



## SYDNEY PRIVATE BUS ROUTES

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

### Route Histories – routes transferred from private operators to State Transit Authority

*This section contains details of privately operated routes numbered in the Sydney Region Route Number System which have been permanently transferred to the State Transit Authority (trading as Sydney Buses). Some routes were renumbered on or before being transferred.*

**Routes 224, 261, 264, 406, 448, 450-455,  
530-536, 538-547, 550, 551, 555,  
623, 624, 628 & 629**

**in the Sydney Region Route Number System**

A work in progress. Corrections and comments welcome – [robkit.henderson@bigpond.com](mailto:robkit.henderson@bigpond.com)

All routes in this section have been permanently transferred from private operation to that of the State Transit Authority (trading as Sydney Buses).

#### **Route 224**

#### **CREMORNE WHARF – SPIT JUNCTION – MIDDLE HEAD (Balmoral Naval Depot)**

##### **Timeline**

**19 December 1988:** Renumbered from 204 [1925 number]. Operated by Cremorne Bus Service (EM (Eddie) Hayman).

**10 July 1989:** Transferred to Manly Bus Service (CJ (Chris) Brownlee).

**3 July 1995:** Transferred to State Transit Authority (trading as Sydney Buses), reorganised & renumbered as:

243 Wynyard – North Cremorne – Spit Junction

244 Wynyard – Balmoral Naval Depot, Middle Head via Military Rd

Cremorne Wharf – Cremorne Junction covered by other existing State Transit Authority routes.

##### **Streets**

*19 December 1988*

**From Cremorne Wharf** via Milson Rd, Murdoch St, Military Rd, Macpherson St (**Cremorne Junction**), Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction, Mosman Junction**), Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot, Middle Head).

**From Middle Head** (Balmoral Naval Depot, Middle Head Rd at Chowder Bay Rd) via reverse route to Macpherson St, then Parraween St, Winnie St, Murdoch St, Milson Rd to Cremorne Wharf.

*By 15 January 1990*

**Neutral Bay Junction diversion:** Ex Cremorne Wharf from Murdoch St via Rangers Rd, Yeo St, Wycombe Rd, Military Rd to Murdoch St. Reverse on return.

## Timetable Summary

19 December 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Middle Head	Fr Crem Whf 17S 25M	M-F	Middle Head	7.30amC	Cremorne Whf	5.12pmM 6.12pmS	60*	A
		Sat						
		Sun						

\* More frequent in peak hours.

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

C – To Cremorne Wharf.

M – To Middle Head.

S – To Spit Junction.

## Route 261

### **CITY (various termini) – NORTHWOOD – LONGUEVILLE – LANE COVE**

- **Extended from Lane Cove to Chatswood (mainly peak hours)**
- **Extended from Lane Cove to Gladesville (early morning & evenings)**
- **Extended from Lane Cove to Lane Cove West (Mars Rd) (weekday daytime 1987-89, then peak hours)**
- **Extended from Lane Cove to Tambourine Bay (weekday daytime 1987-89, then peak hours until 1990)**

## Timeline

**7 September 1987:** City (Wynyard) – Northwood – Longueville – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd), renumbered from 169 [1925 number], as part of reorganisation of Lane Cove Bus Service's routes. Operated by Lane Cove Bus Service (Macquarie Towns Bus Service).

**Circa November 1987:** Transferred to Harbour City Coaches (Russell H Cohen).

**14 August 1989:** Transferred to North & Western Bus Lines (KA (Ken) Butt).

**30 October 1989:**

- Extended from Lane Cove to Chatswood, replacing equivalent part of 264.
- Service beyond Lane Cove to Lane Cove West (Mars Rd) & Tambourine Bay reduced to mainly weekday peak hours.
- Selected trips extended from Lane Cove or Tambourine Bay to Gladesville (Monash Rd depot).

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Ceased running to/via Tambourine Bay. 264 provided a replacement service in Tambourine Bay.
- Extended in City from Wynyard to Queen Victoria Building.
- Shared most of City (Queen Victoria Building) – Lane Cove with 530 (264 from 11 October 1993).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

## Streets

### **City (Wynyard) – Northwood – Longueville – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd area)**

*From 7 September 1987*

**From City (Wynyard)** (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney, Crows Nest), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood), Northwood Rd, Arabella St, Lucretia Av, Poole St (Longueville), Stuart St, Kenneth St, Longueville Rd (Lane Cove), Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd, Hamilton St (Tambourine Bay), Pengilly St, Fox St, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Sutherland St, Centennial Av, Gentle St, Hallam Av, Mars Rd [part now Banksia Cl], Orion Rd to end (Lane Cove West).

**From Lane Cove West (Mars Rd)** (end of Orion Rd) via reverse route to Longueville Rd, then Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood), Northwood Rd, Arabella St, Lucretia Av, Poole St, Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

**City (Wynyard) – Northwood – Longueville – Lane Cove (selected trips extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd) or Chatswood)**

*From 30 October 1989*

*Same as City (Wynyard) – Lane Cove (above) to Lane Cove (Longueville Rd/Birdwood Av).*

**Chatswood extension:** Extended from Lane Cove (Longueville Rd/Birdwood Av) via Longueville Rd, Pacific Hwy, Brown St, Railway St, Help St, Anderson St, Endeavour St to rear entrance Lemon Grove shops (Chatswood). Return via Endeavour St, Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Longueville Rd.

**Lane Cove West (Mars Rd) extension:** Extended from Lane Cove (Longueville Rd/Birdwood Av) via Longueville Rd, Epping Rd, Sam Johnson Way, Sirius Rd, Mars Rd to eastern end (Lane Cove West). Reverse on return.

**Tambourine Bay extension:** Extended from Lane Cove (Longueville Rd/Birdwood Av) via Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd, River Rd, Fox St, Pengilly St, Hamilton St to York's Corner (**Tambourine Bay**), returning via Tambourine Bay Rd, Burns Bay Rd, Rosenthal Av, Birdwood Av to Longueville Rd.

**City (Queen Victoria Building) – Northwood – Longueville – Lane Cove – Chatswood**

*From 23 July 1990*

**From City (Queen Victoria Building)** (York St) via York, Druitt, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St (**Longueville**), Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Pacific Hwy, Brown St, Railway St, Victoria Av to near Chatswood station.

**From Chatswood** (Victoria Av near station) via Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

**Alteration**

*Soon after 23 July 1990:* Either direction from Arabella St via Lucretia Av, Poole St (**Longueville**), Stuart St.

**Timetable Summary**

*September 1987*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
City (Wynyard)- Tambourine Bay- Lane Cove West (Mars Rd)	Fr Wyn 30L	M-F	Tamb Bay	6.25amY	Wynyard	4.20pmM	60*		
			Mars Rd	7.10amY		7.30pmT			
	35T 45M	Sat	Lane Cove	7.40amY		2.40pmL			60
		Sun							

\* More frequent in peak hours.

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

T – To Tambourine Bay.

Y – To City (Wynyard).

30 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Lane Cove- Chatswood†	Fr Wyn 33T 40C 46M	M-F	Lane Cove	5.55amY	Wynyard	4.10pmM	60*	A
			Tamb Bay	6.44amY		5.30pmC		
			Chatswood	7.25amY		9.25pmT		
		Sat	Chatswood	8.50amY		5.45pmC	60	B
		Sun						

\* More frequent in peak hours.

† Selected trips extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd)

A – Base service, City (Wynyard)-Chatswood. Selected trips extended from Lane Cove to Monash Rd depot,

Gladesville & (in peak hours) extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd).

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

C – To Chatswood.

M – To Lane Cove West (Mars Rd).

T – To Tambourine Bay.

Y – To City (Wynyard).

23 July 1990

261, 530

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)- Northwood-Lane Cove†	38	M-F	Wynyard	6.25amM	Lane Cove	8.46pmQ	Ph	
			Q Vic Bldg	8.35amL				
		Sat	Lane Cove	8.02amY	Wynyard	5.35pmL	60	
		Sun						
530: City (Queen Victoria Building)- Lane Cove-West Ryde	73	M-F	West Ryde	6.07amY	Q Vic Bldg	6.10pmW	A	
				7.22amQ		9.10pmG		
		Sat						
		Sun						

\* More frequent in peak hours.

† Selected trips extended from Lane Cove to Lane Cove West (Mars Rd) or Chatswood.

A – Morning peak hour, mainly City (Wynyard) – West Ryde. Day, City (Queen Victoria Building) – West Ryde 60.

Afternoon peak hour, City (Queen Victoria Building) – West Ryde. Evening, mainly City (Queen Victoria Building) – Gladesville.

G – To Gladesville.

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

Ph – Peak hours only, mainly City (Wynyard or Queen Victoria Building) – Lane Cove. Selected trips extended from Lane Cove to Lane Cove West (Mars Rd). Selected trips extended from Lane Cove to Chatswood.

Q – To City (Queen Victoria Building). Plus short-working/s before first trip shown.

W – To West Ryde.

Y – To City (Wynyard).

11 October 1993  
261, 264

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Q Vic Bldg)-Northwood-Lane Cove†	37	M-F	Q Vic Bldg	6.25amM	Lane Cove	8.45pmQ	60*	A
		Sat	Lane Cove	7.50amQ	Q Vic Bldg	5.55pmL	60	
		Sun						
264: City (Queen Victoria Building)-Lane Cove-West Ryde	70	M-F	West Ryde	6.14amQ	Q Vic Bldg	5.35pmW 9.10pmG	Ph	
		Sat						
		Sun						

\* More frequent in peak hours.

† Selected trips extended from Lane Cove to Lane Cove West (Mars Rd) or Chatswood.

A – Selected peak hour trips extended from Lane Cove to Lane Cove West (Mars Rd). Selected peak hour trips extended from Lane Cove to Chatswood. Plus short-working/s before first trip shown.

G – To Gladesville.

L – To Lane Cove.

Ph – Peak hours only (morning peak hour mainly from West Ryde, afternoon both directions). Night, from City (Queen Victoria Building) to Gladesville.

Q – To City (Queen Victoria Building).

