood (Burwood Rd at station) via Burwood Rd, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Brewer St, Mortlake St, Brays Rd, Majors Bay Rd (**Concord**), Wellbank St, Queen St to North Strathfield station. Reverse on return.

Timetable Summary

31 March 1957

See 436

Route 438

CITY (various termini) – ABBOTSFORD (some trips EXPRESS) ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

(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

23 November 1958:

- Full time service, City (Circular Quay) – Abbotsford renumbered from 453, coincident with replacement of peak hour Fort Macquarie – Haberfield tram service (& other “Red Lines” tram services) by buses.
- Selected trips ran City (Millers Point) – Abbotsford.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Shared City – Leichhardt Town Hall with 440. Shared City – Haberfield with 436 (as a full time route) from 7 October 1990. Shared City – Five Dock with 439 (as a full time route) from 21 March 2010.
- Supplemented by peak hour routes 435-437.

1 November 1965: Morning peak hour express trips from Abbotsford via Dobroyd Pde & Moore St commenced.

By April 1969: Morning peak hour express trips rerouted via normal route.

By August 1976: Most Monday-Saturday daytime, Sunday afternoon & all night trips extended to City (Opera House).

By 24 May 1981:

- City (Millers Point) – Abbotsford ceased.
- Afternoon express trips from City (Circular Quay) via Lilyfield Rd commenced.
- Shoppers express trip (morning from Abbotsford to City (Wynyard), afternoon from City (Circular Quay) to Abbotsford) commenced. Afternoon trip ceased by November 1984 & morning trip ceased by December 1988.

By 5 October 1986: City (Opera House) extension ceased. City terminus at all times at Circular Quay.

13 September 1987: Trips re-extended to City (Opera House) on weeknights, Saturdays after 1.00pm & Sundays after 10.00am. From 27 March 1988 only trips *from* Abbotsford extended to City (Opera House), with 440 providing service *from* City (Opera House).

1 October 1989: Peak hour express trips renumbered 439.

17 November 1997: Short-workings, City (Circular Quay) – Annandale (Johnston St) & City (Circular Quay) – Leichhardt Town Hall, renumbered 435.

August 2003: City (Opera House) extension ceased. City terminus at all times at Circular Quay.

10 July 1990: 437 City (Circular Quay) – Five Dock (Lyons Rd) supplementary trips renumbered 438.

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 (Circular Quay) – Abbotsford (selected trips extended to City (Fort Macquarie))

City (Millers Point) – Abbotsford

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St (Haberfield) [part now Ramsay Rd], Great North Rd (Five Dock) to end (Abbotsford). Reverse on return.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

City (Circular Quay) – Abbotsford (other than express trips) (selected trips extended to City (Fort Macquarie))

Alterations

- **By 31 January 1995:** To approach City (Circular Quay) from George St via Bridge St, Phillip St to Circular Quay. Return from Alfred St via George St.
- **From 3 March 1994 (City (Opera House) extension):** To approach City (Opera House) from Alfred St via Macquarie St to Opera House Forecourt. Reverse on return.
- **By August 2000:** To approach City (Circular Quay) from Bridge St via Loftus St to Circular Quay. Return from Alfred St via George St.
- **By July 2003 (City (Opera House) extension):** To approach City (Opera House) from Bridge St via Young St, Alfred St, Phillip St, Bridge St, Macquarie St. Return via Macquarie St, Bridge St, Loftus St, Alfred St.

City (Martin Pl) – Abbotsford

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, Railway Sq.

Abbotsford – City (Circular Quay) (express trips)

From 1 November 1965 (based on April 1966 timetable) (morning peak hour trips)

From Abbotsford (Great North Rd at end) via Great North Rd (**Five Dock**), Ramsay St [now Rd], Dobroyd Pde [then extended to Ramsay St, part now City West Link Rd], Lilyfield Rd, Balmain Rd, Moore St, Booth St, Mallett St, Parramatta Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

Alteration

By April 1969: Express trips ran via normal 438 route.

From 24 May 1981 (afternoon peak hour trips):

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd, Lilyfield Rd, Dobroyd Pde, Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

Alterations

- **By November 1984 (afternoon peak hour trips):** Ex City (Circular Quay) from George St via Market St, North Western Fwy [now Western Distributor], Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd, Lilyfield Rd, Dobroyd Pde, Boomerang St, Dalhousie St, Ramsay St (**Haberfield**), Ramsay Rd.
- **By 5 October 1986 (morning peak hour trips):** Ex Abbotsford from Great North Rd via Parramatta Rd.

Timetable Summary

April 1966

438, 440

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
438: City (Circular Quay)-Abbotsford†	45	M-F	Abbotsford	3.45am	Circular Quay	1.07am	12*	A
		Sat		3.48am		1.07am	AM 12 PM 15	B
		Sun		5.08am		11.21pm	20	A
440: City (Circular Quay)-Leichhardt†	38	M-F	Leichhardt	4.53am	Circular Quay	11.54pm	12*	A
		Sat		5.46am		11.54pm	AM 12 PM 15	B
		Sun		6.17am		11.36pm	20	A

* More frequent in peak hours.

† Most weekday daytime trips & selected peak hour trips extended to City (Opera House). Selected peak hour trips terminated in the City at Millers Point instead of Circular Quay.

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

B – Plus short-working/s before first trip & after last trip shown (with connections to final destination).

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (438, 440) 6.

Sat AM: City (Circular Quay)-Leichhardt Town Hall (438, 440) 6.

PM: City (Circular Quay)-Leichhardt Town Hall (438, 440) 7/8.

Sun City (Circular Quay)-Leichhardt Town Hall (438, 440) 10.

August 1976

438, 440

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
438: City (Circular Quay)-Abbotsford†	45	M-F	Abbotsford	4.23am	Circular Quay	1.09am	15*	A
		Sat		4.36am		1.09am	AM 5-8 PM 20	B
		Sun		5.08am		11.20pm	20	C
440: City (Circular Quay)-Leichhardt‡	38	M-F	Leichhardt	4.53am	Circular Quay	11.54pm	15*	A
		Sat		5.46am		12.00mn	20	B
		Sun		6.17am		11.03pm	20	C

* More frequent in peak hours.

† Most weekday daytime trips & selected peak hour trips extended to City (Opera House). Selected peak hour trips terminated in the City at Millers Point instead of Circular Quay.

‡ Most trips extended to City (Opera House).

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

B – Plus short-working/s before first trip & after last trip shown (with connections to final destination).

C – Selected 440 morning & most afternoon & night trips extended to City (Opera House). Plus short-working/s before first trip & after last trip shown.

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (438, 440) 7/8.

Sat AM: City (Circular Quay)-Leichhardt Town Hall (438, 440) 5-8.

PM: City (Circular Quay)-Leichhardt Town Hall (438, 440) 10.

Sun City (Circular Quay)-Leichhardt Town Hall (438, 440) 10.

5 October 1986
438, 440

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
438: City (Circular Quay)-Abbotsford	50	M-F	Abbotsford	4.28am	Circular Quay	11.51pm	10*	A
		Sat		4.37am		1.16am	AM 12 PM 12-20	B
		Sun		5.40am		11.50pm	20	A
440: City (Circular Quay)-Rozelle	43	M-F	Rozelle	4.53am	Circular Quay	12.01am	10*	A
		Sat		6.15am		12.04am	AM 12 PM 15	B
		Sun		6.16am		11.05pm	20	A

* More frequent in peak hours.

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

B – Plus short-working/s before first trip & after last trip shown (some with connections to final destination).

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (438, 440) 5.

Sat AM: City (Circular Quay)-Leichhardt Town Hall (438, 440) 6.

PM: City (Circular Quay)-City (Circular Quay)-Leichhardt Town Hall (438, 440) 7/8.

Sun City (Circular Quay)-Leichhardt Town Hall (438, 440) 10.

21 March 2010
436, 438-440

L38 & L39 also provide peak hour services along similar routes.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
436: City (Circular Quay)-Chiswick	Fr C Quay 48R 57C	M-F	Chiswick	6.08amQ	Circular Quay	6.23pmC 11.15pmR	A	
		Sat	Rodd Pt	5.50amQ		5.52pmC	B	
			Chiswick	7.45amQ		12.40amR		
Sun	Rodd Pt	8.37amQ		10.17pmR	30			
438: City (Circular Quay)-Abbotsford	55	M-F	Abbotsford	4.30am	Circular Quay	12.20am	15*	D
		Sat		4.30am		3.15am	15	
		Sun		5.42am		12.13am	20	
439: City (Circular Quay)-Mortlake	66	M-F	Mortlake	8.13am	Circular Quay	8.50pm	30*	E
		Sat		8.08am		7.40pm	30	
		Sun		8.00am		5.53pm	60	
440: City (Circular Quay)-Rozelle	47	M-F	Rozelle	4.50am	Circular Quay	12.05am	20*	F
		Sat		5.24am		12.55am	15	
		Sun		6.16am		11.53pm	20	

* More frequent in peak hours.

A – Peak hours, City (Circular Quay)-Rodd Point or Chiswick. Day, City (Circular Quay)-Rodd Point (436) 30*, City (Circular Quay)-Chiswick (436) 60, City (Circular Quay)-Rodd Point (436),

B – Early morning, City (Circular Quay)-Rodd Point (436). Day, City (Circular Quay)-Rodd Point (436) 30, City (Circular Quay)-Chiswick (436) 60. Night, City (Circular Quay)-Rodd Point (436),

C – To Chiswick.

D – Extra trips Friday night (last trip 3.15am from City (Circular Quay)).

E – Peak hour trips in peak direction provided by L39.

F – Extra trips Friday night.

Q – To City (Circular Quay).

R – To Rodd Point.

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 11 trips per hour.

City (Circular Quay)-Haberfield (436, 438, 439) 8 trips per hour.

City (Circular Quay)-Five Dock (438, 439) 6 trips per hour.

Sat City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 11 trips per hour.

City (Circular Quay)-Haberfield (436, 438, 439) 8 trips per hour.

City (Circular Quay)-Five Dock (438, 439) 6 trips per hour.

Sun City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 9 trips per hour.

City (Circular Quay)-Haberfield (436, 438, 439) 10.

City (Circular Quay)-Five Dock (438, 439) 4 trips per hour.

Route L38

CITY (various termini) – ABBOTSFORD (LIMITED STOPS) ■

Timeline

17 June 1995: Off-peak & Saturday day service, City (Circular Quay) – Abbotsford, commenced. Shares route with 438.

By 3 November 1996: Hours of service expanded to peak hours, replacing X38.

By 10 September 2006: Reduced to a peak hour service.

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 (Circular Quay) – Abbotsford

From 17 June 1995

From City (Circular Quay) (Phillip St) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (end of Great North Rd) via reverse route to George St, then Bridge St, Phillip St to Circular Quay (City).

Alteration

By August 2000: To approach City (Circular Quay) from Bridge St via Loftus St to Circular Quay. Return from Alfred St via George St.

City (Martin Pl) – Abbotsford

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, Railway Sq.

Timetable Summary

17 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Abbotsford	40	M-F	Abbotsford	8.57am	Circular Quay	2.35pm	20	
		Sat		9.15am		5.10pm	30	
		Sun						

3 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Abbotsford	40	M-F	Abbotsford	6.55am	Circular Quay	6.07pm	A	
		Sat		9.15am		5.10pm	30	
		Sun						

A – Morning peak hour, from Abbotsford. Day, both directions 20. Afternoon peak hour, from City (Circular Quay). Plus short-working/s before first trip shown.

