

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 3: Route numbers in the ranges 461-541, 813-887, 958-992

(See Part 1 for Routes 9-418)
(See Part 2 for Routes 419-460)

Route 461

CITY (various termini) – BURWOOD■

- **Extended from Burwood to Ryde (early morning, night & weekends)**

CITY (various termini) – CONCORD – NORTH STRATHFIELD – HOMEBUSH■

CITY (York St) – STRATHFIELD – RYDE■

- **Burwood – Concord – North Strathfield – Homebush (nights, Saturday afternoons & Sundays) (1950-57)**

(City terminus at York St [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: Monday-Saturday feeder service, Annandale (Johnston St) – Concord – North Strathfield – Homebush renumbered from 961. Connected at Annandale (Johnston St) with Fort Macquarie trams.

21 July 1946: Sunday service restored.

21 September 1947: Extended from Annandale (Johnston St) to City (York St), making route City (York St) – Concord – North Strathfield – Homebush, same as 961 prior to 1942.

17 December 1956:

- Curtailed to run:
 - City (York St) – Concord – North Strathfield (peak hours) (selected trips extended to Homebush?)
 - City (York St) – Burwood (Burwood Rd/Parramatta Rd) (off-peak)
- Sunday service altered/curtailed to run as a feeder service, Burwood – Concord – North Strathfield.

31 March 1957:

- City services rearranged & renumbered:
 - 436 City (York St) – Concord – North Strathfield (Monday-Friday & Saturday morning service) (selected peak hour trips extended to Homebush)
 - 437 City (York St) – Central Concord (Monday-Friday & Saturday morning service, short-working of 436)
- Burwood – Concord – North Strathfield (Sunday feeder service) renumbered 438, but hours/days of service extended to weeknights & Saturday afternoon, replacing 461 at those times.

26 October 1958:

- 437 (City (York St) – Concord – North Strathfield (selected trips extended to Homebush)) renumbered back to 461.
- This renumbering occurred ahead of the “Red Lines” tram services being replaced by buses on 22 November 1958, when 436-438 were re-allocated to City (Circular Quay) – Abbotsford & supplementary short-workings.

By 17 May 1962: Ran weekday daytime & Saturday mornings. By April 1966, base service was City (York St) – North Strathfield, with selected peak hour & Saturday morning trips extended to Homebush.

By 21 September 1985:

- City terminus altered to Castlereagh St near Park St (arriving) or George St at Bathurst St (departing).
- Saturday morning service ceased.

8 February 1987: City terminus altered to York St.

1 October 1989:

- Altered/extended to run City (York St) – Strathfield – Ryde, replacing 459 between Strathfield & Ryde.
- Days/hours of service extended to full time.
- Service in Concord area replaced by existing 462, 464-466, although to Burwood, not to City.
- Service between Concord, North Strathfield & Homebush not replaced.

7 October 1990:

- Daytime service Mondays-Saturdays curtailed to run City (York St) – Strathfield. Strathfield – Ryde at those times replaced by extended 458.
- Night & Sunday service continued to run City (York St) – Strathfield – Ryde.

28 August 2005:

- Daytime service Mondays-Saturdays curtailed to run City (Queen Victoria Building) – Burwood.
- Early morning, night & weekend services continued to run City (Queen Victoria Building) – Burwood – Strathfield – Ryde.

10 September 2006:

- Service at all times ran City (Queen Victoria Building) – Burwood.
- Service between Strathfield & Ryde in early morning, night & weekend replaced by extended hours on 458.

6 July 2008: City terminus altered to Domain.

21 March 2010: City terminus (early morning Monday-Saturday & night trips Monday-Sunday) altered to Town Hall. City terminus (daytime) continued to be Domain.

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

Annandale (Johnston St) – Concord – North Strathfield – Homebush

Circa 1946 (Gregory's Street Directory)

From Annandale (Johnston St) (at Parramatta Rd) via Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Brewer St, Majors Bay Rd, Wellbank St (**Central Concord**), Queen St (**North Strathfield**), George St, Pomeroy St, Wentworth Rd, Parramatta Rd, Station St, Loftus Cr to Homebush station.

From Homebush (Loftus Cr at station) via Rochester [now Knight] St, Parramatta Rd, then reverse route to Johnston St (Annandale).

City (York St) – Concord – North Strathfield – Homebush

Circa 1948 (Gregory's Street Directory)

From City (York St) (Queen Victoria Building) via Druitt St, George St, Hay St, Pitt St, Central [now 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 (**North Strathfield**), Beronga St, Pomeroy St, Wentworth Rd, Parramatta Rd, Station St, Loftus Cr to Homebush station.

From Homebush (Loftus Cr at station) via Rochester [now Knight] St, Parramatta Rd, Wentworth Rd, then reverse route to George St, then Market St, York St to Queen Victoria Building (City).

Alteration

From April 1966: From City (York St) via Druitt St, George St, Railway Sq.

Burwood – Concord – North Strathfield – Homebush

From 23 July 1950 (based on later 438)

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 (**North Strathfield**), Beronga St, Pomeroy St, Wentworth Rd, Parramatta Rd, Station St, Loftus Cr to Homebush station.

From Homebush (Loftus Cr at station) via Rochester [now Knight] St, Parramatta Rd, Wentworth Rd, then reverse route to Burwood.

City (Castlereagh St or George St) – Concord – North Strathfield – Homebush

Alteration

By 21 September 1985: To approach City from George St via Bathurst St, Castlereagh St to Park St. Return from George St at Bathurst St via George St.

City (York St) – Concord – North Strathfield – Homebush

Alteration

From 8 February 1987: To approach City from George St to Queen Victoria Building. Return from York St via Druitt St, George St.

City (York St) – Strathfield – Ryde

From 1 October 1989

From City (York St) (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Concord Rd (**Concord**), Hospital Rd to Concord Hospital, then Hospital Rd, Concord Rd, Mary St, Blaxland Rd (**Rhodes**), Llewellyn St, Concord Rd, Ryde Bridge, Church St, Devlin St to bus terminal (Ryde).

From Ryde (bus terminal) via Blaxland Rd, Devlin St, then reverse route to Railway Sq, then George St to Queen Victoria Building (City).

City (Queen Victoria Building) – Burwood (*extended to Ryde at nights & on Sundays*)

From 28 August 2005

From City (Queen Victoria Building) (York St) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Burwood Rd, Railway Pde (Burwood station).

From Burwood (Railway Pde at station) via reverse route to Railway Sq, then George St to Queen Victoria Building (City).

Ryde extension: From Burwood (Railway Pde) via Railway Pde, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Concord Rd (**Concord**), Hospital Rd to Concord Hospital, then Hospital Rd, Concord Rd, Ryde Bridge, Church St, Blaxland Rd to Devlin St (Ryde). Return via Devlin St, then reverse route.

City (Queen Victoria Building) – Burwood

Alteration

From 10 September 2006: Ryde extension ceased.

City (Domain) – Burwood

Alterations

- *By 6 July 2008:* To approach City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- *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, Park St, William St, Riley St to Haig St (Domain). Return from Riley St via William St, Park St, Castlereagh St, Hay St, Pitt St.

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		
Ann'dale (Johnston St)-Nth Strathfield-Homebush	38	M-F	Homebush	6.15am	Homebush	12.41am	30	A
		Sat		6.15am		12.41am	30	A
		Sun		9.51am	Johnston St	11.20pm	45	A

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

23 July 1950

Timetable for City (York St) – North Strathfield – Homebush at this date not available

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-North Strathfield-Homebush	26	M-F						
		Sat						
		Sun	Burwood	9.32am	Homebush	11.32pm	30	A

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

April 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- North Strathfield†	Fr York St 54N 60H	M-F	Homebush	6.09amY	York St	6.28pmH	A	
		Sat		6.11amY		12.15pmH	B	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Homebush.

A – Day, City (York St)-North Strathfield 20*. Selected peak hour trips extended to Homebush. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-North Strathfield 30. Selected trips extended to Homebush. Plus short-working/s before first trip & after last trip shown.

H – To Homebush.

N – To North Strathfield.

Y – To City (York St).

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 (York St)- Strathfield-Ryde	70	M-F	Ryde	5.37am	York St	11.50pm	30*	A
		Sat		4.58am		11.48pm	30	
		Sun		6.08am		11.18pm	30	

* More frequent in peak hours.

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

7 October 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Strathfield†	Fr York St 46S 70R	M-F	Ryde	5.27amY	York St	11.50pmR	A	
		Sat		4.58amY		11.48pmR	B	
		Sun		6.08amY		11.18pmR	30	

* More frequent in peak hours.

† Extended to Ryde in early mornings & nights Monday-Saturday & all day Sunday.

A – Early morning & night, City (York St)-Ryde. Day, City (York St)-Strathfield 20*. Plus short-working/s before first trip shown.

B – Early morning & night, City (York St)-Ryde. Day, City (York St)-Strathfield 30.

R – To Ryde

S – To Strathfield.

Y – To City (York St).

6 July 2008

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Domain)- Burwood	50	M-F	Burwood	4.25am	Domain	12.00mn	20*	
		Sat		5.10am		12.15am	30	
		Sun		6.25am		11.25pm	30	

* More frequent in peak hours.

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 (Domain)-Burwood	Fr Bur 46T 52D	M-F	Burwood	4.25amT	Domain	5.50pmB	A	
				6.35amD	Town Hall	12.07amB		
		Sat		5.10amT	Domain	5.50pmB	C	
				6.55amD	Town Hall	12.37amB		
		Sun		6.25amD	Domain	5.55pmB	E	
					Town Hall	11.27pmB		

* More frequent in peak hours.

A – Early morning & night, City (Town Hall)-Burwood. Day, City (Domain)-Burwood 20*.

B – To Burwood.

C – Early morning & night, City (Town Hall)-Burwood. Day, City (Domain)-Burwood 30.

D – To City (Domain).

E – Day, City (Domain)-Burwood 30. Night, City (Town Hall)-Burwood.

T – To City (Town Hall).

Route 462

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – CABARITA (Phillips St) – MORTLAKE ■

Timeline

16 June 1991: 465 & 466 combined at night (Monday-Sunday) as 462, replacing trips on individual routes. Night service to Cabarita Rd beyond Phillips St not replaced.

6 May 2018: Replaced by extension of hours of service on 464 & 466 to nights.

Streets

From 16 June 1991 (based on 31 January 1995 timetable)

From Ashfield (Orchard Cr at station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Broughton St, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd to Phillips St (**Cabarita**), then Cabarita Rd, 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 Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

Timetable Summary

31 January 1995

21 March 2010

See 464

Route 463

BURWOOD – SOUTH ENFIELD (Portland St) ■

Timeline

11 September 1988: Renumbered from 418 in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes.

24 December 1999: Ceased without direct replacement. 400, 462 & 464-466 continued to provide service over parts of route.

Streets

From 11 September 1988

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

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

Timetable Summary

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-South Enfield (Portland St)	11	M-F	Portland St	7.59am	Burwood	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from South Enfield (Portland St), afternoon from Burwood).

Route 463

BURWOOD – EAST CONCORD (Bayview Park)■

Timeline

10 March 2003: Weekday daytime service commenced. Shared part of route with 462 & 464-466.

6 May 2018: Replaced by rerouting of 466.

Streets

From 10 March 2003

From Burwood (Burwood Rd at station) via Burwood Rd to Bayview Park (East Concord). Reverse on return.

Timetable Summary

10 March 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-East Concord (Bayview Park)	9	M-F	Bayview Pk	7.30am	Burwood	6.00pm	120*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 464

ASHFIELD – ENFIELD – BURWOOD – MORTLAKE■

Timeline

11 September 1988: Daytime service Mondays-Saturdays renumbered from 420 in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes. Has shared most of route at various times with 462, 465 & 466.

(?): Replaced 026.

31 January 1995: Saturday daytime service replaced by 465.

4 December 2005: Days of service extended to daytime Saturday & Sunday, replacing 465.

6 May 2018: Hours of service extended to nights, replacing 462.

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 11 September 1988

From Ashfield (Orchard Cr at station) via Brown 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, 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 Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

Timetable Summary

11 September 1988

464-466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
464: Ashfield-Burwood-Mortlake	46	M-F	Mortlake	5.14am	Mortlake	8.51pm	30*	A
		Sat		5.14am		7.38pm	30	A
		Sun						
465: Ashfield-Burwood-East Concord-Mortlake	36	M-F	Ashfield	7.52pm	Ashfield	11.37pm	Ns	B
		Sat	Mortlake	6.47pm		11.37pm	Ns	B
		Sun		8.21am		9.37pm	60	A
466: Ashfield-Burwood-East Concord-Cabarita	47	M-F	Cabarita	6.01am	Ashfield	11.07pm	30*	C
		Sat		5.45am		11.07pm	30	C
		Sun		7.22am	Cabarita	8.52pm	60	A

* More frequent in peak hours.

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

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

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

Ns – Night service.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sat Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sun Ashfield-East Concord-Cabarita Junction (465, 466) 30.

31 January 1995

462, 464-466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
462: Ashfield-Burwood-E Conc-Cabarita†-Mortlake	38	M-F	Mortlake	7.10pm	Ashfield	11.39pm	Ns	A
		Sat	Ashfield	5.54pm		10.54pm	Ns	A
		Sun		5.25pm		8.55pm	Ns	A
464: Ashfield-Burwood-Mortlake	44	M-F	Ashfield	5.56am	Mortlake	6.18pm	30*	B
		Sat						
		Sun						
465: Ashfield-Burwood-East Concord-Mortlake	50	M-F						
		Sat	Mortlake	5.12am	Ashfield	5.13pm	20/40	
		Sun	Ashfield	7.25am		5.10pm	60	B
466: Ashfield-Burwood-East Concord-Cabarita	Fr Ash 18E 46C	M-F	Cabarita	6.04am	Ashfield	6.38pm	30*	B
		Sat	Ashfield	5.53am	Cabarita	5.36pm	60	
		Sun		7.55am		5.41pm	D	

* More frequent in peak hours.

† Phillips St only.

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

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

C – To Cabarita.

D – Ashfield-Cabarita 60. Plus Ashfield-Enfield 30 (morning from Enfield & selected trips from Ashfield, afternoon from Ashfield).

E – To Enfield.

Ns – Night service.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sat Ashfield-East Concord-Cabarita Junction (465, 466) 20.

Sun Ashfield-East Concord-Cabarita Junction (465, 466) 30.

21 March 2010
462, 464, 466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
462: Ashfield-Burwood-E Conc-Cabarita†-Mortlake	38	M-F	Mortlake	7.10pm	Ashfield	11.43pm	Ns	A
		Sat	Ashfield	5.44pm		10.54pm	Ns	A
		Sun		5.15pm		8.54pm	Ns	A
464: Ashfield-Burwood-Mortlake	46	M-F	Ashfield	5.40am	Mortlake	6.41pm	30*	B
		Sat		5.53am		6.01pm	30	
		Sun		7.30am		5.24pm	60	
466: Ashfield-Burwood-East Concord-Cabarita	50	M-F	Cabarita	6.07am	Cabarita	6.59pm	60*	C
		Sat		6.44am		6.15pm	45	
		Sun	Ashfield	8.00am		5.46pm	60	

Most trips to Cabarita extended to Cabarita Wharf.

* More frequent in peak hours.

† Phillips St only.

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

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

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

Ns – Night service.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sat Ashfield-Cabarita Junction (except in East Concord) (464) 30, plus (466) 45.

Sun Ashfield-Cabarita Junction (except in East Concord) (464, 466) 30.

6 May 2018
464, 466

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
464: Ashfield-Burwood-Mortlake	43	M-F	Mortlake	5.24am	Ashfield	12.00mn	30*	D
		Sat		4.54am		12.00mn	30	
		Sun		7.29am		9.30pm	60	
466: Ashfield-Burwood-East Concord-Cabarita Wharf	Fr Cab 24B 51A	M-F	Cabarita Whf	5.59amA	Ashfield	7.10pmC	E	
					Cabarita Whf	11.30pmB		
		Sat		6.58amA	Ashfield	5.15pmC	F	
					Cabarita Whf	11.24pmB		
Sun		8.00amA	Ashfield	10.00pmC	G			

* More frequent in peak hours.

A – To Ashfield.

B – To Burwood.

C – To Cabarita Wharf.

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

E – Day, Ashfield-Cabarita Wharf 30*. Night, Burwood-Cabarita Wharf. Plus short-working/s before first trip shown.

F – Day, Ashfield-Cabarita Wharf 30. Night, Burwood-Cabarita Wharf. Plus short-working/s before first trip shown.

G – Day, Ashfield-Cabarita Wharf 60. Night, Burwood-Cabarita Wharf. Plus short-working/s before first trip shown.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sat Ashfield-Cabarita Junction (except in East Concord) (464, 466) 15.

Sun Ashfield-Cabarita Junction (except in East Concord) (464, 466) 30.

Route 465

CITY (various termini) – ASHBURY – CAMPSIE ■

- **Extended from City (Central Railway) to Bondi Beach (1940-42)**
- **Extended from Campsie to Kingsgrove Depot**

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

Timeline

6 October 1940: Full time service, Bondi Beach – City (Central Railway) – Ashbury – Campsie, renumbered from 65.

27 September 1942:

- Split into two feeder services on Sundays, due to wartime conditions:
 - 365 Double Bay – Bondi Beach (connecting at Double Bay with Erskine Street trams) (*see Government Route Histories – Eastern Suburbs*)
 - 465 Annandale (Johnston St) – Campsie (connecting at Annandale (Johnston St) with Fort Macquarie trams).
- Similarly split in off-peak, nights & Saturday afternoons from 19 October 1942 & full time from 30 August 1943.

21 September 1947: Extended from Annandale (Johnston St) to City (Central Railway), making route City (Central Railway) – Campsie, restoring that part of the route as it was prior to 1942. At least by 28 July 1958 the City (Central Railway) terminus was in Hay St at Pitt St.

20 May 1964: City (Central Railway) terminus altered to Parker St.

By April 1967: City (Central Railway) terminus altered to Parker St (daytime) or Pitt St at Barlow St (after 6pm).

By 25 June 1979: City (Central Railway) terminus altered to Barlow St at George St.

17 November 1985: City terminus altered to Castlereagh St at Park St (arriving) or George St at Bathurst St (departing).

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

28 December 1986: Renumbered 413.

Streets

Annandale (Johnston St) – Campsie

Circa 1946 (Gregory's Street Directory)

From Campsie (Beamish St/Evaline St) via Beamish St, Brighton Av, Queensborough Rd, Croydon Av, Leith St, Roslyn St (**Ashbury**), King St, Milton St, Palace St (**Ashfield**), Holden St, Clissold St, Prospect Rd, Junction Rd, Old Canterbury Rd (**Lewisham**), Parramatta Rd to Johnston St (Annandale).

From Annandale (Johnston St) (at Parramatta Rd) via reverse route to Beamish St, then South Pde, Harold St, Evaline St to Beamish St (Campsie)

City (Hay St, Central Railway) – Campsie

By 28 July 1958

From City (Hay St, Central Railway) (at Pitt St) via Pitt St, Railway Sq, Lee St, Regent St, Broadway, Parramatta Rd, Old Canterbury Rd (**Lewisham**), Junction Rd (**Summer Hill**), Prospect Rd, Clissold St, Holden St, Palace St (**Ashfield**), Milton St, King St, Roslyn St (**Ashbury**), Leith St, Croydon Av, Queensborough Rd, Brighton Av, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via reverse route to Railway Sq, then George St, Hay St to Pitt St (City, Central Railway).

Alterations

By 14 October 1961:

- To From City (Hay St, Central Railway) via Pitt St, Rawson Pl, George St, Railway Sq, Broadway. Unaltered on return.
- Ex City (Hay St, Central Railway) from Parramatta Rd via West St, Railway Pde, Old Canterbury Rd. Reverse on return.

City (Parker St, Central Railway) – Campsie

From 20 May 1964: To approach City from George St via Rawson Pl, Pitt St, Barlow St, Parker St to Hay St. Return via Hay St, George St.