W – To West Ryde.

## Route 264

### CHATSWOOD – NORTHWOOD – LONGUEVILLE

#### **Timeline**

**7 September 1987:** Chatswood – Chatswood West (Colwell Cr) – Northwood – Longueville renumbered from 52 & 127 [1925 numbers] as part of reorganisation of Lane Cove Bus Service's routes. Operated by Lane Cove Bus Service (Macquarie Towns Bus Service).

**Approx November 1987:** Transferred to Harbour City Coaches (Russell H Cohen).

**February 1989:** Split into two services, other than after 6.00pm weekdays & all day Saturdays (when they remained combined):

- Chatswood – Chatswood West (Colwell Cr) loop.
- Chatswood – Northwood – Longueville via Pacific Hwy.

**14 August 1989:** Transferred to North & Western Bus Lines (KA (Ken) Butt).

**30 October 1989:**

- Shortened to Chatswood – Chatswood West (Colwell Cr) (*not* a loop service).
- Chatswood – Northwood – Longueville via Pacific Hwy transferred to 261.

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes, amalgamated with 53 [1925 number] as 264, Chatswood – Chatswood West (Colwell Cr) – Riverview (*see next entry*), replacing 261 in Tambourine Bay.

#### **Streets**

### **Chatswood – Chatswood West (Colwell Cr) – Northwood – Longueville**

*From 7 September 1987*

**From Chatswood** (Orchard Rd at station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd, then reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St to Chatswood station.

### **Chatswood – Chatswood West (Colwell Cr) loop**

*From February 1989*

**From Chatswood** (Orchard Rd at station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Brown St, Railway St to Chatswood station.

## Chatswood – Northwood – Longueville via Pacific Hwy

From February 1989

**From Chatswood** (Orchard Rd at station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood station.

## Chatswood – Chatswood West (Colwell Cr)

From 30 October 1989

**From Chatswood** (Endeavour St at Lemon Grove shops) via Endeavour St, Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**).

**From Chatswood West** (Beaconsfield Rd at Colwell Cr) via reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St, Help St, Anderson St, Endeavour St to Lemon Grove shops (Chatswood).

### Timetable Summary

September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatswood West-Northwood-Longueville	25	M-F	Northwood	6.50am	Chatswood	7.15pm	60*	
		Sat	Chatswood	8.30am		2.05pm	60	
		Sun						

\* More frequent in peak hours.

February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northwood-Longueville	20	M-F	Northwood	6.50am	Chatswood	8.25pm	60*	A
		Sat		7.35am		3.50pm	60	A
		Sun						
Chatswood-Chatswood West (Colwell Cr) loop	20 round trip	M-F	Colwell Cr	6.40am	Chatswood	8.25pm	60*	A
		Sat						A
		Sun						

\* More frequent in peak hours.

A – Most late afternoon weekday & all Saturday trips ran Chatswood-Chatswood West (Colwell Cr)-Northwood-Longueville.

30 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatswood West (Colwell Cr)	8	M-F	Colwell Cr	7.10am	Chatswood	6.15pm	120*	
		Sat	Chatswood	9.28am	Colwell Cr	1.36pm	3 trips	
		Sun						

\* More frequent in peak hours.

## Route 264

### CHATSWOOD – CHATSWOOD WEST (Colwell Cr) – RIVERVIEW

#### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Chatswood – Chatswood West (Colwell Cr) in previous entry amalgamated with 53 [1925 number] as 264 Chatswood – Chatswood West (Colwell Cr) – Riverview.
- Replaced 261 in Tambourine Bay.

**5 April 1993:** Renumbered 532.

## Streets

*From 23 July 1990*

**From Chatswood** (Railway St at station) via Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Ralston St, Murray St, Stokes St, Nundah St, Parklands Av, Longueville Rd (**Lane Cove**), Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd (**Tambourine Bay**), Yallambee Rd, Wangalla Rd, Carranya Rd, Romani Av (**Riverview**), Miramont Av, Tambourine Bay Rd, Riverview St (loop), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, Burns Bay Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

## Timetable Summary

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chats West (Colwell Cr)-Riverview	35	M-F	Riverview	6.45am	Chatswood	6.25pm	120*	
		Sat		8.41am		1.20pm	2 trips	A
		Sun						

\* More frequent in peak hours.

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

*28 January 1992*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chats West (Colwell Cr)-Riverview	35	M-F	Riverview	7.01am	Chatswood	5.49pm	65*	A
		Sat		7.45am		1.05pm	60	
		Sun						

\* More frequent in peak hours.

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

## Route 264

### **CITY (Queen Victoria Building) – LANE COVE – WEST RYDE**

## Timeline

**11 October 1993:** Renumbered from 530. Operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

## Streets

*From 11 October 1993*

**From City (Queen Victoria Building)** (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd, Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Pittwater Rd (**Gladesville**), Victoria Rd, Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

**From West Ryde** (interchange) via West Pde, Victoria Rd, then reverse route to Shirley Rd, then Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

## Timetable Summary

See 261.

## Route 406

### **AUBURN – ERMINGTON**

- **Auburn – Silverwater Industrial Area (peak hours)**

#### **Timeline**

**15 December 1986:** Renumbered from 1 [1925 number]. Operated by Auburn Bus Services (Barry Briggs & Stephen Todd).

**9 October 1989:** Auburn Bus Service transferred to Ian Barden & Associates.

**1 August 1990:** Auburn Bus Services formed an association with Nowra Coaches & trading name changed to Auburn Coaches.

**21 September 1990:** Transferred to E Street Bus Lines (Bob Taylor).

**2 October 1990:** Retr transferred to Auburn Bus Services (? principal).

**Mid October 1990 (or 1 February 1991?):** Transferred to Auburn Coaches (John King of Nowra Coaches & John Cerezo).

**February 1993:** Transferred to Nowra Coaches (John King).

**8 March 1993:** Transferred to Parramatta-Ryde Bus Services (Kennedy & Ferris families).

**1 June 1993:** Operator's name changed to Riverside Bus & Coach Services, following purchase of Ferris family's share by Ken Butt, although also continued to trade as Parramatta-Ryde Bus Services.

**13 December 1999:** Ken Butt's share transferred to State Transit Authority (trading as Sydney Buses).

**29 February 2000:** Transferred fully to State Transit Authority (trading as Sydney Buses).

#### **Streets**

##### **Auburn – Ermington**

*From 15 December 1986*

**From Auburn** (Rawson St at station) via Rawson St, Hampstead St, Newton St, Adderley St, Stubbs St, Carnarvon St, Skarratt St, Beaconsfield St, Melton St, Carnarvon St, Barker St, Beaconsfield St, Wetherill St, Carnarvon St, Silverwater Rd (**Silverwater**), Victoria Rd, Betty Cuthbert Av to Ermington shops.

**From Ermington** (Betty Cuthbert Av at shops) via Betty Cuthbert Av, Spurway St, Coffey St, River Rd, South St, Silverwater Rd, then reverse route to Rawson Rd, then Macquarie Rd, Hall St, Station Rd, Rawson St to Auburn station.

**Kihilla Rd diversion:** Ex Auburn from Rawson St via Kihilla Rd, King St, Hampstead Rd. Reverse on return.

*Early 1990s*

**From Auburn** (Rawson St at station) via Rawson St, Macquarie St, Parramatta Rd, Stubbs St, Carnarvon St, Skarratt St, Beaconsfield St, Melton St, Carnarvon St, Silverwater Rd (**Silverwater**), Victoria Rd, Betty Cuthbert Av to Ermington shops.

**From Ermington** (Betty Cuthbert Av at shops) via Betty Cuthbert Av, Spurway St, Coffey St, River Rd, South St, Silverwater Rd, then reverse route to Auburn station.

##### **Auburn – Silverwater Industrial Area**

*From 15 December 1986*

###### **Morning peak hour**

**From Auburn** (Rawson St at station) via Rawson St, Northumberland St, Hall St, Station Rd, Parramatta Rd, Silverwater Rd, Carnarvon St, Wetherill St, Derby St, Day St to Fariola St (**Silverwater industrial area**), returning via Wetherill St, Beaconsfield St, Barker St, Carnarvon St, Silverwater Rd, Parramatta Rd, Station Rd, Rawson St to Auburn station. (*Selected trips to Silverwater Industrial Area via other routes.*)

###### **Afternoon peak hour**

**Diversion of Ermington to Auburn trips:** Ex Ermington from Silverwater Rd via Fariola St, Day St, Derby St, Wetherill St, Beaconsfield St, Barker St, Carnarvon St to Silverwater Rd. (*Selected trips from Silverwater industrial area via other routes.*)



## Timetable Summary

15 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Ermington	23	M-F	Auburn	6.15am	Ermington	6.30pm	60*	A
		Sat	Silverwater	8.05am	Auburn	4.25pm	6 trips	B
		Sun						

\* More frequent in peak hours.

A – Plus morning peak hour, Auburn-Silverwater industrial area. Plus afternoon peak hour, diversion of trips from Ermington to Auburn via Silverwater industrial area. Plus short-working/s before first trip and after last trip shown.

B – 2 trips extended from Silverwater to Ermington.

28 August 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Ermington	25	M-F	Ermington	5.40am	Auburn	7.00pm	60*	A
		Sat	Auburn	7.45am		4.15pm	60	
		Sun	Ermington	10.15am	Auburn	3.20pm	2 trips	

\* More frequent in peak hours.

A – Plus morning peak hour, Auburn-Silverwater industrial area. Plus afternoon peak hour, diversion of trips from Ermington to Auburn via Silverwater industrial area.

## Route 448

### **DULWICH HILL – MARRICKVILLE METRO – SYDENHAM**

#### **Timeline**

**16 November 1987:** Renumbered from 222 [1925 number] coincident with opening of Marrickville Metro shopping centre, but altered to run as Dulwich Hill – Marrickville Metro (off-peak & Saturdays) and Dulwich Hill – Sydenham (peak hours). Operated by Marrickville Bus Lines (Ben Rachwal) (also known as Telford's from 1990s).

