



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 400 – 424

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, with route numbers in the geographically-based Sydney Region (sometimes called three-digit) route number system, initiated when Government bus routes were renumbered during the period 1938-44 and private bus routes similarly renumbered during the period 1981-2004

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

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

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

Summary of routes 400 – 424

| | |
|------|----------------------------|
| 400 | Annandale-Coogee Beach |
| 400 | City-Ryde |
| 400 | Bondi Junction-Burwood |
| 400N | Bondi Junction-Eastgardens |
| 401 | City-Balmain, etc |
| 401 | Strathfield-Olympic Park |
| 402 | Rozelle-Bondi Beach |
| 402 | Dulwich Hill-Cooks River |
| 402 | Strathfield-Lidcombe, etc |
| 403 | Strathfield-Lidcombe, etc |
| 403 | Strathfield-Homebush Bay N |
| 404 | City-Glebe Point |
| 404 | City-Ryde |
| 404 | Strathfield-Lidcombe, etc |
| 405 | Central-Five Dock |
| 405 | Parramatta-Lidcombe |
| 405 | Olympic Explorer |
| 406 | City-Cooks River |
| 406 | City-Five Dock |
| 406 | Auburn-Ermington |
| 406 | Hurlstone Park-Five Dock |
| 407 | City-Canterbury |
| 407 | Ryde-Balmain East |
| 407 | Central-Balmain |

| | |
|-----|------------------------------|
| 407 | Strathfield-Flemington |
| 407 | Burwood-Strathfield |
| 408 | Hurlstone Pk-Rookw'd Cem |
| 408 | Five Dock Loop |
| 408 | Hurlstone Park-Flemington |
| 408 | Burwood-Rookwood Cem |
| 409 | Hurlstone Pk-Rookw'd Cem |
| 410 | City-Abbotsford |
| 410 | City-Rozelle |
| 410 | City-Chiswick |
| 410 | Burwood-Ashfield |
| 410 | City-Darling Harbour |
| 410 | Bondi Junction-Rockdale |
| 410 | Hurstville-Macquarie Park |
| 411 | Petersham-Dulwich Hill |
| 411 | City-Chiswick |
| 411 | Ashfield-Roselands |
| 412 | City-Belmore, etc |
| 413 | City-Belmore, etc |
| 413 | Strathfield-West Strathfield |
| 413 | Central-Pymont |
| 413 | City-Campsie |
| 414 | Earlwood-Maroubra Beach |
| 414 | Strathfield-Homebush, etc |

| | |
|------|------------------------------|
| 415 | Belmore-Burwood, etc |
| 416 | City-Ryde |
| 417 | City (Circular Quay)-Central |
| 418 | Burwood-South Enfield, etc |
| 418 | Bondi Junction-Burwood |
| 419 | Burwood-Enfield |
| 419 | Strathfield-Homebush |
| 420 | Ashfield-Mortlake |
| 420 | Kogarah-Showground |
| 420 | Eastgardens-Burwood |
| 420N | Eastgardens-Burwood |
| 421 | Ashfield-Cabarita |
| 421 | City-Enmore |
| 422 | City-Rozelle |
| 422 | City-Tempe, etc |
| 423 | Ryde-Balmain East |
| 423 | City-Kingsgrove Depot |
| 423X | City-Kingsgrove Depot |
| L23 | City-Kingsgrove Depot |
| X23 | City-Kingsgrove Depot |
| 424 | City-Undercliffe |
| 424 | Tempe-Marrickville Metro |

Route 400

ANNANDALE (Booth St) – NEWTOWN – COOGEE BEACH■

Timeline

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

21 December 1941: Ceased as a wartime economy measure.

Streets

By 2 November 1941

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

Timetable Summary

2 November 1941

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

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Notes relevant to 400, 404 & 450 (City – Ryde routes)

| Replacement of Fort Macquarie – Ryde tram service by buses 1949-53 | | |
|---|---|---|
| Date | Tram alteration | Bus alteration |
| 26 April 1949 | | 450 peak hour express service, City (York St)-Ryde, commenced. |
| 2 May 1949 | | 450 renumbered 400. |
| 18 December 1949 | Curtailed to run Fort Macquarie – Gladesville. | <ul style="list-style-type: none">• Times of service of 400 increased to Monday-Saturday.• New 404 full time service, City (Hay St, Central Railway)-Ryde (extended to Circular Quay in early morning, nights & Sundays), commenced. |
| 19 March 1950 | Curtailed to run Fort Macquarie – Drummoyne. | Service frequency increased. |
| 28 May 1950 | Re-extended to run Fort Macquarie – Gladesville Bridge. | |
| 20 July 1951 | Curtailed to run Fort Macquarie – Drummoyne. | |
| 27 June 1953 | Fort Macquarie – Drummoyne ceased. | Service frequency increased. |