City (Parker St or Pitt St, Central Railway) – Campsie

By April 1967

From City (Parker St, Central Railway) (between Barlow St & Hay St) via Hay St, George St, Railway Sq, Broadway, Parramatta Rd, West St, Railway Pde (**Lewisham**), Old Canterbury Rd, Junction Rd (**Summer Hill**), Prospect Rd, Clissold St, Holden St, Palace St (**Ashfield**), Milton St, King St, Roslyn St (**Ashbury**), Leith St, Croydon Av, Queensborough Rd, Brighton Av, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via reverse route to George St, then Rawson Pl, Pitt St, Barlow St, Parker St (City).

Central Railway terminus after 6pm: To approach City (Central Railway) from Rawson Pl via Pitt St to Barlow St. Return from Pitt St at Barlow St via Hay St, George St.

Alteration

By 25 June 1979: To approach City from Rawson Pl via Pitt St, Barlow St to George St. Return via George St.

City (Castlereagh St or George St) – Campsie

Alteration

From 17 November 1985: Extended from Railway Sq via George St, Bathurst St, Castlereagh St to Park St. Return from George St at Bathurst St via George St.

City (George St or York St) – Campsie

Alteration

By 7 September 1986: To approach City from Railway Sq via George St to Queen Victoria Building. Return from York St via Druitt St, George St.

Timetable Summary

28 July 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Hay St, Central Railway)-Campsie	44	M-F	Campsie	5.45am	Hay St, C/Rly	11.53pm	30*	
		Sat		5.54am		12.05am	AM 20 PM 30	
		Sun		12.07pm		8.58pm	30	

* More frequent in peak hours.

April 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Parker St, Central Railway)-Campsie	43	M-F	Campsie	5.45am	Parker St, C/Rly	11.56pm	35*	
		Sat		6.05am		11.56pm	35	
		Sun		12.20pm		9.05pm	45	

* More frequent in peak hours.

17 November 1985

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

* More frequent in peak hours.

Route 465

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – MORTLAKE■

Timeline

11 September 1988: Night & all-day Sunday service renumbered from equivalent trips on 466 (route unaltered), in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes. Shares most of route at various times with 462, 464 & 466.

16 June 1991: Night service (Monday-Sunday) replaced by 462.

By 31 January 1995: Hours of operation extended to daytime Saturdays, replacing 464.

4 December 2005: Ceased. Saturday & Sunday service replaced by 464.

Streets

From 11 September 1988

From Ashfield (Orchard Cr at station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Broughton St, 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 Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

Timetable Summary

11 September 1988

31 January 1995

21 March 2010

See 464

Route 466

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – CABARITA■

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – MORTLAKE■

- **Ashfield – Enfield – Strathfield – Burwood – East Concord – Cabarita (2010-18)**

Timeline

13 December 1953: New peak hour service, Burwood – East Concord – Cabarita Junction commenced, supplementary to 420, 421 & 461.

September 1954: Extended from Cabarita Junction to Cabarita.

19 May 1957: Days of service extended to Sundays.

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

- Selected peak hour & Sunday trips Ashfield – Enfield – Burwood – East Concord – Mortlake commenced, replacing 420 (Ashfield – Mortlake) at those times.
- Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Cabarita trips extended to selected peak hour trips, trips on weeknights, Saturday afternoons & nights & daytime Sundays (alternate trips on Sundays), replacing 421 (Ashfield – Cabarita) at those times.
- Trips on weeknights, Saturday afternoons & nights & all day Sundays to either destination also replaced 438 between Burwood & Concord.

By April 1966: Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Cabarita trips also extended to selected weekday daytime trips, replacing 421 (Ashfield – Cabarita).

By 3 December 1972: Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Mortlake trips further extended on Saturdays & Sundays. replacing occasional 420 (Ashfield – Mortlake) trips.

16 March 1975:

- Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Mortlake trips extended to Sundays, replacing all 420 (Ashfield – Mortlake) trips.
- Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Cabarita trips extended to weekday daytime trips, replacing all 421 (Ashfield – Cabarita) trips. Also further extended on Sundays, replacing remaining 421 (Ashfield – Cabarita) trips on Sundays.

By September 1980:

- Hours/days of service of Ashfield – Enfield – Burwood – East Concord – Mortlake trips extended to weeknights, replacing 420 (Ashfield – Mortlake) trips.
- Similarly extended to Saturday morning by 17 November 1985.

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

- Altered to run Ashfield – Enfield – Burwood – East Concord – Cabarita only, entirely replacing 421.
- Ashfield – Enfield – Burwood – East Concord – Mortlake renumbered 465.
- Shares most of route at various times with 464, 462 (from 16 June 1991 to 6 May 2018) & 465 (until 4 December 2005).

16 June 1991: Night service (Monday-Sunday) replaced by 462. No night service then provided in Cabarita Rd beyond Phillips St.

9 January 2000: Selected trips (most trips by 20 October 2013) extended in Cabarita from Cabarita Park entrance to Cabarita Wharf.

21 March 2010: Rerouted between Enfield & Burwood via Strathfield as part of general service review of Inner Western & Southern routes.

6 May 2018:

- Hours of service extended to nights, replacing 462 (thus restoring night service in Cabarita Rd beyond Phillips St).
- Rerouted between Enfield & Burwood via Liverpool Rd & Burwood Rd (*not* via Strathfield) (reverting to pre-2010 route).
- Monday-Saturday night service curtailed to run Burwood – Cabarita. 464 provided service Ashfield – Burwood at those times.
- East Concord (Bayview Park) diversion included in standard route, replacing 463, making route Ashfield – Enfield – Burwood – East Concord (Bayview Park) – Cabarita.

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

Burwood – East Concord – Cabarita Junction

From 13 December 1953

Likely route

From Burwood (Burwood Rd at station) via Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Wellbank St, Majors Bay Rd (**Concord**), Brewer St, Frederick St to Cabarita Rd (Cabarita Junction). Reverse on return.

Burwood – East Concord – Cabarita

Alteration

Likely route

From September 1954: Extended from Cabarita Junction via Cabarita Rd to Cabarita Park entrance (Cabarita). Reverse on return.

Ashfield – Burwood – East Concord – Cabarita

From 16 February 1958 (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**), Salt St, Zoeller St (**East Concord**), Ian Pde, Wellbank 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.

Alterations

- **From 3 December 1972:** Ex Ashfield from Zoeller St via Broughton St, Crane St, Majors Bay Rd. Reverse on return.
- **By 23 May 1977 (peak hour trips Burwood-Cabarita via Ian Pde diversion):** Ex Burwood from Zoeller St via Ian Pde, Frederick St. Reverse on return.
- **From 4 May 1984 (Friday & Saturday nights):** Via Concord RSL Club (when ceased?).
- **By 9 January 2000 (selected trips):** Extended in Cabarita from Cabarita Park entrance via Cabarita Park internal roadways to Cabarita Wharf. Reverse on return.

Ashfield – Burwood – East Concord – Mortlake

From 16 February 1958 (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**), Salt St, Zoeller St (**East Concord**), Ian Pde,

Wellbank 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 Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield station.

Ashfield – Strathfield – Burwood – East Concord – Cabarita

Alterations

- **From 21 March 2010:** Ex Ashfield from Coronation Pde via The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd. Return from Burwood Rd via Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd, Strathfield Sq, Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Coronation Pde.
- **By 20 October 2013 (East Concord (Bayview Park) diversion):** Either direction, from Burwood Rd/Salt St via Burwood Rd to Bayview Park. Reverse on return.

Ashfield – Burwood – East Concord (Bayview Park) – Cabarita

From 6 May 2018

From Ashfield (Brown St at station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**) to Bayview Park (**East Concord**), then Burwood Rd, Salt St, Zoeller St, Broughton St, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd, Cabarita Park internal roadways to Cabarita Wharf.

From Cabarita (Wharf) via reverse route to Milton St, then Liverpool Rd, Hercules St, Brown St to Ashfield station.

Timetable Summary

16 February 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashfield-Burwood-Cabarita†	43	M-F	Mortlake	7.18amA	Cabarita	11.26pmA	B	
		Sat	Ashfield	1.21pmC		11.55pmA	30	D
		Sun		7.42amM		10.57pmA	E	

† Selected trips ran to Mortlake instead of Cabarita.

A – To Ashfield.

B – Peak hours, various short workings. Night, Ashfield – Cabarita.

C – To Cabarita.

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

E – Morning, from Ashfield to Mortlake 60, & mainly from Cabarita to Ashfield 60. Afternoon, Ashfield-Cabarita 60. Night, Ashfield-Cabarita.

M – To Mortlake.

April 1966

September 1980

See 420

11 September 1988

31 January 1995

21 March 2010

6 May 2018

See 464

Route 467

CITY (various termini) – FOREST LODGE – BALMAIN (Gladstone Park)■

CITY (various termini) – FOREST LODGE (Booth 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 afternoon peak hour route, City (Circular Quay or Millers Point) – Forest Lodge (Booth St), supplementary to 470, commenced as part of replacement of Fort Macquarie – Lilyfield & Fort Macquarie – Balmain tram services by buses.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

1 November 1965:

- Altered/extended as City (Circular Quay or Millers Point) – Forest Lodge – Balmain (Gladstone Park) (peak hour service), replacing 434.
- Hours of service increased to both morning & afternoon peak hours.
- Shared Forest Lodge – Balmain with 433 (& later revived 434).

24 January 1981: Replaced part of 434, when it ceased.

8 February 1987: Ceased. 433 & 470 continued to serve different parts of the route.

Streets

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

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

From 24 November 1958

Circular Quay trips

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, Pyrmont Bridge Rd, Mallett St to Parramatta Rd (Forest Lodge (Booth St)).

From Forest Lodge (Booth St) (Mallett St at Parramatta Rd) via Parramatta Rd, Layton St, Pyrmont Bridge Rd, 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)).

City (Circular Quay) – Annandale – Balmain (Gladstone Park) (selected trips extended to Fort Macquarie)

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

From 1 November 1965

Circular Quay trips

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, Minogue Cr (**Forest Lodge**), The Crescent (**Annandale**), Victoria Rd (**Rozelle**), Darling St to Gladstone Park (Balmain). Reverse on return.

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 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.

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 Pt)-Forest Lodge (Booth St)	22	M-F	Circular Quay	3.32pm	Fort Macquarie	4.52pm	Ph	
		Sat						
		Sun						

Ph – Afternoon peak hour only (both directions).

March 1966

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 Pt)-Balmain (Gladstone Park)	37	M-F	Gladstone Pk	6.00am	Gladstone Pk	5.19pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 468

CITY (various termini) – NORTH ANNANDALE – ANNANDALE – LILYFIELD

- **Off-peak trips extended from Lilyfield to Leichhardt Marketown (1985-89)**
- **Selected trips extended from Lilyfield to Leichhardt Depot**

(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.)

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

23 November 1958:

- New peak hour service, City (Circular Quay) – North Annandale (Trafalgar St), supplementary to 470, commenced as part of replacement of Fort Macquarie – Lilyfield tram service by buses.
- Selected trips ran City (Millers Point) – North Annandale (Trafalgar St).
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

1 August 1960: Extended in North Annandale from Trafalgar St to Johnston St.

1 November 1965: Rerouted via Minogue Cr & extended from North Annandale (Johnston St) to Annandale Post Office.

May 1966: Days of service extended to Saturday mornings.

24 May 1981:

- City (Circular Quay) – Annandale Post Office extended to Lilyfield (selected trips further extended to Leichhardt Depot).
- City (Millers Point) – Annandale Post Office trips ceased.

21 September 1985: Saturday service ceased.

13 December 1985: Extended from Lilyfield to Leichhardt Marketown in off-peak.

1 October 1989: Ceased. Lilyfield – Leichhardt Marketown off-peak extension replaced by similar extension of 470. Existing 470 covered some other parts of route.

Streets

City (Circular Quay) – North Annandale (Trafalgar St)

City (Millers Point) – North Annandale (Trafalgar St)

From 24 November 1958

Circular Quay trips

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, Pyrmont Bridge Rd (**Forest Lodge**), Booth St, Nelson St, The Crescent to Trafalgar St (North Annandale). 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) – North Annandale (Johnston St)

City (Millers Point) – North Annandale (Johnston St)

Alteration

From 1 August 1960 (based on 2 October 1960 timetable): Extended in North Annandale from Trafalgar St/The Crescent via The Crescent to Johnston St/The Crescent.

City (Circular Quay) – North Annandale – Annandale Post Office

City (Millers Point) – North Annandale – Annandale Post Office

From 1 November 1965 (based on May 1966 timetable)

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Ross St (**Forest Lodge**), Minogue Cr, The Crescent (**North Annandale**), Nelson St, Booth St, Annandale St, Arguimbau St, Young St to Booth St (Annandale).

From Annandale (Young St at Booth St) via Booth St, then reverse route 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)).

Alterations

By 23 June 1980: Ex City (Circular Quay or Millers Point) from The Crescent via Trafalgar St, Rose St, Nelson St. Reverse on return.

City (Circular Quay) – North Annandale – Lilyfield (*selected trips extended to Leichhardt Depot*)

Alterations

- *From 25 May 1981:* Extended from Booth St, Annandale via Moore St, Catherine St, Brennan St, Balmain Rd, Lilyfield Rd to Trevor St (Lilyfield). Return via Lilyfield Rd, Catherine St, Moore St, Booth St.
- *From 25 May 1981 (Leichhardt Depot extension):* From Lilyfield (Lilyfield Rd) via Lilyfield Rd, Catherine St, Brennan St, Balmain Rd, Moore St, Derbyshire Rd to Leichhardt Depot. Return via Derbyshire Rd, Moore St, Balmain Rd, Lilyfield Rd.

City (Circular Quay) – North Annandale – Lilyfield – Leichhardt Marketown (*selected trips extended from Lilyfield to Leichhardt Depot*)

Alterations

- *From 13 December 1985 (Leichhardt Marketown extension):* From Lilyfield (Catherine St) via Lilyfield Rd, Balmain Rd, Marion St to Leichhardt Marketown. Reverse on return.
- *From 8 February 1987:* Ex City (Circular Quay) from Parramatta Rd via Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St. 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 (CQ or Millers Pt)-Nth Annandale (Trafalgar St)	27	M-F	Trafalgar St	6.25am	Circular Quay	6.16pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

May 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)-Annandale P/Office	27	M-F	Annandale PO	6.27am	Circular Quay	6.16pm	30*	
		Sat		8.16am		12.05pm	30	
		Sun						

* More frequent in peak hours.

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)-Lilyfield†	Fr C Quay 36L 43D	M-F	Leichh Depot	6.13amC	Circular Quay	6.20pmL	30*	A
		Sat		8.01amC		12.10pmL	30	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to Leichhardt Depot.

A – Base service, City (Circular Quay)-Lilyfield. Selected trips extended to Leichhardt Depot (early morning from Leichhardt Depot, late afternoon weekdays & midday peak on Saturdays from City (Circular Quay)).

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

13 December 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Lilyfield-Leichhardt Marketown	Fr C Quay 36L 43D 43M	M-F	Leichh Depot	6.16amC	Leichh Mkt'n	3.11pmC	A	
			Circular Quay	8.44amM	Circular Quay	6.20pmL		
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, City (Circular Quay)-Lilyfield (selected trips extended to Leichhardt Depot). Day, City (Circular Quay)-Leichhardt Marketown 30.

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

M – To Leichhardt Marketown.

Route 468

LEICHHARDT MARKETPLACE – WENTWORTH PARK ■

Timeline

9 May 1994: Off-peak service commenced.

4 June 2000: Ceased. 449 Pyrmont (Star City) – Glebe commenced at the same time, partly in same area.

Streets

From 9 May 1994

From Leichhardt Marketplace (Marion St at Flood St) via Marion St, Balmain Rd, Lilyfield Rd (**Lilyfield**), Grove St, O'Neill St, Cecily St, Lilyfield Rd, Gordon St, Victoria Rd (**Rozelle**), The Crescent, Johnston St, Booth St (**Annandale**), Wigram Rd, Minogue Cr, Wigram Rd, Glebe Point Rd (**Glebe**), St Johns Rd, Wentworth Park Rd, Wattle St (**Wentworth Park**), Bridge Rd, Glebe Point Rd, then reverse route to Victoria Rd, then Lilyfield Rd, Cecily St, O'Neill St, Grove St, Lilyfield Rd, Catherine St, Brenan St, Balmain Rd, Marion St to Flood St (Leichhardt Marketplace).

Alteration

By 4 December 1995: Ex Leichhardt Marketplace from Wattle St via Pymont Bridge Rd, Harris St, Miller St (**Pymont**), Pymont St, Gipps St, Pymont Bridge Rd, Bridge Rd.

Timetable Summary

9 May 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leichhardt Marketplace- Wentworth Park	48 round trip	M-F	Wentworth Pk	9.11am	Leichh Mktplc	2.45pm	60	
		Sat						
		Sun						

Route 469

PYRMONT – RYDE via Concord Rd■

Timeline

8 July 1944: Supplementary route to 459 commenced.

(?): Probably renumbered 459 (or shortened to become route in next entry?).

Route 469

BURWOOD DEPOT – RYDE via Concord Rd■

Timeline

16 March 1953: Part time service (supplementary to 459?) commenced. Its successor (471) was noted as “*not* via Concord Hospital”.

23 November 1958: Renumbered 471, when 469 was allocated to City (Circular Quay) – Annandale Post Office (*see next entry*), as part of replacement of Fort Macquarie – Lilyfield tram service by buses.

Route 469

CITY (various termini) – ANNANDALE Post Office via Booth 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 morning peak hour & weekday daytime route, City (Circular Quay) – Annandale Post Office, supplementary to 470, commenced as part of replacement of Fort Macquarie – Lilyfield tram service by buses.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.

1 November 1965: Ceased. All service provided by 468 & 470.

Streets

City (Circular Quay) – Annandale Post Office

City (Millers Point) – Annandale Post Office

From 24 November 1958

Circular Quay trips

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, Pyrmont Bridge Rd (**Forest Lodge**), Booth St, Annandale St, Arguimbau St, Young St to Booth St (Annandale Post Office).

From Annandale Post Office (Young St at Booth St) via Booth 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)).

Timetable Summary

24 November 1958

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)-Annandale P/Office	25	M-F	Millers Pt	7.54am	Annandale PO	3.47pm	20	
		Sat						
		Sun						

Route 469

CITY (Railway Colonnade) – PYRMONT – CAMPERDOWN (Royal Prince Alfred Hospital) ■

Timeline

8 October 1990: Weekday off-peak service commenced, replacing part of 459.

6 May 1994: Ceased without direct replacement.

Streets

From 8 October 1990

From City (Railway Colonnade) via ramp, Hay St, Pitt St, Liverpool St, Harbour St, Pier St, Merino Blvd [now Darling Dr] (**Darling Harbour**), Pyrmont Bridge Rd (**Pyrmont**), Pyrmont St, Quarry St, Harris St, William Henry St, Wentworth Park Rd, Bridge Rd (**Glebe**), Pyrmont Bridge Rd, Lyons Rd, Missenden Rd to Royal Prince Alfred Hospital (Camperdown).

From Camperdown (Royal Prince Alfred Hospital) (Missenden Rd) via reverse route to Harbour St, then Day St, Bathurst St, Castlereagh St, Hay St, ramp to Railway Colonnade (City).

Timetable Summary

8 October 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Rly C'nade)-Camperdown (RPA Hospital)	23	M-F	RPA Hospital	9.03am	Rly Colonnade	2.34pm	30	
		Sat						
		Sun						

Route 470

SUMMER HILL – CANTERBURY – BELMORE (Sharp St)■

- **Extended from Belmore (Sharp St) to Kingsgrove (1948-50)**

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

Timeline

8 June 1941: Full time service, Summer Hill – Canterbury – Belmore (Sharp St) renumbered from 70 [1925 number].
Ran as two separate services other than in peak hours:

Summer Hill – Hurlstone Park

Canterbury – Belmore (Sharp St).