**By February 2001:** Altered to run Dulwich Hill – Marrickville Metro – Sydenham – Dulwich Hill.

**27 January 2004:** Transferred to State Transit Authority (trading as Sydney Buses).

#### **Streets**

#### **Dulwich Hill – Marrickville Metro**

*From 16 November 1987*

**From Dulwich Hill** (Marrickville Rd east of New Canterbury Rd) via Marrickville Rd, Durham St, Beach Rd, Constitution Rd, Windsor Rd, Old Canterbury Rd, Toothill St, Denison Rd, Hunter St, Railway Tce (**Lewisham**), Gordon St, Livingstone Rd, Marrickville Rd, Victoria Rd, Sydenham Rd, Fitzroy St, Edinburgh Rd, Murray St, Victoria Rd to Marrickville Metro (Victoria Rd entrance).

**From Marrickville Metro** (Victoria Rd entrance) via Victoria Rd, Edinburgh Rd, Fitzroy St, Sydenham Rd, Victoria Rd, Marrickville Rd, Livingstone Rd, New Canterbury Rd, Hunter St, Railway Tce (**Lewisham**), Victoria St, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, Denison Rd, Dulwich St, Marrickville Rd to east of New Canterbury Rd (Dulwich Hill).

#### **Alteration**

***Later:*** To approach Marrickville Metro from Edinburgh Rd via Smidmore St to Marrickville Metro entrance. Return via Smidmore St, Murray St, Edinburgh Rd.

#### **Dulwich Hill – Sydenham**

*From 16 November 1987*

**From Dulwich Hill** via same route as Dulwich Hill – Marrickville Metro above to Livingstone Rd, then Sydenham Rd, Railway Pde to Sydenham station.

**From Sydenham** (Railway Pde at station) via Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd, then reverse route.

## Timetable Summary

16 November 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Marrickville Metro Dulwich Hill-Sydenham	Fr D Hill 19S 25M	M-F	Dulwich Hill	6.00amS 8.30amM	M'ville Metro Sydenham	5.10pmD 5.35pmD	A	
		Sat		8.30amM	M'ville Metro	4.05pmD	AM 30 PM 40	
		Sun						

A – Morning peak hour and some afternoon peak hour trips, Dulwich Hill – Sydenham. Other times, Dulwich Hill – Marrickville Metro 30. Extra trips Thursday & Friday nights.

D – To Dulwich Hill.

M – To Marrickville Metro.

S – To Sydenham.

April 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Marrickville Metro-Sydenham	Fr D Hill 12S 25M	M-F	Dulwich Hill	6.00amS 9.00amM	M'ville Metro	6.00pmD	A	
		Sat		9.00amM		12.30pmD	60	
		Sun						

\* More frequent in morning peak hour.

A – Morning peak hour, Dulwich Hill-Sydenham via Sydenham Rd. Afternoon peak hour, Dulwich Hill to Marrickville Metro to Sydenham & return via Sydenham Rd. Day, Dulwich Hill-Marrickville Metro 60\*.

D – To Dulwich Hill.

M – To Marrickville Metro.

S – To Sydenham.

## Route 450

### ROCKDALE – MARRICKVILLE METRO – ROZELLE

#### Timeline

**16 November 1987:** Renumbered from 129 [1925 number], coincident with the opening of (and rerouted via) Marrickville Metro shopping centre. Operated by Tempe Bus Service (Doug Nelson) (also trading as Transit Scenic Tours).

**1 October 1988:** Transferred to Arrow Coaches (G & L Laughton).

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retransferred to Arrow Coaches.

**8 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

#### Streets

From 16 November 1987

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

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

## Timetable Summary

16 November 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Rozelle	45	M-F	Rockdale	5.45am	Rozelle	6.45pm	45*	A
		Sat		7.30am		12.45pm	45	
		Sun						

\* More frequent in peak hours.

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

## Route 451

### MARRICKVILLE METRO – NEWTOWN – WHITE BAY

#### Timeline

**16 November 1987:** Coincident with the opening of Marrickville Metro shopping centre:

- Renumbered from 119 [1925 number] & extended from Newtown to Marrickville Metro.
- Shared most of route with 452.
- Operated by ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1989:** Transferred to Arrow Coaches (G & L Laughton).

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retransferred to Arrow Coaches.

**22 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

#### Streets

From 16 November 1987

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

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

## Timetable Summary

16 November 1987

451, 452

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
451: Marrickville Metro-White Bay	Fr W/Bay 23N 30M	M-F	White Bay	7.00amN 8.20amM	M'ville Metro	5.30pmW	60	A
		Sat						
		Sun						
452: Marrickville Metro-Annandale (Pritchard St)	30	M-F	Pritchard St	9.55am	M'ville Metro	5.00pm	60	B
		Sat		8.55am		3.00pm	30	C
		Sun						

A – Early morning, Newtown-White Bay. Day, Marrickville Metro-White Bay 60. Gap in service. Plus short-working/s before first trip shown.

B – Extra trips Thursday & Friday nights. Plus short-working/s before first trip shown.

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

N – To Newtown.

M – To Marrickville Metro.

W – To White Bay.

#### Average day frequencies along common route:

M-F Marrickville Metro-Annandale (451, 452) 30.

Sat Marrickville Metro-Annandale (452) 30.

## Route 452

### **MARRICKVILLE METRO – NEWTOWN – ANNANDALE (Pritchard St)**

#### **Timeline**

**16 November 1987:** Coincident with the opening of Marrickville Metro shopping centre:

- Commenced.
- Shared most of route with 451.
- Operated by ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

**16 May 1988:** On weekdays through-routed with 454 to Redfern. Saturday service provided by extension of 455 from Marrickville Metro to Annandale (Pritchard St).

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1989:** Transferred to Arrow Coaches (G & L Laughton).

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retransferred to Arrow Coaches.

**22 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

#### **Streets**

*From 16 November 1987*

**From Marrickville Metro** (Victoria Rd entrance) via Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Australia St, Salisbury Rd (**Stanmore**), Percival Rd, Parramatta Rd, Johnston St, Rose St, Annandale St, Hutchinson St to Pritchard St (Annandale).

**From Annandale (Pritchard St)** (at Hutchinson St) via Pritchard St, Bayview Cr, Railway Pde, The Crescent, Johnston St, then reverse route to Alice St, then Murray St, Victoria Rd to Marrickville Metro entrance.

#### **Timetable Summary**

*See 451.*

## Route 453

### **CAMPERDOWN – WATERLOO**

#### **Timeline**

**16 November 1987:** Coincident with the opening of Marrickville Metro shopping centre:

- Morning peak hour trips (short-working of 455, but *not* running via Marrickville Metro) reorganised & renumbered from parts of 10 & 18 [1925 numbers].
- Shared parts of route with 454 & 455.
- Operated by ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1989:** Transferred to Arrow Coaches (G & L Laughton).

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retransferred to Arrow Coaches.

**22 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

#### **Streets**

*From 16 November 1987*

**From Camperdown** (Pymont Bridge Rd opposite Children's Hospital) via Layton St, Lambert St, Lyons Rd, Missenden Rd, King St (**Newtown**), Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Raglan St, Cope St, Wellington St, Morehead St to Phillip St (Waterloo).

**From Waterloo** (Morehead St near Phillip St) via reverse route to Erskineville Rd (**Erskineville**), then King St, Holt St, Station St, Enmore Rd, King St (**Newtown**), Australia St, Salisbury Rd, Carillon Av, Missenden Rd, Lyons Rd, Pymont Bridge Rd to opposite Children's Hospital (Camperdown).

## Timetable Summary

16 November 1987

See also 454 & 455

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camperdown-Waterloo	27	M-F	Camperdown	6.37am	Waterloo	8.10am	2 trips	A
		Sat						
		Sun						

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

## Route 454

### **MARRICKVILLE METRO – REDFERN MALL [now Surry Hills shopping village]**

#### **Timeline**

**16 November 1987:** Coincident with the opening of Marrickville Metro shopping centre:

- Reorganised & renumbered from parts of 10 & 18 [1925 numbers].
- Shared parts of route with 453 & 455.
- Operated by ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

**16 May 1988:** Through-routed with 452 to Annandale.

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1989:** Transferred to Arrow Coaches (G & L Laughton).

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retr transferred to Arrow Coaches.

**22 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

#### **Streets**

*From 16 November 1987*

**From Marrickville Metro** (Victoria Rd entrance) via Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St, Enmore Rd, King St (**Newtown**), Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Raglan St, Cope St, Wellington St (**Waterloo**), Morehead St, Phillip St, Baptist St to Redfern Mall.

**From Redfern Mall** (Baptist St near Cleveland St) via Cleveland St, Walker St, Redfern St, Elizabeth St, Phillip St, Morehead St, then reverse route to Erskineville Rd, then King St, Alice St, Murray St, Victoria Rd to Marrickville Metro entrance.

**Waterloo diversion** (*inter-peak*): Ex Marrickville Metro from Cope St via Wellington St, George St, Raglan St, Elizabeth St, Wellington St. Reverse on return.

## Timetable Summary

16 November 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Marrickville Metro-Redfern Mall	27	M-F	M'ville Metro	9.00am	Redfern Mall	4.40pm	60	
		Sat						
		Sun						

## Route 455

### **CAMPERDOWN – MARRICKVILLE METRO – BONDI JUNCTION**

#### **Timeline**

**16 November 1987:** Coincident with the opening of Marrickville Metro shopping centre:

- Reorganised & renumbered from parts of 10 & 18 [1925 numbers].
- Shared parts of route with 453 & 454.
- Operated by ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

**16 May 1988:** Saturday service extended from Marrickville Metro to Annandale (Pritchard St) (instead of Children's Hospital) to cover 452.

**21 February 1989:** Transferred to Marrickville Bus Lines (Ben Rachwal) in caretaker role.

**April 1989:** Transferred to Arrow Coaches (G & L Laughton).

**April 1990:** Transferred to Patersons Bus & Coach Service.

**May 1990:** Retr transferred to Arrow Coaches.

**22 June 1990:** Transferred to State Transit Authority (trading as Sydney Buses) in caretaker role, when Arrow handed in license.