Route 400

CITY (various termini) – RYDE via Pyrmont Bridge (*EXPRESS*, 1949) ■

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

(City terminus in the former street, Circular Quay West, was later known as West Circular Quay, a location now in First Fleet Park.)

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

(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

2 May 1949: Peak hour express service, City (York St) – Ryde, renumbered from 450, supplementing Fort Macquarie – Ryde tram service, prior to its closure.

18 December 1949: Upon closure of the Gladesville – Ryde section of the Fort Macquarie – Ryde tram service:

- Extended to run City (Circular Quay) – Ryde (limited stops between City & Gladesville), replacing most of the equivalent tram service.
- Altered to run daytime Mondays – Saturdays.
- Shared most of route with 404 City (Hay St, Central Railway) – Ryde (extended to Circular Quay at night & on Sundays), which commenced on this day.

20 March 1950: Service frequency on 400 (& 404) increased upon closure of Drummoyne (Lyons Rd) – Gladesville section of the Circular Quay – Railway Square – Ryde tram service.

28 June 1953:

- Service frequency on 400 (& 404) increased upon closure of the remainder of the Fort Macquarie – Railway Square – Ryde tram service.
- 400 & 404 then shared parts of route with additional new routes commenced on the same day:
 - 405 City (Central Railway) – Five Dock (Ingham Av)
 - 406 City (Circular Quay) – Five Dock (Ingham Av)
 - 407 City (Central Railway) – Balmain (Gladstone Park)
 - 410 City (Central Railway) – Chiswick
 - 411 City (Circular Quay) – Chiswick

28 July 1957:

- As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), 400 & 404 renumbered:
 - 500 City (Circular Quay) – Ryde via Pyrmont Bridge
 - 501 City (Central Railway) – Ryde
 - 502 City (Circular Quay) – Ryde via Central Railway
 - 503 Pyrmont – Ryde
 - 504 Drummoyne – Ryde
 - 510 City (York St) – Gladesville via Pyrmont Bridge
 - 511 City (Central Railway) – Gladesville
 - 512 City (Circular Quay) – Gladesville via Central Railway
 - 513 Pyrmont – Gladesville
 - 514 White Bay – Gladesville
 - 515 Drummoyne – Gladesville
 - 520 City (Circular Quay) – Drummoyne (Drummoyne Av) via Pyrmont Bridge
 - 521 City (Central Railway) – Drummoyne (Drummoyne Av)
 - 522 City (Circular Quay) – Drummoyne (Drummoyne Av) via Central Railway
 - 523 Pyrmont – Drummoyne (Drummoyne Av)
 - 524 White Bay – Drummoyne (Drummoyne Av).
- The second & third digits of the renumbered routes denoted:
 - Second digit* - western terminus of each route
 - 0 Ryde
 - 1 Gladesville
 - 2 Drummoyne
 - 3 Five Dock (Ingham Av) – *see 530 & 531*
 - 4 Chiswick – *see 540 & 541*

Third digit - eastern terminus of each route & route taken

- 0 City (Circular Quay) via Pyrmont Bridge
- 1 City (Central Railway)
- 2 City (Circular Quay) via Central Railway
- 3 Pyrmont
- 4 White Bay
- 5 Drummoyne

- Route numbers in the 500-541 range were the first in the permanent expansion of the standard three-digit system to numbers of 500 & above.

Streets

City (York St) – Ryde via Pyrmont Bridge

From 2 May 1949

From Ryde (Devlin St) via Blaxland Rd, Victoria Rd [old alignment along part of current Huntleys Point Rd, old Gladesville Bridge current Victoria Pl], (**Gladesville, Drummoyne, Rozelle**), Commercial Rd [now part of Victoria Rd], old Glebe Island Bridge, Miller St, Union St (**Pyrmont**), Pyrmont Bridge, Market St to York St (City).