20 October 1946: Restored as a full time route, Summer Hill – Hurlstone Park – Canterbury – Belmore (Sharp St).

22 February 1948 (*opening date of Kingsgrove Depot*): Extended from Belmore (Sharp St) to Kingsgrove station.

23 July 1950: Extension from Belmore (Sharp St) to Kingsgrove station ceased.

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

Streets

Summer Hill – Belmore (Sharp St)

Circa 1946 (Gregory's Street Directory)

From Summer Hill (Carlton Cr at station) via Lackey St, Smith St, Prospect Rd, Old Canterbury Rd, Griffiths St, Queen St, Hanks St, Third St (**Ashbury**), King St, Jeffrey St (**Canterbury**), Canterbury Rd to Sharp St (Belmore).

From Belmore (Sharp St) (at Canterbury Rd) via reverse route to Prospect Rd, then Carlton Cr to Summer Hill station.

Summer Hill – Belmore (Sharp St) – Kingsgrove

Alteration

Circa 1948 (Gregory's Street Directory): Extended from Belmore (Canterbury Rd/Sharp St) via Kingsgrove Rd to Kingsgrove station.

Summer Hill – Belmore (Sharp St)

23 July 1950

Reverted to route circa 1946.

Timetable Summary

6 February 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Summer Hill-Kingsgrove	29	M-F	Kingsgrove	6.02am	Summer Hill	11.50pm	30*	A
		Sat		6.08am		11.50pm	30	B
		Sun		8.10am		11.52pm	30	C

* More frequent in peak hours.

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

B – Plus additional trips Canterbury – Belmore (Sharp St) in morning & late afternoon. Plus short-working/s before first trip & after last trip shown.

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

Route 470

CITY (various termini) – LILYFIELD ■

- **Extended to Leichhardt Marketown (1989-2007)**
- **Selected trips extended from Lilyfield to Leichhardt Depot**

(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.)

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

23 November 1958: As part of replacement of Fort Macquarie – Lilyfield & Millers Point – Lilyfield tram services by buses:

- Full time service, City (Circular Quay) – Lilyfield commenced.
- Selected trips terminated in the City at Millers Point instead of Circular Quay.
- Selected trips extended in the City from Circular Quay to Fort Macquarie.
- Supplemented by routes 467-469 in peak hours & other selected times.

By 5 October 1986: Trips to Millers Point & Opera House ceased, leaving route as City (Circular Quay) – Lilyfield.

1 October 1989: Off-peak trips extended from Lilyfield to Leichhardt Marketown, replacing equivalent extension of 468.

28 October 1995: Saturday daytime trips also extended from Lilyfield to Leichhardt Marketplace.

4 November 2007: Extension from Lilyfield to Leichhardt Marketplace ceased.

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) – Lilyfield (*selected trips extended to Leichhardt Depot or to Fort Macquarie*)

City (Millers Point) – Lilyfield (*selected trips extended to Leichhardt Depot*)

From 23 November 1958

Circular Quay trips

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 (**Forest Lodge**), Ross St, Pyrmont Bridge Rd, Booth St (**Annandale**), Moore St, Catherine St to Brenan St (Lilyfield). Reverse on return.

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

Leichhardt Depot extension: From Lilyfield via Balmain Rd, Moore St, Derbyshire Rd. 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

- **From 16 March 1959:** To approach Lilyfield from Catherine St via overhead bridge, New Abattoir [now Lilyfield] Rd, Grove St, Garnet Av. Return via Garnet Av, Trevor St, New Abattoir [now Lilyfield] Rd, overhead bridge, Catherine St.
- **By May 1966:** To approach Lilyfield from Catherine St via Lilyfield Rd, Trevor St, Garnet Av. Return via Garnet Av, Grove St, Lilyfield Rd, Catherine St.
- **By October 1980:** To approach Lilyfield from Catherine St via Brenan St, Balmain Rd, Lilyfield Rd to Trevor St. Return via Lilyfield Rd, Catherine St.
- **By 24 May 1981 (Millers Point trips):** 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 (Millers Point trips):** Ex City (Millers Point) from George St North via George St (*not* via Circular Quay West). Reverse on return.

City (Circular Quay) – Lilyfield – Leichhardt Marketown

Alterations

- *From 1 October 1989 (Leichhardt Marketown extension):* From Lilyfield (Catherine St) via Brenan St, Balmain Rd, Marion St to Leichhardt Marketown. Return from Balmain Rd via Lilyfield Rd, Catherine St.
- *By July 2003:* To approach City (Circular Quay) from George St via Bridge St, Phillip St to Alfred St. Return via Alfred St, George St.

City (Circular Quay) – Lilyfield

Alteration

By 21 March 2010: To approach City (Circular Quay) from George St via Bridge St to Macquarie Pl. Return from Alfred St via George St.

City (Martin Pl) – Lilyfield

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

See also 469

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)-Lilyfield†	30	M-F	Lilyfield	5.03am	Circular Quay	12.03am	20*	
		Sat		5.20am		12.02am	AM 5-8 PM 15	
		Sun		7.00am		11.07pm	10	

* More frequent in peak hours.

† Selected weekday (mainly peak hour) trips extended to City (Fort Macquarie).

May 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)-Lilyfield†	Fr C Quay 30L 35D	M-F	Leichh Depot	4.58amC	Circular Quay	12.03amD	15*	A
		Sat		5.15amC		12.00mnD	AM 10-15 PM 15	A
		Sun		6.55amC		11.07pmD	15	A

* More frequent in peak hours.

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

A – Base service, City (Circular Quay)-Lilyfield. Selected trips extended to Leichhardt Depot (early morning from Leichhardt Depot, mainly late afternoon from City (Circular Quay)).

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

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)-Lilyfield†	Fr C Quay 34L 41D	M-F	Leichh Depot	5.06amC	Opera House	12.02amD	10/20*	A
		Sat		5.13amC		11.58pmD	AM 10/20 PM 20	A
		Sun		6.53amC		11.10pmD	AM 30 PM 20	A

* More frequent in peak hours.

† Selected trips extended to Leichhardt Depot. Selected weekday (mainly peak hour) trips extended to City (Opera House). Selected afternoon peak hour trips started in the City from Millers Point instead of Circular Quay.
A – Base service, City (Circular Quay)-Lilyfield. Selected trips extended to Leichhardt Depot (early morning from Leichhardt Depot, mainly late afternoon (& midday peak on Saturdays) from City (Circular Quay)). Night trips all extended to Opera House.

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

21 June 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Lilyfield-Leichhardt Marketplace†	Fr C Quay 34L 41M	M-F	Leichh Depot	5.06amC	Leichh Mktplc	3.11pmC	15*	A
			Circular Quay	8.49amM	Circular Quay	12.00mnD		
		Sat		5.16amC		12.00mnD	15	A
		Sun		6.56amC		11.00pmD	20	A

* More frequent in peak hours.

† Selected trips extended from Lilyfield to Leichhardt Depot.

A – Base service, City (Circular Quay)-Lilyfield. Weekday daytime service extended to Leichhardt Marketplace.

Selected trips extended to Leichhardt Depot (early morning from Leichhardt Depot, mainly late afternoon (& midday peak on Saturdays) from City (Circular Quay)).

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

M – To Leichhardt Marketplace.

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)-Lilyfield	31	M-F	Lilyfield	5.06am	Martin Pl	12.03am	15*	
		Sat		5.20am		12.15am	15	
		Sun		7.05am		11.10pm	20	

* More frequent in peak hours.

Route 471

ROCKDALE – BEXLEY NORTH ■

Timeline

15 December 1940: Full time service commenced.

24 September 1950: Amalgamated with 472 as 472, Rockdale – Bexley North – Rodd Point.

Streets

Circa 1946 (Gregory's Street Directory)

From Rockdale (Railway St at station) via Railway St, Frederick St, Watkin St, Harrow Rd, Connemarra St, Seaforth St, Caledonian St, Dunmore St, Forest Rd (**Bexley**), Kingsland Rd, Bexley Rd to Bexley North station.

From Bexley North (Bexley Rd at station) via reverse route to Watkin St, then Walz St to Rockdale station.

Timetable Summary

26 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Bexley North	13	M-F	Bexley Nth	6.23am	Rockdale	11.55pm	30	
		Sat		6.24am		11.55pm	30	
		Sun		6.39am		9.29pm	30	
		Hols		6.15am		11.41pm	30	

Route 471

BURWOOD DEPOT – RYDE via Concord Rd■

Timeline

23 November 1958:

- Part time service renumbered from 469, when 469 was allocated to City (Circular Quay) – Annandale Post Office, as part of replacement of Fort Macquarie – Lilyfield tram service by buses.
- Noted as “*not* via Concord Hospital”.

1971 or later: Ceased.

Route 471

ROCKDALE – ARNCLIFFE – EARLWOOD – FIVE DOCK via various routes■

Timeline

14 October 1996: Monday-Saturday daytime route, Rockdale – Arncliffe – Earlwood via Somerville St, commenced when private 6 [1925 number] transferred from Sydney Coach Lines (TR (Dick) Crowe) & renumbered. Compared with private timetable, all trips ran full route.

20 December 1996: Extended/rerouted as a daily service, Rockdale – Arncliffe – Earlwood – Ashfield – Five Dock via Wollongong Rd, when these routes amalgamated:

- Private 8/17 [1925 number], Rockdale – Arncliffe via Wollongong Rd, transferred from Moores Tours (Trevor Moore) & renumbered.
- The Arncliffe – Earlwood part of existing 471 Rockdale – Earlwood (which had commenced on 14 October 1996) (Rockdale – Arncliffe via Somerville St not replaced).
- The Earlwood – Five Dock part of generally every second trip on 472 on weekdays & Saturday mornings.

10 August 2008: Curtailed to run Rockdale – Ashfield. 472 continued to run Rockdale – Five Dock.

21 March 2010: Replaced by 473 & 491 as part of general service review of Inner Western & Southern routes.

Streets

Rockdale – Arncliffe – Earlwood via Somerville St

From 14 October 1996

From Rockdale (Railway St at station) via Railway St, Roach St, Somerville St, Firth St (**Arncliffe**), Wollongong Rd, Kelsey St, Loftus St, Turrella St (**Turrella**), Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, William St, Cameron Av, Clarke St to Homer St (Earlwood).

From Earlwood (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to Rockdale station.

Guess Av Industrial Area diversion: Ex Rockdale from Firth St/Wollongong Rd via Arncliffe St, Guess Av, Bonar St, Thompson St, Turrella St. Reverse on return.

Victoria St diversion: Ex Rockdale from Kelsey St via Hirst St, Denison St, Victoria St, Cook St, Henry St, Loftus St. Reverse on return.

Rockdale – Arncliffe – Earlwood – Five Dock via Wollongong Rd

From 20 December 1996

From Rockdale (Railway St at station) via Railway St, Villiers St, Oswell St, Wolli Creek Rd, Forest Rd, Princes St (**Bexley**), Parliament Tce, Lorraine Av, Wilsons Rd, Wollongong Rd, Firth St (**Arncliffe**), Belmore St, Station St, Done St, Firth St, Wollongong Rd, Kelsey St, Loftus St, Turrella St (**Turrella**), Hannam St, Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, Thompson St, Caroline St, Woolcott St, Burlington Av, Fore St, Canterbury Rd, Jeffrey St (**Canterbury**), King St (**Ashbury**), Milton St, Palace St, Holden St, Brown St (**Ashfield**), Bland St, Elizabeth St, Orpington St, Pembroke St, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Mortley Av, Timbrell Dr, Arthur St, First Av to Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via Ramsay Rd, Fairlight St, Ingham Av, First Av, Arthur St, Timbrell Dr, then reverse route to Kelsey St, then Wollongong Rd, Firth St, Belmore St, Station St, Done St, Firth St, Wollongong Rd, Wilsons Rd, Lorraine Av, Parliament Tce, Princes St, Forest Rd, Wolli Creek Rd, then reverse route to Rockdale station.

Guess Av Industrial Area diversion: Ex Rockdale from Firth St/Wollongong Rd via Arncliffe St, Guess Av, Bonar St, Thompson St, Turrella St. Reverse on return.

Victoria St diversion: Ex Rockdale from Kelsey St via Hirst St, Denison St, Victoria St, Cook St, Henry St, Loftus St. Reverse on return.

Rockdale – Arncliffe – Earlwood – Ashfield via Wollongong Rd

Alteration

By 10 August 2008: Ex Rockdale terminated at Ashfield station.

Timetable Summary

14 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Earlwood via Somerville St	19	M-F	Rockdale	6.46am	Rockdale	5.46pm	60*	
		Sat		8.16am		4.16pm	60	
		Sun						

* More frequent in peak hours.

20 December 1996

10 August 2008

See 472

Route 472

ROCKDALE – BEXLEY NORTH – RODD POINT – FIVE DOCK ■

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

Timeline

15 June 1941: Full time service Dobroyd Point – Bexley North renumbered from 72 [1925 number].

1 March 1942: Extended from Dobroyd Point to Rodd Point, replacing 493 other than in peak hours (when 493 continued to run until 27 February 1943).

24 September 1950: Amalgamated with 471 as 472, Rockdale – Bexley North – Rodd Point.

11 September 1988: Weeknight service ceased.

8 October 1990: Extended from Rodd Point to Five Dock.

3 November 1996:

- Rearranged in the off-peak & Saturday morning as:
 - 472 Rockdale – Bexley North – Rodd Point, including Dobroyd Point loop.
 - 473 Rockdale – Arncliffe – Five Dock, *not* via Dobroyd Point loop.
- At all other times 472 continued to run Rockdale – Bexley North – Five Dock.
- 472 & 473 shared the whole route except Dobroyd Point loop until 20 December 1996.

20 December 1996: Following transfer of 8/17 [1925 number] from Moores Tours (Trevor Moore):

- Rearranged in the off-peak & Saturday morning as:
 - 471 Rockdale – Arncliffe – Earlwood – Five Dock (via Wollongong Rd between Rockdale & Arncliffe), *not* via Dobroyd Point loop.
 - 472 Rockdale – Bexley North – Rodd Point, including Dobroyd Point loop.
- At all other times 472 continued to run Rockdale – Bexley North – Five Dock.
- 471 & 472 shared the whole route except Dobroyd Point loop.

21 March 2010: Ceased as part of general service review of Inner Western & Southern routes & replaced by:

- 400 (existing route) between Rockdale & Bexley North direct via Harrow Rd
- 406 (new route) between Ashfield & Five Dock
- 491 (new route) between Earlwood & Ashfield
- 493 (new route) between Rockdale & Bexley North via Seaforth St.

Bexley North – Earlwood not replaced, although 412 runs along nearby Homer St.

Streets

Bexley North – Rodd Point

Circa 1946 (Gregory's Street Directory)

From Bexley North (Bexley Rd at station) via Bexley Rd, New Illawarra Rd, Wolli Av, Morgan St, Homer St, Clarke St (**Earlwood**), Cameron Av, Thompson St, Caroline St, Woolcott St, Burlington Av, Fore St, Canterbury Rd, Jeffrey St (**Canterbury**), King St (**Ashbury**), Milton St, Palace St, Holden St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Orpington St, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Learmonth St (**Dobroyd Point**), Dudley St, Crescent St, Boomerang St, Mortley Av, roadway over reclaimed area [now Timbrell Dr], Arthur St, First Av to Rodd Point.

Alteration

By 26 February 1950: Ex Bexley North from Learmonth St via Kingston St, Crescent St. Reverse on return.

Rockdale – Rodd Point

From 19 October 1964

From Rockdale (Railway St at station) via Frederick St, Watkin St, Harrow Rd, Connemarra St, Seaforth St, Caledonian St, Dunmore St, Forest Rd, Kingsland Rd (**Bexley**), Bexley Rd (**Bexley North**), Wolli Av, Airedale Av, Morgan St, Homer St, Clarke St (**Earlwood**), Cameron Av, Thompson St, Caroline St, Woolcott St, Burlington Av, Fore St, Canterbury Rd, Jeffrey St (**Canterbury**), King St (**Ashbury**), Milton St, Palace St, Holden St, Liverpool Rd, Hercules St, Brown St (**Ashfield**), Bland St, Elizabeth St, Orpington St, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Crescent St, Kingston St, Learmonth St (**Dobroyd Point**), Mortley Av, Timbrell Dr, Henley Marine Dr, Duke Av, First Av, Arthur St to Henley Marine Dr (Rodd Point).

From Rodd Point (Arthur St at Henley Marine Dr) via Timbrell Dr, Mortley Av, Boomerang St, Crescent St, Kingston St, Learmonth St, Boomerang St, Dalhousie St, then reverse route to Watkin St, then Walz St to Rockdale station.

Alterations

- *By 27 May 1978:* To approach Rodd Point from Mortley Av via Henley Marine Dr, Heath St, First Av, Arthur St to Henley Marine Dr. Return via Henley Marine Dr, Timbrell Dr.
- *By 13 December 1985:* Ex Rockdale from Holden St via Brown St, Bland St, Elizabeth St, Orpington St, Pembroke St, Ormond St, Parramatta Rd. Unaltered on return to Brown St, then Holden St.

Rockdale – Five Dock

Alteration

From 8 October 1990 (based on October 1994 timetable): Extended from Timbrell Dr, Rodd Point via Arthur St, First Av to Great North Rd (Five Dock). Return via Ramsay Rd, Fairlight St, Ingham Av, First Av, Arthur St, Timbrell Dr.

Timetable Summary

26 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bexley North-Rodd Point	46	M-F	Rodd Pt	6.21am	Rodd Pt	11.21pm	30*	A
		Sat		6.16am	Bexley Nth	11.39pm	AM 15 PM 30	A
		Sun		7.17am		11.57pm	30	A
		Hols		6.19am		11.55pm	30	A

* More frequent in peak hours.

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

19 October 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Rodd Point	55	M-F	Rodd Pt	6.17am	Rodd Pt	10.35pm	30*	A
		Sat		6.28am		11.35pm	AM 30 PM 40	B
		Sun		7.15am	Rockdale	10.30pm	40	A

* More frequent in peak hours.

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

B – Morning & late afternoon, extra trips Canterbury-Ashfield. Plus short-working/s before first trip & after last trip shown.

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Rodd Point	55	M-F	Rodd Pt	6.13am	Rockdale	6.33pm	30*	A
		Sat		7.08am		6.38pm	AM 30 PM 60	B
		Sun		7.35am		6.38pm	60	B

* More frequent in peak hours.

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

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

3 November 1996

472, 473

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
472: Rockdale-Five Dock via Dobroyd Point	52	M-F	Five Dock	6.15am	Rockdale	6.48pm	A	
		Sat	Rodd Pt	7.21am		6.48pm	B	
			Five Dock	1.48pm				
		Sun		7.48am		6.48pm	60	
473: Rockdale-Five Dock (<i>not</i> via Dobroyd Point)	52	M-F	Rockdale	8.48am	Five Dock	6.50pm	60	
		Sat	Five Dock	7.50am	Rockdale	1.48pm	60	
		Sun						

A – Peak hours, Rockdale-Five Dock. Day, Rockdale-Rodd Point 60. Plus short-working/s before first trip shown.

B – Morning, Rockdale-Rodd Point 60. Afternoon, Rockdale-Five Dock 60. Plus short-working/s before first trip shown.

Average day frequencies along common route:

M-F Rockdale-Haberfield (472, 473) 30.

Sat AM: Rockdale-Haberfield (472, 473) 30.

20 December 1996
471, 472

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
471: Rockdale-Arncliffe-Five Dock	Fr Rock 31E 50A 65F	M-F	Ashfield	6.20amR	Five Dock	2.50pmR	B	
			Rockdale	9.36amF	Ashfield	5.50pmR		
					Earlwood	9.49pmR		
		Sat	Five Dock	7.50amR	Five Dock	1.50pmR	C	
					Rockdale	6.18pmE		
Sun	Earlwood	7.32amR	Rockdale	6.18pmE	120			
472: Rockdale-Bexley North-Five Dock	55	M-F	Five Dock	6.20am	Rockdale	6.48pm	60*	D
		Sat	Rodd Pt	7.21am		6.48pm	60	D
			Rockdale	1.48pm				
		Sun	Five Dock	7.48am		6.48pm	60	D

* More frequent in peak hours.

A – To Ashfield.

B – Peak hours, Rockdale-Ashfield. Day, Rockdale-Earlwood 30, Rockdale-Five Dock 60. Night, Rockdale-Earlwood.

C – Morning, Rockdale-Five Dock 60. Afternoon, Rockdale-Earlwood 60.