### Streets

*From 16 November 1987*

**From Camperdown** (Pymont Bridge Rd opposite Children's Hospital) via Layton St, Lambert St, Lyons Rd, Missenden Rd, King St, Alice St, Edgeware Rd, Murray St, Victoria Rd (**Marrickville Metro**), Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Erskineville Rd (**Erskineville**), Swanson St, Copeland St, Mitchell Rd, Harley St, McEvoy St (**Alexandria**), Bourke St, Lachlan Av, Dacey Av (**Moore Park**), Anzac Pde, Robertson Rd, Cook Rd (**Centennial Park**), Oxford St, Newland St into Bondi Junction interchange.

**From Bondi Junction** (interchange) via reverse route to Erskineville Rd (**Erskineville**), then King St, Alice St, Murray St, Victoria Rd, Black St, Llewellyn St, Alice St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Australia St, Salisbury Rd, Carillon Av, Missenden Rd, Lyons Rd, Pymont Bridge Rd to opposite Children's Hospital (Camperdown).

**Waterloo diversion** (*inter-peak & Saturday morning*): Ex Camperdown from McEvoy St via Botany Rd, Wellington St, George St, Raglan St, Elizabeth St, Wellington St, Morehead St to McEvoy St. Reverse on return.

**Trips terminating at Waterloo** (*Saturday afternoon*): Ex Marrickville Metro from McEvoy St via Elizabeth St, Wellington St, Botany Rd, McEvoy St & return to Marrickville Metro.

### Timetable Summary

*16 November 1987*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camperdown-Marrickville Metro-Bondi Junction	Fr Bondi Jun 30N 57C	M-F	Newtown	5.45amB	Bondi Jun	4.00pmC	A	
			Camperdown	9.57amB		5.30pmN		
		Sat	Newtown	5.30amB		12.25pmM	D	
			M'ville Metro	9.05amB	M'ville Metro	3.10pmW		
Sun								

\* More frequent in peak hours.

A – Peak hours, Newtown-Bondi Junction. Day, Camperdown-Bondi Junction 60\*. Extra trips Thursday & Friday nights.

B – To Bondi Junction.

C – To Camperdown.

D – Early morning, Newtown-Bondi Junction. Later morning, Marrickville Metro-Bondi Junction 40. Afternoon, Marrickville Metro-Waterloo 40.

M – To Marrickville Metro.

N – To Newtown.

W – To Waterloo.

### Route 530

#### **CITY (Queen Victoria Building) – LANE COVE – WEST RYDE**

### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- New route commenced as part of general reorganization of North & Western Bus Lines' routes.
- Shared most of City – Lane Cove with 261.
- Followed existing North & Western routes between City & Gladesville, but also extended through State Transit Authority (trading as Sydney Buses) territory between Gladesville & West Ryde.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**11 October 1993:** Renumbered 264, to complement "sister" route 261.

### Streets

*From 23 July 1990*

Same as 264.

## Timetable Summary

See 261.

### Route 531

#### **RYDE – MACQUARIE UNIVERSITY via Herring Rd**

##### **Timeline**

**13 April 1993:** Renumbered from part of 85 [1925 number]. Operated by North & Western Bus Lines (KA (Ken) Butt).

**21 July 1996:** Through-routed with 545 (from Ryde to Eastwood) & 547 (from Macquarie Centre to North Epping) on Sundays, when Sunday service introduced.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

##### **Streets**

*From 13 April 1993*

**From Ryde** (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**North Ryde**), Macquarie Centre bus terminal, Herring Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

**From Macquarie University** (bus terminal, Macquarie Dr) via Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

*By 21 July 1996*

**Gardener Av diversion:** Ex Ryde from Lane Cove Rd via Buffalo Rd, Gardener Av, Quarry Rd. Reverse on return.

## Timetable Summary

*13 April 1993*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University	20	M-F	Ryde	6.20am	Macquarie Uni	9.05pm	60*	
		Sat		7.45am		4.15pm	60	
		Sun						

\* More frequent in peak hours.

*25 November 1996*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University	26	M-F	Ryde	6.20am	Macquarie Uni	9.05pm	60*	
		Sat		7.43am		6.06pm	60	
		Sun		8.33am		6.28pm	60	

\* More frequent in peak hours.

### Route 532

#### **RYDE – NORTH RYDE (Bridge Rd)**

##### **Timeline**

**23 July 1990:** Renumbered from part of 228 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**17 September 1990:** Extended in North Ryde as a loop via Quarry Rd, Watts Rd & Bridge Rd.

**28 January 1992:** Replaced by extension of 544.

##### **Streets**

*From 23 July 1990*

**From Ryde** (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Jones St, Quarry Rd, Lane Cove Rd, Bridge Rd to Watts Rd (North Ryde).

**From North Ryde (Bridge Rd)** (at Watts Rd) via reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

*From 17 September 1990*

**From Ryde** (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd (**North Ryde**), Bridge Rd, Lane Cove Rd, Quarry Rd, Gardener Av, Buffalo Rd, Lane Cove Rd, Devlin St to Ryde shops.

**Threlfall St diversion:** From North Rd via Threlfall St, Abuklea Rd to Bridge Rd.

### **Timetable Summary**

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-North Ryde (Bridge Rd)	10	M-F	Bridge Rd	8.20am	Ryde	4.10pm	70	
		Sat	Ryde	8.27am	Bridge Rd	12.35pm	60	
		Sun						

### **Route 532**

#### **CHATSWOOD – CHATSWOOD WEST (Colwell Cr) – RIVERVIEW**

##### **Timeline**

**13 April 1993:** Renumbered from 264. Operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

##### **Streets**

*From 13 April 1993*

Same as 264.

### **Timetable Summary**

Same as 264.

### **Route 533**

#### **WEST RYDE – RYDE – MACQUARIE UNIVERSITY via Lane Cove Rd**

##### **Timeline**

**23 July 1990:** West Ryde – Macquarie Centre renumbered from 205 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Extended from Macquarie Centre to Macquarie University.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

##### **Streets**

#### **West Ryde – Ryde – Macquarie Centre**

*From 23 July 1990*

**From West Ryde** (interchange) via West Pde, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd (**North Ryde**), Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

**From Macquarie Centre** (bus terminal) via reverse route to Lane Cove Rd, then Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

#### **West Ryde – Ryde – Macquarie University**

*By 28 January 1992*

**From West Ryde** (interchange) via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

**From Macquarie University** (bus terminal, Macquarie Dr) via Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, Herring Rd, Waterloo Rd, then reverse route to Victoria Rd, then Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.



## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Ryde-Macquarie Centre	26	M-F	Macquarie Ctr	7.15am	West Ryde	5.55pm	60*	A
		Sat	West Ryde	7.55am	Macquarie Ctr	4.15pm	60	
		Sun						

\* More frequent in peak hours.

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

25 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Ryde-Macquarie University	35	M-F	West Ryde	6.50am	West Ryde	6.15pm	60*	A
		Sat	Ryde	8.15am	Macquarie Uni	5.36pm	60	
		Sun						

\* More frequent in peak hours.

A – Peak hours, West Ryde-Macquarie University. Day, Ryde-Macquarie University 60\*. Plus short-working/s before first trip shown.

## Route 534

### **CHATSWOOD – WEST RYDE via various routes**

- **Chatswood – Lane Cove West (Mars Rd) (peak hours)**

### **Timeline**

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Renumbered from parts of 43 [1925 number]:
  - Chatswood – Lane Cove West (Mars Rd)
  - Chatswood – West Ryde via Wicks Rd
- Chatswood – West Ryde via Wicks Rd shared most of route with 535.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**12 August 1991:** Chatswood – West Ryde via Lane Cove Rd renumbered from 535.

**25 November 1996:** Extra route, Chatswood – East Ryde – West Ryde, commenced as a regular weekday off-peak & Saturday service.

**By 16 March 1998:** Chatswood – East Ryde – West Ryde ceased as a regular route.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

### **Streets**

#### **Chatswood – West Ryde via Wicks Rd**

*From 23 July 1990*

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

**From West Ryde** (interchange) via West Pde, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

#### **Alteration**

*From 17 September 1990:* From West Ryde interchange via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

#### **Chatswood – West Ryde via Lane Cove Rd**

*From 12 August 1991*

Same as 535.

#### **Alteration**

*By 28 January 1992:* Ex Chatswood from Epping Rd via Pittwater Rd, Blenheim Rd, Edmondson St, Ryrie St, Epping Rd. Ex West Ryde from Epping Rd via Wicks Rd, Morshead St, Ryrie St, Edmondson St, Blenheim Rd, Pittwater Rd to Epping Rd.

## Chatswood – East Ryde – West Ryde

From 25 November 1996

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd, Cressy Rd, Magdala Rd, Pittwater Rd, Rene St, Lumsdaine Av, Elliott Av, Sager Pl (**East Ryde**), Moncrieff Dr, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

**From West Ryde** (bus terminal, west side) via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

## Chatswood – Lane Cove West (Mars Rd)

From 23 July 1990

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Sam Johnson Way, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

**From Lane Cove West (Mars Rd)** (eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

### Timetable Summary

23 July 1990

534, 535

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
534: Chatswood-West Ryde via Wicks Rd	35	M-F	West Ryde	5.51am	West Ryde	9.45pm	60*	A
		Sat		7.05am		9.25pm	60	B
		Sun		8.32am	Chatswood	5.57pm	60	C
535: Chatswood-West Ryde via Lane Cove Rd	35	M-F	West Ryde	6.50am	Chatswood	6.20pm	60	C
		Sat		7.35am	West Ryde	4.35pm	60	B
		Sun						
534: Chatswood-Lane Cove West (Mars Rd)	18	M-F	Chatswood	6.30am	Mars Rd	5.05pm	Ph	
		Sat						
		Sun						

\* More frequent in peak hours.

A – Plus extra trips Friday night. Plus short-working/s before first trip shown.

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

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

Ph – Peak hours only (morning from Chatswood; afternoon from Lane Cove West (Mars Rd)).