From City (York St) (*likely route*) via Druitt St, Sussex St, Pyrmont Bridge, then reverse route.

City (Circular Quay) – Ryde via Pyrmont Bridge

From 29 June 1953 (based on 4 April 1955 timetable)

From City (Circular Quay) (Circular Quay West between Argyle St & Barton St) via Barton St [former street], George St, Market St, York St, Druitt St, Sussex St, Pyrmont Bridge, Union St, Miller St (**Pyrmont**), Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd], (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd, Devlin St to Ryde.

From Ryde (Devlin St) via reverse route to Pyrmont Bridge, then Market St, George St, Argyle St, Circular Quay West to Circular Quay (City).

Timetable Summary

2 May 1949

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: City (York St)- Ryde (<i>express</i>) | 35 | M-F | Ryde | 6.45am | York St | 6.05pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Extended peak hours only (both directions). Last morning trip from Ryde 10.37am. First afternoon trip from City (York St) 2.10pm.

19 December 1949

City – Ryde via Victoria Rd routes

400, 404

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: City (Circular Quay)-Ryde | | M-F | Ryde | 6.04am | Circular Quay | 7.55pm | A | |
| | | Sat | | 6.11am | | 7.50pm | B | |
| | | Sun | | | | | C | |
| 404: City (Hay St, Central Railway)-Ryde† | | M-F | Ryde | 4.59am | Circular Quay | 11.59pm | D | |
| | | Sat | | 4.59am | | 11.59pm | E | |
| | | Sun | | 6.18am | | 11.43pm | 15 | F |

Average day frequencies along common route:

M-F Pyrmont-Ryde 6 trips per hour.

Sat Pyrmont-Ryde 6 trips per hour.

Sun Pyrmont-Ryde 15.

* More frequent in peak hours.

† Extended to City (Circular Quay) in early mornings, at nights & on Sundays.

A – Ryde-City (York St) 15*, Ryde-City (Circular Quay) 30*. Early morning & night service provided by 404.

B – Ryde-City (York St) 15, Ryde-City (Circular Quay) 30. Early morning & night service provided by 404.

C – Service provided by 404.

D – Early morning, City (Circular Quay)-Ryde. Day, City (Hay St, Central Railway)-Ryde 30*. Night, City (Circular Quay)-Ryde & City (York St)-Ryde alternately. Plus short-working/s before first trip & after last trip shown. The short-workings included Gladesville-Ryde trips connecting at Gladesville with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

E – Early morning, City (Circular Quay)-Ryde. Day, City (Hay St, Central Railway)-Ryde 30. Night, City (Circular Quay)-Ryde & City (York St)-Ryde alternately. Plus short-working/s before first trip & after last trip shown. The short-workings included Gladesville-Ryde trips connecting at Gladesville with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

F – Plus short-working/s before first trip & after last trip shown. The short-workings included Gladesville-Ryde trips connecting at Gladesville with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

27 December 1950

City – Ryde via Victoria Rd routes

400, 404

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: City (Circular Quay)-Ryde | | M-F | Ryde | 6.06am | Circular Quay | 7.55pm | A | |
| | | Sat | | 5.59am | | 7.55pm | B | |
| | | Sun | | | | | C | |
| 404: City (Hay St, Central Railway)-Ryde† | | M-F | Ryde | 4.59am | Circular Quay | 11.35pm | D | |
| | | Sat | | 4.59am | | 12.30am | E | |
| | | Sun | | 6.18am | | 11.55pm | F | |

Average day frequencies along common route:

M-F Pyrmont-Ryde 6 trips per hour.
 Sat AM Pyrmont-Gladesville 7-10 trips per hour.
 Pyrmont-Ryde 6-9 trips per hour.
 Sat PM Pyrmont-Gladesville 4-5 trips per hour.
 Pyrmont-Ryde 4 trips per hour.
 Sun Pyrmont-Ryde 15.

* More frequent in peak hours.

† Extended to City (Circular Quay) in early mornings, at nights & on Sundays.

A – City (Circular Quay)-Ryde 15*, plus City (York St)-Gladesville 30. Early morning & night service provided by 404.