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

E – To Earlwood.

F – To Five Dock.

R – To Rockdale.

Average day frequencies along common route:

M-F Earlwood-Haberfield (471, 472) 30.

Sat AM: Earlwood-Haberfield (471, 472) 30.

10 August 2008
471, 472

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
471: Rockdale-Arncliffe-Ashfield	Fr Rock 29E 50A	M-F	Ashfield	6.18amR	Ashfield	5.53pmR	B	
					Earlwood	8.50pmR		
		Sat		8.05amR	Ashfield	2.05pmR	C	
					Rockdale	6.20pmE		
Sun	Earlwood	7.32amR	Rockdale	6.22pmE	120			
472: Rockdale-Bexley North-Five Dock	55	M-F	Five Dock	6.18am	Rockdale	6.52pm	60*	D
		Sat	Five Dock	7.29am		6.52pm	60	D
Sun	Five Dock	7.51am		6.52pm	60	D		

* More frequent in peak hours.

A – To Ashfield.

B – Day, Rockdale-Ashfield 60. Night, Rockdale-Earlwood.

C – Morning, Rockdale-Ashfield 60. Afternoon, Rockdale-Earlwood 60.

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

E – To Earlwood.

R – To Rockdale.

Average day frequencies along common route:

M-F Earlwood-Ashfield (471, 472) 30.

Sat AM: Earlwood-Ashfield (471, 472) 30.

Route 473

PETERSHAM – COOGEE BEACH ■

Timeline

3 November 1940: Summer weekends & Public Holidays service renumbered from 73.

20 April 1941: Ceased

Route 473

ROCKDALE – BEXLEY NORTH – RODD POINT – FIVE DOCK (not via Dobroyd Point loop) ■

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

Timeline

3 November 1996:

- Every second trip in the off-peak & Saturday morning on 472 rerouted direct from Boomerang St to Mortley Av (*not* via Dobroyd Point loop) & renumbered 473.
- 472 continued to run Rockdale – Five Dock at all other times. 472 & 473 shared the whole route except Dobroyd Point loop until 20 December 1996.

20 December 1996: Replaced by new 471.

Streets

From 3 November 1996

From Rockdale (Railway St at station) via same as 472 to Boomerang St, then Mortley Av, then same route to Five Dock.

From Five Dock (First Av at Great North Rd) via same as 472 to Mortley Av, then Boomerang St, then same as 472 to Rockdale station.

Timetable Summary

3 November 1996

See 472

Route 473

ROCKDALE – EARLWOOD – CAMPSIE

Timeline

21 March 2010: Daily daytime & early weekday evening service commenced, as part of general service review of Inner Western & Southern routes, replacing most of 471 & part of 412 in Clemton Park.

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

Streets

From 21 March 2010

From Rockdale (Railway St at station) via Railway St, Villiers St, Oswell St, Wolli Creek Rd, Forest Rd, Princes St (**Bexley**), Parliament Tce, Lorraine Av, Wilsons Rd, Wollongong Rd, Firth St (**Arncliffe**), Belmore St, Station St, Done St, Firth St, Wollongong Rd, Kelsey St, Loftus St, Turrella St (**Turrella**), Hannam St, Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, William St, Bexley Rd (**Clemton Park**), Northcote St, Canterbury Rd, 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 Kelsey St, then Wollongong Rd, Firth St, Belmore St, Station St, Done St, Firth St, Wollongong Rd, Wilsons Rd, Lorraine Av, Parliament Tce, Princes St, Forest Rd, Wolli Creek Rd, then reverse route to Rockdale station.

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		
Rockdale-Campsie	40	M-F	Campsie	6.10am	Rockdale	8.42pm	60*	
		Sat		7.40am		6.25pm	60	
		Sun		7.23am		6.10pm	60	

* More frequent in peak hours.

Route 474

ROCKDALE – RAMSGATE (Rocky Point Rd/Ramsgate Rd)

Timeline

30 August 1959: New peak hour route, supplementary to 478 (476 from 31 May 1965), Rockdale or Kogarah – Ramsgate, commenced as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.

By 6 July 1980: Ceased. All service provided by 475-477.

Streets

From March 1966

From Rockdale (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd, Dillon St, Campbell St, Ramsgate Rd to Rocky Point Rd (Ramsgate).

From Ramsgate (Ramsgate Rd at Rocky Point Rd) via Rocky Point Rd, then reverse route to Rockdale.

Alterations

- **Later:** To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **By February 1969:** To approach Rockdale from Princes Hwy via Tramway Arcade to station. 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		
Rockdale-Ramsgate	†	M-F	Ramsgate	7.35amK	Ramsgate	7.45amK	Ph	
		Sat	Rockdale	10.40amR	Rockdale	12.56pmR	A	
		Sun						

† Ramsgate to Kogarah (M-F) 8. Rockdale to Ramsgate (Saturdays) 12.

A – Mid-morning & midday peak hour only.

K – To Kogarah.

Ph – Morning peak hour only.

R – To Ramsgate.

Route 474

RAMSGATE – TAREN POINT – CARINGBAH – MIRANDA ■

Timeline

13 January 1992: As part of takeover of private 130 [1925 number] from Sutherland Bus Service (part of the Harris Park Transport group – Moore family), limited weekday service, Taren Point – Caringbah renumbered from 130.

By October 1994: Altered to run:

Morning: Taren Point – Caringbah – Miranda

Afternoon: Caringbah – Taren Point – Miranda.

By 22 October 1995: Morning trip extended to start from Ramsgate.

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

Streets

Taren Point – Caringbah

From 13 January 1992

From Taren Point (overbridge) via Old Taren Point Rd, Holt Rd, Taren Point Rd, Kingsway, Denman Av to Caringbah station. Return via similar route.

Taren Point – Caringbah – Miranda

By October 1994

Morning

From Taren Point (overbridge) via Old Taren Point Rd, Holt Rd, Taren Point Rd, Kingsway, Denman Av to Caringbah station, then Banksia Rd, Kingsway, Kiora Rd to Miranda Fair.

Afternoon

From Caringbah (Denman Av at station) via Banksia Rd, Kingsway, Taren Point Rd, Toorak Av, Woodlands Rd, overbridge (**Taren Point**), Old Taren Point Rd, Holt Rd, Taren Point Rd, Kingsway, Kiora Rd to Miranda Fair.

Timetable Summary

13 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Taren Point-Caringbah		M-F	Taren Point	8.00am	Caringbah	3.10pm	1 trip	
		Sat						
		Sun						

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ramsgate-Taren Point-Caringbah	AM 26 PM 35	M-F	Ramsgate	7.55amA	Caringbah	3.13pmB	1 trip	
		Sat						
		Sun						

A – To Miranda via Caringbah.

B – To Miranda via Taren Point.

Route 475

ROCKDALE – SANS SOUCI (Russell Av) ■

Timeline

30 August 1959: New peak hour route, supplementary to 478 (476 from 31 May 1965), commenced as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses. By 1966 most trips ran Kogarah – Sans Souci (Russell Av).

9 October 1983: Ceased. All service provided by 476 & 477.

Streets

From March 1966

From Rockdale (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to Russell Av (Sans Souci). Reverse on return.

Alterations

- **Later:** To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **By February 1969:** To approach Rockdale from Princes Hwy via Tramway Arcade to station. 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		
Rockdale-Sans Souci (Russell Av)	12	M-F	Russell Av	7.43amK	Kogarah	6.00pmU	Ph	
		Sat		7.48amK	Russell Av	6.41pmR	MAs	
		Sun						

K – To Kogarah.

MAs – Morning & late afternoon service.

Ph – Peak hours only.

R – To Rockdale.

U – To Sans Souci (Russell Av).

Route 475

TAREN POINT – MIRANDA ■

Timeline

13 January 1992: As part of takeover of private 130 [1925 number] from Sutherland Bus (part of the Harris Park Transport group (Moore family)), temporary weekday service, Taren Point – Miranda renumbered from 130.

28 January 1992: Replaced by diversion of 478.

Streets

From 13 January 1992

From Taren Point (overbridge) via Old Taren Point Rd, Holt Rd, Taren Point Rd, Kingsway, Jackson A, Uringa Pde to Kiora Rd (Miranda).

From Miranda (Kiora Rd at Miranda Fair) (*likely route*) via Uringa Pde, Jackson Av, Kingsway, Taren Point Rd, Toorak Av, Woodlands Rd, overbridge, Old Taren Point Rd, Holt Rd to Taren Point Rd (Taren Point).

Timetable Summary

13 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Taren Point-Miranda		M-F	Taren Pt	8.40am	Miranda	3.45pm	2 trips	
		Sat						
		Sun						

Route 475

ROCKDALE PLAZA – KYEEMAGH – BRIGHTON-le-SANDS via Bestic St■

Timeline

21 March 1994: Monday-Saturday mainly off-peak service, Rockdale – Brighton-le-Sands, commenced. Shared some streets in Kyeemagh/Brighton-le-Sands area with 479.

By July 2002: Extended from Rockdale to Rockdale Plaza.

21 March 2010:

- Ceased as part of general service review of Inner Western & Southern routes:
- 479 continued to serve Kyeemagh/Brighton-le-Sands area. Rockdale – Rockdale Plaza replaced by extended 479. Service along Bryant St replaced by extended 422.

Streets

Rockdale – Brighton-le-Sands

From 21 March 1994 (based on 22 October 1995 timetable)

From Rockdale (Geeves Av at station) via Princes Hwy, King St, Market St, Bryant St, West Botany St, Bestic St, Mutch Av, Tancred Av (**Kyeemagh**), Jacobson Av, Bestic St, Reading Rd, Henson St, Moate Av, Gordon St, Francis St, Bay St to Moate Av (Brighton-le-Sands).

From Brighton-le-Sands (Bay St/Moate Av) via Moate Av, Henson St, Reading Rd, Bestic St, Mutch Av, Tancred Av, Jacobson Av, Bestic St, West Botany St, Bryant St, King St, George St, Bay St, Tramway Arcade to Rockdale station.

Rockdale Plaza – Brighton-le-Sands

By July 2002

From Rockdale Plaza (shops) via Rockdale Plaza Rd, Princes Hwy, Tramway Arcade, Geeves Av, Princes Hwy, King St, Market St, Bryant St, then same route to Brighton-le-Sands.

From Brighton-le-Sands (Bay St/Moate Av) via same route to Market St, then Bay St, Tramway Arcade, Geeves Av, Princes Hwy, Rockdale Plaza Rd to Rockdale Plaza shops.

Timetable Summary

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Rockdale-Brighton-le-Sands	22	M-F	Reading Rd	7.30am	Rockdale	2.50pm	A		
			Brighton	9.20am					
		Sat		9.20am		2.50pm			60
		Sun							

A – Morning peak hour, from Reading Rd/Bestic St to Rockdale. Day, Rockdale-Brighton-le-Sands 60.

Route 476

ROCKDALE – SANS SOUCI – SANDRINGHAM – DOLLS POINT (anti-clockwise loop from Rocky Point Rd/Russell Av & return to that point via Rocky Point Rd & Fontainebleau St, Sans Souci, then Sandringham & Dolls Point)■

Timeline

30 August 1959:

- New peak hour route, supplementary to 478, commenced as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- 476 followed the same route as 478, except that 476 did not run the short distance along Rocky Point Rd south of Fontainebleau St/Rocky Point Rd to Sans Souci terminus at Fraters Av.

29 May 1965:

- Altered to a full time route, replacing 478, which ceased due to altered traffic arrangements in Sans Souci upon opening of Captain Cook Bridge, which prevented 478 from running along Rocky Point Rd south of Fontainebleau St to Sans Souci terminus at Fraters Av.
- Supplemented by peak hour routes 474, 475 & 477.

13 January 1992:

- Generally every second trip during daylight hours Mondays to Saturdays replaced by 477 (when it was extended to Miranda).
- As a result, service between Sans Souci & Russell Av/Rocky Point Rd on trips *to* Rockdale at those times reduced from 15 minutes frequency to 30.
- When 477 commenced running on Sundays from 25 February 1996, its trips were additional to 476, so that frequency on 476 was maintained.

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 30 August 1959

From Rockdale (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**), Fontainebleau St (**Sans Souci**), Napoleon St (**Sandringham**), Ida St, Clareville Av (**Dolls Point**), Russell Av, Rocky Point Rd, then reverse route to Rockdale.

Alterations

- **Later:** To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **By February 1969:** To approach Rockdale from Princes Hwy via Tramway Arcade to station. Reverse on return.
- **By 6 July 1980 (peak hour trips commencing from Kogarah):** From Kogarah (Railway Pde at station) via Regent St, Montgomery St, Kensington St, Gray St (ceased by October 1983).
- **By 13 December 1985:** To approach Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale station. Return from Geeves Av via Princes Hwy.
- **By 11 September 1988:** Ex Sans Souci from Gray St via Kensington St, Derby St, Railway Pde. Unaltered on return. Resumed previous route by April 2002.
- **By March 2001 (Rockdale Plaza diversion – shopping hours):** Either direction from Princes Hwy via Rockdale Plaza Dr to shops, then return to Princes Hwy.

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		
Rockdale-Sans Souci-Sandringham-Dolls Point	38 round trip	M-F	Sans Souci	4.37amK 5.37amR	Rockdale Kogarah	11.47pmD 1.03amD	A	
		Sat	Rockdale	5.08amD	Rockdale	12.16amD	AM 10-20 PM 20	B
		Sun	Sans Souci	6.43amR		11.03pmD	20	B

* More frequent in peak hours.

A – Early morning & very late night, Kogarah-Dolls Point. Peak hours & day, Rockdale-Dolls Point 15*. Night, Rockdale-Dolls Point. Plus short-working/s before first trip & after last trip shown.

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

D – To Dolls Point.

K – To Kogarah.

R – To Rockdale.

6 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sans Souci-Sandringham-Dolls Point	46 round trip	M-F	Sans Souci	5.40am	Rockdale	11.43pm	15*	A
		Sat		5.17am		12.15am	AM 12 PM 20	A
		Sun	Rockdale	7.43am	Sans Souci	8.31pm	30	

* More frequent in peak hours.

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

22 October 1995
476, 477

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
476: Rockdale-Sans Souci-Sandringham-Dolls Point	45 round trip	M-F	Sans Souci	5.13am	Rockdale	11.40pm	30*	A
		Sat		5.06am		12.10am	30	A
		Sun	Rockdale	7.29am		11.42pm	30	B
477: Rockdale-Sans Souci-Miranda	35	M-F	Rockdale	5.29am	Miranda	7.00pm	30	
		Sat		8.24am		4.11pm	30	
		Sun						

* More frequent in peak hours.

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

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

Average day frequencies along common route:

M-F *From* Rockdale *to* Sans Souci (476, 477) 15.

From Ramsgate *to* Rockdale (476, 477) 15.

Sat *From* Rockdale *to* Sans Souci (476, 477) 15.

From Ramsgate *to* Rockdale (476, 477) 15.

April 1997
476, 477

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
476: Rockdale-Sans Souci-Sandringham-Dolls Point	45 round trip	M-F	Sans Souci	5.13am	Rockdale	11.40pm	30*	A
		Sat		5.06am		12.10am	30	A
		Sun	Rockdale	7.29am		11.42pm	30	B
477: Rockdale-Sans Souci-Miranda	35	M-F	Rockdale	5.29am	Miranda	7.00pm	30	
		Sat		8.31am		4.11pm	30	
		Sun		9.01am		4.41pm	60	

* More frequent in peak hours.

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

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

Average day frequencies along common route:

M-F *From* Rockdale *to* Sans Souci (476, 477) 15.

From Ramsgate *to* Rockdale (476, 477) 15.

Sat *From* Rockdale *to* Sans Souci (476, 477) 15.

From Ramsgate *to* Rockdale (476, 477) 15.

Sun *From* Rockdale *to* Sans Souci (476, 477) 3 trips per hour.

From Ramsgate *to* Rockdale (476, 477) 3 trips per hour.

Route 477

ROCKDALE – SANS SOUCI – MIRANDA ■

- **Rockdale – Sans Souci – Caringbah (1990-92)**

Timeline

30 August 1959:

- New peak hour route, Rockdale – Sans Souci (Fraters Av) (direct via Rocky Point Rd in both directions), supplementary to 478 (476 from 31 May 1965), commenced as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- At least by March 1966, most trips ran Kogarah – Sans Souci (Fraters Av).
- In the 7 September 1986 timetable, Rockdale or Kogarah – Sans Souci (Fraters Av) peak hour trips direct via Rocky Point Rd appear to have been renumbered 476, but by at least the November 1987 timetable, they reverted to 477.

5 August 1990: Extended (still peak hours only) from Sans Souci (Fraters Av) to Caringbah, replacing 302 & 303 peak hour extension between those points.

13 January 1992:

- Altered to run Rockdale – Sans Souci – Miranda.
- Hours of service increased to Mondays-Saturdays daylight hours.
- Replaced generally every second 476 trip at those times.
- Service to Caringbah replaced by limited service on new 474 (which was incorporated into 478 from 28 January 1992).

25 February 1996: Sunday service (additional to 476) commenced.

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

Rockdale – Sans Souci (Fraters Av)

From 30 August 1959

From Rockdale (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to Fraters Av (Sans Souci). Reverse on return.

Alterations

- **Later:** To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **From 29 May 1965** (*opening date of Captain Cook Bridge*): To approach Sans Souci from Rocky Point Rd via Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Rocky Point Rd.
- **By February 1969:** To approach Rockdale from Princes Hwy via Tramway Arcade to station. Reverse on return.
- **By 18 July 1971** (*morning trips only*): From Sans Souci (Nelson St at Rocky Point Rd) via Harris St, Water St, Rocky Point Rd.
- **By 6 July 1980** (*peak hour trips commencing from Kogarah*): From Kogarah (Railway Pde at station) via Regent St, Montgomery St, Kensington St, Gray St (ceased by October 1983).
- **By 6 July 1980** (*morning trips only*): Resumed previous route at Sans Souci.
- **By 13 December 1985:** To approach Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale station. Return from Geeves Av via Princes Hwy.
- **By 11 September 1988:** Ex Sans Souci from Gray St via Kensington St, Derby St, Railway Pde. Unaltered on return. Resumed previous route by April 2002.

Rockdale – Sans Souci – Caringbah

Alteration

From 5 August 1990 (*based on route of 302 & 303 between Sans Souci & Caringbah prior to this date*): Extended from Sans Souci (Rocky Point Rd/Fontainebleau St) via Rocky Point Rd, Captain Cook Bridge, Taren Point Rd, Kingsway, Denman Av to Caringbah station. Return via Banksia Rd, Kingsway, then reverse route.

Rockdale – Sans Souci – Miranda

From 13 January 1992 (*based on 22 October 1995 timetable*)

From Rockdale (Geeves Av at station) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate, Sans Souci**), Captain Cook Bridge, Taren Point Rd, Box Rd, Erskine Rd, Parraweena Rd, Cawarra Rd, Captain Cook Dr, Taren Point Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield].

From Miranda (Kiora Rd at Miranda Fair) via Urunga Pde, Jackson Av, Kingsway, then reverse route to Gray St, then Kensington St, Derby St, Railway Pde, Regent St, Princes Hwy, Tramway Arcade to Rockdale station.

Alterations

- **By March 1998** (*Rockdale Plaza diversion – during shopping hours*): Ex Rockdale from Princes Hwy via Rockdale Plaza Dr to shops, then Rockdale Plaza Dr, Harrow Rd, Railway Pde. Reverse on return (?).
- **By March 2001** (*Rockdale Plaza diversion – during shopping hours*): Either direction from Princes Hwy via Rockdale Plaza Dr to shops, then return to Princes Hwy.
- **By October 2003:** Ex Miranda from Parraweena Rd via Taren Point Rd (*not* via Erskine Rd) (reverted to previous route by 21 March 2010). Unaltered 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		
Kogarah-Sans Souci (Fraters Av)†	15	M-F	Sans Souci	5.38am	Kogarah	6.00pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Rockdale.

Ph – Peak hours only. Selected trips extended to Rockdale.