21 March 2010

See 438

Route X38

CITY (Wynyard or Circular Quay) – ABBOTSFORD (EXPRESS) ■

(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

8 October 1990: Peak hour express trips renumbered from 439:

Morning: From Abbotsford to City (Wynyard) via Parramatta Rd

Afternoon: From City (Circular Quay) to Abbotsford via Lilyfield Rd

By 3 November 1996: Afternoon trips rerouted via Parramatta Rd. Replaced by L38.

Streets

From 8 October 1990 (based on 31 January 1995 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, Western Distributor, Harris St, Pyrmont Bridge Rd, Bank St, old Glebe Island Bridge, Victoria Rd, Lilyfield Rd, Dobroyd Pde, Boomerang St, Dalhousie St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (end of Great North Rd) via Great North Rd, Ramsay Rd, Ramsay St, Marion St, Norton St, Parramatta Rd, Broadway, Railway Sq, George St to Wynyard (City).

Alteration

From 4 December 1995: Ex City (Circular Quay) from George St via Druitt St, Western Distributor, new Glebe Island Bridge, Victoria Rd.

Timetable Summary

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Circular Quay)-Abbotsford	40	M-F	Abbotsford	6.55am	Circular Quay	5.40pm	Ph	
		Sat						
		Sun						

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

Route 439

CITY (various termini) – LEICHHARDT DEPOT via Parramatta Rd

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- New mainly peak hour route, City (Circular Quay) – Leichhardt Depot, supplementary to 440, commenced as part of replacement of Fort Macquarie – Leichhardt tram service by buses.
- Selected trips also ran City (Millers Point) – Leichhardt Depot
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

7 February 1987: Renumbered 440.

Streets

From 23 November 1958 (based on 18 November 1961 timetable)

City (Circular Quay) – Leichhardt Depot (selected trips extended to City (Fort Macquarie))

**City (Millers Point) – Leichhardt Depot
Circular Quay trips**

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St, William St to Leichhardt Depot. Reverse on return.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Timetable Summary

18 November 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Leichhardt Depot†	32	M-F	Leichh Depot	6.55am	Leichh Depot	8.05am	Ph	
		Sat						
		Sun		12.54pm	Circular Quay	5.01pm	1 trip	

† Selected weekday (mainly peak hour) trips extended to City (Fort Macquarie). Selected peak hour trips terminated in the City at Millers Point instead of Circular Quay.

Ph – Morning peak hour only (from Leichhardt Depot only).

Route 439

CITY (Circular Quay) – ABBOTSFORD (EXPRESS) ■

Timeline

1 October 1989: Peak hour express trips renumbered from 438:

Morning: From Abbotsford to City (Circular Quay) via Great North Rd & Parramatta Rd

Afternoon: From City (Circular Quay) to Abbotsford via Lilyfield Rd

8 October 1990: Renumbered X38.

Streets

From 1 October 1989

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, North Western Fwy [now Western Distributor], Bank St, old Glebe Island Bridge, Victoria Rd, Lilyfield Rd, Dobroyd Pde, Boomerang St, Dalhousie St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (end of Great North Rd) via Great North Rd, Parramatta Rd, Broadway, Railway Sq, George St, Alfred St to Circular Quay (City).

Timetable Summary

1 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Abbotsford	39	M-F	Abbotsford	6.55am	Circular Quay	5.37pm	Ph	
		Sat						
		Sun						

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

Route 439

CITY (Circular Quay) – FIVE DOCK – MORTLAKE ■

Timeline

21 March 2010: Daily daytime & early evening service (other than peak hour service provided by L39), City (Circular Quay) – Mortlake, commenced as part of a general service review of Inner Western & Southern routes.

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 (Circular Quay) – Mortlake

From 21 March 2010

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**), Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Burwood Rd, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

From Mortlake (Whittaker St at Tennyson Rd) via Tennyson Rd, then reverse route to George St, then Bridge St to Macquarie Pl (City (Circular Quay)).

City (Martin Pl) – Mortlake

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, Railway Sq.

Timetable Summary

21 March 2010

See 438

Route L39

CITY (Wynyard or Circular Quay) – HABERFIELD (LIMITED STOPS) ■

Timeline

17 November 1997: Peak hour service commenced, replacing X40. City termini at Wynyard (arriving) or Circular Quay (departing).

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

21 March 2010: Renumbered L37 as part of a general service review of Inner Western & Southern routes.

Streets

City (Wynyard or Circular Quay) – Haberfield

From 17 November 1997

From City (Circular Quay) (eastern end) via Alfred St, George St, Bathurst St, Western Distributor, new Glebe Island [now Anzac] Bridge, Victoria Rd, Darling St (**Rozelle**), Balmain Rd, Perry St, Mary St, William St, Norton St (**Leichhardt**), Marion St, Ramsay St to Dalhousie St (Haberfield).

From Haberfield (Ramsay St at Dalhousie St) via reverse route to Western Distributor, then (?), Darling Dr, Pier St, Harbour St, Liverpool St, George St to Wynyard (City).

Alterations

By October 1999: Ex City (Circular Quay) from George St via Liverpool St, Kent St, DrUITT St, Western Distributor. Return from Western Distributor via Bathurst St, George St.

City (Circular Quay or Harrington St) – Haberfield

Alterations

- *By September 2001:* From City (Harrington St) via Grosvenor St, George St, Market St, York St, DrUITT St, Western Distributor.
- *By September 2001:* Ex City (Circular Quay) from Mary St via Lilyfield Rd, Norton St. Reverse on return.
- *By February 2006:* Ex Haberfield from Western Distributor via DrUITT St, George St.

Timetable Summary

17 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Circular Quay)-Haberfield	29	M-F	Haberfield	7.06amW	Circular Quay	5.52pmH	Ph	
		Sat						
		Sun						

H – To Haberfield.

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

W – To City (Wynyard).

Route L39

CITY (various termini) – FIVE DOCK – MORTLAKE (LIMITED STOPS) ■

Timeline

21 March 2010: Peak hour limited stop service, City (Circular Quay) – Mortlake, commenced as part of a general service review of Inner Western & Southern routes.

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 (Circular Quay) – Mortlake

From 21 March 2010

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**), Lyons Rd West,

Bayview Rd (**Canada Bay**), Queens Rd, Burwood Rd, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

From Mortlake (Whittaker St at Tennyson Rd) via Tennyson Rd, then reverse route to George St, then Bridge St to Macquarie Pl (City (Circular Quay)).

City (Martin Pl) – Mortlake

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, Railway Sq.

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		
City (Circular Quay)-Mortlake	59	M-F	Mortlake	6.37am	Circular Quay	6.37pm	Ph	
		Sat						
		Sun						

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

Route 440

CITY (various termini) – LEICHHARDT – ROZELLE via Parramatta Rd ■

(From 23 November 1958 to 4 October 1986, buses on Route 440 trips from the City displayed “Leichhardt” destination signs, the same as the trams they had replaced, even though buses had been extended to Rozelle when they replaced the tram service. From 5 October 1986 signs were altered to “Rozelle”.)

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

23 November 1958:

- Full time service, City (Circular Quay) – Leichhardt [terminus in Rozelle] commenced, as part of replacement of Fort Macquarie – Leichhardt tram service by buses.
- Selected trips ran Millers Point – Leichhardt.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Shared City – Leichhardt Town Hall with 438.
- Supplemented by peak hour route 439.

By 24 May 1981: City (Millers Point) - Leichhardt [terminus in Rozelle] ceased.

By 5 October 1986: City (Opera House) extension ceased. City terminus at all times at Circular Quay.

13 September 1987: Trips re-extended to City (Opera House) on weeknights, Saturday afternoon & night & Sunday after approx. 10.00am. From 27 March 1988 only trips *from* Abbotsford extended to City (Opera House), with 440 providing service *from* City (Opera House).

17 November 1997: Short-workings, City (Circular Quay) – Leichhardt Depot, renumbered 435.

August 2003: City (Opera House) extension ceased. City terminus at all times at Circular Quay.

21 March 2010: Short-workings, City (Circular Quay) – Leichhardt Depot, renumbered from 435, as part of a general service review of Inner Western & Southern routes.

4 October 2015: Amalgamated with 378 as 440 Bronte Beach – City (Railway Sq) – Rozelle, as a result of light rail construction in George St, City/new CBD bus network (*see next entry*).

Streets

City (Circular Quay) – Leichhardt [terminus in Rozelle] (selected trips extended to City (Fort Macquarie))

City (Millers Point) – Leichhardt [terminus in Rozelle]

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St, Lilyfield Rd, Mary St, Perry St, Balmain Rd (**Leichhardt**), Darling St, Merton St, Wellington St, Hamilton St, Merton St to Darling St (Leichhardt [terminus in Rozelle]).

From Leichhardt [terminus in Rozelle] (Merton St at Darling St) via Darling St, then reverse route.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St, then same as from Circular Quay. Reverse on return to Lower Fort St, then Argyle St (Millers Point, City).

Alterations

- **By August 1976:** To approach Leichhardt terminus from Darling St via Nelson St, Wellington St, Merton St to Darling St (Rozelle). Return via Darling St.
- **By March 1979:** Ex City (Circular Quay) from Norton St via William St, James St, Mary St. Reverse on return.

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

Alterations

- **By 31 January 1995:** To approach City (Circular Quay) from George St via Bridge St, Phillip St to Circular Quay. Return from Alfred St via George St.
- **By August 2000:** To approach City (Circular Quay) from Bridge St via Loftus St to Circular Quay. Return from Alfred St via George St.
- **By August 2000:** To approach Rozelle from Darling St via Nelson St, Wellington St. Return from Wellington St via Victoria Rd, Darling St.
- **By October 2002:** Ex City (Circular Quay) from Norton St via Lilyfield Rd, Mary St. Reverse on return.
- **By July 2003:** To approach Rozelle from Darling St via Victoria Rd, Terry St. Return from Terry St via Wellington St, Victoria Rd, Darling St.

City (Circular Quay) – Rozelle

Alteration

By 21 March 2010: To approach Rozelle from Darling St to Victoria Rd. Reverse on return.

Timetable Summary

April 1966

August 1976

5 October 1986

21 March 2010

See 438

Route 440

BRONTE BEACH – CITY (Railway Sq) – LEICHHARDT – ROZELLE via Parramatta Rd ■

Timeline

4 October 2015: Route in previous entry amalgamated with 378 as 440 Bronte Beach – City – Rozelle, as a result of light rail construction in George St, City/new CBD bus network. Shares City – Bondi Junction with 380 & 333. Shares City – Leichhardt Town Hall with 438.

26 November 2017: Curtailed to run Bondi Junction – City – Rozelle. Bondi Junction – Bronte Beach replaced by new 379 (see *Government Route Histories – Eastern Suburbs*).

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

Bronte Beach – City (Railway Sq) – Rozelle

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network):

From Bronte Beach (bus terminal) via Bronte Rd, Macpherson St, Albion St (**Waverley**), Bronte Rd, Grosvenor St, **Bondi Junction** interchange, Newland St, Oxford St (**Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Hay St, Pitt St, Railway Sq (**City**), Broadway, Parramatta Rd, Norton St (**Leichhardt**), Lilyfield Rd, Mary St, Perry St, Balmain Rd, Darling St to Victoria Rd (Rozelle).

From Rozelle (Darling St at Victoria Rd) via reverse route to Pitt St, then Eddy Av, Elizabeth St, the reverse route to Bronte Beach.