B – Morning, City (Circular Quay)-Ryde 10-20, plus short-workings City (Circular Quay or York St)-Gladesville. Afternoon, City (Circular Quay)-Ryde 30, plus City (York St)-Gladesville 20-30. Early morning & night service provided by 404.

C – Service provided by 404.

D – Early morning & night, City (Circular Quay)-Ryde. Day, City (Hay St, Central Railway)-Ryde 30*. Plus short-working/s before first trip & after last trip shown. The short-workings included Drummoyne-Ryde trips connecting at Drummoyne with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

E – Early morning & night, City (Circular Quay)-Ryde. Morning, City (Hay St, Central Railway)-Ryde 20. Afternoon, City (Hay St, Central Railway)-Ryde 30. Plus short-working/s before first trip & after last trip shown. The short-workings included Drummoyne-Ryde trips connecting at Drummoyne with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

F – Early morning & night, City (Hay St, Central Railway)-Ryde. Day, City (Hay St, Central Railway)-Gladesville 10, City (Hay St, Central Railway)-Ryde 20. Plus short-working/s before first trip & after last trip shown. The short-workings included Rozelle or Drummoyne-Ryde trips connecting at Rozelle or Drummoyne with Fort Macquarie or Ultimo Depot trams, providing a midnight-to-dawn service between the City & Ryde.

4 April 1955

City – Ryde via Victoria Rd routes

400, 404

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|------|-----------|------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: City (Circular Quay)-Ryde | 26YG 45QR | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 404: City (Pitt St, Central Railway)-Ryde† | 39 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Extended to City (Circular Quay) in early mornings, at nights & on Sundays.

QR – City (Circular Quay)-Ryde.

YG – City (York St)-Gladesville.

Route 400

BONDI JUNCTION – EASTGARDENS – SYDNEY AIRPORT – ROCKDALE – BURWOOD

(LIMITED STOPS) ■

- **Extended from Bondi Junction to Bondi Beach (Summer Sundays, 1991-93)**

Route 400N

BONDI JUNCTION – EASTGARDENS (midnight-to-dawn service) ■

Timeline

17 July 1989:

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

13 January 1991:

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

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

21 November 1993: Hours of service extended to weeknights.

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

1 January 2005: Became part of Contract Region 6.

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

30 September 2018: Rearranged as:

- 400 Bondi Junction – Sydney Airport International Terminal. Operated entirely by State Transit Authority (becoming part of Contract Region 9).
- 420 Sydney Airport - Burwood (other than nights) operated by Transit Systems.
- 420N Sydney Airport - Burwood (nights) operated by Transit Systems.

2 December 2018: Midnight-to-dawn trips on 400 renumbered 400N.

5 December 2021:

- 400 & 400N ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.
- 400 replaced by 350, 390X, 392 & 420.
- 400N replaced by parts of 350, 390X & 392N.

Streets

Route 400

Bondi Junction – Eastgardens – Burwood

From 17 July 1989

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

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

Alterations

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

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

Alterations

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

Bondi Junction – Eastgardens – Burwood

Alterations

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

Bondi Junction – Eastgardens – Sydney Airport (International Terminal)

From 30 September 2018

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Botany St, High St (**University of New South Wales**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction**), Maroubra Rd (**Pagewood**), Bunnerong Rd to **Eastgardens** bus terminal, then Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, Botany Rd (**Mascot**), Coward St, Bourke Rd, O'Riordan St, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av (**Domestic Terminal**), Ninth St, Qantas Dr, Airport Dr to International Terminal (Sydney Airport).

From Sydney Airport (International Terminal) via Airport Dr, Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av, Ninth St, Qantas Dr, Robey St, O'Riordan St, then reverse route to Wentworth Av, then Bunnerong Rd, Maroubra Rd, Anzac Pde, Barker St, Avoca St, Belmore Rd, then reverse route to Bondi Junction interchange.

Route 400N

Bondi Junction – Eastgardens

From 2 December 2018

From Bondi Junction (interchange) via Grosvenor St, Bronte Rd, Albion St (**Waverley**), Frenchmans Rd, Cowper St, Cook St, Belmore Rd (**Randwick**), Arthur St, Botany St, High St (**University of New South Wales**), Anzac Pde (**Kensington, Kingsford, Maroubra Junction**), Maroubra Rd (**Pagewood**), Bunnerong Rd to Eastgardens bus terminal.