22 October 1995

April 1997

See 476

Route 478

ROCKDALE – SANS SOUCI – SANDRINGHAM – DOLLS POINT (anti-clockwise loop from Rocky Point Rd/Russell Av & return to that point via Rocky Point Rd to Sans Souci (Fraters Av terminus), then Fontainebleau St, Sandringham & Dolls Point)■

Timeline

30 August 1959:

- New full-time route commenced as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- Supplemented by peak hour routes 474-477.

29 May 1965: Replaced by full time route 476, due to altered traffic arrangements in Sans Souci upon opening of Captain Cook Bridge, which prevented 478 from running along Rocky Point Rd south of Fontainebleau St to Sans Souci terminus at Fraters Av.

Streets

From 30 August 1959

From Rockdale (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to **Sans Souci** terminus (at Fraters Av), then Rocky Point Rd, Fontainebleau St, Napoleon St (**Sandringham**), Ida St, Clareville Av (**Dolls Point**), Russell Av, Rocky Point Rd, then reverse route to Rockdale.

Alteration

Later: To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.

Route 478

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE – MIRANDA■

Timeline

25 September 1983:

- Rockdale – Brighton-le-Sands – Ramsgate (Ramsgate Rd, eastern end) renumbered from 318.
- Shared Rockdale – Brighton-le-Sands with 479 from 22 November 1993.

28 January 1992:

- Extended from Ramsgate to Miranda on weekdays.
- Selected trips diverted via Taren Point, replacing temporary 475.

21 March 2010: Taren Point diversion shortened, but became part of standard route, as part of 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

Rockdale – Ramsgate (Ramsgate Rd, eastern end)

From 25 September 1983

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

From Ramsgate (Ramsgate Rd at The Grand Pde) via Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Bay St, Tramway Arcade to Rockdale station.

Trips terminating at Brighton-le-Sands: From The Grand Pde via Teralba Rd to Crawford Rd. Return via Crawford Rd, Kings Rd, Hercules Rd, Teralba Rd to The Grand Pde.

Alteration

By 13 December 1985: To approach Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale station. Return from Geeves Av via Princes Hwy.

Rockdale – Ramsgate – Miranda

From 28 January 1992 (based on 22 October 1995 timetable)

From Rockdale (Geeves Av at station) via Princes Hwy, Bay St (**Brighton-le-Sands**), The Grand Pde (**Monterey**), Ramsgate Rd (**Ramsgate**), Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Malua St (**Dolls Point**), Russell Av, Clareville St, Ida St, Napoleon St (**Sandringham**), Fontainebleau St, Rocky Point Rd (**Sans Souci**), Captain Cook Bridge, Taren Point Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield Miranda]

From Miranda (Kiora Rd at Miranda Fair) via Urunga Pde, Jackson Av, Kingsway, then reverse route to Malua St, then The Grand Pde, Ramsgate Rd, Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Bay St, Tramway Arcade to Rockdale station.

Taren Point diversion: Either direction from Taren Point Rd/Toorak Av via Toorak Av, Woodlands Rd, overbridge, Old Taren Point Rd, Holt Rd to Taren Point Rd.

Alteration

From 21 March 2010 (Taren Point diversion – all trips): Either direction, rerouted from Taren Point Rd/Toorak Av via Toorak Av, Alexander Av, Smith St, Woodlands Rd, Toorak Av to Taren Point Rd.

Timetable Summary

October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate	Fr Rock 8B 16G	M-F	Ramsgate	5.22am	Rockdale	11.06pm	20*	
		Sat		6.23am		11.36pm	AM 15 PM 20	
		Sun		8.22am		8.02pm	A	

* More frequent in peak hours.

A – **Summer Sundays:** Rockdale-Brighton-le-Sands 15, Rockdale-Ramsgate 30. **Winter Sundays:** Rockdale-Ramsgate 30.

B – To Brighton-le-Sands.

G – To Ramsgate.

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate-Miranda	Fr Rock 16G 37M	M-F	Ramsgate	5.15amR	Miranda	2.42pmR	A	
			Rockdale	8.10amM	Rockdale	11.53pmG		
		Sat	Ramsgate	6.18amR		11.53pmG	20	
		Sun		7.29amR		11.10pmG	30	

* More frequent in peak hours.

A – Peak hours & night, Rockdale-Ramsgate. Day, Rockdale-Ramsgate 15*, Rockdale-Miranda 60.

G – To Ramsgate.

M – To Miranda.

R – To Rockdale.

April 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Ramsgate-Miranda	Fr Rock 16G 37M	M-F	Ramsgate	5.15amR	Miranda	3.50pmR	A	
			Rockdale	8.10amM	Rockdale	11.53pmG		
		Sat	Ramsgate	6.18amR		11.53pmG	15	
		Sun		7.29amR		11.10pmG	20	

* More frequent in peak hours.

A – Peak hours & night, Rockdale-Ramsgate. Day, Rockdale-Ramsgate 15*, Rockdale-Miranda 60.

G – To Ramsgate.

M – To Miranda.

R – To Rockdale.

Route 479

KOGARAH – RAMSGATE BATHS ■

Timeline

30 August 1959: New Summer Sunday (?) service commenced, coincident with replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.

(?): Ceased.

Route 479

ROCKDALE – BRIGHTON-le-SANDS – KYEEMAGH via Bay St ■

- **Rockdale – Kyeemagh via Bestic St (1993-94)**
- **Extended to Rockdale Plaza in off-peak & Saturdays**

Timeline

22 November 1993:

- Monday-Saturday daytime routes commenced when private 196 [1925 number] transferred from Brighton Bus Lines (AH & J Jones) & renumbered:
Rockdale – Kyeemagh via Bay St.
Rockdale – Kyeemagh via Bestic St.
- Rockdale – Kyeemagh via Bay St shared Rockdale – Brighton-le-Sands with 478 & shared some streets in Kyeemagh/Brighton-le-Sands area with 475 from 21 March 1994 to 21 March 2010.

28 January 1994: Rockdale – Kyeemagh via Bestic St ceased, but revived as 475 from 21 March 1994.

21 March 2010: Extended from Rockdale to Rockdale Plaza in off-peak & Saturdays, replacing part of ceased 475, as part of 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

Rockdale – Kyeemagh

By 22 October 1995

From Rockdale (Geeves Av at station) via Princes Hwy, Bay St, Moate Av (**Brighton-le-Sands**), Henson St, Reading Rd, Bestic St, Mutch Av, Beehag St (**Kyeemagh**), Jacobson Av, General Holmes Dr, Bay St, Tramway Arcade to Rockdale station.

Rockdale – Kyeemagh (extended to Rockdale Plaza in off-peak & Saturdays)

Alteration

From 21 March 2010 (Rockdale Plaza extension): From Rockdale station via Princes Hwy, Rockdale Plaza Dr to Rockdale Plaza shops. Return via Rockdale Plaza Dr, Princes Hwy, Tramway Arcade, Geeves Av to Rockdale station.

Timetable Summary

22 October 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Kyeemagh	22 round trip	M-F	Kyeemagh	6.00am	Rockdale	6.38pm	60*	
		Sat	Rockdale	7.26am	Kyeemagh	5.31pm	60	
		Sun						

* More frequent in peak hours.

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale Plaza-Kyeemagh	22RKR 30PKr	M-F	Kyeemagh	6.00amR	Kyeemagh	2.48pmP	A	
			Rockdale Plz	8.50amK	Rockdale	6.38pmK		
		Sat	Kyeemagh	7.23amP	Kyeemagh	5.50pmP	45	
		Sun						

* More frequent in peak hours.

A – Peak hours, Rockdale-Kyeemagh. Day, Rockdale Plaza-Kyeemagh 45*.

K – To Kyeemagh.

P – To Rockdale Plaza.

PKr – Round trip Rockdale Plaza-Kyeemagh-Rockdale Plaza.

R – To Rockdale.

RKR – Round trip Rockdale-Kyeemagh-Rockdale.

Route 480

CITY (various termini) – ENFIELD – STRATHFIELD via Homebush Rd

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

Timeline

23 August 1943: Full time feeder service, Annandale (Johnston St) – Strathfield, renumbered from 880.

2 November 1947: Extended from Annandale (Johnston St) to City (Hay St, Central Railway), making route City (Central Railway) – Strathfield, same as 880 prior to 1942.

23 November 1952: Sunday service curtailed to run:

Mornings: Strathfield – Enfield

Afternoons: Strathfield – Ashfield.

20 May 1964: City (Central Railway) terminus altered to Parker St.

By August 1979:

- Sunday service ceased.
- City (Central Railway) terminus altered to Barlow St.

19 December 1986: City terminus altered to York St.

6 July 2008: City terminus altered to Domain.

1 January 2009: City terminus altered to George St at Town Hall.

11 March 2009: City terminus (daylight hours) altered to Domain.

20 May 2012: City terminus (daylight hours) altered to George St at Town Hall, making route City (Town Hall area) – Strathfield at all times.

30 January 2013: City terminus altered to Domain.

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

Annandale (Johnston St) – Strathfield

Circa 1946 (Gregory's Street Directory)

From Strathfield [Strathfield Sq at station] via The Boulevard, Redmyre Rd, Homebush Rd, Liverpool Rd (**Enfield, Ashfield**), Parramatta Rd to Johnston St (Annandale).

City (Hay St, Central Railway) – Strathfield

From 14 November 1949

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

From Strathfield (Strathfield Sq at station) via reverse route to Central [now Railway] Sq, then George St, Hay St (City).

City (Parker St, Central Railway) – Strathfield

Alterations:

- *From 20 May 1964:* To approach City from Railway Sq via George St, Rawson Pl, Pitt St, Barlow St, Parker St (City). Return via Hay St, George St, Railway Sq.
- *By 22 March 1972:* To approach Strathfield from Redmyre Rd via Raw Sq, Albert Rd to Strathfield Sq. Reverse on return.

City (Barlow St, Central Railway) – Strathfield

Alterations

- *By 9 December 1972 (after 6.00pm):* To approach City from Rawson Pl via Pitt St to Barlow St. Return via Hay St, George St.
- *Later:* To approach City from Pitt St via Barlow St to George St. Return via George St.

City (York St) – Strathfield

Alterations

- *From 19 December 1986:* To approach City from Railway Sq via George Sr to Queen Victoria Building. Return from York St via Druitt St, George St, Railway Sq.
- *By November 1988:* From Strathfield (Strathfield Sq) via Churchill Av, Raw Sq. Unaltered on return.

City (Domain) – Strathfield

Alterations

- *From 6 July 2008:* To approach City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- *By 20 October 2013:* From City (Domain) (St Marys Rd at Cathedral St) via College St, Park St, George St. Unaltered on return.

City (Hay St, Central Railway) – Strathfield

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

14 November 1949

480, 483

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
480: City (Hay St, C/Rly)-Strathfield via Homebush Rd	46	M-F	Strathfield	5.47am	Hay St, C/Rly	12.12am	20*	A
		Sat		5.47am		12.12am	20	A
		Sun		7.08am		12.09am	30	A
483: City (Hay St, C/Rly)-Strathfield via Ada Av	49	M-F	Strathfield	6.38am	Hay St, C/Rly	11.15pm	20*	A
		Sat		6.38am		11.15pm	20	A
		Sun		7.20am		10.45pm	30	A

* More frequent in peak hours.

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

Average day frequencies along common route:

M-F City (Hay St, Central Railway)-Enfield (480, 483) 10.

Sat City (Hay St, Central Railway)-Enfield (480, 483) 10.

Sun City (Hay St, Central Railway)-Enfield (480, 483) 15.

October 1966
480, 483

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
480: City (Parker St, Central Railway)-Strathfield via Homebush Rd	Fr Strath 28A 51P	M-F	Strathfield	5.45amP	Parker St, C/Rl	8.32pmS	30*	B
		Sat		5.37amP		10.47pmS	AM 30 PM 40	B
		Sun		1.26pmA	Ashfield	6.27pmS	60	
		Hols						
483: City (Parker St, Central Railway)-Strathfield via Ada Av	Fr Strath 15E 27A 54P	M-F	Strathfield	6.38amP	Parker St, C/Rl	11.05pmS	30*	B
		Sat		6.32amP		11.32pmS	AM 30 PM 40	B
		Sun		7.36amE	Ashfield	5.54pmS	C	
				12.56pmA	Enfield	10.05pmS		
		Hols	Enfield	5.59amS	Parker St,	11.15pmS	D	
Strathfield	8.56amP		Central Rly					

* More frequent in peak hours.

A – To Ashfield.

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

C – Morning, Enfield-Strathfield 60. Afternoon, Ashfield-Strathfield 60. Night, Enfield-Strathfield.

D – Morning, Enfield-Strathfield 30. Afternoon, City (Parker St, Central Railway)-Strathfield 30. Night, City (Parker St, Central Railway)-Strathfield.

E – To Enfield.

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

S – To Strathfield.

Average day frequencies along common route:

M-F City (Parker St, Central Railway)-Enfield (480, 483) 15.

Sat AM: City (Parker St, Central Railway)-Enfield (480, 483) 15.

PM: City (Parker St, Central Railway)-Enfield (480, 483) 20.

Sun PM: Ashfield-Enfield (480, 483) 30.

August 1979
480, 483

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
480: City (Barlow St, Cent Railway)-Strathfield via Homebush Rd	51	M-F	Strathfield	5.45am	Barlow St, C/R	8.32pm	40*	A
		Sat		5.37am		6.32pm	AM 30 PM 40	B
		Sun						
483: City (Barlow St, Cent Railway)-Strathfield via Wallis Av	54	M-F	Strathfield	6.37am	Barlow St, C/R	11.05pm	40*	A
		Sat	Barlow St, Central Rly	6.31am		11.32pm	AM 30 PM 40	B
		Sun						

* 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.

Average day frequencies along common route:

M-F City (Barlow St, Central Railway)-Enfield (480, 483) 20.

Sat AM: City (Barlow St, Central Railway)-Enfield (480, 483) 15.

PM: City (Barlow St, Central Railway)-Enfield (480, 483) 20.

7 October 1990
480, 483

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
480: City (York St)-Strathfield via Homebush Rd	56	M-F	Strathfield	6.08amY	York St	8.35pmS	40*	A
		Sat		6.51amY		5.35pmS 7.35pmE	B	
		Sun						
483: City (York St)-Strathfield via Wallis Av	59	M-F	Strathfield	5.38am	York St	12.00mn	40*	A
		Sat		5.37am		12.00mn	AM 40 PM 60	A
		Sun		7.35am		6.30pm	60	C

* More frequent in peak hours.

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

B – City (York St)-Strathfield: morning 40, afternoon, 60. Plus short-working/s before first trip shown.

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

E – To Enfield.

S – To Strathfield.

Y – To City (York St).

Average day frequencies along common route:

M-F City (York St, Central Railway)-Enfield (480, 483) 20.

Sat AM: City (York St, Central Railway)-Enfield (480, 483) 20.

PM: City (York St, Central Railway)-Enfield (480, 483) 30.

Sun AM: City (York St, Central Railway)-Enfield (483) 60.

4 October 2015
480, 483

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
480: City (Hay St, C/Rly)-Strathfield via Homebush Rd	52	M-F	Strathfield	5.23am	Hay St, C/Rly	8.48pm	40*	A
		Sat		6.45am		7.50pm	40	
		Sun						
483: City (Hay St, C/Rly)-Strathfield via Wallis Av	55	M-F	Strathfield	6.00am	Hay St, C/Rly	12.19am	40*	
		Sat		5.25am		12.18am	40	
		Sun		7.25am		9.29pm	30	

* More frequent in peak hours.

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

Average day frequencies along common route:

M-F City (Hay St, Central Railway)-Enfield (480, 483) 20.

Sat City (Hay St, Central Railway)-Enfield (480, 483) 20.

Sun City (Hay St, Central Railway)-Enfield (483) 30.

Route 483

CITY (various termini) – ENFIELD – STRATHFIELD via Ada Av

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

(Until about 1976 timetables described the route as “via Ada Av”, but thereafter as “via Wallis Av”, even though the actual streets remained unchanged.)

Timeline

14 June 1943: Monday-Saturday service, Strathfield – South Strathfield (Augusta St/Wallis Av) renumbered from 883.

23 August 1943 or 20 December 1943:

- Extended on Monday-Saturday off-peak (& peak hours?) in South Strathfield from Augusta St/Wallis Av in a loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St. Connected at Liverpool Rd/Homebush Rd with 480 Annandale (Johnston St) buses. Night service provided by 484.
- Selected trips further extended from South Strathfield to Enfield (Broadway).

2 November 1947: Extended from Enfield to City (Central Railway), making route City (Central Railway) – Strathfield, same as 883 prior to 1942. Replaced 484. By 14 November 1949 City (Central Railway) terminus was at Hay St.

By 14 November 1949: Sunday service commenced.

20 May 1964: City (Central Railway) terminus altered to Parker St.

10 October 1971: Sunday service ceased.

19 December 1986: City terminus altered to York St.

6 July 2008: City terminus altered to Domain.

1 January 2009: City terminus altered to George St at Town Hall.

11 March 2009: City terminus (daylight hours) altered to Domain.

20 May 2012: City terminus (daylight hours) again altered to George St at Town Hall.

30 January 2013: City terminus re-extended to Town Hall to Domain.

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

Strathfield – South Strathfield via Oxford Rd

Circa 1946 (Gregory's Street Directory)

From Strathfield [Strathfield Sq at station] via The Avenue [now Churchill Av], Oxford Rd, Todman St, Barker Rd, South St, Ada Av, Wallis Av, Liverpool Rd (**South Strathfield**), Homebush Rd, Augusta St, Wallis Av, then reverse route to Strathfield station.

City (Hay St, Central Railway) – Strathfield

From 14 November 1949

From City (Hay St, Central Railway) via Pitt St, Central [now Railway] Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield, Enfield**), Wallis Av, Ada Av, South St, Barker Rd, Todman Av, Oxford Rd, Homebush Rd, Albert Rd to Strathfield Sq (Strathfield).

From Strathfield (Strathfield Sq at station) via reverse route to Central [now Railway] Sq, then George St, Hay St (City).

City (Parker St, Central Railway) – Strathfield

Alterations

- **From 20 May 1964:** To approach City from Railway Sq via George St, Rawson Pl, Pitt St, Barlow St, Parker St (City). Return via Hay St, George St, Railway Sq.
- **By 22 March 1972:** To approach Strathfield from Redmyre Rd via Raw Sq, Albert Rd to Strathfield Sq. Reverse on return.

City (Barlow St, Central Railway) – Strathfield

Alterations

- **By 9 December 1972 (after 6.00pm):** To approach City from Rawson Pl via Pitt St to Barlow St. Return via Hay St, George St.
- **Later:** To approach City from Pitt St via Barlow St to George St. Return via George St.

City (York St) – Strathfield

Alterations

- **From 19 December 1986:** To approach City from Railway Sq via George St to Queen Victoria Building. Return from York St via Druitt St, George St, Railway Sq.
- **By November 1988:** From Strathfield (Strathfield Sq) via Churchill Av, Raw Sq. Unaltered on return.

City (Domain) – Strathfield

Alterations

- **From 6 July 2008:** To approach City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- **By 20 October 2013:** From City (Domain) (St Marys Rd at Cathedral St) via College St, Park St, George St. Unaltered on return.

City (Hay St, Central Railway) – Strathfield

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

14 November 1949

October 1966

August 1979

7 October 1990

4 October 2015

See 480

Route 484

STRATHFIELD – SOUTH STRATHFIELD (various termini) via Shortland Av

Timeline

14 June 1943: Strathfield – South Strathfield (Augusta St/Wallis Av) renumbered from 884. Night & Sunday service replacing weekday daytime service on 413 and/or 414 and/or 483.

23 August 1943 or 20 December 1943: Extended on Monday-Saturday nights in South Strathfield from Augusta St/Wallis Av in a loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St. Connected at Liverpool Rd/Homebush Rd with 480 Annandale (Johnston St) buses. Sunday service remained as Strathfield – South Strathfield (Augusta St/Wallis Av).