Bondi Junction – City (Railway Sq) – Rozelle

From 26 November 2017

From Bondi Junction (interchange) via Newland St, Oxford St (**Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Hay St, Pitt St, Railway Sq (**City**), Broadway, Parramatta Rd, Norton St (**Leichhardt**), Lilyfield Rd, Mary St, Perry St, Balmain Rd, Darling St to Victoria Rd (Rozelle).

From Rozelle (Darling St at Victoria Rd) via reverse route to Pitt St, then Eddy Av, Elizabeth St, the reverse route to Bondi Junction.

Timetable Summary

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bronte Beach-City-Rozelle	Fr Bronte 40S 71R	M-F	Rozelle	4.52am	Bronte Bch	11.49pm	A	
		Sat	Bronte Bch	5.05am		12.44am	A	
		Sun	Rozelle	6.13am		11.45pm	20	B

A – Day, Bronte Beach-City (Railway Square) 10, Bronte Beach-Rozelle 20. Night, Bronte Beach-Rozelle. Plus short-working/s before first trip & after last trip shown.

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

R – To Rozelle.

S – To City (Railway Square).

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-City-Rozelle	59	M-F	Rozelle	4.50am	Bondi Jun	12.35am	15*	A
		Sat	Bondi Jun	5.20am		12.55am	15	B
		Sun		6.05am		12.00mn	20	A

* More frequent in peak hours.

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

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

Route L40

CITY (various termini) – ROZELLE via Parramatta Rd (LIMITED STOPS) ■

Timeline

17 November 1997: Peak hour service commenced, replacing X40. City termini at Wynyard (arriving) or Circular Quay (departing).

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

21 March 2010: Ceased as part of a general service review of Inner Western & Southern routes. All service provided by 440.

Streets

City (Wynyard or Circular Quay) – Rozelle

From 17 November 1997

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St, William St, Mary St, Perry St, Balmain Rd (**Leichhardt**), Darling St to Merton St (Rozelle).

From Rozelle (Merton St at Darling St) via reverse route to Railway Sq, then George St to Wynyard (City).

City (Wynyard or Harrington St) – Rozelle

Alterations

- *From 14 February 1999 (afternoons):* From City (Harrington St) via Grosvenor St, George St.
- *By October 1999:* To approach Rozelle from Darling St via Nelson St, Wellington St to Victoria Rd. Return via Victoria Rd, Darling St.
- *By October 1999:* To approach City (Circular Quay) from Bridge St via Loftus St. Unaltered on return.
- *By July 2003:* To approach Rozelle from Darling St via Victoria Rd, Terry St. Return via Terry St, Wellington St, Victoria Rd, Darling St.

Timetable Summary

17 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Circular Quay)-Rozelle	34	M-F	Rozelle	7.36amW	Circular Quay	6.04pmR	Ph	
		Sat						
		Sun						

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

R – To Rozelle.

W – To City (Wynyard).

Route X40

CITY (Wynyard or Circular Quay) – ROZELLE or LEICHHARDT TOWN HALL

(EXPRESS) ■

(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

8 October 1990: Peak hour service commenced:

Morning: From Rozelle to City (Wynyard) via Parramatta Rd

Afternoon: From City (Circular Quay) to Leichhardt Town Hall via Rozelle.

17 November 1997: Replaced by L39 & L40.

Streets

By 31 January 1995

Morning (Rozelle to City (Wynyard))

From Rozelle (Darling St at Merton St) via Darling St, Balmain Rd, Perry St, Mary St, James St, William St, Norton St (Leichhardt), Parramatta Rd, Broadway, Railway Sq, George St to Wynyard (City).

Afternoon (City (Circular Quay) to Leichhardt Town Hall)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, Western Distributor, Harris St, Pyrmont Bridge Rd, Bank St, old Glebe Island Bridge, Victoria Rd, Darling St (Rozelle), Balmain Rd, Perry St, Mary St, James St, William St, Norton St to Leichhardt Town Hall.

Timetable Summary

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Circ Qy)-Rozelle or Leichhardt Tn Hall	AM 35 PM 39	M-F	Rozelle	7.25amW	Circular Quay	5.38pmL	Ph	
		Sat						
		Sun						

L – To Leichhardt Town Hall via Glebe Island Bridge.

Ph – Peak hours only (morning from Rozelle to City (Wynyard), afternoon from City (Circular Quay) to Leichhardt Town Hall).

W – To City (Wynyard) via Parramatta Rd.

Route 441

ART GALLERY of New South Wales – CITY (Queen Victoria Building) – BIRCHGROVE via Glebe Island Bridge

(City terminus at York St [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 November 1954: City (York St) – Birchgrove replaced Fort Macquarie – Birchgrove tram service, although running via Pymont Bridge rather than via Forest Lodge as the tram service had run. Shared City (Queen Victoria Building) – Balmain Post Office with 401 (442 from 28 December 1986).

7 October 1990: Night & weekend service (other than Sunday night, when service to Birchgrove ceased) replaced by 432 City (Millers Point) – Birchgrove via Glebe Point Rd.

4 December 1995 (*opening date of new Glebe Island Bridge*): Days of service re-extended to nights & weekends, replacing 432.

16 November 1997: Extended daily in daytime from City (Queen Victoria Building) to Art Gallery of New South Wales, replacing 888.

21 March 2010: Hours of service of City (Queen Victoria Building) – Birchgrove extended to nights, replacing 432, 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

City (York St) – Birchgrove

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 (**Balmain**), Rowntree St, Cameron St, Grove St to Wharf Rd (Birchgrove).

From Birchgrove (Grove St at Wharf Rd) via Grove St, Cove St, Birchgrove Rd, Spring St, Rowntree St, then reverse route to Pymont Bridge, then Market St to York St (City).

Alteration

From 21 July 1963: From Birchgrove via Grove St, Cameron St, Rowntree St. Unaltered on return.

From 31 January 1967

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

From Birchgrove (Grove St at Wharf Rd) via reverse route to Bank St, then Miller St, Union St, Pymont Bridge, Market St, York St (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, Bank St.
- **From 23 January 1984:** City terminus altered to Market St.
- **By January 1986:** To approach City (Market St) from Miller St via Pymont St, North Western Freeway [now Western Distributor], Sussex St, Market St. Return via Druitt St, Sussex St, North Western Freeway [now Western Distributor].
- **From 4 December 1995** (*opening of new Glebe Island Bridge*): To approach City from Victoria Rd via new Glebe Island [now Anzac] Bridge, Western Distributor, Sussex St, Market St to York St (Queen Victoria Building). Return from Queen Victoria Building (York St) via Druitt St, Western Distributor, new Glebe Island [now Anzac] Bridge, Victoria Rd.

Art Gallery of New South Wales – City (Queen Victoria Building) – Birchgrove

From 16 November 1997

From Art Gallery of New South Wales (Art Gallery Rd) via Art Gallery Rd, Prince Albert Rd, St James Rd, Elizabeth St, Market St, York St (**City (Queen Victoria Building)**), Druitt St, Western Distributor, new Glebe Island

[now Anzac] Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Rowntree St, Cameron St, Grove St to Wharf Rd (Birchgrove).

From Birchgrove (Grove St at Wharf Rd) via reverse route to Western Distributor, then Sussex St, Market St, George St, Park St, College St, Prince Albert Rd, Art Gallery Rd to Art Gallery of New South Wales.

Alteration

- **By March 2003:** Ex Birchgrove from Market St via York St, Druitt St, Park St. Unaltered on return.
- **By January 2006:** Extended from Art Gallery of New South Wales via Mrs Macquaries Rd to Andrew (Boy) Charlton Pool. Reverse on return.

Timetable Summary

17 December 1956

31 January 1967

6 July 1980

See 401

28 December 1986

441, 442

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
441: City (York St)-Birchgrove	Fr Birch 4P 22Y	M-F	Balmain PO	5.22amB	York St	11.42pmB	A	
			York St	6.30amB				
		Sat	Birchgrove	6.44amY		11.56pmB	30	
		Sun		8.29amY		7.56pmB	60	
442: City (York St)-Balmain (Darling St Wharf)	25	M-F	York St	6.30am	York St	11.26pm	20*	
			Sat	Darling St Whf	6.56am		11.26pm	30
		Sun		7.56am		10.26pm	60	

* More frequent in peak hours.

A – Early morning, Balmain Post Office-Birchgrove. Peak hours, day & night, City (York St)-Birchgrove, 20*

B – To Birchgrove.

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) 15.

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

4 December 1995

441, 442

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
441: City (Queen Victoria Building)-Birchgrove	19	M-F	Birchgrove	6.41am	Q Vic Bldg	7.03pm	30*	
		Sat		8.04am		5.35pm	30	
		Sun		8.52am		5.15pm	30	
442: City (Queen Victoria Building)-Balmain Wharf	22	M-F	Balmain Whf	5.55am	Q Vic Bldg	11.50pm	10/20*	A
			Sat		6.38am		11.50pm	15
		Sun		7.05am		11.00pm	30	

Night service to Birchgrove provided by 432.

* More frequent in peak hours.

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

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) 6 trips per hour.

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

16 November 1997

441, 442

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
441: Art Gallery of New South Wales-City-Birchgrove	Fr Birch 14Q 26A	M-F	Birchgrove	6.10amQ 9.40amA	Art Gallery Q Vic Bldg	5.02pmB 6.45pmB	C	
		Sat		8.22amQ 9.52amA	Art Gallery Q Vic Bldg	5.12pmB 5.45pmB	D	
		Sun		9.52amA	Art Gallery	5.12pmB	D	
442: City (Queen Victoria Building)-Balmain East Whf	17	M-F	Balmain E Whf	5.53am	Q Vic Bldg	11.50pm	20*	E
		Sat		6.41am		11.50pm	15	
		Sun		7.05am		11.04pm	30	F

Night service to Birchgrove provided by 432.

A – To Art Gallery of New South Wales.

B – To Birchgrove.

C – Peak hours & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 20.

D – Early morning & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 30.

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

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

Q – To City (Queen Victoria Building).

Average day frequencies along common route:

M-F City (Queen Victoria Building)-Balmain Post Office (441, 442) 10.

Sat City (Queen Victoria Building)-Balmain Post Office (441, 442) 6 trips per hour.

Sun City (Queen Victoria Building)-Balmain Post Office (441, 442) 15.

21 March 2010

441, 442

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
441: Art Gallery of New South Wales-City-Birchgrove	Fr Birch 14Q 26A	M-F	Birchgrove	6.10amQ 9.40amA	Art Gallery Q Vic Bldg	4.58pmB 11.00pmB	C	
		Sat		8.22amQ 9.52amA	Art Gallery Q Vic Bldg	5.10pmB 11.30pmB	D	
		Sun		8.52amQ 9.52amA	Art Gallery Q Vic Bldg	5.12pmB 10.45pmB	D	
442: City (Queen Victoria Building)-Balmain East Whf	17	M-F	Balmain E Whf	5.53am	Balmain E Whf	12.18am	20*	E
		Sat		6.41am		12.18am	15	F
		Sun		7.05am	Q Vic Bldg	11.15pm	30	G

A – To Art Gallery of New South Wales.

B – To Birchgrove.

C – Peak hours & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 20.

D – Early morning & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 30.

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

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

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

Q – To City (Queen Victoria Building).

Average day frequencies along common route:

M-F City (Queen Victoria Building)-Balmain Post Office (441, 442) 10.

Sat City (Queen Victoria Building)-Balmain Post Office (441, 442) 6 trips per hour.

Sun City (Queen Victoria Building)-Balmain Post Office (441, 442) 15.