From Eastgardens (bus terminal) via Bunnerong Rd, Maroubra Rd, Anzac Pde, Barker St, Avoca St, Belmore Rd, then reverse route to Bondi Junction interchange.

Timetable Summary

17 July 1989

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Burwood | 76 | M-F | Burwood | 6.00am | Bondi Junction | 5.55pm | 30 | |
| | | Sat | | 8.05am | | 4.35pm | 30 | A |
| | | Sun | | | | | | |

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

13 January 1991

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|------------|---------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Burwood† | 76 | M-F | Burwood | 6.00amJ | Bondi Junction | 5.55pmB | 30 | |
| | | Sat | | 8.05amJ | | 4.35pmB | 30 | A |
| | | Sun | | 7.16amH | Burwood | 5.16pmH | 60 | C |

† Extended to Bondi Beach on Sundays.

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

B – To Burwood.

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

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

J – To Bondi Junction.

20 November 1994

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|------------------------|-----|------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Burwood | Fr B Jun 27E 82B | M-F | Burwood | 5.15am | Bondi Junction | 9.00pm | A | |
| | | Sat | | 7.05am | | 6.35pm | C | |
| | | Sun | | 7.05am | | 6.35pm | 30 | |

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

B – To Burwood.

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

E – To Eastgardens.

10 March 1997

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|------------------------|-----|------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Burwood | Fr B Jun 27E 87B | M-F | Burwood | 5.15am | Bondi Junction | 10.30pm | A | |
| | | Sat | | 5.15am | | 10.30pm | C | |
| | | Sun | | 5.15am | | 10.30pm | C | |

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

B – To Burwood.

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

E – To Eastgardens.

23 June 2002

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|------------------------|-----|------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Burwood | Fr B Jun 28E 90B | M-F | Burwood | 4.50am | Bondi Junction | 10.30pm | A | |
| | | Sat | | 5.12am | | 10.30pm | C | |
| | | Sun | | 5.15am | | 10.30pm | C | |

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

B – To Burwood.

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

E – To Eastgardens.

1 July 2018

Bondi Junction – Rockdale routes

400, 410

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|-------------------------|-----|----------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Sydney Airport-Burwood | Fr B Jun 35E 107B | M-F | Burwood | 4.43am | Burwood | 10.52pm | A | |
| | | Sat | Bondi Junction | 5.01am | | 10.52pm | C | |
| | | Sun | | 5.01am | | 10.52pm | C | |
| 410: Bondi Junction-Rockdale | 65 | M-F | Rockdale | 6.47am | Rockdale | 5.46pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – Peak hours, Bondi Junction to Eastgardens or Burwood. Day, Bondi Junction-Eastgardens 6/7/7, Bondi Junction-Burwood 20. Night, Bondi Junction-Burwood. Plus short-working/s after last trip shown.

B – To Burwood.

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

E – To Eastgardens.

Ph – Peak hours only (both directions).

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|------------------------|-----|----------------|---------|-----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Eastgardens-Sydney Airport (International Terminal) | Fr B Jun 35E 68S | M-F | Bondi Junction | 4.09amE | Internat'l Term | 11.34pmB | A | |
| | | | | 5.05amS | Eastgardens | 3.38amB | | |
| | | Sat | | 4.07amE | Internat'l Term | 11.42pmB | C | |
| | | | | 4.58amS | Eastgardens | 3.38amB | | |
| | | Sun | | 4.07amE | Internat'l Term | 11.42pmB | C | |
| | | | | 4.58amS | Eastgardens | 3.38amB | | |

A – Early morning & night, Bondi Junction-Eastgardens & Bondi Junction-Sydney Airport (International Terminal) alternately. Day, Bondi Junction-Eastgardens 7/7/6, Bondi Junction-Sydney Airport (International Terminal) 20. Midnight-to-dawn, Bondi Junction-Eastgardens (service continuous).

B – To Bondi Junction.

C – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 10, Bondi Junction-Sydney Airport (International Terminal) 20. Midnight-to-dawn, Bondi Junction-Eastgardens (service continuous).

E – To Eastgardens.

S – To Sydney Airport (International Terminal).