### Average day frequencies along common route:

M-F Chatswood-West Ryde (except in North Ryde) (534, 535) 30

Sat Chatswood-West Ryde (except in North Ryde) (534, 535) 30

Sun Chatswood-West Ryde (534) 60.

## Route 535

### CHATSWOOD – WEST RYDE via Lane Cove Rd

#### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Renumbered from part of 43 [1925 number].
- Shared most of route with 534.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**12 August 1991:** Renumbered part of 534.

#### Streets

From 23 July 1990

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Lane Cove Rd (**North Ryde**), Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

**From West Ryde** (interchange) via West Pde, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, Goulding Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

**Alteration**

**From 17 September 1990:** From West Ryde interchange via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

**Timetable Summary**

See 534.

**Route 535**

**GLADESVILLE – RYDE – MEADOWBANK**

**Timeline**

**13 April 1993:** Renumbered from 152 [1925 number]. Operated by North & Western Bus Lines (KA (Ken) Butt).

**13 May 1996:** Permanently through-routed with 536.

**16 March 1998:** Entire route, Chatswood – Gladesville – Meadowbank, renumbered 536.

**Streets**

*From 13 April 1993*

**From Gladesville** (Victoria Rd near Pittwater Rd) via Victoria Rd, Gerard St, Western Cr, Morrison Rd, Delange Rd, Phillip Rd, Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St (**Ryde**), Blaxland Rd, Devlin St, Victoria Rd, Belmore St, Constitution Rd to Meadowbank station.

**From Meadowbank** (Constitution Rd at station) via Constitution Rd, Belmore St, Morrison Rd, Church St (**Ryde**), then reverse route to Delange Rd, then Morrison Rd, Meriton St, Victoria Rd to Pittwater Rd (Gladesville).

**Tennyson Point diversion:** Ex Gladesville from Morrison Rd via Champion Rd, Tennyson Rd to Morrison Rd. Reverse on return.

**Putney Point diversion:** In either direction from Delange Rd via Pellisier Rd, Putney Pde, McGowan St, Pellisier Rd to Delange Rd.

**Waterview St diversion:** Ex Gladesville from Delange Rd via Waterview St, Princes St, Phillip Rd. Reverse on return.

*For streets when through-routed with 536, see below.*

**Timetable Summary**

*1 June 1992*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Meadowbank	26	M-F	Gladesville	5.59am	Gladesville	7.00pm	60*	A
		Sat	Meadowbank	8.03am		1.50pm	60	
		Sun						

\* More frequent in peak hours.

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

**Combined Routes 535/536**

**CHATSWOOD – LANE COVE – GLADESVILLE – MEADOWBANK**

**Timeline**

**13 May 1996:** 535 & 536 permanently through-routed. Operated by North & Western Bus Lines (KA (Ken) Butt).

**16 March 1998:** Entire route, Chatswood – Gladesville – Meadowbank, renumbered 536.

**Streets**

*From 16 March 1998*

**From Chatswood** (Railway St at station) via 536 to Gladesville, then Victoria Rd, then 535 (including diversions) to Meadowbank station.

**From Meadowbank** (Constitution Rd at station) via 535 to Delange Rd, then Morrison Rd, Ross St, Western Cr, Jordan St, then 536 to Chatswood station.

## Timetable Summary

13 May 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville-Meadowbank	Fr Chats 35G 65M	M-F	Gladesville	5.35amC	Chatswood	8.35pmM	A	
			Meadowbank	6.22amC		9.35pmG		
		Sat	Gladesville	6.30amC		4.40pmM	B	
			Meadowbank	8.00amC		9.10pmG		
		Sun	Gladesville	8.31amC		4.00pmM	D	
			Meadowbank	9.00amC		6.00pmG		

A – Day, Chatswood-Gladesville 30\*, Chatswood-Meadowbank 60\*. Night, Chatswood-Gladesville.

B – Chatswood-Gladesville 30, Chatswood-Meadowbank 60. Night, Chatswood-Gladesville.

C – To Chatswood.

D – Day, Chatswood-Meadowbank 60. Late afternoon, Chatswood-Gladesville. Plus short-working/s before first trip shown.

G – To Gladesville.

M – To Meadowbank.

## Route 536

### **CHATSWOOD – LANE COVE – GLADESVILLE – MEADOWBANK**

#### **Timeline**

**23 July 1990:** Chatswood – Gladesville renumbered from 95 [1925 number], but rerouted via Boronia Park instead of Prince Edward St, as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Generally alternate trips rerouted back via Prince Edward St [old 95 route].

**13 May 1996:** Permanently through-routed with 535, Gladesville – Meadowbank.

**16 March 1998:** Trips on entire route, Chatswood – Gladesville – Meadowbank, numbered 536.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### **Streets**

##### **Chatswood – Lane Cove – Gladesville via Boronia Park**

*From 23 July 1990*

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd to Victoria Rd (Gladesville).

**From Gladesville** (Jordan St near Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

##### **Chatswood – Lane Cove – Gladesville via Prince Edward St**

*From 28 January 1992*

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Gladesville Rd (**Hunters Hill**), Ryde Rd, Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd to Pittwater Rd (Gladesville).

**From Gladesville** (Jordan St near Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

*For streets when through-routed with 535, see combined routes 535/536 above.*

## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Gladesville	33	M-F	Gladesville	5.40am	Chatswood	9.50pm	30*	A
		Sat		6.35am		9.50pm	30	
		Sun		8.10am		6.04pm	120	

\* More frequent in peak hours.

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

13 May 1996

See combined routes 535/536.

## Route 537

### **CHATSWOOD – LANE COVE – WOOLWICH**

See Route Histories – routes ceased without replacement.

## Route 538

### **WOOLWICH – GLADESVILLE**

#### **Timeline**

**23 July 1990:** Renumbered from 234 [1925 number], but rerouted in Hunters Hill area, as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Further rerouting & permanently through-routed with 539 (see combined routes 538/539 below).

#### **Streets**

From 23 July 1990

**From Woolwich** (Valentia St at wharf) via The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd to Victoria Rd (Gladesville). Reverse on return.

**Barons Cr diversion:** Ex Gladesville from High St via Blaxland St, Barons Cr to end, then return via Barons Cr, Park Rd. Reverse on return.

## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	24	M-F	Gladesville	6.58am	Woolwich	5.43pm	9 trips	A
		Sat						
		Sun						

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

## Combined Routes 538/539

### **MACQUARIE UNIVERSITY – EAST RYDE – GLADESVILLE – WOOLWICH**

#### **Timeline**

**28 January 1992:** 538 & 539 permanently through-routed. Operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### **Streets**

From 28 January 1992

**From Macquarie University** (bus terminal, Macquarie Dr) via Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, Herring Rd, Waterloo Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Morshead St, Ryrie St, Edmondson St (**North Ryde**), Blenheim Rd, Coxs Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**East Ryde**), Elliott Av, Twin Rd, Badajoz Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Thompson St, Pittwater Rd,

Victoria Rd (**Gladesville**), Prince Edward St, Gladesville Rd, Mary St, Mark St, Ryde Rd, Gladesville Rd (**Hunters Hill**), Church St, Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich wharf.

**From Woolwich** (Valentia St at wharf) via reverse route to Twin Rd, then Moncrieff Dr, Sager Pl, Elliott Av, Twin Rd, Badajoz Rd, Coxs Rd, Blenheim Rd, Edmondson St, Ryrie St, Epping Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

**Barons Cr diversion:** Ex Macquarie University from High St via Blaxland St, Barons Cr to end, then return via Barons Cr, Park Rd, High St, Pittwater Rd. Reverse on return.

### Alteration

**By 31 January 1994:** Ex Macquarie University from Blenheim Rd via Coxs Rd, Cressy Rd, Magdala Rd, Pittwater Rd, Rene St, Lumsdaine Av, Elliott Av, Sager Pl (**East Ryde**), Moncrieff Dr, Twin Rd, Badajoz Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Monash Rd, Victoria Rd (**Gladesville**), Pittwater Rd, High St, Park Rd. Reverse on return.

## **Timetable Summary**

*28 January 1992*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie University-Gladesville-Woolwich	Fr Wool 25G 55M	M-F	Gladesville	6.24amW	Woolwich	5.11pmM	A	
			Macquarie Ctr	7.31amW		8.00pmG		
		Sat	Gladesville	7.26amW		2.50pmM	B	
			Macquarie Uni	8.55amW		6.55pmG		
Sun								

\* More frequent in peak hours.

A – Early morning & night, Gladesville-Woolwich. Day, Macquarie University-Woolwich 60\*.

B – Early morning & later afternoon, Gladesville-Woolwich. Morning & early afternoon, Macquarie University-Woolwich 60\*.

G – To Gladesville.

M – To Macquarie University.

W – To Woolwich.

## **Route 539**

### **GLADESVILLE – EAST RYDE – MACQUARIE UNIVERSITY**

#### **Timeline**

**23 July 1990:** Renumbered from 75 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Rerouted & permanently through-routed with 538 (*see combined routes 538/539 above*).

#### **Streets**

*From 20 July 1990*

**From Gladesville** (Pittwater Rd near Victoria Rd) via Pittwater Rd, Thompson St, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**East Ryde**), Elliott Av, Twin Rd, Badajoz Rd, Coxs Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Herring Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

**From Macquarie University** (bus terminal, Macquarie Dr) via Macquarie Dr, then reverse route to Epping Rd, then Wicks Rd, Morshead St, Ryrie St, then reverse route to Twin Rd, then Moncrieff Dr, Sager Pl, Elliott Av, Twin Rd, then reverse route to Gladesville.

## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Macquarie University	28	M-F	Gladesville	6.40am	Macquarie Uni	5.40pm	90*	A
		Sat		7.45am		1.40pm	4 trips	
		Sun						

\* More frequent in peak hours.

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

## Route 540

### **PARRAMATTA – WEST RYDE via Victoria Rd direct & various other routes**

#### **Timeline**

1 June 1992:

- Renumbered from 173 [1925 number]. Main routes were:
  - Parramatta – West Ryde via Victoria Rd direct
  - Parramatta – West Ryde via Boronia St
  - Parramatta – West Ryde via Ermington West
- Operated by Parramatta-Ryde Bus Services (Kennedy & Ferris families).