Route 442

TEMPE DEPOT – DULWICH HILL ■

- **Extended from Dulwich Hill to Canterbury (1954-57)**

(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 November 1954: As part of the replacement of the Cooks River – Dulwich Hill tram service & the Dulwich Hill – Canterbury part of the Circular Quay – Canterbury tram service by buses:

- Full time service Tempe Depot – Dulwich Hill commenced, extended to Canterbury in off-peak.
- Shared Dulwich Hill – Canterbury with peak hour 448.

26 May 1957: Curtailed to run Tempe Depot – Dulwich Hill when Circular Quay – Dulwich Hill via Addison Rd tram service replaced by full time service on 448.

By 12 November 1963: Night service ceased.

27 October 1974: Sunday service ceased.

8 November 1985: Renumbered 425.

Streets

By February 1966

From Tempe Depot via Princes Hwy, Railway Rd, Gleeson Av, railway bridge (**Sydenham**), Railway Pde, Marrickville Rd (**Marrickville**) to New Canterbury Rd (Dulwich Hill). Reverse on return.

Alterations

- *By January 1968:* Ex Dulwich Hill from Marrickville Rd via Buckley St, Sydenham Rd, Railway Pde, railway bridge. Unaltered on return.
- *By December 1972:* Ex Tempe Depot from Railway Rd via Burrows Av, railway bridge. Unaltered on return.

Timetable Summary

12 May 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Dulwich Hill	15	M-F	Tempe Depot	6.16am	Dulwich Hill	11.41pm	20*	A
		Sat		6.16am		11.41pm	AM 12 PM 35	
		Sun		8.18am		6.30pm	60	

* More frequent in peak hours.

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Dulwich Hill	15	M-F	Tempe Depot	6.17am	Dulwich Hill	8.46pm	20*	A
		Sat		6.16am		8.46pm	AM 12 PM 35	
		Sun		8.18am		6.30pm	60	

* More frequent in peak hours.

A – Extra trip Friday night.

October 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Dulwich Hill	15	M-F	Tempe Depot	6.17am	Dulwich Hill	8.46pm	20*	A
		Sat		8.50am		11.19pm	AM 15 PM 35	
		Sun						

* More frequent in peak hours.

Route 442

CITY (Queen Victoria Building) – BALMAIN (Darling St Wharf) via Glebe Island Bridge

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

(City (York St) [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

28 December 1986: Renumbered from 401 to 442 (number adjacent to 441, with which 442 shares route between City & Balmain Post Office).

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 28 December 1986

From City (York St) (Queen Victoria Building) via Druitt St, Sussex St, Western Distributor, Harris St, 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 old Glebe Island Bridge, then Miller St, Pymont St, Western Distributor, Sussex St, Market St, York St (City)

Alteration

From 4 December 1995 (opening of new Glebe Island Bridge): To approach City from Victoria Rd via new Glebe Island [now Anzac] Bridge, Western Distributor, Sussex St, Market St to York St (Queen Victoria Building). Return from Queen Victoria Building (York St) via Druitt St, Western Distributor, new Glebe Island [now Anzac] Bridge, Victoria Rd.

Timetable Summary

28 December 1986

4 December 1995

16 November 1997

21 March 2010

See 441

Route 443

CANTERBURY – DULWICH HILL – SYDENHAM – BRIGHTON-le-SANDS

Timeline

21 September 1954: Dulwich Hill – Brighton-le-Sands Summer Sunday service commenced.

8 January 1955: Extended from Dulwich Hill to Canterbury.

13 March 1955: Ceased.

Route 444

ABBOTSFORD – CITY (various termini) (trips to City only) ■

BURWOOD DEPOT – CITY (various termini) (trips to City only) ■

LEICHHARDT – CITY (various termini) (trips to City only) ■

Timeline

23 November 1958:

- Trips to City in the afternoon peak hour, supplementary to 438 & 440, commenced coincident with replacement of Fort Macquarie – Haberfield (peak hour) and Fort Macquarie – Leichhardt tram services by buses.
- In the City ran via Castlereagh St (*not* George St) & initially terminated at either Park St or Bridge St. From an unknown date (possibly 11 July 1960), altered to terminate at Martin Pl.

28 August 1970: Ceased, when Martin Pl closed to traffic. All service provided by standard routes 438 & 440.

Streets

From 23 November 1958

Likely routes

- **From Abbotsford** via standard route (438) to Railway Sq, then Pitt St, Hay St, Castlereagh St to various City termini.
- **From Burwood Depot** via Parramatta Rd, Broadway, Railway Sq, then via Pitt St, Hay St, Castlereagh St to various City termini.
- **From Leichhardt** via standard route (440) to Railway Sq, then Pitt St, Hay St, Castlereagh St to various City termini.

Route 444

BALMAIN EAST WHARF – PETERSHAM – CAMPSIE direct via Norton St, Leichhardt ■

Timeline

21 March 2010: Existing peak hour, night & early morning weekend trips on 445 which run direct via Norton St, Leichhardt renumbered as part of general service review of Inner Western & Southern routes. These trips had not previously run via Leichhardt Marketplace. From this date they also ceased to run via Lilyfield light rail terminus.

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 Balmain East Wharf via Darling St (**Rozelle**), Balmain Rd, Perry St, Mary St, Norton St (**Leichhardt**), Parramatta Rd, Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Audley St, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd (**Canterbury**), Orissa St, Fletcher St, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via Beamish St, Canterbury Rd, then reverse route to Crystal St, then Parramatta Rd, Norton St, then reverse route to Balmain East Wharf.

Timetable Summary

21 March 2010

444, 445

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
444: Balmain East Wharf-Campsie†	52	M-F	Balmain E Whf	6.05am	Campsie	10.55pm	PNs	
		Sat		6.39am	Balmain E Whf	11.46pm	MNs1	
		Sun		7.42am	Campsie	7.59pm	MNs2	
445: Balmain East Wharf-Campsie‡	63	M-F	Balmain E Whf	8.25am	Campsie	3.06pm	20	
		Sat		8.25am		5.08pm	20	
		Sun	Campsie	7.42am		4.17pm	30	

† Via Norton St, Leichhardt direct.

‡ Via Lilyfield light rail terminus & Leichhardt Marketplace.

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

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

PNs – Peak hours & night service. Plus short-working/s before first trip & after last trip shown.

Route 445

BALMAIN (Darling St Wharf) – PETERSHAM – CANTERBURY – CAMPSIE■

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

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

21 November 1954:

- Balmain (Gladstone Park) – Canterbury (extended in peak hours to Balmain (Nicholson St)) commenced, as part of replacement of Darling St Wharf – Canterbury tram service by buses.
- Trams from Fort Macquarie continued to provide a service to Darling St Wharf until 5 November 1955, when they were curtailed to run Fort Macquarie – Balmain (Rowntree St). Between 5 & 23 November 1955 there were no bus or tram services between Nicholson St & Darling St Wharf, Balmain, while bus turning facilities were built at the wharf.
- Shared various parts of route at different times with 401, 428, 433, 440-442, 444 & 446.

23 November 1955: Extended in Balmain from Nicholson St to Darling St Wharf.

25 June 1979:

- Off-peak trips rerouted via Leichhardt Marketown.
- Similarly rerouted on Saturday daytime from 26 November 1994 & on Sunday daytime by 19 August 2001.

7 October 1990: Curtailed to run Balmain (Gladstone Park) – Canterbury. Service between Gladstone Park & Darling St Wharf replaced by existing 442 & (from 4 December 1995) new 446.

16 November 1997: Re-extended in Balmain from Gladstone Park to Darling St Wharf, replacing 446.

19 August 2001: Rerouted via Lilyfield light rail terminus in off-peak and generally daylight hours at weekends.

21 March 2010: As part of a general service review of Inner Western & Southern routes:

- Extended from Canterbury to Campsie.
- Peak hour, night (Monday-Sunday) & early morning weekend trips renumbered 444. These trips had previously *not* run via Leichhardt Marketplace. From this date they also ceased to run via Lilyfield light rail terminus.

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

Balmain (Darling St Wharf) – Canterbury

From 19 July 1959

From Balmain (Darling St Wharf) via Darling St (**Rozelle**), Balmain Rd, Perry St, Mary St, Augustus St [now Lilyfield Rd], Norton St (**Leichhardt**), Parramatta Rd, Crystal St, Trafalgar St (**Petersham**), Audley St, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station. Reverse on return.

Alterations

- **By 21 October 1962:** Ex Canterbury from Crystal St via Fort St, Railway St, Parramatta Rd, Norton St. Unaltered on return.
- **By 25 June 1979 (Leichhardt Marketown):** Ex Balmain (Darling St Wharf) from Norton St via Allen St, Flood St, Marion St to Norton St. Reverse on return.
- **By 25 June 1979:** Ex Balmain (Darling St Wharf) from Mary St via James St, William St, Norton St. Reverse on return.

Balmain (Gladstone Park) – Canterbury

Alteration

By 12 January 1992: To approach Balmain from Darling St to Gladstone Park (*not* to Darling St Wharf). Reverse on return.

Balmain Wharf – Canterbury

Alterations

- **From 16 November 1997:** Re-extended in Balmain from Gladstone Park via Darling St to Balmain Wharf. Reverse on return.
- **From 19 August 2001 (trips via Lilyfield light rail terminus):** Ex Balmain (Darling St Wharf) from Mary St via Lilyfield Rd, Catherine St, Brenan St, City West Link Rd, Norton St. Return from Norton St via William St, James St, Lilyfield Rd, Catherine St, Brenan St, City West Link Rd, Norton St.
- **By July 2002 (trips via Lilyfield light rail terminus):** Ex Canterbury from Norton St via Lilyfield Rd, Catherine St, Brenan St, City West Link Rd, Norton St. Unaltered on return.
- **By September 2005 (trips via Lilyfield light rail terminus):** Ex Canterbury from Norton St via Lilyfield Rd, Catherine St, Brenan St, Balmain Rd, Lilyfield Rd, Mary St. Unaltered on return.

Balmain East Wharf – Campsie

From 21 March 2010

From Balmain East Wharf via Darling St (**Rozelle**), Balmain Rd, Perry St, Mary St, Lilyfield Rd, Catherine St (**Lilyfield**), Brenan St, City West Link Rd, Norton St, Allen St, Flood St, Marion St, Norton St (**Leichhardt**), Parramatta Rd, Railway St, Fort St, Crystal St, Trafalgar St (**Petersham**), Audley St, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd (**Canterbury**), Orissa St, Fletcher St, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via Beamish St, Canterbury Rd, then reverse route to Crystal St, then Parramatta Rd, Norton St, Marion St, Flood St, Allen St, Norton St, Lilyfield Rd, Catherine St, Brenan St, Balmain Rd, Lilyfield Rd, Mary St, then reverse route to Balmain East Wharf.

Timetable Summary

19 July 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain (Darling St Wharf)- Canterbury	Fr D St Wf 31D 39C	M-F	Darling St Whf	4.37am	Darling St Whf	12.14am	20*	A
		Sat		5.52am		12.52am	B	
		Sun	Canterbury	5.21am		12.03am	E	

* More frequent in peak hours.

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

B – Morning & afternoon (approx. 3.00-8.00pm), Balmain (Gladstone Park)-Dulwich Hill 10, Balmain (Darling St Wharf)-Canterbury 20. Night, Balmain (Darling St Wharf)-Canterbury. Plus short-working/s before first trip shown (first trip 3.20am Balmain (Darling St Wharf)-Leichhardt Town Hall.

C – To Canterbury.