2 December 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|------------------------|-------|----------------|---------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 400: Bondi Junction-Sydney Airport (Internat'l Terminal) | Fr B Jun 35E 68S | M-F | Bondi Junction | 4.49am | Bondi Junction | 11.19pm | A | B |
| | | Sat | | 4.54am | | 11.24pm | C | B |
| | | Sun | | 5.05am | | 11.27pm | C | B |
| 400N: Bondi Junction-Eastgardens | 23 | Mon | Eastgardens | 12.29am | Eastgardens | 5.10am | MDs1 | |
| | | Tu-Fr | Bondi Junction | 11.54pm | | 5.10am | MDs2 | |
| | | Sat | Eastgardens | 12.29am | | 5.45am | MDs3 | |
| | | Sun | Bondi Junction | 11.54pm | | 6.00am | MDs4 | |

A – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 7/7/6, Bondi Junction-Sydney Airport (International Terminal) 20.

B – Midnight-to-dawn service provided by 400N

C – Early morning & night, Bondi Junction-Sydney Airport (International Terminal). Day, Bondi Junction-Eastgardens 10, Bondi Junction-Sydney Airport (International Terminal) 20.

MDs1 – Midnight-to-dawn service, early morning Monday.

MDs2 – Midnight-to-dawn service, late night M-F/early morning Tuesday-Saturday.

MDs3 – Midnight-to-dawn service, early morning Saturday

MDs4 – Midnight-to-dawn service, late night Saturday/early morning Sunday.

Route 401

CITY (York St) – BALMAIN (Darling St Wharf) via Pyrmont Bridge■

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

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

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

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

(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

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

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

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

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

29 September 1942: As a wartime economy measure:

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

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

29 June 1946:

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

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

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

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

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

17 December 1956:

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

26 February 1962:

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

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

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

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

Streets

City (York St) – Balmain (Loyalty Square)

From 2 November 1941

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

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

City (York St) – Balmain (Gladstone Park)

Alteration

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

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

From 17 December 1956

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

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

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

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

From 31 January 1967

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

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

Alterations

- *By 6 July 1980:* To approach City (York St) from Pyrmont Bridge via King St, Sussex St, Market St, York St to Queen Victoria Building (City). Return via Druitt St, Sussex St, Day Pl, North Western Freeway [now Western Distributor], Harris St, Gipps St, Jones St, Bank St.
- *Circa 1981-95:* Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.
- *By June 1982:* To approach City (York St) from Miller St via Union St, Pyrmont St, North Western Freeway [now Western Distributor], Sussex St, Market St, York St.
- *By November 1984:* From City (York St) via Druitt St, Sussex St, North Western Freeway [now Western Distributor], Harris St.

Timetable Summary

2 November 1941

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

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

17 December 1956

City (York St) – Balmain Post Office routes

401, 441

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

Average day frequencies along common route:

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

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

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

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

* More frequent in peak hours.

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

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

B – To Birchgrove.

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

D – To Balmain (Darling St Wharf).

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

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

G – To Balmain (Gladstone Park).

P – To Balmain Post Office.

Y – To City (York St).

31 January 1967

City (York St) – Balmain Post Office routes

401, 441

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

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.
 Sat AM City (York St)-Balmain Post Office (441, 442) 10.
 Sat PM City (York St)-Balmain Post Office (441, 442) 15.
 Sun City (York St)-Balmain Post Office (441, 442) 15.

* More frequent in peak hours.

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

B – To Birchgrove.

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

D – To Balmain (Darling St Wharf).

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

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

G – To Balmain (Gladstone Park).

N – To Balmain (Nicholson St).

P – To Balmain Post Office.

Y – To City (York St).

6 July 1980

City (York St) – Balmain Post Office routes

401, 441

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

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.
 Sat AM City (York St)-Balmain Post Office (441, 442) 10.
 Sat PM City (York St)-Balmain Post Office (441, 442) 30.
 Sun City (York St)-Balmain Post Office (441, 442) 30.

* More frequent in peak hours.

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

B – To Birchgrove.

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

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

P – To Balmain Post Office.

Y – To City (York St).