**1 June 1993:** Operator's name changed to Riverside Bus & Coach Services, following purchase of Ferris family's share by Ken Butt, although also continued to trade as Parramatta-Ryde Bus Services.

**13 December 1999:** Ken Butt's share transferred to State Transit Authority (trading as Sydney Buses).

**29 February 2000:** Transferred fully to State Transit Authority (trading as Sydney Buses).

#### **Streets**

### **Parramatta – West Ryde via Victoria Rd direct**

*From 1 June 1992*

**From Parramatta** (Darcy St at station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), West Pde to West Ryde interchange.

**From West Ryde** (interchange) via West Pde, Victoria Rd, Church St, George St, Smith St, Darcy St to Parramatta station.

**Antoine St diversion:** Ex Parramatta from Victoria Rd via Park Rd, South St, John St, Antoine St, Primrose Av, South St, Silverwater Rd to Victoria Rd. Ex West Ryde from Victoria Rd via Primrose Av, Antoine St, John St, Park St to Victoria Rd.

**South St diversion:** Ex Parramatta from Victoria Rd via Clyde St, South St, Park Rd to Victoria Rd. Reverse on return.

**Spurway St diversion:** From Victoria Rd via Spurway St, Vignes St, Sinfield St, Bartlett St, Spurway St to Victoria Rd.

*Plus other infrequent diversions in the Rydalmere/Ermington area.*

### **Parramatta – West Ryde via Boronia St**

*From 1 June 1992*

**From Parramatta** (Darcy St at station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Boronia St, Atkins Rd, Hope St, Wharf Rd, Victoria Rd, West Pde to West Ryde interchange.

**From West Ryde** (interchange) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

### **Parramatta – West Ryde via Ermington West**

*From 1 June 1992*

**From Parramatta** (Darcy St at station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Bartlett St (**Ermington West**), Kissing Point Rd, Victoria Rd, West Pde to West Ryde interchange.

**From West Ryde** (interchange) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta station.

**Fremont Av diversion:** Ex Parramatta from Bartlett St via Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Marsden Rd to Victoria Rd. Reverse on return.

## Timetable Summary

1 June 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-West Ryde via various routes	25-30	M-F	West Ryde	5.26am	Parramatta	10.36pm	20*	A
		Sat		6.24am	West Ryde	10.30pm	30	A
		Sun		7.30am	Parramatta	9.30pm	60	A

\* More frequent in peak hours.

A – Via Boronia St – M-F 11 trips; Sat 4 trips from Parramatta, 3 trips from West Ryde.

Via Ermington West – M-F 13 trips, Sat 4 trips.

Via Victoria Rd direct – remaining trips.

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

## Route 541

### EASTWOOD – EPPING via Chesterfield Rd

#### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Renumbered from part of 89 [1925 number].
- Through-routed with 547 in off-peak & Saturdays.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### Streets

*From 23 July 1990*

**From Eastwood** (West Pde at station) via West Pde, Eastwood Av, Midson Rd, Chesterfield Rd, Victoria St, Bridge St, Beecroft Rd to Epping station.

**From Epping** (Beecroft Rd at station) via Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, then reverse route to Eastwood station.

#### Alterations

- **From 28 January 1992:** From Eastwood (Rowe St near The Avenue) via The Avenue, Lakeside Rd, Hillview Rd, West Pde. Ex Epping from West Pde via Clanalpine St, Trelawney St, Rowe St to near The Avenue (Eastwood).
- **By 1 April 1996:** Ex Eastwood from Eastwood Av via Mobbs Lane, Edenlee St, Dunlop St, Midson Rd, Chesterfield Rd. Reverse on return.

## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	9	M-F	Epping	5.50am	Eastwood	6.58pm	90*	
		Sat	Eastwood	7.40am	Epping	3.43pm	90	
		Sun						

\* More frequent in peak hours.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	10	M-F	Epping	5.50am	Eastwood	6.58pm	60*	
		Sat		9.14am	Epping	4.38pm	60	
		Sun						

\* More frequent in peak hours.



## Route 542

### EASTWOOD – CARLINGFORD

#### **Timeline**

**23 July 1990:** Renumbered from 150 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Limited service operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### **Streets**

*From 23 July 1990*

**From Eastwood** (West Pde at station) via Hillview Rd, Terry Rd, Milton Av, Lexington Av, Raimonde Rd, Mobbs Lane, Marsden Rd, Pennant Hills Rd, Moseley St, Jenkins Rd, Pennant Hills Rd to Carlingford station.

**From Carlingford** (Pennant Hills Rd at station) via Pennant Hills Rd, Marsden Rd, then reverse route to Eastwood station.

#### **Timetable Summary**

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	20	M-F	Eastwood	7.53am	Eastwood	3.30pm	2 trips	
		Sat						
		Sun						

## Route 543

### EASTWOOD – WEST RYDE

#### **Timeline**

**23 July 1990:** Renumbered from 87 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Limited service operated by North & Western Bus Lines (KA (Ken) Butt).

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### **Streets**

*From 23 July 1990*

**From Eastwood** (West Pde at station) via Hillview Rd, Lakeview Rd, The Avenue, Rowe St, Shaftsbury Rd, Clanwilliam St, Read St, Warrawong St, Brush Rd, Hermoyne St, (left) Winbourne Rd, Farnell St, Bell Av, Hermoyne St, Brush Rd, Tramway St, Driver St, Perkins St, Shaftsbury Rd, Beaumont Av, Bellevue Av, Bigland Av, Bencoolen Av, Chatham Rd, Graf Av, Anthony Rd to West Ryde interchange.

**From West Ryde** (interchange) via reverse route to Tramway St, then Brush Rd, Hermoyne St, (left) Winbourne Rd, Farnell St, Bell Av, Hermoyne St, Brush Rd, then reverse route to Eastwood station.

#### **Timetable Summary**

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Eastwood	20	M-F	Eastwood	7.27am	Eastwood	4.28pm	A	
		Sat						
		Sun						

A – 4 trips from Eastwood, 2 trips from West Ryde. Plus short-working/s before first trip shown.

## Route 544

### EASTWOOD – MIDWAY – RYDE

*(Midway located at North Rd/Lovell Rd)*

#### **Timeline**

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Eastwood – Ryde (Bridge Rd loop) via Midway renumbered from part of 228 [1925 number].
- Ran anti-clockwise in morning and clockwise in afternoon.

- Operated by North & Western Bus Lines (KA (Ken) Butt)

**28 January 1992:** Rerouted & extended from Midway to Ryde shops, replacing 532.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

### Streets

#### Eastwood – Midway – Ryde (Bridge Rd loop)

From 23 July 1990

##### Mornings (anti-clockwise)

**From Eastwood** (Ethel St at station) via Railway Pde, May St, Blaxland Rd, Lovell Rd, Quarry Rd, Smalls Rd (Ryde), Bridge Rd, Abuklea Rd, Kingsford Av, North Rd, Lovell Rd (Midway), Blaxland Rd, Ethel St to Eastwood station.

##### Afternoons (clockwise)

**From Eastwood** (Ethel St at station) via Railway Pde, May St, Blaxland Rd, Lovell Rd, North Rd, Kingsford Av, Abuklea Rd, Bridge Rd, Smalls Rd (Ryde), Quarry Rd, Lovell Rd (Midway), Blaxland Rd, Ethel St to Eastwood station.

#### Eastwood – Midway – Ryde shops

From 28 January 1992

**From Eastwood** (Ethel St at station) via Railway Pde, May St, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (Midway), North Rd, Threlfall St, Abuklea Rd, Bridge Rd, Lane Cove Rd, Devlin St to Ryde shops.

**From Ryde** (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Lansdowne St, then Blaxland Rd, Ethel St to Eastwood station.

**Gardener Av diversion:** Ex Eastwood from Lane Cove Rd via Quarry Rd, Gardener Av, Buffalo Rd to Lane Cove Rd. Reverse on return.

### Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde (Bridge Rd loop)	21 round trip	M-F	Bridge Rd loop	5.59am	Eastwood	6.32pm	90*	
		Sat		8.43am	Bridge Rd loop	4.20pm	90	
		Sun						

\* More frequent in peak hours.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde shops	20	M-F	Ryde	6.25am	Eastwood	7.05pm	60*	A
		Sat		8.00am		5.05pm	60	
		Sun						

\* More frequent in peak hours.

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

### Route 545

#### **PARRAMATTA – DUNDAS VALLEY – EASTWOOD – RYDE**

### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Ryde – Eastwood section of 89 & the Parramatta – Dundas Valley – Eastwood section of 172 [1925 numbers] amalgamated as 545.
- Service through Dundas Valley at night & on Sundays provided by diversions of 550.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**21 July 1996:** Through-routed with 531 from Ryde to Macquarie Centre on Sundays, when Sunday service introduced between Eastwood & Ryde.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

## Streets

*From 23 July 1990*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Johns Pl, Shortland St, Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, **Eastwood** interchange, Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, Second Av, Ryedale Rd, Fourth Av, Denistone Rd, Florence Av, Blaxland Rd, Devlin St to Ryde shops.

**From Ryde** (Devlin St at shops) via Blaxland Rd, then reverse route to Ryedale Rd, then First Av, Rutledge St, then reverse route to Pennant St, then Victoria Rd, Church St, George St, Smith St to Parramatta old interchange.

**Marshall Rd diversion:** Ex Parramatta from Shortland St via Marshall Rd, Brand St to Evans Rd. Reverse on return.

**Raimonde Rd diversion:** Ex Parramatta from Marsden Rd via Mobbs Lane, Raimonde Rd to Terry St. Reverse on return.

## Timetable Summary

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Ryde	58	M-F	Parramatta	6.03am	Parramatta	6.05pm	30	A
		Sat	Ryde	6.50am	Ryde	4.20pm	AM 30 PM 60	A
		Sun						

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

*15 July 1996*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Ryde	Fr Ryde 16E 58P	M-F	Parramatta	6.03am	Parramatta	6.05pm	30	A
		Sat	Ryde	7.20am		4.45pm	AM 30 PM 60	A
		Sun		8.49am	Eastwood	6.20pm	60	

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

E – To Eastwood.