D – To Dulwich Hill.

E – Morning, Balmain (Darling St Wharf)-Canterbury 30. Afternoon, Canterbury-Balmain (Gladstone Park) 15, Canterbury-Balmain (Darling St Wharf) 30. Night, Balmain (Darling St Wharf)-Canterbury.

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain (Darling St Wharf)- Canterbury	39	M-F	Darling St Whf	4.50am	Darling St Whf	12.13am	20*	A
		Sat	Canterbury	5.12am		12.52am	15	A
		Sun		5.21am		11.40pm	B	

* More frequent in peak hours.

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

B – Morning, Canterbury-Balmain (Darling St Wharf) 30. Afternoon, Canterbury-Balmain (Gladstone Park) 15, Canterbury-Balmain (Darling St Wharf) 30. Night, Canterbury-Balmain (Darling St Wharf).

July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain (Darling St Wharf)- Canterbury	47	M-F	Canterbury	4.50am	Darling St Whf	11.45pm	20*	A
		Sat		5.06am		11.44pm	AM 10-15 PM 20	A
		Sun		6.17am		9.19pm	30	

* More frequent in peak hours.

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

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain (Gladstone Park)-Canterbury	42	M-F	Canterbury	4.11am	Gladstone Pk	11.49pm	20*	
		Sat		5.04am		11.49pm	20	
		Sun		6.15am		9.26pm	30	

* More frequent in peak hours.

21 March 2010

See 444

Route 446

CITY (Circular Quay) – NEWTOWN – MARRICKVILLE – DULWICH HILL – CANTERBURY (Sundays only) ■

Timeline

28 September 1975: Early morning & night trips on Sundays on 426 extended from Dulwich Hill to Canterbury, partly replacing 448 over that section at those times.

3 February 1982: Renumbered back to 426.

Streets

From 28 September 1975 (based on July 1979 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville, Dulwich Hill**), New Canterbury Rd (**Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station.

From Canterbury (Broughton St at station) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Route 446

BALMAIN WHARF – LEICHHARDT MARKETPLACE ■

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

Timeline

4 December 1995: Off-peak service commenced, supplementing 445, including providing a service between Balmain (Gladstone Park) & Balmain Wharf, after 445 had been curtailed to Gladstone Park since 7 October 1990.

16 November 1997: Replaced by re-extension of 445 in Balmain from Gladstone Park to Balmain Wharf.

Streets

From 4 December 1995

From Balmain Wharf via Darling St (**Rozelle**), Balmain Rd, Perry St, Mary St, James St, William St, Norton St, Allen St, Flood St to Marion St (Leichhardt Marketplace).

From Leichhardt Marketplace (Flood St/Marion St) via Marion St, Norton St, then reverse route to Balmain Wharf.

Timetable Summary

4 December 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain Wharf-Leichhardt Marketplace	24	M-F	Balmain Whf	9.14am	Leichh Mktplc	2.45pm	60	
		Sat						
		Sun						

Route 448

CITY (various termini) – NEWTOWN – DULWICH HILL – CANTERBURY via Addison Rd ■

- **Selected trips extended to Kingsgrove Depot**

Timeline

21 November 1954:

- Peak hour service, City (Circular Quay East) – Canterbury commenced as part of replacement of the Dulwich Hill – Canterbury part of the Circular Quay – Canterbury tram service by buses.
- Remaining part of tram service, Circular Quay – Dulwich Hill via Addison Av continued until 26 May 1957.
- 442 replaced Dulwich Hill – Canterbury part of Circular Quay – Canterbury tram service in off-peak.
- Shared Dulwich Hill – Canterbury with 445 & off-peak 442.

14 February 1955: Curtailed to run City (Circular Quay East) – Dulwich Hill.

4 July 1955: Restored to run City (Circular Quay East) – Canterbury.

5 February 1956: City terminus altered to Bridge St/Macquarie St.

26 May 1957: Hours/days of service increased to full time, replacing Circular Quay – Dulwich Hill via Addison Rd tram service.

29 September 1957:

- City terminus altered to Circular Quay (Alfred St at Pitt St).
- From this date or later, selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon).

15 October 1984: Express trip commenced.

7 February 1987: Renumbered 428, coincident with opening of Pitt St pedestrian mall, making all routes between City (Circular Quay) & Newtown & beyond have numbers in the range 422-428.

Streets

City (Circular Quay East) – Canterbury

By 21 November 1954

From City (Circular Quay East) via Circular Quay East, Macquarie St, Martin Pl, Elizabeth St, Eddy Av, Pitt St, Railway Sq, Broadway, City Rd, Darlington Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Addison Rd, Livingstone Rd, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station.

From Canterbury (Broughton St at station) via reverse route to King St, then City Rd, Broadway, Railway Sq, Pitt St, Eddy Av, Elizabeth St, Hunter St, Macquarie St, Circular Quay East to Circular Quay (City).

Alteration

By 1957: Ex City (Circular Quay East) from City Rd via King St (*not* via Darlington Rd). Unaltered on return.

City (Circular Quay) – Canterbury

From 29 September 1957 (based on 26 November 1966 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Addison Rd, Livingstone Rd, New Canterbury Rd (**Dulwich Hill, Hurlstone Park**), Canterbury Rd, Broughton St to Canterbury station.

From Canterbury (Broughton St at station) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

21 November 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay East)-Canterbury	47	M-F	Canterbury	6.43am	Circular Quay	6.00pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

26 May 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay East)-Canterbury	47	M-F	Canterbury	4.09am	Circular Quay	12.04am	30*	A
		Sat		4.09am		12.50am	AM 15 PM 30	
		Sun		5.34am		11.15pm	30	
		Hols		4.09am		12.15am	20	

* More frequent in peak hours.

A – Plus short-working/s after last trip shown (with connections to final destination).

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay East)-Canterbury†	Fr C Quay 45C 59K	M-F	Canterbury	4.49am	Circular Quay	12.52am	15*	A
		Sat		4.47am		12.52am	AM 15 PM 20	B
		Sun		6.45am		10.37pm	30	D

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

A – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon). Plus short-working/s before first trip shown (with connections to final destination).

B – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon).

C – To Canterbury.

D – Plus short-working/s before first trip & after last trip shown (with connections to final destination). Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon).

K – To Kingsgrove Depot.

July 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Canterbury†	Fr C Quay 45C 59K	M-F	Canterbury	4.49am	Circular Quay	12.52am	20*	A
		Sat		4.47am		12.52am	AM 15 PM 20	B
		Sun		6.20am		11.36pm	30	D

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

A – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon). Plus short-working/s before first trip shown (with connections to final destination).

B – Selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon).

C – To Canterbury.

D – Includes selected early morning & alternate night trips provided by 446. Plus short-working/s before first trip shown (with connections to final destination).

K – To Kingsgrove Depot.

Route 448

DULWICH HILL – MARRICKVILLE METRO ■

Timeline

27 January 2004: Weekday daytime & Saturday morning service transferred from Marrickville Bus Lines (Ben Rachwal), also trading as Telfords.

27 March 2006: Ceased without replacement. Other routes served the general area.

Streets

From 27 January 2004

From Dulwich Hill (Marrickville Rd at New Canterbury Rd) via Durham St, Beach Rd, Constitution Rd, Windsor Rd, Old Canterbury Rd, Toothill St, Denison Rd (**Lewisham**), Hunter St, New Canterbury Rd, Livingstone Rd, Marrickville Rd (**Marrickville**), Victoria Rd, Sydenham Rd, Fitzroy St, Edinburgh Rd, Smidmore St to Marrickville Metro entrance.

From Marrickville Metro (Smidmore St entrance) via Murray St, Edinburgh Rd, Fitzroy St, Sydenham Rd, Railway Pde (**Sydenham**), Marrickville Rd, Livingstone Rd, Gordon St, Railway Tce, Victoria St, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, Denison Rd, Dulwich St, Marrickville Rd to New Canterbury Rd (Dulwich Hill).

Timetable Summary

27 January 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Marrickville Metro	25	M-F	Dulwich Hill	9.00am	M'ville Metro	5.10pm	60	
		Sat		9.00am		12.30pm	60	
		Sun						

Route 449

CITY (Circular Quay) – NEWTOWN – HURLSTONE PARK via Addison Rd ■

Timeline

29 September 1957:

- New peak hour route, supplementary to 448, commenced as part of replacement of Circular Quay – Dulwich Hill via Addison Rd tram service by buses.
- No trips were shown in timetables 1966-68, but a morning peak hour trip from Hurlstone Park was shown in timetables 1971-82.

8 February 1987: Renumbered 428 (although no trips were shown in timetable at that time).

Streets

From 29 September 1957 (based on 26 November 1966 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Addison Rd, Livingstone Rd, New Canterbury Rd (**Dulwich Hill**) to Canterbury Rd (Hurlstone Park).

From Hurlstone Park (New Canterbury Rd at Canterbury Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

October 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Hurlstone Park	32	M-F	Hurlstone Pk	8.01am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Hurlstone Park).

Route 449

PYRMONT (Star City) – GLEBE ■

Timeline

5 June 2000: Weekday off-peak service commenced, coincident with cessation of 468 Leichhardt Marketplace – Wentworth Park, partly in same area.

11 August 2008: Ceased without direct replacement due to low patronage.

Streets

From 5 June 2000

From Pyrmont (Star City) via Pirrama Rd, Harris St, Broadway, Mountain St, Smail St, Bay St, Wentworth Park Rd, Pyrmont Bridge Rd, Glebe Point Rd (**Glebe**), St Johns Rd, Wentworth Park Rd, Bay St, Smail St, Mountain St, Broadway, Jones St, Thomas St, Harris St, Pirrama Rd to Star City (Pyrmont).

Timetable Summary

5 June 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pyrmont (Star City)-Glebe	35 round trip	M-F	Star City	9.30am	Glebe	3.06pm	40	
		Sat						
		Sun						

Route 450

CITY (Circular Quay) – NEWTOWN – DULWICH HILL via Addison Rd ■

Timeline

29 September 1957:

- New peak hour (including Saturday midday) & fine Summer Sunday route, supplementary to 448, commenced as part of replacement of Circular Quay – Dulwich Hill via Addison Rd tram service by buses.
- Service on fine Summer Sundays ceased by March 1968 and on Saturday midday peak by 4 December 1972.

8 February 1987: Renumbered 428.

Streets

From 29 September 1957 (based on 26 November 1966 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Addison Rd, Livingstone Rd, New Canterbury Rd to Marrickville Rd (**Dulwich Hill**).

From Dulwich Hill (New Canterbury Rd at Marrickville Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

26 November 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Dulwich Hill via Addison Rd	37	M-F	Dulwich Hill	6.13am	Circular Quay	4.47pm	Ph1	
		Sat	Circular Quay	12.03pm			Ph2	
		Sun		9.45am	Dulwich Hill	4.57pm	A	

A – Fine Summer Sundays only (mid-morning & mid-afternoon, both directions).

Ph1 – Peak hours only (morning from Dulwich Hill, afternoon from City (Circular Quay), plus short-working/s after last trip shown).

Ph2 – Midday peak hour only (from City (Circular Quay)).

4 December 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Dulwich Hill via Addison Rd	37	M-F	Dulwich Hill	6.25am	Circular Quay	4.37pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Dulwich Hill, afternoon from City (Circular Quay), plus short-working/s before first trip & after last trip shown).

Route 450

ROCKDALE – SYDENHAM – ROZELLE (Alfred St) ■

Timeline

9 June 1990: Weekday daytime & Saturday morning service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (*for previous history see Private Route Histories – Routes transferred to State Transit Authority*).