Route 401

LIDCOMBE – NEWINGTON – HOMEBUSH BAY WHARF via Mons St■

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via Mons St■

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

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

Timeline

17 June 1991:

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

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

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

7 January 1994: Extension from Strathfield to Burwood ceased.

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

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

Circa 1995: Tourist service, Strathfield – State Sports Centre – Olympic Park renumbered from 10. These trips then or later formed by continuation of (normal?) 401 trips. Branded “Olympic Explorer” as from 19 April 1997.

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

By June 1998:

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

30 November 1998: “Olympic Explorer” renumbered 405.

19 April 1999:

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

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

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

1 January 2005: Became part of Contract Region 6.

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

From 17 June 1991

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

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

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

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

By 10 July 1993

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

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

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

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

Alteration:

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

Strathfield – State Sports Centre (weekends)

By 15 October 1994

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

Strathfield – Homebush Bay – Lidcombe via Mons St

By June 1998

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

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

Strathfield – Olympic Park Station round trip (nights)

By June 1998

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

Lidcombe – Olympic Park Station via Mons St

19 April 1999

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

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

Lidcombe – Homebush Bay – Olympic Park Wharf

From 2 January 2001 (based on May 2002 timetable)

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

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

Alteration

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

Lidcombe – Olympic Park Station via Mons St

From 21 March 2010

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

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

Lidcombe – Olympic Park

From 1 July 2018

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

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

Lidcombe – North Lidcombe

From 2 December 2018

From Lidcombe (Church St at Station) via Church St, Swete St, Maud St, Bombay St, Nicholas St, Mons St, Parramatta Rd, Hill Rd, Carter St (**North Lidcombe**), Birnie Av, Parramatta Rd, then reverse route to Swete St, then Mary St, John St, Church St to Lidcombe Station.

Timetable Summary

17 June 1991

Lidcombe – North Lidcombe routes

401–404

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

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

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

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

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

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

10 July 1993

Strathfield – Homebush Bay – Lidcombe routes

401-404

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

† Via State Sports Centre & Mons St.

‡ Via John St.

§ Via Mons St.

¶ Via Birnie Av.

A – To Homebush Bay (Australia Centre).

B – To Burwood.

C – To State Sports Centre.

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

H – To Homebush Bay (Hill Rd).

L – To Lidcombe.

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

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

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

S – To Strathfield.

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

20 April 1997

Strathfield – Homebush Bay routes

401–404

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

† Via Mons St.

‡ Via John St.

¶ Via Birnie Av.

A – To Aquatic Centre.

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

Ph2 – Peak hours only (both directions).

L – To Lidcombe.

S – To Strathfield.

19 April 1999

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 401: Lidcombe-Olympic Park Station | 12 | M-F | Olymp Pk Stn | 6.30am | Lidcombe | 5.40pm | 40 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

August 2003

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|---------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 401: Lidcombe-Olympic Park Wharf | 24 | M-F | Lidcombe | 6.36amW | Lidcombe | 7.00pmW | 30 | A |
| | | Sat | | 8.33amW | Olymp Pk Whf | 6.03pmL | B | |
| | | Sun | Olymp Pk Whf | 8.40amO | | 6.45pmO | 60 | |

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

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

L – To Lidcombe.

O – To Olympic Park Station.

W – To Olympic Park Wharf.

21 March 2010

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 401: Lidcombe-Olympic Park Station | 12 | M-F | Lidcombe | 6.00am | Olymp Pk Stn | 7.00pm | 40* | |
| | | Sat | | 8.30am | Lidcombe | 5.50pm | 40 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

1 July 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 401: Lidcombe-Olympic Park | 12 | M-F | Lidcombe | 6.00am | Olympic Park | 7.00pm | 40* | |
| | | Sat | | 8.30am | Lidcombe | 5.50pm | 40 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

2 December 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 401: Lidcombe-North Lidcombe | 23 round trip | M-F | Lidcombe | 6.00am | Lidcombe | 6.30pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

Route 402

ROZELLE – BALMAIN – BONDI BEACH

Timeline

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

21 December 1941: Ceased as a wartime economy measure.

Streets

From 2 March 1941

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

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

Timetable Summary

2 March 1941

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

Route 402

DULWICH HILL – COOKS RIVER (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)

(Cooks River terminus was in Princes Hwy, Tempe, immediately north of the bridge over the river, being a tram terminus until 1957.)

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
11 July 1948 – 17 October 1948
25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 012.