P – To Parramatta.

## Route 546

### **PARRAMATTA – OATLANDS (Bettington Rd loop) via various routes**

#### **Timeline**

**23 July 1990:** Renumbered from the Parramatta – Oatlands (Bettington Rd loop) via Kissing Point Rd section of 172 [1925 number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt).

**24 January 1994:** 3 [1925 number] (Parramatta – East Parramatta) transferred from Harris Park Transport to North & Western Bus Lines & absorbed into 546, which was rerouted as Parramatta – Oatlands (Bettington Rd loop) via Brickfield St.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses). The “Bettington Road Loop” destination signs displayed by North & Western buses were soon afterwards replaced by “Oatlands” or “Oatlands Loop” signs.

## Streets

### **Parramatta – Oatlands (Bettington Rd loop) via Kissing Point Rd**

*From 23 July 1990*

**From Parramatta** (old interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Bettington Rd (**Oatlands**), Prindle St, Belmore St East, Alanas Av, Anne St, Kerrie Rd (anti-clockwise), Gollan Av, Belmore St East, Prince St, Bettington Rd, Kissing Point Rd, Pennant St, Victoria Rd, Church St, George St, Smith St to Parramatta old interchange.

## Parramatta – Oatlands (Bettington Rd loop) via Brickfield St

From 24 January 1994

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Brickfield St, Bellevue St, Buller St, Isabella St, Webb St, Belmore St East, Prince St (**Oatlands**), Bettington Rd, Belmore St East, then reverse route to Church St, then George St, Smith St to Parramatta old interchange.

### Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)†	16	M-F	Bettington Rd	6.45am	Parramatta	5.50pm	10 trips	
		Sat		8.56am		2.10pm	3 trips	
		Sun						

† Via Kissing Point Rd.

30 March 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)‡	16	M-F	Bettington Rd	6.45am	Parramatta	6.05pm	15 trips	
		Sat		9.09am		4.08pm	6 trips	
		Sun						

‡ Via Brickfield St.

15 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)‡	22	M-F	Bettington Rd	6.30am	Parramatta	7.35pm	60*	
		Sat		8.20am		5.15pm	60	
		Sun		9.26am	Bettington Rd	4.26pm	120	

\* More frequent in peak hours.

‡ Via Brickfield St.

## Route 547

### EPPING – NORTH EPPING

- **Extended from Epping to Macquarie Centre (Sundays)**

#### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Epping – North Epping renumbered from 163 [1925 number]
- The base route & its various diversions in the North Epping area were rationalised into a consistent route (apart from morning peak hour trips on school days).
- Through-routed with 541 in off-peak & Saturdays.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**21 July 1996:** Extended from Epping to Macquarie Centre on Sundays when Sunday services introduced. Through-routed with 531 on Sundays.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

#### Streets

### Epping – North Epping

From 23 July 1990

**From Epping** (Cambridge St at station) via Oxford St, Norfolk Rd (**North Epping**), Boundary Rd, Eastcote Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St to Epping station.

## Macquarie Centre – Epping – North Epping (Sundays only)

### Alteration

**From 21 July 1996:** Extended from Epping station via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal. Return via University Av, Balaclava Rd, Epping Rd, Pembroke St.

### Timetable Summary

**23 July 1990**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	Epping	6.17am	Epping	7.39pm	90*	
		Sat		7.52am	Nth Epping	3.29pm	90	
		Sun						

\* More frequent in peak hours.

**28 January 1992**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	Epping	6.25am	Nth Epping	7.51pm	60*	
		Sat		8.50am		4.22pm	60	
		Sun						

\* More frequent in peak hours.

**25 November 1996**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping†	18ENr 38MNr	M-F	Epping	6.11am	Epping	9.02pm	60*	
		Sat		9.02am	Nth Epping	7.09pm	60	
		Sun		9.02am		6.09pm	60	A

\* More frequent in peak hours.

† Extended to Macquarie Centre on Sundays.

A – Extended to Macquarie Centre.

ENr – Round trip, Epping-North Epping-Epping (Mondays-Saturdays).

MNr – Round trip, Macquarie Centre-North Epping-Macquarie Centre (Sundays).

## Route 550

### **PARRAMATTA – EASTWOOD – MACQUARIE CENTRE – CHATSWOOD via Kissing Point Rd**

- **Chatswood West (Hawthorn Av & River Av) diversions**
- **Eastwood – Marsfield (Busaco Rd) (selected trips)**

### **Timeline**

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- Parramatta – Eastwood via Kissing Point Rd (or “Main Rd”) part of 172, Eastwood – Macquarie Centre part of 85 & 54 (Chatswood – Macquarie University) [all 1925 numbers] amalgamated as 550.
- Night & Sunday trips ran via Dundas Valley when 545 did not run.
- Selected trips ran Eastwood – Marsfield (Busaco Rd).
- Chatswood – Macquarie University shared with 551.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Hawthorn Av & River Av, Chatswood West diversions of 551 transferred to 550.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

## Streets

### Parramatta – Eastwood – Chatswood

From 23 July 1990

**From Parramatta** old (interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, to **Eastwood** (interchange), then Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Waterloo Rd, Wicks Rd, Epping Rd, Delhi Rd, Fullers Bridge, Millwood Av, Fullers Rd, Help St, Railway St to Chatswood station.

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Fullers Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, University Av, Balaclava Rd, then reverse route to Church St, then George St, Smith St to Parramatta old interchange.

**Trips via Talavera Rd** (*peak hours*): Via Talavera Rd instead of Fontenoy Rd.

**Lane Cove River Caravan Park diversion:** From Delhi Rd via Plassey Rd to caravan park. Reverse on return.

**Dundas Valley diversion** (*nights & Sundays*): Ex Parramatta from Kissing Point Rd via Sturt St, then 545 to Yates Av, then Fullford St, Quarry Rd to Kissing Point Rd. Reverse on return.

From 16 March 1998

**Calder Rd diversion:** Ex Parramatta from Kissing Point Rd via Elder Rd, Calder Rd, Park Rd to Kissing Point Rd. Reverse on return.

### Eastwood – Marsfield (Busaco Rd)

From 23 July 1990

**From Eastwood** (Railway Pde) via May St, Blaxland Rd, Agincourt Rd, Yangalla St, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd to Busaco Rd (Marsfield). Reverse on return.

### Chatswood West (Hawthorn Av & River Av) diversions

From 28 January 1992

**Hawthorn Av diversion:** From Fullers Rd/Millwood Av (eastern intersection) via Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd to Millwood Av.

**River Av diversion:** From Fullers Bridge/Delhi Rd via River Av to Fairyland Av, then River Av to Delhi Rd.

## Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Chatswood	Fr Chats 41E 73P	M-F	Parramatta	6.22am	Chatswood	8.20pm	30*	A
		Sat		7.36am		8.35pm	B	
		Sun		9.15am	Parramatta	4.20pm	90	A

\* More frequent in peak hours.

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

B – Chatswood-Eastwood 30, Chatswood-Parramatta 60. Plus short-working/s before first trip shown.

E – To Eastwood.

P – To Parramatta.

## Route 551

### CHATSWOOD – MACQUARIE CENTRE – EPPING

- **Chatswood West (Hawthorn Av & River Av) diversions**

### Timeline

**23 July 1990:** As part of general reorganization of North & Western Bus Lines' routes:

- New route partly replacing 54 [1925 number], but with peak hour trips extended from Macquarie University to Epping. Route included Hawthorn Av & River Av, Chatswood West diversions.
- Chatswood – Macquarie University shared with 550.
- Operated by North & Western Bus Lines (KA (Ken) Butt).

**28 January 1992:** Hawthorn Av & River Av, Chatswood West diversions transferred to 550. Route then Chatswood – Macquarie Centre – Epping.

**13 December 1999:** Transferred to State Transit Authority (trading as Sydney Buses).

## Streets

*From 23 July 1990*

**From Chatswood** (Railway St at station) via Victoria Av, Pacific Hwy, Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av (**Chatswood West**), (right) Fullers Rd, Millwood Av, Fullers Bridge, River Av to Fairyland Av, then River Av, Delhi Rd, Epping Rd, Wicks Rd, Waterloo Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St to Epping station.

**From Epping** (Cambridge St at station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, then reverse route to Delhi Rd, then River Av to Fairyland Av, then River Av, Fullers Bridge, Millwood Av, Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd, Help St, Railway St to Chatswood station.

## Alteration

*From 28 January 1992:* Ex Chatswood from Pacific Hwy via Fullers Rd, Millwood Av, Fullers Bridge, Delhi Rd (*not* via Hawthorn Av & River Av diversions). Reverse on return.

## Timetable Summary

*23 July 1990*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Epping	Fr Chats 35M 45E	M-F	Epping	6.55am	Chatswood	5.35pm	A	
		Sat						
		Sun						

\* More frequent in peak hours.

A – Peak hours, Chatswood-Epping, with selected short-workings Chatswood-Chatswood West (Hawthorn Av and/or River Av). Day, Chatswood-Macquarie Centre 90\*. Plus short-working/s after last trip shown.

E – To Epping

M – To Macquarie Centre.

## Route 555

### **PARRAMATTA – ERMINGTON – SYDNEY OLYMPIC PARK**

## Timeline

**November 1998:** Renumbered from 5. Operated by Parramatta-Ryde Bus Services (also trading as Riverside Bus & Coach Services – Kennedy family & KA (Ken) Butt)

**13 December 1999:** Ken Butt's share transferred to State Transit Authority (trading as Sydney Buses).

**29 February 2000:** Fully transferred to State Transit Authority.

## Streets

*From November 1998*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Victoria Rd, Betty Cuthbert Av (**Ermington**), Victoria Rd, Silverwater Rd (**Silverwater**), Holker St, unknown streets to Sydney Olympic Park.

**From Sydney Olympic Park** via unknown streets to Holker St, then reverse route to Church St, then George St, Smith St to Parramatta old interchange.