19 October 1947 or 2 November 1947: Replaced by extended hours on 414 & night service on 483.

Streets

Strathfield – South Strathfield (loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St)

From 29 September 1946

From Strathfield [Strathfield Sq at station] via Clarendon [now Albert] Rd, Albert Rd, Homebush Rd, Oxford Rd, Heyde Av, Dickson St, Merley Rd, Francis St, Shortland Av, Marion St, Barker Rd, South St, Ada Av, Wallis Av, Liverpool Rd (**South Strathfield**), Homebush Rd, Augusta St, Wallis Av, then reverse route to Strathfield station.

Timetable Summary

29 September 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-South Strathfield†	Approx 29	M-F	Strathfield	7.20pmL	Liverpool Rd	12.08amS	Ns	
		Sat		6.34pmL		12.08amS	Ns	
		Sun		6.31amA	Augusta St	10.46pmS	30	

† Loop via Wallis Av, Liverpool Rd & Homebush Rd, South Strathfield.

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

L – To South Strathfield (loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St).

Ns – Night service.

S – To Strathfield.

Route 487

CANTERBURY – ROSELANDS – BANKSTOWN ■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

10 August 1941: Canterbury – Punchbowl (Victoria Rd) renumbered from 187. Full time service at least by 1949.

By 21 September 1947: Extended from Punchbowl (Victoria Rd) to Bankstown (Chapel Rd) on Sundays only.

By 12 September 1949:

- Rerouted between Canterbury & Campsie. Some of streets missed replaced by new 488 Canterbury – Campsie via Fore St & Moore St.
- Extended from Punchbowl (Victoria Rd) to Bankstown (Chapel Rd) on Mondays-Saturdays.

7 September 1957: Extended from Bankstown (Chapel Rd) to Bankstown Hospital.

21 September 1961: Extended from Bankstown Hospital to Bankstown station to become Canterbury – Campsie – Bankstown Hospital – Bankstown station.

12 October 1965: Rerouted via Roselands shopping centre upon its opening.

4 October 1966: Extended from Bankstown station to Bankstown Square shops.

27 October 1974: Sunday service ceased.

By 6 July 1980: Curtailed to run Canterbury – Bankstown station.

By 1 October 1989: Night service ceased.

8 December 2008: Re-extended from Bankstown station to Bankstown Centro shops, when Bankstown bus lane opened.

21 March 2010: Sunday service re-commenced as part of 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

Canterbury – Punchbowl (Victoria Rd)

Circa 1946 (Gregory's Street Directory)

From Punchbowl (Victoria Rd) via Canterbury Rd, Tudor St, Palmer St, Claremont St, Beamish St, South Pde (Campsie), Duke St, Evaline St, Park St, Redman St, Gould St, Canterbury Rd, Jeffrey St, Robert St, Broughton St to Canterbury station.

Canterbury – Bankstown Square

By March 1969

From Canterbury (Broughton St at station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (Campsie), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd, King Georges Rd, Roselands Dr (Roselands shops), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd (Punchbowl), Claribel St, Artagall St (Bankstown Hospital), Eldridge Rd, Northam Av, Calidore St, Chapel Rd, South Tce, railway bridge, Marion St, Chapel Rd, The Mall to Bankstown Square shops.

From Bankstown Square (shops, The Mall) via North Tce, railway bridge, South Tce, Restwell St, Greenfield Pde, Chapel Rd, Eldridge Rd, Northam Av, Claribel St, Artagall St (Bankstown Hospital), Eldridge Rd, Chapel Rd, Canterbury Rd, then reverse route to Roselands shops, then Roseland Av, King Georges Rd, then reverse route to Canterbury station.

Trips from Canterbury or Campsie terminating at Bankstown Hospital: From Canterbury Rd via Claribel St, Artagall St (Bankstown Hospital). Return via Eldridge Rd, Chapel Rd, Canterbury Rd.

Trips not via Roselands shops: Direct via Canterbury Rd.

Canterbury – Bankstown station

By 6 July 1980

From Canterbury (Broughton St at station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (Campsie), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd, King Georges Rd, Roselands Dr (Roselands shops), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd (Punchbowl), Chapel Rd, Greenfield Pde, Restwell St to South Tce (Bankstown station).

From Bankstown (South Tce at station) via West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel Rd, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd, Tudor St, then reverse route to Canterbury.

Fore St diversion (*peak hours & Saturday mornings*): Either direction from Canterbury Rd/Cooks Av via Cooks Av, High St, Fore St to Canterbury Rd.

Trips not via Roselands shops: Direct via Canterbury Rd.

Trips via Bankstown Hospital:

- Ex Canterbury from Canterbury Rd via Chapel St, Eldridge Rd, Northam Av, Claribel St, Artegaall St, Eldridge Rd, Chapel Rd.
- Ex Bankstown from Chapel Rd via Eldridge Rd, Northam Av, Claribel St, Artegaall St, Eldridge Rd, Northam Av, Claribel St, Canterbury Rd.

Trips from Canterbury or Campsie terminating at Bankstown Hospital: From Canterbury Rd via Chapel Rd, Eldridge Rd, Northam Av, Claribel St, Artegaall St (Bankstown Hospital). Return via Eldridge Rd, Northam Av, Claribel St, Canterbury Rd.

Alterations

- **By August 1984:** Either direction from Canterbury Rd/King Georges Rd via King Georges Rd, Roselands Dr to Roselands shops, then Roseland Av, King Georges Rd to Canterbury Rd.
- **By 17 November 1985:** Ex Canterbury from Claremont St via Thorncroft Pde, Canterbury Rd. Unaltered on return.
- **By 3 November 1996:** Ex Canterbury from Park St via South Pde. Reverse on return.
- **By September 2002:** Ex Canterbury from Canterbury Rd via Claribel St, Artegaall St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd. Reverse on return.

Canterbury – Bankstown Central

Alteration

From 8 December 2008: To approach Bankstown from Greenfield Pde via South Tce, bus lane over bridge, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Central bus terminal. Return via The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce, West Tce, Raymond St, Restwell St, Greenfield Pde.

Timetable Summary

12 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Bankstown (Chapel Rd)	33	M-F	Chapel Rd	6.17am	Chapel Rd	11.36pm	30	A
		Sat		6.17am		11.36pm	30	A
		Sun		6.32am	Canterbury	10.14pm	40	B

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

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

March 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Bankstown Square	Fr Cant 42H 52B	M-F	Bankst'n Hosp	6.07amC	Bankstown Sq	5.53pmC	A	
			Canterbury	8.28amB	Canterbury	7.56pmH		
					Campsie	11.37pmH		
		Sat		7.31amB	Canterbury	12.09pmB	D	
					Campsie	11.37pmH		
		Sun						

* More frequent in peak hours.

A – Morning peak hour & night, Canterbury-Bankstown Hospital. Day & afternoon peak hour, Canterbury-Bankstown Square 30*. Day trips ran via Roselands shops. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown Square.

C – To Canterbury.

D – Morning, Canterbury-Bankstown Square 30. Afternoon, Canterbury-Bankstown Hospital 30. Night, Campsie-Bankstown Hospital. Morning trips ran via Roselands shops. Plus short-working/s before first trip & after last trip shown.

H – To Bankstown Hospital.

1 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Canterbury-Bankstown station	Fr Cant 23R 50B	M-F	Bankst'n Hosp	6.28amC	Bankstown	5.52pmC	A		
			Canterbury	8.22amB					
		Sat		8.22amB		4.22pmC			D
		Sun							

A – Morning peak hour, Canterbury-Bankstown Hospital. Day, Canterbury-Roselands 30, Canterbury-Bankstown Square 60. Extra trips Thursday night. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

C – To Canterbury.

D – Canterbury-Roselands 30, Canterbury-Bankstown 60. Plus short-working/s before first trip & after last trip shown.

R – To Roselands.

3 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Bankstown station	53	M-F	Canterbury	6.05am	Bankstown	5.47pm	30	A
		Sat	Bankstown	7.52am		4.22pm	30	A
		Sun						

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

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Bankstown Centro	57	M-F	Canterbury	6.04am	Bankst'n Centro	6.30pm	30	A
		Sat	Bankst'n Centro	7.44am	Canterbury	5.15pm	30	A
		Sun		9.00am		5.00pm	60	

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

Route 488

CANTERBURY – CAMPSIE via Fore St

- **Extended to Bankstown (Chapel Rd) on Sundays**

Timeline

By 1941: Canterbury – Campsie commenced when 487 rerouted via Canterbury Rd direct between Canterbury & Campsie instead of Fore St.

(?): Extended from Campsie to Bankstown (Chapel Rd) on Sundays (when ceased?).

6 August 1951: Ceased.

22 September 1952: Canterbury – Campsie recommenced.

8 April 1980: Reduced to a school service. Service in the Fore St area replaced by diversions of 487 at similar times.

By August 1984: 488 no longer shown in 487 timetable. Service in the Moore St area not replaced.

Streets

Circa 1946 (Gregory's Street Directory)

From Canterbury (station, Jeffrey St at Canterbury Rd) via Canterbury Rd, Fore St, High St, Cooks Av, Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Beamish St to Campsie station.

From Campsie (Beamish St at station) via South Pde, Duke St, Evaline St, then reverse route to Canterbury station.

From January 1966

From Canterbury (station, Jeffrey St at Canterbury Rd) via Canterbury Rd, Fore St, High St, Cooks Av, Canterbury Rd, Wonga St, Wairoa St, Nowra St, Bellombi St, Moore St, Brighton Av, Beamish St, South Pde, Duke St, Evaline St to Beamish St (Campsie).

From Campsie (Evaline St at Beamish St) via Beamish St, then reverse route to Canterbury.

By 6 July 1980 (school trips only)

From Canterbury (Broughton St at station) via Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Wonga St, Wairoa St, Nowra St, Bellombi St, Moore St, Brighton Av, Beamish St, South Pde, Duke St, Evaline St to Harold St (Campsie).

From Campsie (Evaline St at Harold St) via Evaline St, Beamish St, then reverse route to Wonga St, then Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Jeffrey St to near Canterbury Rd (Canterbury station).

Timetable Summary

12 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Campsie via Fore St	12	M-F	Campsie	6.11am	Campsie	11.34pm	40	
		Sat		6.11am		11.34pm	40	
		Sun		8.51am		11.34pm	40	

January 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canterbury-Campsie via Fore St	15	M-F	Campsie	7.26am	Canterbury	5.55pm	40	A
		Sat		8.51am		12.35pm	40	
		Sun						

A – Gap in service.

Route 490

CITY (various termini) – EARLWOOD – CAMPSIE – DRUMMOYNE

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

Timeline

14 June 1943: Full time feeder service, Dulwich Hill – Earlwood – Drummoyne, renumbered from 990. Connected at Dulwich Hill with Circular Quay trams.

30 November 1947: Restored as City (York St) – Earlwood – Drummoyne full time.

23 July 1950: Curtailed to run as a feeder service, Dulwich Hill – Earlwood – Drummoyne at nights, on Saturday afternoons & all day Sundays. At those times connected at Dulwich Hill with Circular Quay trams.

22 June 1953: City terminus altered to Park St.

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

7 September 1986: Curtailed to run City (York St) – Campsie. Five Dock – Rodd Point – Drummoyne replaced by rerouted 494. Route in Croydon area not replaced.

16 April 1989: Ceased. Mostly replaced by rerouted 412 between Dulwich Hill & Campsie. Other routes covered Parramatta Rd & Dulwich Hill areas.

Streets

Dulwich Hill – Earlwood – Drummoyne

Circa 1946 (Gregory's Street Directory)

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av to Arthur St (**Rodd Point**), then First Av, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St, Hennessey St, Meta St (**Croydon**), The Strand, Dickinson Av, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Northcote St, Bexley Rd, William St, Homer St (**Earlwood**), Earlwood Av, Delwood Av, Permanent Av, Prince Edward Av, Wardell Rd, Marrickville Rd to New Canterbury Rd (Dulwich Hill tram terminus).

City (York St) – Earlwood – Drummoyne

From December 1966

From City (York St) (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, West St (**Lewisham**), Railway Tce, Gordon St, New Canterbury Rd, Wardell Rd, Frazer St, New Canterbury Rd, Marrickville Rd (**Marrickville**), Wardell Rd, Permanent Av, Delwood Av, Prince Edward Av, Earlwood Av, Homer St (**Earlwood**), William St, Bexley Rd, Northcote St, Canterbury Rd, Beamish St (**Campsie**), Brighton Av (**Croydon**

Park), Georges River Rd, Greenhills St, Liverpool Rd, Dickinson Av, The Strand, Meta St (**Croydon**), Hennessy St, Edwin St, Anthony St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av, Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd to Wrights Rd (Drummoyne bus turning area).

From Drummoyne (bus turning area, Lyons Rd/Wright's Rd) via reverse route to George St, then Market St, York St to Queen Victoria Building (City).

Alterations

- **By November 1972:** Ex Drummoyne from Croydon Rd via Elizabeth St, Edwin St. Unaltered on return.
- **By July 1981 (Kingsgrove Depot trips):** From Bexley Rd/William St via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- **By 17 November 1985:** Ex City (York St) from Canterbury Rd via Orissa St, Fletcher St, Beamish St. Unaltered on return.

City (York St) – Earlwood – Campsie

Alteration

7 September 1986: To terminate at Campsie from Beamish St via Evaline St, Duke St, South Pde, Beamish St to Campsie station. Return via Beamish St.

Timetable Summary

December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Dulwich Hill- Earlwood- Drummoyne	Fr Drumm 54D 86Y	M-F	Drummoyne	6.41amY	York St	6.06pmD	A	
					Dulwich Hill	10.45pmD		
		Sat		6.06amY	York St	2.09pmD	B	
					Dulwich Hill	11.42pmD		
Sun		7.26amH	Drummoyne	11.54pmH	30	C		

* More frequent in peak hours.

A – Early morning, various short-workings. Peak hours & day, City (York St)-Drummoyne 30*. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Dulwich Hill 15, City (York St)-Drummoyne 30. Afternoon, Dulwich Hill-Drummoyne 30. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

C – Extra early morning trips on Public Holidays. Plus short-working/s before first trip & after last trip shown.

D – To Drummoyne.

H – To Dulwich Hill.

Y – To City (York St).

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)- Dulwich Hill- Earlwood- Drummoyne	Fr Drumm 59D 94Y	M-F	Drummoyne	6.39amY	York St	6.31pmD	A	
					Drummoyne	11.42pmH		
		Sat		6.07amY	York St	2.15pmD	B	
					Dulwich Hill	11.12pmD		
Sun		Campsie	8.14amH		6.41pmC	60	E	

* More frequent in peak hours.

A – Early morning, various short-workings. Peak hours & day, City (York St)-Drummoyne 30*. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Drummoyne 30, plus short-workings Campsie-Earlwood. Afternoon, Dulwich Hill-Drummoyne 30. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

C – To Campsie.

D – To Drummoyne.

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

H – To Dulwich Hill.

Y – To City (York St).

7 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Dulwich Hill- Campsie	Fr Camps 30D 62Y	M-F	Campsie	6.00amY	York St	6.10pmC	A	
					Campsie	11.07pmH		
		Sat		5.38amH	York St	5.10pmC	B	
				7.08amY	Campsie	11.38pmH		
Sun		8.28amH		6.38pmH	60	E		

* More frequent in peak hours.

A – Peak hours & day, City (York St)-Campsie 30*. Night, Dulwich Hill-Campsie. Plus short-working/s before first trip & after last trip shown.

B – Early morning & night, Dulwich Hill-Campsie. Morning, City (York St)-Campsie 30. Afternoon, Dulwich Hill-Campsie 30, City (York St)-Campsie 60. Plus short-working/s before first trip & after last trip shown.

C – To Campsie.

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

H – To Dulwich Hill.

Y – To City (York St).

Route 490

DRUMMOYNE – BURWOOD – CAMPSIE – HURSTVILLE ■

Timeline

21 March 2010: Commenced as part of general service review of Inner Western & Southern routes, replacing 494 between Kingsgrove & Campsie & 499 along Queens Rd, Hurstville & between Campsie & Drummoyne. Shared most of Kingsgrove – Drummoyne with 492.

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 Drummoyne (bus turning area, Lyons Rd/Wrights Rd) via Lyons Rd, Brent St, Henley Marine Dr (**Rodd Point**), First Av, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St (**Croydon**), Queen St, Victoria St, Shaftesbury Rd, Wilga St, Burwood Rd, Clarence St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Kingsgrove Rd (**Kingsgrove**), Stoney Creek Rd, Croydon Rd, Dora St, McMahon St, Forest Rd to Hurstville station.

From Hurstville (Forest Rd at station) via Forest Rd, Park Rd, Queens Rd, then reverse route to Burwood Rd, Victoria St, then then reverse route to Lyons Rd/Wrights Rd (Drummoyne bus turning area).

Alterations

- ***From 11 April 2011 (opening date of Hurstville interchange):*** To approach Hurstville from Dora St via Barratt St to Hurstville interchange. Return from Hurstville interchange via Forest Rd, Park Rd.
- ***By 19 March 2017:*** Ex Hurstville from Kingsgrove Rd via Harp St, Charlotte St, Thorncraft Pde, Claremont St, Beamish St. Reverse on return.

Timetable Summary

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
490: Drummoyne-Burwood-Hurstville	Fr Hurst 27C 44B 71D	M-F	Hurstville	6.34amD	Drummoyne	6.43pmH	A	
					Hurstville	10.49pmC		
		Sat		8.04amD	Drummoyne	6.42pmH	E	
					Hurstville	10.49pmC		
		Sun	Burwood	8.03amH	Burwood	6.03pmH	F	
					Hurstville	9.50amC		
492: Drummoyne-Burwood-Rockdale	72	M-F	Rockdale	5.37am	Drummoyne	11.20pm	30*	G
		Sat		5.44am		11.20pm	30	G
		Sun		6.24am		11.20pm	30	G

* More frequent in peak hours.

A – Peak hours & day, Hurstville-Drummoyne 30. Night, Hurstville-Campsie. Plus short-working/s before first trip shown.

B – To Burwood.

C – To Campsie

D – To Drummoyne.

E – Day, Hurstville-Drummoyne 30. Night, Hurstville-Campsie. Plus short-working/s before first trip shown.

F – Day, Hurstville-Burwood 60. Night, Hurstville-Campsie.

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

H – To Hurstville.

Average day frequencies along common route:

M-F Drummoyne-Kingsgrove (except in Rodd Point area) (490, 492) 15.

Sat Drummoyne-Kingsgrove (except in Rodd Point area) (490, 492) 15.

Sun Burwood-Kingsgrove (490, 492) 3 trips per hour.

Route 491

DRUMMOYNE – CHISWICK ■

- **Extended from Drummoyne to Birkenhead Point shops (1979-90 & 1991-97)**
- **Burwood – Five Dock – Chiswick (selected trips)**
- **Five Dock (Coranto St) – Chiswick**

Timeline

26 March 1944: Renumbered from 991:

- Drummoyne – Chiswick (full time base service).
- Five Dock (Coranto St) – Chiswick (frequency, peak hours only?) (when ceased?).
- Five Dock (Parramatta Rd) – Chiswick (selected trips).
- Chiswick – Burwood station (limited service, partly based on 2 December 1934 & 19 December 1937 timetables) (later an industrial service?).
- Shared route with 540 & 541 from 28 July 1957, then 504 from 9 February 1987.

By July 1971: Chiswick – Burwood station curtailed to run Chiswick – Burwood Depot.

By March 1977: Chiswick – Burwood Depot ceased.

By 31 January 1979: Saturday night & Sunday service ceased.

26 July 1979: Selected off-peak trips extended from Drummoyne to Birkenhead Point shops

7 September 1986:

- Days/hours of service of extension from Drummoyne to Birkenhead Point shops extended to all off-peak trips & Saturday trips after 8.30am.
- Weeknight service ceased.
- Chiswick – Burwood renumbered 071 in the industrial series.

7 October 1990: Replaced by existing 504.

15 April 1991: Infrequent off-peak service, Birkenhead Point shops – Chiswick, reinstated.

16 September 1997: Replaced again by existing 504.

Streets

Drummoyne – Chiswick

Circa 1946 (Gregory's Street Directory)

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd, Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd to Chiswick St (Chiswick).

Alterations

- **From 8 February 1965:** To approach Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.
- **By May 1967:** To approach Chiswick from Blackwall Point Rd via Riverview St. Reverse on return.
- **From 30 April 1973:** To approach Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.