5 January 1991:

- Tempe Depot – Rockdale replaced by extension of 425.
- Tempe Depot – Rozelle (Alfred St) replaced by peak hour 453.

Streets

From 9 June 1990 (based on same route under private ownership)

From Rockdale (King St at Princes Hwy) via Market St, York St, Bestic St, Farr St, Tabrett St, West Botany St, Princes Hwy (**Tempe**), Samuel St, Unwins Bridge Rd, Railway Rd, Burrows Av (**Sydenham**), Gleeson Av, Railway Pde, Marrickville Rd, Buckley Av, Sydenham Rd, Fitzroy St, Edinburgh Rd, Murray St (**Marrickville Metro**), Edgeware Rd, Stanmore Rd (**Enmore**), Liberty St, Railway Av (**Stanmore**), Douglas St, Percival Rd, Parramatta Rd, Catherine St (**Lilyfield**), Lilyfield Rd, Gordon St, Alfred St to near Gordon St (Rozelle).

From Rozelle (Alfred St at Gordon St) via Alfred St, Cheltenham St, O'Neill St, Justin St, Joseph St, Grove St, Catherine St, then reverse route to York St, then Bryant St, Princes Hwy, King St to near Princes Hwy (Rockdale).

Timetable Summary

9 June 1990

Same as or similar to same number under private ownership (*see Private Route Histories – Routes transferred to State Transit Authority*).

Route 451

CITY (Circular Quay) – NEWTOWN – ENMORE ■

Timeline

29 September 1957: Peak hour service, City (Circular Quay) – Enmore, supplementary to 423 & 426, commenced as part of replacement of Circular Quay – Earlwood & Circular Quay – Dulwich Hill tram services by buses.

18 January 1963:

- Curtailed to run City (Circular Quay) – Newtown Bridge.
- No trips were shown in timetables 1966-71, but a morning peak hour trip from City (Circular Quay) was shown in timetables 1971-79. Trips not shown separately after that time.

8 February 1987: Renumbered 422.

Streets

City (Circular Quay) – Enmore

From 29 September 1957 (based on 26 November 1966 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (Newtown), Enmore Rd to Victoria Rd (Enmore).

From Enmore (Enmore Rd at Victoria Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

City (Circular Quay) – Newtown

From 18 January 1963 (based on 26 November 1966 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St to Newtown Bridge.

From Newtown (King St at Newtown Bridge) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

October 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Newtown	23	M-F	Circular Quay	8.33am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from City (Circular Quay)).

Route 451

MARRICKVILLE METRO – WHITE BAY ■

Timeline

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (for previous history see *Private Route Histories – Routes transferred to State Transit Authority*).

2 December 1990: Ceased without replacement due to insufficient patronage, after tenders were unsuccessfully called for a replacement commercial operator.

Streets

From 22 June 1990 (based on same route under private ownership)

From Marrickville Metro (Victoria Rd entrance) via Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St (Newtown), Enmore Rd, King St, Australia St, Salisbury Rd (Stanmore), Percival Rd, Parramatta Rd, Johnston St (Annandale), The Crescent, Victoria Rd, Robert St to Buchanan St (White Bay).

From White Bay (Robert St at Buchanan St) via reverse route to Australia St, then King St, Alice St, Murray St, Victoria Rd to Marrickville Metro entrance.

Timetable Summary

22 June 1990

Same as or similar to same number under private ownership (see *Private Route Histories – Routes transferred to State Transit Authority*).

Route 452

CITY (Circular Quay) – FIVE DOCK ■

Timeline

17 December 1956: New peak hour & weekend route, supplementary to 453, commenced as part of replacement of Fort Macquarie – Five Dock tram service by buses.

23 November 1958: Renumbered 437 coincident with replacement of the peak hour tram service, Fort Macquarie – Haberfield & other “Red Lines” tram services by buses.

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Lee St, Regent St, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**) [part now Ramsay Rd], Great North Rd to Lyons Rd (Five Dock).

From Five Dock (Great North Rd at Lyons Rd) via reverse route to Broadway, then Railway Sq, Pitt St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

29 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock	37	M-F	Five Dock	6.50amM	Eddy Av	9.13pmF	PNs	
		Sat		7.42amC	Martin Pl	7.01pmF	MAs	
		Sun	Circular Quay	12.54pmF	Circular Quay	5.13pmF	20-60	

C – To City (Circular Quay).

F – To Five Dock.

M – To City (Martin Pl).

MAs – Morning & late afternoon service.

PNs – Peak hour & limited night service.

Route 452

MARRICKVILLE METRO – ANNANDALE (Pritchard St)■

Timeline

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (*for previous history see Private Route Histories – Routes transferred to State Transit Authority*).

2 December 1990: Ceased without replacement due to insufficient patronage, after tenders were unsuccessfully called for a replacement commercial operator.

Streets

From 22 June 1990 (based on same route under private ownership)

From Marrickville Metro (Victoria Rd entrance) via Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Australia St, Salisbury Rd (**Stanmore**), Percival Rd, Parramatta Rd, Johnston St, Rose St, Annandale St, Hutchinson St to Pritchard St (Annandale).

From Annandale (Pritchard St) (at Hutchinson St) via Pritchard St, Bayview Cr, Railway Pde, The Crescent, Johnston St, then reverse route to Alice St, then Murray St, Victoria Rd to Marrickville Metro entrance.

Timetable Summary

22 June 1990

Same as or similar to same number under private ownership (*see Private Route Histories – Routes transferred to State Transit Authority*).

Route 453

CITY (Circular Quay) – ABBOTSFORD■

- **All-night service extended from Circular Quay to Fort Macquarie**

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

15 August 1954: As part of replacement of the Five Dock – Abbotsford section of the Fort Macquarie – Abbotsford tram service by buses:

- Services commenced:
 - City (Circular Quay) – Abbotsford (peak hours)
 - City (Fort Macquarie) – Abbotsford (all-night service)
- 454 provided service at other times.

6 February 1955: Replaced full time by 454, when “stub axle” mechanical problems caused a shortage of vehicles.

17 July 1955: 453 restored & hours of service extended to full-time, when sufficient vehicles became available again, replacing 454. Supplemented by 452 from 17 December 1956.

23 November 1958: Renumbered 438 coincident with replacement of the peak hour tram service, Fort Macquarie – Haberfield & other “Red Lines” tram services by buses.

Streets

From 15 August 1954

From City (Circular Quay West) (between Argyle St & Barton St) via Barton St [former street], George St, Market St, York St, Druitt St, George St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**) [part now Ramsay Rd], Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (Great North Rd at end) via reverse route to Railway Sq, then George St, Argyle St, Circular Quay West (City).

City (Fort Macquarie) extension (*all-night service*): To approach City from George St via Barton St [former street], Alfred St, Circular Quay East to Fort Macquarie. Reverse on return.

Alteration

By 17 December 1956: Ex City (Circular Quay West) from Railway Sq via Lee St, Regent St, Broadway. Unaltered on return.

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Lee St, Regent St, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay Rd (**Haberfield**), Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (Great North Rd at end) via reverse route to Broadway, then Railway Sq, Pitt St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

15 August 1954

453 & 454

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
453: City (Circular Quay)-Abbotsford†	45	M-F	Abbotsford	6.30am	Circular Quay	5.56pm	Ph	
		Sat				An		
		Sun				An		
454: Five Dock-Abbotsford	7	M-F	Abbotsford	3.45am	Abbotsford	12.41am	15	A
		Sat		4.30am		1.21am	AM 7/8 PM 10-20	
		Sun	Five Dock	4.52am		1.21am	20	

† All-night service extended to City (Fort Macquarie)

A – Other than in peak hours.

An – All-night service, City (Fort Macquarie)-Abbotsford.

Ph – Peak hours only (both directions). Plus all-night service ran City (Fort Macquarie)-Abbotsford.

17 July 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Abbotsford†	Fr C Quay 38F 45A	M-F	Abbotsford	4.36am	Circular Quay	11.45pm	15*	B
		Sat		5.06am		12.14am	AM 10 PM 15	B
		Sun		5.07am		12.44am	C	

* More frequent in peak hours.

† All-night service extended to City (Fort Macquarie)

A – To Abbotsford.

B – Plus all-night service City (Fort Macquarie)-Abbotsford. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (Circular Quay)-Abbotsford 15. Afternoon, City (Circular Quay)-Five Dock 10, City (Circular Quay)-Abbotsford 20. Night, City (Circular Quay)-Abbotsford. All-night service, City (Fort Macquarie)-Abbotsford.

F – To Five Dock.

Route 453

CAMPERDOWN (Children's Hospital) – NEWTOWN – WATERLOO ■

Timeline

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (*for previous history see Private Route Histories – Routes transferred to State Transit Authority*).

2 December 1990: Ceased without replacement due to insufficient patronage, after tenders were unsuccessfully called for a replacement commercial operator.

Streets

From 22 June 1990 (based on same route under private ownership)

From Camperdown (Pymont Bridge Rd opposite Children's Hospital) via Layton St, Lambert St, Lyons Rd, Missenden Rd, King St (**Newtown**), Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Raglan St, Cope St, Wellington St, Morehead St to Phillip St (Waterloo).

From Waterloo (Morehead St at Phillip St) via reverse route to Erskineville Rd, then King St, Holt St, Station St, Enmore Rd, King St, Australia St, Salisbury Rd, Carillon Av, Missenden Rd, Lyons Rd, Pymont Bridge Rd to opposite Children's Hospital (Camperdown).

Timetable Summary

22 June 1990

Same as or similar to same number under private ownership (*see Private Route Histories – Routes transferred to State Transit Authority*).

Route 453

TEMPE DEPOT – ROZELLE (Alfred St) ■

(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

7 January 1991: Peak hour service renumbered from equivalent part of 450 (*see above*).

6 May 1994: Ceased without replacement.

Streets

From 7 January 1991

From Tempe Depot via Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), railway bridge, Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd, Fitzroy St, Edinburgh Rd, Murray St (**Marrickville Metro**), Edgeware Rd (**Enmore**), Stanmore Rd, Liberty St, Railway Av (**Stanmore**), Percival Rd, Parramatta Rd, Catherine St (**Annandale**), Lilyfield Rd (**Lilyfield**), Gordon St, Alfred St to near Gordon St (Rozelle).

From Rozelle (Alfred St at Gordon St) via Alfred St, Cheltenham St, O'Neill St, Grove St, Lilyfield Rd, then reverse route to Sydenham Rd, then Railway Pde, railway bridge, Gleeson Av, Railway Rd, Princes Hwy to Tempe Depot.

Timetable Summary

7 January 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Tempe Depot-Rozelle (Alfred St)	Fr Roz 25S 31T	M-F	Tempe Depot	5.59am	Rozelle	5.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Some trips ran Sydenham-Rozelle (Alfred St) only.

S – To Sydenham.

T – To Tempe Depot.

Route 454

FIVE DOCK – ABBOTSFORD ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

15 August 1954: As part of replacement of the Five Dock – Abbotsford section of the Fort Macquarie – Abbotsford tram service by buses:

- Early morning, off-peak, night & weekend service commenced.
- Connected at Five Dock with Fort Macquarie trams.
- 453 provided peak hour service.

6 February 1955: Hours of service increased to full time when “stub axle” mechanical problems caused a shortage of vehicles, replacing 453 until 17 July 1955.

17 July 1955: When sufficient vehicles became available again, replaced by 453, which then ran full time.

Streets

From 15 August 1954

From Five Dock (Great North Rd at shops) via Great North Rd to end (Abbotsford). Reverse on return.