*By 4 January 1999*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Victoria Rd, Spurway St (**Ermington**), Coffey St, River Rd, South St, Silverwater Rd (**Silverwater**), Holker St, Hill Rd, unknown streets to/from **Newington** Village, Hill Rd, Bennelong Rd, Marjorie Jackson Pkwy\*, Australia Av, Dawn Fraser Av, Olympic Blvd\*, Sarah Durack Av\* to States Sports Centre (Sydney Olympic Park).

**From Sydney Olympic Park** (State Sports Centre) via Murray Rose Av, Australia Av, then similar route in reverse to Church St, then George St, Smith St to Parramatta old interchange.

(\* Not specified in timetable, but likely route.)

## Timetable Summary

1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Sydney Olympic Park	29	M-F	Parramatta	6.00am	Olympic Pk	6.30pm	30	
		Sat		8.30am		5.00pm	60	
		Sun		8.30am		5.00pm	60	

4 January 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Sydney Olympic Park	29	M-F	Parramatta	6.00am	Olympic Pk	6.30pm	60	A
		Sat		8.15am	Parramatta	4.15pm	60	A
		Sun		8.30am	Olympic Pk	5.00pm	60	B

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

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

## Route 623

### **PARRAMATTA – NORTH ROCKS – BEECROFT via various routes**

#### **Timeline**

**June 1997:** Renumbered from 181 [1925 number]. Operated by Harris Park Transport (Moore family). Sunday provided by combined 623/625, Parramatta – North Rocks – Pennant Hills.

**22 December 2004:** Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

**28 January 2005:** Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

#### **Streets**

### **Parramatta – North Rocks – Beecroft**

*From June 1997*

#### ***Via Copeland Rd***

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Eaton Rd, Karloon Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft station.

**From Beecroft** (Wongala Cr at station) via Copeland Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old interchange.

#### ***Via Murray Farm Rd***

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Orchard Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Hannah St, Wongala Cr to Beecroft station.

**From Beecroft** (Wongala Cr at station) via Beecroft Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old interchange.

#### ***Via combined route***

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O'Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Eaton Rd, Karloon Rd, Pennant Hills Rd, North Rocks Rd, Orchard Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Hannah St, Wongala Cr to Beecroft station.

**From Beecroft** (Wongala Cr at station) via Beecroft Rd, then reverse route to Victoria Rd, then Church St, George St, Smith St to Parramatta old interchange.

### **Parramatta – North Rocks via Statham Rd**

*From June 1997*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd, Statham Av, North Rocks Rd to Westfield (North Rocks).



**From North Rocks** (North Rocks Rd at Westfield) via reverse route to Church St, then George St, Smith St to Parramatta old interchange.

### **Beecroft – West Pennant Hills (peak hours)**

*From June 1997*

**From Beecroft** (Wongala Cr at station) via Copeland Rd, Karloon Rd, Eaton Rd, Oakes Rd, Eaton Rd, Stanton Rd, Range Rd (**West Pennant Hills**), Westmore Dr, Eaton Rd, Oakes Rd, Eaton Rd, Karloon Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft station.

### **Parramatta – North Rocks – Pennant Hills (combined Routes 623/625, Sundays)**

*From June 1997*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, O’Connell St, Barney St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Railway St to Pennant Hills station.

**From Pennant Hills** (Railway St at station) via reverse route to Church St, then George St, Smith St to Parramatta old interchange.

### **Timetable Summary**

*June 1997*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-North Rocks-Beecroft via various routes	35	M-F	Parramatta	5.52am	Beecroft	6.58pm	60*	
		Sat		7.10am		5.17pm	A	
		Sun		9.30am	Pennant Hills	3.32pm	3 trips	B

\* More frequent in peak hours.

A – Parramatta-North Rocks 60; 5 trips extended to Beecroft.

B – Combined 623/625.

### **Combined Routes 623/625**

### **PARRAMATTA – NORTH ROCKS – PENNANT HILLS** ■

*See Route Histories – Contract Region 4.*

### **Route 624**

### **PARRAMATTA – CARLINGFORD – EPPING**

#### **Timeline**

**June 1997:** Renumbered from 165 [1925 number]. Operated by Harris Park Transport (Moore family).

**22 December 2004:** Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

**28 January 2005:** Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

#### **Streets**

*From June 1997*

**From Parramatta** (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Pennant Hills Rd (**Carlingford**), Marsden Rd, Tomah St, Willoughby St, Ryde St, Boronia Av, Kent St, Bridge St, Beecroft Rd to Epping station.

**From Epping** (Beecroft Rd at station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Church St, then George St, Smith St to Parramatta old interchange.

**Prindle St diversion:** Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Prindle St, Charles St, Bettington Rd to Pennant Hills Rd. Reverse on return.

**Tintern Av diversion:** Ex Parramatta from Pennant Hills Rd via Tintern Av, Robert St, Adderton Rd to Pennant Hills Rd. Reverse on return.

## Timetable Summary

June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	30	M-F	Parramatta	5.36am	Parramatta	9.20pm	60*	
		Sat		6.00am	Epping	7.00pm	60	
		Sun		8.00am		5.55pm	50	

\* More frequent in peak hours.

## Route 628

### EPPING – NORTH CARLINGFORD via Ray Rd

#### Timeline

**4 November 1996:** Renumbered from 82 [1925 number]. Operated by Harris Park Transport (Moore family). Ran in conjunction with 629, with 629 covering 628 at weekends.

**22 December 2004:** Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

**28 January 2005:** Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

#### Streets

*From 4 November 1996*

##### **Morning peak hour**

**From Epping** (Beecroft Rd at station) via Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, McKechnie St, Eyles Av, Anthony St, Keats St, Milton St, Rembrandt St (**North Carlingford**), Dunrossil Av, Torquil Av, Alamein Av, Benghazi Rd, North Rocks Rd, Pennant Pde, Ray Rd, Kandy Av, Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

##### **Off-peak & afternoon peak hour**

**From Epping** (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, North Rocks Rd, Benghazi Rd, Alamein Av, Torquil Av, Dunrossil Av, Rembrandt St (**North Carlingford**), Milton St, Keats St, Anthony St, Eyles Av, McKechnie St, Pennant Pde, Ray Rd, Kandy Av, Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

*From 16 December 1996*

##### **Peak hours**

**From Epping** (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, North Rocks Rd, Benghazi Rd, Alamein Av, Pennant Hills Rd (**North Carlingford**), Dunrossil Av, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

##### **Off-peak**

**From Epping** (Beecroft Rd at station) via Carlingford Rd, Ray Rd, Pennant Pde, North Rocks Rd, Benghazi Rd, Alamein Av, Pennant Hills Rd (**North Carlingford**), Carlingford Rd, Rembrandt St, Dunrossil Av, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

## Timetable Summary

4 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Carlingford	24 round trip	M-F	N Carlingford	5.36am	Epping	9.15pm	75*	
		Sat		7.18am		7.12pm	50	A
		Sun		7.58am	N Carlingford	6.53pm	50	A

\* More frequent in peak hours.

A – Service provided by 629.

## Route 629

### **EPPING – CARLINGFORD – NORTH ROCKS via Ray Rd**

#### **Timeline**

**4 November 1996:** Renumbered from 90 [1925 number]. Operated by Harris Park Transport (Moore family). Ran in conjunction with 628, with 629 replacing 628 at weekends.

**22 December 2004:** Transferred to Hillsbus (National Express group) after Harris Park Transport gave notice to discontinue contract with Ministry of Transport.

**28 January 2005:** Transferred to State Transit Authority (trading as Sydney Buses) when Hillsbus unable to continue operation.

#### **Streets**

*From 4 November 1996*

##### **Morning peak hour**

**From Epping** (Beecroft Rd at station) via Beecroft Rd, Kandy Av, Ray Rd (**Carlingford**), Pennant Pde, North Rocks Rd (**North Rocks**), Watts St, Blackburn Av, New North Rocks Rd, McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Farnell Av, Lindisfarne Dr, Jenkins Rd, Woodstock Rd, Pennant Hills Rd, Torquil Av, Dunrossil Av, Rembrandt St (**Carlingford**), Milton St, Keats St, Anthony St, Eyles Av, McKechnie St, Pennant Pde, Ray Rd, Kandy Av, Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

##### **Afternoon peak hour**

**From Epping** (Beecroft Rd at station) via Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, McKechnie St, Eyles Av, Anthony St, Keats St, Milton St, Rembrandt St (**Carlingford**), Dunrossil Av, Torquil Av, Alamein Av, Pennant Hills Rd, Woodstock Rd, Jenkins Rd, Parkland Rd, Lindisfarne Dr, Farnell Av, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd (**North Rocks**), Pennant Pde, Ray Rd, Kandy Av, Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

##### **Off-peak & weekend**

**From Epping** (Beecroft Rd at station) via Beecroft Rd, Kandy Av, Ray Rd, Pennant Pde, McKechnie St, Eyles Av, Anthony St, Keats St, Milton St, Rembrandt St (**Carlingford**), Dunrossil Av, Torquil Av, Alamein Av, Pennant Hills Rd, Woodstock Rd, Jenkins Rd, Parkland Rd, Lindisfarne Dr, Farnell Av, Balaka Dr, Poinsettia Av, Paragon Dr, McDonald St, New North Rocks Rd, Blackburn Av, Watts St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Carlingford Rd, Rembrandt St (**Carlingford**), Dunrossil Av, Torquil Av, Alamein Av, Benghazi Rd, North Rocks Rd, Pennant Pde, Ray Rd, Kandy Av, Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, Beecroft Rd to Epping station.

#### **Alteration**

**From 16 December 1996:** Ex Epping via Carlingford Rd, Ray Rd. Ex North Rocks from Ray Rd via Rawson St, Bridge St, Beecroft Rd to Epping station.

#### **Timetable Summary**

*4 November 1996*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Rocks	47 round trip	M-F	Nth Rocks	6.00am	Nth Rocks	8.57pm	75*	
		Sat	Epping	7.30am	Epping	7.12pm	50	
		Sun		9.07am	Nth Rocks	6.40pm	50	

\* More frequent in peak hours.