Drummoyne – Chiswick (selected trips extended from Drummoyne to Birkenhead Point shops)

Alterations

- **From 26 July 1979 (Birkenhead Point shops extension, based on 25 May 1981 timetable):** From Drummoyne (Lyons Rd/Wright's Rd) via Lyons Rd, Renwick St, Cary St to Birkenhead Point shops.
- **By 7 September 1986 (Birkenhead Point shops extension):** From Birkenhead Point shops via ?, Victoria Rd, Lyons Rd. Unaltered on trips to Birkenhead Point shops.
- **By 15 February 1989 (Birkenhead Point shops extension):** From Drummoyne (Lyons Rd) via Victoria Rd, ? to Birkenhead Point shops. Reverse on return.

Birkenhead Point shops – Drummoyne – Chiswick

From 15 April 1991

From Birkenhead Point shops via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd (**Drummoyne**), Lyons Rd, Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Victoria Rd, then Cary St to Birkenhead Point shops.

Timetable Summary

26 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	12	M-F	Chiswick	5.15am	Drummoyne	12.37am	30*	
		Sat		5.15am	Chiswick	12.25am	30	
		Sun	Drummoyne	12.30pm	Drummoyne	11.46pm	30	A

* More frequent in peak hours.

A – Extra trip 10.30am from Chiswick.

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	12	M-F	Chiswick	5.14am	Drummoyne	11.18pm	30	A
		Sat	Drummoyne	6.34am		11.27pm	30	
		Sun	Chiswick	7.40am	Chiswick	10.38pm	30	B
Burwood-Chiswick		M-F	Burwood	6.27am	Chiswick	11.32pm	PNs	
		Sat						
		Sun						

A – Most peak hour service provided by 540 & 541.

B – Gap in service in morning.

PNs – Limited peak hour and late night service.

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick†	13	M-F	Drummoyne	6.18am	Drummoyne	10.19pm	30	A
		Sat		6.29am	Chiswick	6.08pm	30	
		Sun						
Burwood-Chiswick		M-F	Burwood	6.27am	Chiswick	11.02pm	PNs	
		Sat						
		Sun						

† Limited service extended from Drummoyne to Birkenhead Point shops.

A – Most peak hour service provided by 540 & 541. 2 trips extended from Drummoyne to Birkenhead Point shops.

PNs – Limited peak hour and late night service.

7 September 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Birkenhead Point shops-Drummoyne-Chiswick	Fr Chis 13D 17B	M-F	Drummoyne	6.18amC	Chiswick	4.05pmB	A	
			Birkenhead Pt	9.18amC	Drummoyne	7.21pmC		
		Sat	Chiswick	6.45amD 8.40amB	Birkenhead Pt	5.40pmC	E	
		Sun						

A – Peak hours: morning from Drummoyne, afternoon from Chiswick. Day, Birkenhead Point shops-Chiswick 30.

B – To Birkenhead Point shops.

C – To Chiswick.

D – To Drummoyne.

E – Early morning, Chiswick-Drummoyne. Day, Chiswick-Birkenhead Point shops AM 30, PM 40.

15 April 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Birkenhead Point shops-Drummoyne-Chiswick	17	M-F	Chiswick	9.30am	Birkenhead Pt	2.05pm	A	
		Sat						
		Sun						

A – 3 trips from Chiswick, 6 trips from Birkenhead Point shops.

Route 491

HURSTVILLE – EARLWOOD – ASHFIELD – FIVE DOCK ■

Timeline

21 March 2010: Commenced as part of general service review of Inner Western & Southern routes, replacing 499 between Hurstville & Earlwood, 471 & 472 between Earlwood & Ashfield & 409 between Ashfield & Five Dock.

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 Hurstville (Forest Rd at station) via Park Rd, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St, John St, Preddys Rd, Alston St, Staples St, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, Thompson St, Caroline St, Woolcott St, Fore St, Canterbury Rd, Jeffrey St (**Canterbury**), King St (**Ashbury**), Palace St, Holden St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd to First Av (Five Dock).

From Five Dock (Great North Rd/First Av) via reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville station.

Alteration

From 11 April 2011 (opening date of Hurstville interchange): To approach Hurstville from Dora St via Barratt St to Hurstville interchange. Return from Hurstville interchange via Forest Rd, Park Rd.

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		
Hurstville-Earlwood-Five Dock	Fr Hurst 28E 61F	M-F	Five Dock	6.04amH	Five Dock	8.04pmH	A	
					Hurstville	10.22pmE		
	Sat		6.45amH	Five Dock	7.20pmH	B		
				Hurstville	10.20pmE			
	Sun	Hurstville	7.55amF	Five Dock	7.57pmH	C		
				Hurstville	10.20pmE			

A – Peak hours & day, Hurstville-Five Dock 30. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

B – Day, Hurstville-Five Dock 30. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

C – Day, Hurstville-Five Dock 60. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

E – To Earlwood.

F – To Five Dock.

H – To Hurstville.

Route 492

DRUMMOYNE – BURWOOD – ROCKDALE ■

- **Extended from Drummoyne to Birkenhead Point shops (1979-98)**
- **Campsie – Ramsgate Baths (Sundays, 1952-?)**

Timeline

26 March 1944:

- Drummoyne – Rockdale renumbered from 992.
- Shared parts of route:
 - Most of route with 494 until 20 December 1996.
 - Most of Rockdale – Campsie with 494 until 21 March 2010.
 - Most of Drummoyne – Campsie with 499 from 20 December 1996 to 21 March 2010.
 - Most of Drummoyne – Kingsgrove with 490 from 21 March 2010.

30 November 1952: Sunday service, Campsie – Ramsgate Baths, renumbered from 499 (still listed as a route as at 1 September 1953, when ceased?).

26 July 1979: Selected weekday trips on 492 & 494 extended from Drummoyne to Birkenhead Point shops.

7 September 1986:

- Weekday extension from Drummoyne to Birkenhead Point shops replaced by similar extension of 494 only in daytime Mondays-Saturdays.
- Daytime Sunday trips on 492 extended from Drummoyne to Birkenhead Point shops.

By November 1998: Daytime Sunday extension from Drummoyne to Birkenhead Point shops ceased.

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

Drummoyne – Rockdale

Circa 1946 (Gregory's Street Directory)

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

From Rockdale (Railway St at station) via Railway St, Frederick St, then reverse route to Drummoyne.

Alteration

From 8 February 1965: To approach Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.

Drummoyne – Rockdale (selected trips extended to Birkenhead Point shops)

Alterations

- **By 6 July 1980 (Birkenhead Point shops extension):** From Drummoyne (Lyons Rd/Wright's Rd) via Renwick St, Cary St to Birkenhead Point shops. Return via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd to Lyons Rd.
- **By November 1981:** Ex Drummoyne from Victoria St via Burwood Rd. Unaltered on return.
- **From 7 September 1986:** Ex Drummoyne from Croydon Rd via Queen St. Reverse on return.
- **By 11 September 1988 (Birkenhead Point shops extension):** From Drummoyne (Lyons Rd/Victoria Rd) via Victoria Rd, Cary St. Unaltered on return.
- **By 11 September 1988:** Ex Drummoyne from Croydon Rd via Church St, Lang St, Queen St. Reverse on return.

Drummoyne – Rockdale

Alterations

- **By November 1998:** Extension from Drummoyne to Birkenhead Point shops ceased. Drummoyne terminus for all trips at Lyons Rd/Wright's Rd (bus turning area).
- **By July 2005:** Ex Drummoyne from Victoria St via Shaftesbury Rd, Wilga St, Burwood Rd. Return from Burwood Rd via Victoria St.
- **By July 2005:** To approach Rockdale from Frederick St via Railway St to Rockdale station. Unaltered on return.

Timetable Summary

March 1967

492, 494

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
492: Drummoyne-Burwood-Rockdale	64	M-F	Rockdale	5.33am	Drummoyne	11.56pm	30*	A
		Sat	Drummoyne	5.55am		11.56pm	AM 30 PM 40	A
		Sun	Rockdale	6.38am	Rockdale	11.01pm	30	A
494: Drummoyne-Burwood-Rockdale via Edward St	65	M-F	Rockdale	7.18am	Drummoyne	5.56pm	B	
		Sat		6.49am	Rockdale	7.32pm	AM 30 PM 40	A
		Sun						

* More frequent in peak hours.

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

B – Morning peak hour, mainly from Kingsgrove to Rockdale. Afternoon peak hour, mainly from Rockdale to Kingsgrove. Day, Drummoyne-Rockdale 30.

Average day frequencies along common route:

M-F Drummoyne-Rockdale (except in Rodd Point area & in Edward & Staples Sts) (492, 494) 15.

Sat AM: Drummoyne-Rockdale (except in Rodd Point area & in Edward & Staples Sts) (492, 494) 15.

PM: Drummoyne-Rockdale (except in Rodd Point area & in Edward & Staples Sts) (492, 494) 20.

Sun Drummoyne-Rockdale (492) 30.

7 September 1986
492, 494

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
492: Drummoyne-Burwood-Rockdale†	70‡	M-F	Rockdale	5.15am	Drummoyne	11.20pm	30*	A
		Sat	Drummoyne	6.00am		11.50pm	AM 30 PM 40	A
		Sun	Rockdale	6.34amD 8.47amB	Birkenhead Pt Rockdale	5.18pmR 10.47pmD	30	A
494: Birkenhead Pt-Drummoyne-Burwood-Rockdale via Edward St	Fr Rock 73D 77B	M-F	Rockdale	6.57amB	Birkenhead Pt	5.37pmR	30	A
		Sat	Drummoyne	7.41amR		5.24pmR	AM 30	A
			Rockdale	8.48amB	Drummoyne	6.42pmR	PM 40	
		Sun						

* More frequent in peak hours.

† Extended to Birkenhead Point shops on Sundays.

‡ Drummoyne-Birkenhead Point shops 4.

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

B – To Birkenhead Point shops.

D – To Drummoyne.

R – To Rockdale.

Average day frequencies along common route:

M-F Drummoyne-Rockdale (except in Rodd Point area & Edward & Staples Sts) (492, 494) 15.

Sat AM: Drummoyne-Rockdale (except in Rodd Point area & Edward & Staples Sts) (492, 494) 15.

PM: Drummoyne-Rockdale (except in Rodd Point area & Edward & Staples Sts) (492, 494) 20.

Sun Drummoyne-Rockdale (492) 30.

20 December 1996
492, 494, 499

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
492: Drummoyne-Burwood-Rockdale†	70‡	M-F	Rockdale	5.38amD	Drummoyne	11.20pmR	30*	A
		Sat		5.50amD	Rockdale	11.23pmD	30	A
		Sun		6.40amD 8.53amP	Birkenhead Pt Drummoyne	5.24pmR 11.20pmR	E	
494: Rockdale-Campsie	Fr Rock 19K 30C	M-F	Rockdale	7.03amC	Rockdale	6.03pmC	F	
		Sat						
		Sun						
499: Hurstville-Earlwood-Rodd Point-Drummoyne	Fr Hurst 62B 88D	M-F	Hurstville	6.17amD	Drummoyne	6.07pmH	G	
					Hurstville	10.25pmB		
		Sat		7.58amD	Drummoyne	6.07pmH	I	
					Hurstville	10.25pmB		
Sun	Burwood	8.11amH		10.25pmB	60			

* More frequent in peak hours.

† Extended to Birkenhead Point shops on Sundays.

‡ Drummoyne-Birkenhead Point shops 4.

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

B – To Burwood.

C – To Campsie.

D – To Drummoyne.

E – Early morning & night, Drummoyne-Rockdale. Day, Birkenhead Point shops-Rockdale 30. Plus short-working/s before first trip & after last trip shown.

F – Peak hours, Rockdale-Campsie. Day, Rockdale-Kingsgrove Depot 60. Plus short-working/s before first trip & after last trip shown.

G – Peak hours & day, Hurstville-Drummoyne 30. Night, Hurstville-Burwood. Plus short-working/s before first trip shown.

H – To Hurstville.

I – Day, Hurstville-Drummoyne 30. Night, Hurstville-Burwood. Plus short-working/s before first trip shown.

K – To Kingsgrove Depot.

P – To Birkenhead Point shops.

R – To Rockdale.

Average day frequencies along common route:

M-F Rockdale-Kingsgrove Depot (except in Edward & Staples Sts) (492, 494) 3 trips per hour.

Drummoyne-Campsie (except in Rodd Point area) (492, 499) 15.

Sat Drummoyne-Campsie (except in Rodd Point area) (492, 499) 15.

Sun Burwood-Campsie (492, 499) 3 trips per hour.

21 March 2010

See 490

Route 493

CITY (York St) – RODD POINT ■

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

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

Timeline

15 June 1941: Full time service, City (York St) – Dobroyd Point, renumbered from 93.

9 November 1941: Extended from Dobroyd Point to Rodd Point.

1 March 1942: Hours of operation reduced to peak hours. Service at other times between Haberfield & Rodd Point provided by existing 472.

27 February 1943: Ceased. Service between Haberfield & Rodd Point continued to be provided by existing 472.

General note: Revived as 495 from 19 October 1947.

Route 493

ROCKDALE – KINGSGROVE (Edward St)■

Timeline

(?): Rockdale – Kingsgrove (Edward St) & possible extensions thereof renumbered from 992 (?). Shared most of route with 992.

By 4 October 1943: Renumbered 494 (?) & extended to run Drummoyne – Burwood – Rockdale via Edward St & Staples St, Kingsgrove

Route 493

ROSELANDS – KINGSGROVE – ROCKDALE ■

Timeline

21 March 2010: Weekday off-peak service commenced, replacing parts of 411, 472 & 494, as part of general service review of Inner Western & Southern routes.

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

Streets

From 21 March 2010

From Roselands (bus terminal) via Roseland Av, King Georges Rd, Morgan St (**Beverly Hills**), Kingsgrove Rd (**Kingsgrove**), Shaw St, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Forest Rd (**Bexley**), Dunmore St, Caledonian St, Seaforth St, Connemarra St, Harrow Rd, Watkin St, Frederick St, Railway St to Rockdale station.

From Rockdale (Railway St at station) via reverse route to Bexley Rd, then Shaw St, East Dr, Oliver St, then reverse route to Kings Georges Rd, then Roselands Dr to Roselands bus terminal.

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		
Roselands-Rockdale	24	M-F	Roselands	9.09am	Rockdale	3.28pm	60	
		Sat						
		Sun						

Route 494

DRUMMOYNE – BURWOOD – ROCKDALE via Edward St & Staples St, Kingsgrove■

- **Extended from Drummoyne to Birkenhead Point shops (1979-94)**
- **Rerouted via Rodd Point (from 1986)**

Timeline

By 4 October 1943: Renumbered from 493 (?). By 1967 ran daytime Mondays-Saturdays. Shared most of route (except in Edward & Staples Sts) with 992 (492 from 26 March 1944).

26 July 1979: Selected weekday trips on 492 & 494 extended from Drummoyne to Birkenhead Point shops.

7 September 1986: Rerouted via Rodd Point, replacing part of curtailed 490.

11 September 1988: Selected weekday extension from Drummoyne to Birkenhead Point shops on 492 & 494 replaced by similar, more frequent extension of 494 only in daytime Mondays-Saturdays. 492 similarly extended in daytime Sundays.

By 20 November 1994: Extension from Drummoyne to Birkenhead Point shops ceased.

20 December 1996:

- Curtailed to run:
 - Campsie – Rockdale (peak hours)
 - Kingsgrove Depot – Rockdale (off-peak).
- Drummoyne – Campsie replaced by extended 499.

21 March 2010: Ceased as part of general service review of Inner Western & Southern routes. Service in Edward St & Staples St replaced by 491, 493 & 495. 492 continued to provide service to remainder of route.

Streets

Drummoyne – Rockdale

Circa 1946 (Gregory's Street Directory)

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

From Rockdale (Railway St at station) via Railway St, Frederick St, then reverse route to Drummoyne.

Alteration

From 8 February 1965: To approach Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.

Drummoyne – Rockdale (*selected trips extended to Birkenhead Point shops*)

Alterations

- *By 6 July 1980 (Birkenhead Point shops extension):* From Drummoyne (Lyons Rd/Wright's Rd) via Renwick St, Cary St to Birkenhead Point shops. Return via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd to Lyons Rd.
- *By November 1981:* Ex Drummoyne from Victoria St via Burwood Rd. Unaltered on return.
- *From 7 September 1986:* Ex Drummoyne from Croydon Rd via Queen St. Reverse on return.
- *From 7 September 1986 (rerouted via Rodd Point):* Ex Drummoyne from Lyons Rd via Brent St, Henley Marine Dr, First Av, Great North Rd. Reverse on return.
- *By 11 September 1988 (Birkenhead Point shops extension):* From Drummoyne (Lyons Rd/Victoria Rd) via Victoria Rd, Cary St. Unaltered on return.
- *By 11 September 1988:* Ex Drummoyne from Croydon Rd via Church St, Lang St, Queen St. Reverse on return.

Drummoyne – Rockdale

Alteration

- *From 20 November 1994:* Extension from Drummoyne to Birkenhead Point shops ceased. Drummoyne terminus for all trips at Lyons Rd/Wright's Rd (bus turning area).

Rockdale – Campsie

Alterations

- *From 20 December 1996: (Peak hour trips):* Ex Rockdale to terminate at Campsie from Beamish St to Campsie station. Reverse on return.
- *From 20 December 1996: (Off-peak trips):* Ex Rockdale to terminate at Kingsgrove Depot from Kingsgrove Rd via Omnibus Rd to Kingsgrove Depot. Reverse on return.
- *By July 2005:* To approach Rockdale from Frederick St via Railway St to Rockdale station. Unaltered on return.

Timetable Summary

March 1967

7 September 1986

20 December 1996

See 492.

Route 495

CITY (York St) – RODD POINT via Parramatta Rd ■

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

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

Timeline

19 October 1947: Full time (?) service recommenced, renumbered from 493.

15 June 1952: Ceased.

23 November 1952: Recommended.

1 December 1952: Hours of service reduced to peak hours.

6 February 1987: Replaced by extended 436.

Streets

From June 1967

From City (York St) (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Learmonth St, Kingston St (**Dobroyd Point**), Crescent St, Boomerang St, Mortley Av, Timbrell Dr, Henley Marine Dr, Duke Av, First Av to Arthur St (Rodd Point).

From Rodd Point (First Av/Arthur St) via Arthur St, Timbrell Dr, then reverse route to George St, then Market St, York St to Queen Victoria Building (City).

Timetable Summary

June 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Rodd Point	37	M-F	Rodd Pt	6.25am	York St	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

Route 495

CHISWICK – STATE SPORTS CENTRE ■

Timeline

20 March 1995: Commenced on trial, coincident with opening of new ferry wharf at Chiswick.

25 August 1995: Ceased without direct replacement.

Streets

From 20 March 1995

From Chiswick via Blackwall Point Rd, Great North Rd (**Five Dock**), Lyons Rd West (**Canada Bay**), Crane St, Majors Bay Rd (**Concord**), Wellbank St, Queen St (**North Strathfield**), Pomeroy St, Underwood Rd (**Homebush**), Australia Av, bus roadway to State Sports Centre. Reverse on return.

Timetable Summary

20 March 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chiswick-State Sports Centre	20	M-F	Chiswick	9.59am	S/Sports Cntr	3.00pm	3 trips	
		Sat						
		Sun						

Route 495

KINGSGROVE – BEXLEY NORTH ■

Timeline

21 March 2010: Limited off-peak service commenced, replacing part of 411, as part of general service review of Inner Western & Southern routes.

4 June 2017: Ceased without replacement.

Streets

From 21 March 2010

From Kingsgrove (Kingsgrove Rd at station) via Kingsgrove Rd, Edward St, Staples St, Alston St, New Illawarra Rd, Edward St, Oliver St, East Dr, Shaw St to Bexley North station.

From Bexley North (Shaw St/Bexley Rd at station) via Bexley Rd, New Illawarra Rd, then reverse route to Kingsgrove station.