Timetable Summary

See 453

Route 454

CITY (various termini) – BURWOOD DEPOT via Parramatta Rd ■

(Fort Macquarie tram & bus terminus was located on the site of Sydney Opera House. Destination signs on buses terminating at Fort Macquarie were altered to “Opera House” in the mid-1960s, when construction of the Opera House was under way.)

Timeline

1 September 1958:

- Commenced.
- Hours of service (?).
- City termini at either Circular Quay, Fort Macquarie or Millers Point.

8 February 1987 (opening date of Pitt St pedestrian mall): Ceased.

Route 454

MARRICKVILLE METRO – REDFERN MALL ■

(Redfern Mall is now known as Surry Hills Shopping Village.)

Timeline

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (*for previous history see Private Route Histories – Routes transferred to State Transit Authority*).

2 December 1990: Ceased without replacement due to insufficient patronage, after tenders were unsuccessfully called for a replacement commercial operator.

Streets

From 22 June 1990 (based on same route under private ownership)

From Marrickville Metro (Victoria Rd entrance) via Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St, Enmore Rd, King St (**Newtown**), Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Raglan St, Cope St, Wellington St (**Waterloo**), Morehead St, Phillip St, Baptist St to Redfern Mall.

From Redfern Mall (Baptist St at Cleveland St) via Cleveland St, Walker St, Redfern St, Elizabeth St, Phillip St, Morehead St, then reverse route to Erskineville Rd, then King St, Alice St, Murray St, Victoria Rd to Marrickville Metro entrance.

Waterloo diversion (*inter-peak*): Ex Marrickville Metro from Cope St via Wellington St, George St, Raglan St, Elizabeth St, Wellington St. Reverse on return.

Timetable Summary

22 June 1990

Same as or similar to same number under private ownership (*see Private Route Histories – Routes transferred to State Transit Authority*).

Route 455

CAMPERDOWN (Children's Hospital) – MARRICKVILLE METRO – BONDI JUNCTION ■

Timeline

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license (*for previous history see Private Route Histories – Routes transferred to State Transit Authority*).

3 December 1990: Curtailed to run Newtown – Bondi Junction & renumbered 355 (*see Government Route Histories – Eastern Suburbs*).

Streets

From 22 June 1990 (based on same route under private ownership)

From Camperdown (Pymont Bridge Rd opposite Children's Hospital) via Layton St, Lambert St, Lyons Rd, Missenden Rd, King St, Alice St, Edgeware Rd, Murray St, Victoria Rd (**Marrickville Metro**), Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Erskineville Rd (**Erskineville**), Swanson St, Copeland St, Mitchell Rd, Harley St, McEvoy St (**Alexandria**), Bourke St, Lachlan Av, Dacey Av (**Moore Park**), Anzac Pde, Robertson Rd, Cook Rd (**Centennial Park**), Oxford St, Newland St into Bondi Junction interchange.

From Bondi Junction (interchange) via reverse route to Erskineville Rd (**Erskineville**), then King St, Alice St, Murray St, Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Australia St, Salisbury Rd, Carillon Av, Missenden Rd, Lyons Rd, Pymont Bridge Rd to opposite Children's Hospital (Camperdown).

Waterloo diversion (*inter-peak & Saturday morning*): Ex Camperdown from McEvoy St via Botany Rd, Wellington St, George St, Raglan St, Elizabeth St, Wellington St, Morehead St to McEvoy St. Reverse on return.

Trips terminating at Waterloo (*Saturday afternoon*): Ex Marrickville Metro from McEvoy St via Elizabeth St, Wellington St, Botany Rd, McEvoy St & return to Marrickville Metro.

Timetable Summary

22 June 1990

Same as or similar to same number under private ownership (*see Private Route Histories – Routes transferred to State Transit Authority*).

Route 458

BURWOOD – STRATHFIELD – CONCORD HOSPITAL – RYDE

- **Extended to start from Macquarie Centre (selected morning peak hour trips)**

“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 August 1943: Burwood – Strathfield – Concord West – Concord Hospital renumbered from 958. By 1951 ran daily daytime & early evening.

28 November 1943: Rerouted direct via Concord Rd (*not* via Concord West station).

30 June 1979: Hours of service reduced to Monday-Saturday daytime. Service on weeknights & all day Sundays provided by 459 rerouted via Strathfield station.

7 October 1990: Extended from Concord Hospital to Ryde, replacing 459.

By 24 June 2001:

- Selected morning peak hour trips extended to run from Macquarie Centre to Burwood.
- Shared Strathfield – Ryde with new 459.

10 September 2006: Hours of service extended to early morning, nights & Sundays, replacing 461 at those times. Shared Concord – Macquarie Park with M41 from 19 December 2010.

4 November 2007: Rerouted via Rhodes shops, replacing ceased 460 extension.

4 June 2017: Replaced 459. Concord – Macquarie Park then shared with M41.

Streets

Burwood – Concord Hospital

Circa 1946 (Gregory’s Street Directory)

From Burwood (station) via Railway Pde, Burwood Rd, Belmore St, Conder St, Railway Pde, Wentworth Rd, Cooper St, Moseley St to **Strathfield** station, then Moseley St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From 15 April 1951

From Burwood (station) via Railway Pde, Wentworth Rd, Cooper St, Moseley St to **Strathfield** station, then Moseley St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From February 1966

From Burwood (Burwood Rd at station) via Burwood Rd, Park Av, Park Rd, Rowley St, Cooper St, Moseley St (**Strathfield**), Everton St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From Concord Hospital via Hospital Rd, Concord Rd [part now Swan Av], Cooper St, Moseley St, Everton St, Cooper St, Rowley St, Park Rd, Park Av, Burwood Rd, George St, Mary St, Deane St, Burwood Rd to Burwood station.

Alterations

- **By March 1986:** Ex Burwood from Everton Rd via Leicester Av, Concord Rd. Reverse on return.
- **By 15 September 1985:** Ex Burwood from Moseley St to Strathfield station, then Moseley St, Cooper St, Leicester Av, Young St, Sydney St, Concord Rd. Return from Hospital Rd via Concord Rd [part now Swan Av], Cooper St, Moseley St to Strathfield station.
- **By 11 September 1988:** Reverted to route by March 1986.
- **By 1 October 1989:** To approach Burwood from Park Av via Burwood Rd to station.

Burwood – Concord Hospital – Ryde

Alteration

From 7 October 1990: Extended from Concord Hospital via Hospital Rd, Concord Rd, Mary St, Blaxland Rd (**Rhodes**), Llewellyn St, Concord Rd, Ryde Bridge, Church St, Blaxland Rd to bus terminal (Ryde). Return via Devlin St, Church St.

Burwood – Concord Hospital – Ryde (selected trips extended to start from Macquarie Centre in morning peak hour)

Alterations

- **By 24 June 2001:** From Macquarie Centre via Waterloo Rd, Khartoum Rd, Talavera Rd, Lane Cove Rd, Devlin St.
- **By 24 June 2001:** Direct via Concord Rd (*not* via Rhodes station).
- **From 4 November 2007:** Ex Burwood from Concord Rd via Homebush Bay Dr, Rider Blvd (**Rhodes shops**), Mary St, Walker St, Leeds St, Cavell Av, Averill St, Concord Rd. Reverse on return.

Timetable Summary

20 April 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Concord Hospital		M-F	Burwood	7.05am	Concord Hosp	7.32pm	60	A
		Sat		7.05am	Burwood	9.30pm	60	
		Sun		8.22am		9.30pm	B	

A – Plus late evening trip from Burwood to Concord Hospital.

B – Morning, Burwood-Concord Hospital 60. Afternoon, Burwood-Concord Hospital 60, Strathfield-Concord Hospital 6-15.

15 April 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Concord Hospital	17	M-F	Burwood	7.05am	Concord Hosp	7.32pm	60	A
		Sat		7.05am		8.54pm	60	B
		Sun		8.22am		8.56pm	60	B

A – More frequent service Strathfield-Concord Hospital on Mondays & Wednesdays between 1.30 & 5.00pm.

Additional & later trips Strathfield-Concord Hospital on Tuesday & Thursday nights (last trip 9.00pm from Concord Hospital).

B – Additional trips Strathfield-Concord Hospital in afternoon & early evening.

March 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Concord Hospital	19	M-F	Concord Hosp	6.50am	Burwood	6.05pm	30*	A
		Sat	Burwood	7.08am		4.05pm	60	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night (last trip from Burwood).

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Ryde†	29	M-F	Macquarie Ctr	6.14amB	Burwood	6.10pmR	A	
		Sat	Ryde	7.28amB		5.53pmR	30	
		Sun						

† Early morning M-F trips extended to start from Macquarie Centre.

A – Early morning, from Macquarie Centre to Burwood. Day, Burwood-Ryde 30. Plus short-working/s before first trip shown.

B – To Burwood.

R – To Ryde.

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Ryde†	29	M-F	Macquarie Ctr	6.14amB	Burwood	11.39pmR	A	
		Sat	Ryde	5.21amB		11.39pmR	30	
		Sun		6.55amB		9.40pmR	60	

† Early morning M-F trips extended to start from Macquarie Centre.

A – Early morning, from Macquarie Centre to Burwood. Day, Burwood-Ryde 30*. Night, Burwood-Ryde. Plus short-working/s before first trip shown.

B – To Burwood.

R – To Ryde.

Route 459

CITY (various termini) – RYDE via Parramatta Rd & Concord Rd

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

("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 August 1943: Full time service, Annandale (Johnston St) *or* Pyrmont (Harris St/Union St) – Concord Hospital – Ryde renumbered from 959.

11 August 1946: Extended as City (York St) – Concord Hospital – Ryde other than in peak hours.

21 September 1947: Extended as City (York St) – Concord Hospital – Ryde at all times, restoring route to same as 959 prior to 1942.

By 15 April 1951: Rerouted direct via Concord Rd (*not* via Concord Hospital). 458 served Hospital instead.

By 15 April 1963: Rerouted back via Concord Hospital.

18 November 1978:

- Weeknight trips rerouted via Strathfield station, replacing 458 at those times.
- Similarly rerouted on weekends from 30 June 1979.

By April 1984: City terminus altered to Castlereagh St at Park St (arriving) or Druitt St at York St (departing). Shared City – Concord with 460 until 30 September 1989.

By 8 February 1987: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

1 October 1989:

- Reduced to run in weekday daytime.
- Curtailed to run City (George St or York St) – Strathfield. Strathfield – Ryde replaced by extended/rerouted 461.

7 October 1990: Ceased:

- Replaced between Strathfield & Ryde by 458 extended to Ryde (daytime Mondays-Saturday) & by 461 early mornings, nights & Sundays.
- Replaced along Pyrmont Bridge Rd by new 469 on M-F.
- Replaced along Parramatta Rd by existing 461.

Streets

City (York St) – Ryde

Circa 1946 (Gregory's Street Directory)

From Ryde (Post Office) via Blaxland Rd, Devlin St, Church St, Ryde Bridge, Concord Rd, Llewellyn St, Blaxland Rd (**Rhodes**), Mary St, Concord Rd, Killoola St, Fremont St (**Concord Hospital**), Hospital Rd, Concord Rd, Parramatta Rd, Pyrmont Bridge Rd, Bridge Rd (**Glebe**), Pyrmont Bridge Rd, Harris St, Union St (**Pyrmont**), Pyrmont Bridge, Market St to York St (City).

Return route based on 20 April 1947 timetable.