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			
Kingsgrove-Bexley North	8	M-F	Kingsgrove	10.00am	Bexley Nth	2.10pm	2 trips		
		Sat							
		Sun							

Route 499

CAMPSIE – RAMSGATE Baths ■

Timeline

23 November 1952: Sunday service, Campsie – Ramsgate Baths, commenced.

30 November 1952: Renumbered 492.

Route 499

HURSTVILLE – EARLWOOD – RODD POINT – DRUMMOYNE ■

Timeline

14 October 1996: Private 68 [1925 number] Hurstville – Earlwood (Monday-Saturday daytime service) transferred from Sydney Coach Lines (TR (Dick) Crowe) & renumbered.

20 December 1996 (date of transfer of private 8/17 to the State Transit Authority):

- Extended from Earlwood to Drummoyne, replacing 494 between Campsie & Drummoyne.
- Days/hours of service extended to full time.
- Shared Drummoyne – Campsie with 492.

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

473 between Earlwood & Campsie

490 between Campsie & Drummoyne

491 between Hurstville & Earlwood.

Streets

Hurstville – Earlwood

From 14 October 1996

From Hurstville (Forest Rd at station) via Forest Rd, Park Rd, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St (**Bexley**), John St, Preddys Rd, Stoney Creek Rd, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, William St, Cameron Av, Clarke St to Homer St (Earlwood).

From Earlwood (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to Churchill Av, then Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Shaw St, East Dr, Oliver St, then reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville station.

Hurstville – Earlwood – Drummoyne

From 20 December 1996

From Hurstville (Forest Rd at station) via Forest Rd, Park Rd, Cross St, Crofts Av, Woodville St, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St (**Bexley**), John St, Preddys Rd, Stoney Creek Rd, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, William St, Bexley Rd, Beamish St (**Campsie**), Brighton Av (**Croydon Park**), Georges River Rd, Greenhills St, Liverpool Rd, Devonshire St, Murray St, Tahlee St, Fitzroy St, Shaftesbury Rd, Clarence St, Burwood Rd (**Burwood**), Railway Pde, Shaftesbury Rd, Victoria St, Queen St, Lang St (**Croydon**), Church St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av, Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd to Wrights Rd (Drummoyne bus turning area).

From Drummoyne (bus turning area, Lyons Rd/Wright's Rd) via reverse route to Victoria St, then Burwood Rd, then reverse route to Churchill Av, then Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Shaw St, East Dr, Oliver St, then reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville station.

Alterations

- **By 6 November 1997:** From Hurstville (Forest Rd) via Park Rd, Queens Rd (*not* via Crofts Av). Unaltered on return.
- **By March 2002 (Northcote St diversion – nights):** Ex Hurstville from Bexley Rd via Northcote St, Canterbury Rd, Orissa St, Fletcher St, Beamish St. Return from Beamish St via Canterbury Rd, Northcote St, Bexley Rd. Ceased by October 2002.
- **By March 2002:** Ex Hurstville from Preddys Rd via Alston St, Staples St. Reverse on return.
- **By March 2002:** Ex Hurstville from Miller Av via Middleton Av, Barnsbury Grv, Churchill St. Return from Miller Av via Middleton Av, Barnsbury Grv, Bexley Rd.
- **By July 2005:** Ex Hurstville from Miller Av via Bexley Rd, Barnsbury Grv. Return from Miller Av via Bexley Rd.
- **By July 2005:** Ex Hurstville from Burwood Rd via Victoria St. Return from Victoria St via Shaftesbury Rd, Wilga St, Burwood Rd.

Timetable Summary

14 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Earlwood	25	M-F	Earlwood	6.05am	Hurstville	6.45pm	30	
		Sat		7.45am		5.15pm	30	
		Sun						

20 December 1996

See 492

Route 502

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

- **Selected trips extended from Five Dock (Ingham Av) to Burwood Depot (1987-99)**

(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

9 February 1987: Peak hour service, City (Circular Quay) – Five Dock (Ingham Av) (selected trips extended to Burwood Depot) renumbered from 530.

14 February 1999:

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

4 October 2015:

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

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

Streets

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

From 9 February 1987

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

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

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

Alteration

From 4 December 1995: Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge, Victoria Rd. Reverse on return.

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

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

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

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

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

Alterations

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 near Pitt St via Druitt St, Western Distributor.

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock (Ingham Av)†	Fr C Quay 29F 42B	M-F	Burwood Dep	6.14am	Circular Quay	5.55pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

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

6 April 1999

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

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

B – To East Concord (Bayview Park).

F – To Five Dock shops.

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

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Kent St or Park St)-Five Dock-E Conc (B'view Pk)	38	M-F	Bayview Pk	6.17am	Park St	6.34pm	Ph	
		Sat						
		Sun						

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

Route 503

CITY (Pitt St or George St) – FIVE DOCK (Ingham Av) ■

- Selected trips extended from Five Dock (Ingham Av) to Burwood Depot

(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

9 February 1987: Peak hour service renumbered from 531, but extended in the City from Central Railway to Park St.

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

Streets

From 9 February 1987

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

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

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

Timetable Summary

9 February 1987

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

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

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

Route L03

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

Timeline

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

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

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

Streets

City (Circular Quay) – Drummoyne – Mortlake

From 3 November 1996

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

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

Alteration

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

City (Circular Quay or Harrington St) – Drummoyne – Mortlake

Alterations

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

Timetable Summary

3 November 1996

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

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

Route 504

CITY (various termini) – DRUMMOYNE – CHISWICK ■

(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

9 February 1987: Peak hour service, City (Circular Quay) – Chiswick, renumbered from 540.

16 November 1997: Hours/days of service increased to full time, replacing 491.

4 October 2015: City terminus altered to Domain, 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) – Drummoyne – Chiswick

9 February 1987

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

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

Alterations

- *From 31 January 1995:* To approach City from Western Distributor via King St, George St. Return from Western Distributor via Bank St, old Glebe Island Bridge.
- *By 4 December 1995:* To approach City (Circular Quay) from George St via Bridge St, Phillip St. Return via Alfred St.
- *From 4 December 1995 (opening of new Glebe Island Bridge):* To approach City from Victoria Rd via new Glebe Island Bridge, Western Distributor, Bathurst St, George St. Return from Druitt St via Western Distributor, new Glebe Island Bridge, Victoria Rd.
- *By 6 April 1999:* To approach City from Bridge St via Loftus St to Circular Quay. Return via Alfred St.
- *From August 2005:* To approach City from Western Distributor via Druitt St, George St. Unaltered on return.
- *From August 2005:* Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.

City (Domain) – Drummoyne – Chiswick

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 Druitt St, Park St, William St, Riley St to Haig St (Domain). Return from St Marys Rd at Cathedral St via College St, Park St.

Timetable Summary

9 February 1987

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

Ph – Peak hours only (both directions)

16 November 1997

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

* More frequent in peak hours.

4 October 2015

504, X04

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

* More frequent in peak hours.

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

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

C – To Chiswick.

D – To City (Domain).

P – To City (Park St).

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

Route X04

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

Timeline

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

4 October 2015: City terminus altered to Domain, 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 (Harrington St) – Drummoyne – Chiswick

From 30 July 2001

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

Alteration

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

City (Domain) – Drummoyne – Chiswick

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 Druitt St, Park St, William St, Riley St to Haig St (Domain). Return from St Marys Rd at Cathedral St via College St, Park St.

Timetable Summary

April 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Harrington St)-Drummoyne-Chiswick	38	M-F	Harrington St	5.00pm	Harrington St	6.11pm	Ph	
		Sat						
		Sun						

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

4 October 2015

See 504

Route 505

CITY (various termini) – DRUMMOYNE – CHISWICK ■

(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

9 February 1987: Peak hour service renumbered from 541.

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

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

Streets

City (Pitt St or George St) – Drummoyne – Chiswick

From 9 February 1987

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

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

City (Pitt St) – Drummoyne – Chiswick

Alteration

By 15 February 1989: From City (Pitt St at Park St) via Park St, George St, Railway Sq, Broadway, Jones St, Mary Ann St, Harris St.. Unaltered on return.

Route 530

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

- **Selected trips extended from Five Dock (Ingham Av) to Burwood Depot**

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

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

9 February 1987: Renumbered 502.

Streets

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

By February 1966

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

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

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

Alterations

- **By 25 May 1981:** Extended from Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.
- **By 25 May 1981:** Ex City (Circular Quay) from Sussex St via Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St, Jones St, Bank St. Return from Pyrmont Bridge via Sussex St, Market St.
- **By November 1984:** Ex Five Dock (Ingham Av) or Burwood Depot from Miller St via Pyrmont St, North Western Fwy [now Western Distributor], Sussex St. Return from Sussex St via North Western Fwy [now Western Distributor].

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock (Ingham Av)	29	M-F	Ingham Av	6.30am	Circular Quay	5.56pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock (Ingham Av)†	Fr C Quay 29F 42B	M-F	Burwood Dep	6.14am	Circular Quay	5.52pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

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

Route 531

CITY (various termini, Central Railway) – FIVE DOCK (Ingham Av) – BURWOOD DEPOT

(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 July 1957: Peak hour service, City (Pitt St, Central Railway) – Five Dock (Ingham Av), renumbered from 405 as part of the general renumbering of routes along Victoria Rd.

By 25 May 1981:

- Extended from Five Dock (Ingham Av) to Burwood Depot.
- City (Central Railway) terminus altered to Barlow St.

By 7 September 1986: 532 renumbered 531.

9 February 1987: Renumbered 503.

Streets

City (Pitt St, Central Railway) – Five Dock (Ingham Av)

By February 1966

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt St, Railway Sq, Lee St, Regent St, Harris St (Pymont), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (Rozelle, Drummoyne), Lyons Rd (Russell Lea), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

By September 1973: To approach City from Rawson Pl via Pitt St, Barlow St, Parker St, Hay St, Pitt St. Unaltered on return.

City (Barlow St, Central Railway) – Five Dock (Ingham Av) – Burwood Depot

Alterations

By 25 May 1981:

- Extended from Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.
- To approach City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Cent Rly)-Five Dock (Ingham Av)	26	M-F	Ingham Av	6.54am	Pitt St, C/Rly	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Cent Rly)-Five Dock-Burwood Depot	35	M-F	Burwood Dep	6.38am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Burwood Depot, afternoon from City (Pitt St, Central Railway)).

Route 532

BURWOOD DEPOT – FIVE DOCK (Ingham Av) – CITY (Market St)■

(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

15 September 1980: A 531 morning peak hour trip extended in the City from Central Railway to Market St & renumbered.

By 7 September 1986: Renumbered 531.

Streets

By 25 May 1981

From Burwood Depot via Parramatta Rd, Great North Rd, First Av, Heath St, Barnstaple Rd, Ingham Av (Five Dock), Lyons Rd (Russell Lea), Victoria Rd (Drummoyne, Rozelle), old Glebe Island Bridge, Bank St, Miller St (Pymont), Pymont St, Quarry St, Harris St, Broadway, Railway Sq, George St to Market St (City).

Timetable Summary

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood Depot- Five Dock-City (Market St)	46	M-F	Burwood Dep	7.51am			Ph	
		Sat						
		Sun						

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

Route 540

CITY (Circular Quay) – DRUMMOYNE – CHISWICK

(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 July 1957: Peak hour & limited Saturday morning service renumbered from 411 as part of the general renumbering of routes along Victoria Rd.

9 February 1987: Renumbered 504.

Streets

By May 1967

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

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 30 April 1973:** To approach Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.
- **By 25 May 1981:** Ex City (Circular Quay) from Sussex St via Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St, Jones St, Bank St. Return from Pyrmont Bridge via Sussex St, Market St.
- **By November 1984:** Ex Five Dock (Ingham Av) or Burwood Depot from Miller St via Pyrmont St, North Western Fwy [now Western Distributor], Sussex St. Return from Sussex St via North Western Fwy [now Western Distributor].

S

Timetable Summary

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Qy)- Drummoyne- Chiswick	35	M-F	Chiswick	6.39am	Circular Quay	5.58pm	Ph	
		Sat		8.20am			A	
		Sun						

A – 1 trip from Chiswick to City (Circular Quay).

Ph – Peak hours only (both directions).

Route 541

CITY (various termini, Central Railway) – DRUMMOYNE – CHISWICK

(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 July 1957: Peak hour service, City (Pitt St, Central Railway) – Chiswick, renumbered from 410 as part of the general renumbering of routes along Victoria Rd.

By 25 May 1981: City (Central Railway) terminus altered to Barlow St.

9 February 1987:

- City terminus altered to Pitt St at Park St (arriving) or George St at Town Hall (departing).
- Renumbered 505.

Streets

City (Pitt St, Central Railway) – Drummoyne - Chiswick

By May 1967

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt St, Railway Sq, Lee St, Regent St, Harris St (Pymont), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**), Lyons Rd (**Drummoyne**), Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

From 30 April 1973: To approach Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.

City (Barlow St, Central Railway) – Drummoyne - Chiswick

Alteration

By 25 May 1981: To approach City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Cent Rly)-Drummoyne-Chiswick	32	M-F	Chiswick	6.06am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

Route 813

STRATHFIELD – WEST STRATHFIELD (Ada Av) ■

Timeline

28 April 1941: Part time service commenced.

14 June 1943: Renumbered 413 in the standard three-digit (now Sydney Region) route number system.

Route 814

STRATHFIELD – SOUTH STRATHFIELD – HOMEBUSH ■

Timeline

22 September 1940: Full time service renumbered from 214 [1925 number].

27 September 1942: Sunday service ceased, due to wartime conditions.

14 June 1943: Renumbered 414 in the standard three-digit (now Sydney Region) route number system.

Route 880

CITY (Central Railway) – ENFIELD – STRATHFIELD via Homebush Rd ■

- **Weekend trips extended from Central Railway to Bondi Beach (1939-40)**

Timeline

1939 (believed date): Full time service City (Central Railway) – Strathfield via Homebush Rd renumbered from equivalent part of 88.

29 October 1939: Weekend service extended from City (Central Railway) to Bondi Beach.

24 March 1940: Extension from City (Central Railway) to Bondi Beach ceased.

27 September 1942:

- Curtailed to run as a feeder service, Annandale (Johnston St) – Strathfield on Sundays, due to wartime conditions. Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942 & full time from 14 June 1943.

14 June 1943: Renumbered 483 in the standard three-digit (now Sydney Region) route number system.

Route 883

CITY (Central Railway) – ENFIELD – STRATHFIELD via Ada Av■

- **Weekend trips extended from Central Railway to Bondi Beach (1939-40)**

Timeline

1939 (*believed date*): Full time City (Central Railway) – Strathfield via Ada Av service renumbered from equivalent part of 88.

29 October 1939: Weekend service extended from City (Central Railway) to Bondi Beach.

24 March 1940: Extension from City (Central Railway) to Bondi Beach ceased.

27 September 1942: Sunday service ceased, due to wartime conditions.

19 October 1942: Curtailed to run as a feeder service, Annandale (Johnston St) – Strathfield in off-peak, nights & Saturday afternoons. Connected at Annandale (Johnston St) with Fort Macquarie trams.

14 June 1943:

- Curtailed to run Strathfield – South Strathfield (Augusta St/Wallis St).
- Renumbered 483 in the standard three-digit (now Sydney Region) route number system.

Route 884

STRATHFIELD – SOUTH STRATHFIELD (Augusta St) via Shortland Av■

Timeline

21 April 1940 or 21 April 1941: Part time service, Strathfield – South Strathfield (Augusta St), commenced.

14 June 1943: Renumbered 484 in the standard three-digit (now Sydney Region) route number system.

Route 886

STRATHFIELD – ENFIELD (Broadway) via The Boulevard■

Timeline

1939-June 1941 period: Peak hour service renumbered from equivalent trips on 88.

14 June 1943: Replaced by 415.

Route 887

CITY (Central Railway) – ENFIELD – ROOKWOOD CEMETERY■

Timeline

1939 (*believed date*): Summer Sunday service renumbered from equivalent part of 88.

27 September 1942: Ceased due to wartime conditions.

Route 958

BURWOOD – STRATHFIELD – CONCORD HOSPITAL■

“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

21 September 1941: Trips on 959 via Concord Hospital partly (?) replaced by new 958 Burwood – Strathfield – Concord West – Concord Hospital.

29 August 1943: Renumbered 458 in the standard three-digit (now Sydney Region) route number system.

Route 959

CITY (various termini) – RHODES – RYDE

(City terminus at York St [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

3 November 1940: Full time service, City (York St) – Ryde, renumbered from 59. Supplemented by peak hour route 393 from 26 May 1941 to 6 July 1942.

20 July 1941: Supplementary service City (York St) – Concord Hospital (diverting to/from Concord West station via Victoria Av) commenced, serving the newly opened hospital. From 1 September 1941, these trips displayed 958 between Lucas Rd, Burwood & Fremont St, Concord.

10 August 1941: Supplementary City (York St) – Concord Hospital service extended in City from York St to Wynyard.

21 September 1941: Trips to Concord Hospital partly (?) replaced by new 958 Burwood – Strathfield – Concord West – Concord Hospital.

28 September 1941: Selected trips in late afternoon weekdays & Sunday afternoons diverted via Strathfield & Concord West stations (possibly ceased on 28 November 1943 when same diversion of 458 ceased).

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

10 August 1942: Sundays & Public Holidays extension in City from York St to Wynyard restored.

27 September 1942:

- Curtailed on Sundays to run as a feeder service, Annandale (Johnston St) – Ryde *or* Pymont (Harris St/Union St) – Ryde, due to wartime conditions. Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942.

29 August 1943:

- Curtailed to run full time Annandale (Johnston St) – Ryde *or* Pymont (Harris St/Union St) – Ryde.
- Renumbered 459 in the standard three-digit (now Sydney Region) route number system.

Route 961

CITY (various termini) – EAST CONCORD – NORTH STRATHFIELD – HOMEBUSH

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

Timeline

28 November 1938: Full time route, City (York St) – East Concord – North Strathfield – Homebush, commenced, replacing 87.

1 December 1940: Extended in City from York St to Wynyard on Sundays & Public Holidays.

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

27 September 1942: Sunday service ceased.

19 October 1942:

- Curtailed to run as a feeder service, Annandale (Johnston St) – North Strathfield – Homebush on Sundays. Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942, and full time from 14 June 1943.

29 August 1943: Renumbered 461 in the standard three-digit (now Sydney Region) route number system.

Streets

From 5 December 1938

Altered: Rerouted in Concord from Tripod St to Salt St.

Route 990

CITY (York St) – EARLWOOD – DRUMMOYNE■

- **Extended in City from York St to Wynyard on Sundays & Public Holidays (1940-42)**

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

Timeline

15 September 1940: 90 & 212 [1925 numbers] amalgamated as 990 City (York St) – Earlwood – Drummoyne.

1 December 1940: Extended in City from York St to Wynyard on Sundays & Public Holidays.

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

27 September 1942:

- Curtailed on Sundays to run as a feeder service, Dulwich Hill – Earlwood – Drummoyne, due to wartime conditions. Connected at Dulwich Hill with Circular Quay trams.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 19 October 1942.

14 June 1943:

- Curtailed full time to run Dulwich Hill – Earlwood – Drummoyne.
- Renumbered 490 in the standard three-digit (now Sydney Region) route number system.

Route 991

DRUMMOYNE – CHISWICK■

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

Timeline

15 September 1940: Renumbered from 68:

Drummoyne – Chiswick (full time service)

Burwood – Five Dock (Parramatta Rd) – Chiswick (selected trips)

Five Dock (Coranto St) – Chiswick (peak hours only?).

26 March 1944: Renumbered 491 in the standard three-digit (now Sydney Region) route number system.

Route 992

DRUMMOYNE – BURWOOD – CAMPSIE – ROCKDALE■

- **Kingsgrove (Edward St) – Rockdale**
- **May have been extended from Rockdale to Brighton-le-Sands &/or Ramsgate for a period from 1940**

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

Timeline

15 September 1940: Renumbered from 92.

(?): Kingsgrove (Edward St) – Rockdale & any extensions thereof renumbered 493 (?) in the standard three-digit (now Sydney Region) route number system

26 March 1944: Renumbered 492 in the standard three-digit (now Sydney Region) route number system.