From City (York St) (at Queen Victoria Building) via Druitt St, Clarence St, Pyrmont Bridge, then reverse route to Devlin St, then Victoria Rd, Church St to Ryde Post Office.

Alterations

- **By 15 April 1951:** Ex City (York St) from Concord Rd direct (*not* via Concord Hospital).
- **By 15 April 1963:** Ex City (York St) from Concord Rd via Hospital Rd (**Concord Hospital**), Fremont St, Killoola St, Phoenix St, Concord Rd. Reverse on return.
- **By 15 April 1963:** Ex City (York St) from Pymont Bridge via Pymont Bridge Rd. Return from Pymont Bridge Rd via Jones St, Bank St, Saunders St, Miller St, Union St.
- **By February 1966:** To approach City (York St) from Bridge Rd via Pymont Bridge Rd, Jones St, Bank St, Saunders St, Miller St, Union St, Pymont Bridge. Unaltered on return.
- **By February 1966:** To approach Ryde from Church St via Devlin St, Blaxland Rd to bus terminal. Return via Devlin St, Church St.
- **By November 1971:** Ex City (York St) from Parramatta Rd via Young St, Sydney St, Concord Rd. Unaltered on return.
- **From 18 November 1978 (Strathfield station diversion):** Ex City (York St) from Parramatta Rd via Concord Rd [now Swan Av], Cooper St, Moseley St to Strathfield station, then Moseley St, Cooper St, Leicester Av, Young St. Return from Concord Rd [part now Swan Av] via Cooper St, Moseley St to Strathfield station, then Moseley St, Cooper St, Leicester Av, Parramatta Rd.
- **From 18 November 1978:** Ex City (York St) from Concord Rd (approaching Hospital Rd) via Hospital Rd to Concord Hospital, then Hospital Rd, Concord Rd (*not* via Fremont St, etc). Reverse on return.
- **By 28 May 1980:** Ex City (York St) from Sussex St via Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St, Pymont Bridge Rd.

By 8 September 1980

From City (York St) (at Queen Victoria Building) via Druitt St, Sussex St, Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St (**Pymont**), Pymont Bridge Rd, Bridge Rd (**Glebe**), Pymont Bridge Rd, Parramatta Rd, Concord Rd [now Swan St], Cooper St, Moseley St to Everton Rd (**Strathfield**), then Moseley St, Cooper St, Leicester St, Young St, Sydney St, Concord Rd, Hospital Rd to **Concord Hospital**, then Hospital Rd, Concord Rd, Blaxland Rd (**Rhodes**), Llewellyn St, Concord Rd, Ryde Bridge, Church St, Devlin St, Blaxland Rd to Ryde bus terminal.

From Ryde (bus terminal) via Blaxland Rd, Devlin St, then reverse route to Concord Rd (approaching Strathfield), then Concord Rd [now Swan St], Cooper St, Moseley St to Everton Rd, then Moseley St, Cooper St, Leicester St, Parramatta Rd, Pymont Bridge Rd, Bridge Rd, Pymont Bridge Rd, Jones St, Bank St, Saunders St, Miller St, Union St, Pymont Bridge, Sussex St, Market St to York St (City).

City (Castlereagh St or Druitt St) – Ryde

Alterations

- **From April 1984:** To approach City (York St) from Miller St via Pymont St, North Western Fwy [now Western Distributor], Sussex St, Bathurst St, Castlereagh St to Park St. Return from Druitt St at York St via Sussex St, North Western Fwy [now Western Distributor], Harris St, Gipps St.
- **By March 1986 (Strathfield station diversion):** Either direction from Parramatta Rd/Concord Rd via Leicester Av, Everton Rd to Strathfield station then return via reverse route.

City (York St) – Ryde

Alteration

By 8 February 1987: To approach City from Pymont St via Western Distributor, Sussex St, Market St to York St. Return from York St (at Queen Victoria Building) via Druitt St, Sussex St, Western Distributor, Harris St, Pymont Bridge Rd.

City (George St or York St) – Ryde

Alteration

By October 1987: To approach City from Sussex St via Bathurst St, George St to Queen Victoria Building. Unaltered on return.

City (George St or York St) – Strathfield

Alteration

From 1 October 1989: Ex City (York St) from Parramatta Rd via Wentworth, Rd, Cooper St, Moseley St, Everton Rd to Strathfield station. Reverse on return.

Timetable Summary

20 April 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Ryde	Fr York St 55H 64R	M-F	Ryde	6.00amP 8.24amY	York St	12.53amR	A	
		Sat	York St	6.25amR		12.53amR	B	
		Sun		6.40amR		12.25amR	C	

A – Peak hours, Pymont-Rhodes or Ryde. Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Night, City (York St)-Rhodes or Ryde. Plus short-working/s before first trip & after last trip shown.

B – Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (York St)-Ryde 15. Afternoon, City (York St)-Rhodes 10, City (York St)-Ryde 20. Plus short-working/s before first trip & after last trip shown.

H – To Rhodes.

P – To Pymont.

R – To Ryde.

Y – To City (York St).

15 April 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Ryde	Fr York St 48H 57R	M-F	Ryde	5.52am	York St	12.53am	A	
		Sat	York St	6.10am		12.53am	B	
		Sun		6.34am		12.40am	C	

* More frequent in peak hours.

A – Peak hours, mainly City (York St)-Ryde. Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

B – City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (York St)-Burwood Rd 15, City (York St)-Ryde 30. Afternoon, City (York St)-Rhodes 10, City (York St)-Ryde 20. Plus short-working/s after last trip shown.

H – To Rhodes.

R – To Ryde.

8 September 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Ryde	Fr York St 54H 65R	M-F	Ryde	5.27am	York St	11.26pm	A	
		Sat		5.53am		11.26pm	B	
		Sun	York St	6.14am	Ryde	9.11pm	30	

* More frequent in peak hours.

A – Peak hours & night, mainly City (York St)-Ryde. Day, City (York St)-Rhodes 15, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Rhodes 15, City (York St)-Ryde 30. Afternoon, City (York St)-Ryde 20. Plus short-working/s before first trip & after last trip shown.

H – To Rhodes.

R – To Ryde.

8 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Ryde	62	M-F	Ryde	5.35am	York St	11.42pm	30*	A
		Sat		5.54am		11.42pm	AM 20 PM 30	A
		Sun		7.13am	Ryde	10.15pm	30	A

* More frequent in peak hours.

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

1 October 1989

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 York St)-Strathfield	41	M-F	Strathfield	5.44am	York St	6.09pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 459

STRATHFIELD – RYDE – MACQUARIE UNIVERSITY

Timeline

24 June 2001: In the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority:

- Weekday daytime service commenced, replacing 533 between Ryde & Macquarie Park.
- Shared Strathfield – Ryde with 458 & (from 19 December 2010) Concord – Macquarie Park with M41.

4 June 2017: Replaced by existing 458 & M41.

Streets

From 24 June 2001

From Strathfield (Everton Rd at station) via Leicester Av, Concord Rd (**Concord**), Ryde Bridge, Church St (**Ryde**), Devlin St, Lane Cove Rd (**North Ryde**), Talavera Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (Macquarie Dr at bus terminal) via Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, Khartoum Rd, then reverse route to Strathfield.

Alterations

- *By January 2003:* Ex Strathfield from Church St via Blaxland Rd, Devlin St, Lane Cove Rd. Unaltered on return.
- *From 30 May 2015:* Macquarie University terminus in University Av for both arrivals & departures.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield- Macquarie University	32	M-F	Strathfield	7.05am	Macquarie Uni	6.09pm	30	
		Sat						
		Sun						

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield- Macquarie University	32	M-F	Strathfield	7.05am	Macquarie Uni	6.10pm	60	
		Sat						
		Sun						

Route 460

STRATHFIELD – CONCORD (Sub-acute Hospital, Yaralla)■

(This hospital was located on the site of current Dame Eadith Walker Hospital.)

Timeline

24 February 1946: Commenced. Listed on 21 September 1947 as a “limited service” & on 10 August 1952 as a “limited Sunday service”. Also listed as a route on 1 September 1953.

After 1 September 1953: Ceased.

Streets

Circa 1946 (Gregory’s Street Directory)

From Strathfield (station) via Moseley St, Cooper St, Concord Rd [part now Swan Av], The Drive to Sub-acute Hospital, Yaralla (Concord).

Route 460

CITY (various termini) – CONCORD HOSPITAL■

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

(“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

30 April 1984: New route, City (Castlereagh St (arriving) or George St (departing)) – Concord Hospital, commenced by rerouting alternate off-peak trips on 461 to Concord Hospital instead of North Strathfield. Shared City – Concord with 461.

By 8 February 1987: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

30 September 1989: Ceased. Replaced by existing 461 & extension of 402 & 403 as from 8 October 1990.

Streets

City (Castlereagh St or George St) – Concord Hospital

30 April 1984

From City (George St) (at Bathurst St) via George St, Railway Sq, Broadway, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Cabarita Rd (**Cabarita Junction**), Mortlake St, Brays Rd, Majors Bay Rd (**Concord**), Norman St, Nullawarra Av, Hospital Rd to Concord Hospital.

From Concord Hospital (Hospital Rd) via reverse route to George St, then Bathurst St, Castlereagh St to Park St (City).

City (George St or York St) – Concord Hospital

Alteration

By 8 February 1987: To approach City from Railway Sq via George St to Queen Victoria Building. Return from York St via Druitt St, George St.

Timetable Summary

30 April 1984

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)- Concord Hospital	60	M-F	George St	8.45am	Concord Hosp	4.00pm	60	A
		Sat						
		Sun						

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

Route 460

FIVE DOCK – CONCORD HOSPITAL ■

- **Extended from Concord Hospital to Rhodes (2007)**

("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

10 July 1993: Weekday off-peak service, Five Dock – Concord Hospital, commenced, replacing equivalent parts of 402 & 403.

23 April 2007: Extended from Concord Hospital to Rhodes.

5 November 2007: Extension from Concord Hospital to Rhodes replaced by rerouted 458, making route Five Dock – Concord Hospital again.

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

Five Dock – Concord Hospital

From 10 July 1993

From Five Dock (First Av at Great North Rd) via First Av, Ingham Av, Fairlight St, Ramsay Rd, Great North Rd, Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Gipps St, Broughton St, Ian Pde, Wellbank St (**Concord**), Flavelle St, Correys Av, Majors Bay Rd, Norman St, Nullawarra Av, Hospital Rd to Concord Hospital.

From Concord Hospital (Hospital Rd) via reverse route to Great North Rd, then First Av to near Great North Rd (Five Dock).

Five Dock – Concord Hospital – Rhodes

Alteration

From 23 April 2007: Extended from Concord Hospital via Hospital Rd, Concord Rd, Blaxland Rd, Leeds St, Walker St (**Rhodes**), Rider Blvd, Homebush Bay Dr, Concord Rd, Hospital Rd to Concord Hospital.

Five Dock – Concord Hospital

Alteration

From 5 November 2007: Reverted to route from 10 July 1993.

Timetable Summary

March 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Five Dock-Concord Hospital	20	M-F	Five Dock	9.30am	Concord Hosp	3.00pm	60	
		Sat						
		Sun						

23 April 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Five Dock-Concord Hospital-Rhodes	60 round trip	M-F	Five Dock	9.20am	Rhodes	2.54pm	60	
		Sat						
		Sun						

5 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Five Dock-Concord Hospital	23	M-F	Five Dock	9.35am	Concord Hosp	3.05pm	60	
		Sat						
		Sun						