Streets

Followed tram line as closely as possible.

Route 402

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via John St■

STRATHFIELD – LIDCOMBE via Parramatta Rd & John St■

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

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

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

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

Timeline

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

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

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

29 September 1958: Sunday service ceased.

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

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

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

13 December 1974: Weeknight service ceased again.

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

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

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

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

17 June 1991:

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

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

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

Streets

Strathfield – Lidcombe via Parramatta Rd & John St

From 13 August 1950

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

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

Alteration

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

From 31 January 1967

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

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

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

Alterations

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

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

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

Lidcombe – State Sports Centre via John St

From 1 October 1989

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

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

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

From 7 October 1990

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

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

Alteration

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

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

From 17 June 1991

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

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

Strathfield – Homebush Bay – Lidcombe via John St

From 10 July 1993

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

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

Alterations

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

Timetable Summary

13 August 1950

Strathfield – Lidcombe via Parramatta Rd routes 402, 403

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

Average day frequencies along common route:

M-F Strathfield-Lidcombe (402, 403) 30.
Sat AM Strathfield-Lidcombe (402, 403) 20.
Sat PM Strathfield-Lidcombe (402, 403) 30.
Sun Strathfield-Lidcombe (402, 403) 30.

* More frequent in peak hours.

31 January 1967

Strathfield – Lidcombe via Parramatta Rd routes

402, 403

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

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

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

HL – Homebush-Lidcombe.

L – To Lidcombe.

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

S – To Strathfield.

SL – Strathfield-Lidcombe.

April 1977

Strathfield – Lidcombe via Parramatta Rd routes

402, 403

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

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

HL – Homebush-Lidcombe (403).

L – To Lidcombe.

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

S – To Strathfield.

SL – Strathfield-Lidcombe.

1 October 1989

Lidcombe – State Sports Centre routes

402-404

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

* More frequent in peak hours.

Ph – Peak hours only (both directions).

7 October 1990

Lidcombe – State Sports Centre routes

402-404

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

† Selected trips extended to Five Dock.

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

F – To Five Dock.

L – To Lidcombe.

S – To State Sports Centre.

17 June 1991

20 April 1997

See 401

Route 403

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

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

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

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

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

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

Timeline

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

13 August 1950: Curtailed to run Strathfield – Lidcombe.

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

29 September 1958: Sunday service ceased.

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

13 December 1974: Weeknight & Saturday service ceased.

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

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

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

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

17 June 1991:

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

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

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

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

Streets

Strathfield – Lidcombe via Parramatta Rd & Marne Park

From 13 August 1950

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

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

Alteration

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

From 31 January 1967

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

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

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

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

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

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

Alterations

By March 1972:

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

Lidcombe – State Sports Centre via Mons St

From 1 October 1989

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

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

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

From 7 October 1990

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

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

Alteration

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

Strathfield – Homebush Bay – Lidcombe via Mons St

By 10 July 1993

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

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

Timetable Summary

13 August 1950

31 January 1967

7 October 1990

See 402

17 June 1991

See 401

Route 403

STRATHFIELD – HOMEBUSH BAY NORTH (Burroway Rd) (INDUSTRIAL)■

STRATHFIELD – HOMEBUSH BAY WHARF■

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

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

Timeline

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

June 1998: After Homebush Bay Wharf was opened, rerouted to run Strathfield – Homebush Bay Wharf.

By 19 April 1999:

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

8 December 2002: Replaced by:
 401 Lidcombe – Homebush Bay Wharf
 525 Strathfield – Homebush Bay – Newington – Parramatta.

Streets

Strathfield – Homebush Bay North (Burroway Rd)

From 15 October 1994

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

Alteration

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

Strathfield – Homebush Bay Wharf

June 1998

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

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

By 19 April 1999

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

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

Alterations

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

Timetable Summary

15 October 1994

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

Ph – Peak hours only (both directions).

19 April 1999

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

* More frequent in peak hours.

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

O – To Olympic Park Station.

S – To Strathfield.

W – To Homebush Bay Wharf.

Route 404

CITY (various termini) – GLEBE Point (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram services after 2.00pm Saturdays and all day Sundays:
City (Circular Quay) – Glebe Point
City (Millers Point) – Glebe Point.
- Ran during the whole or part of the periods:
11 July 1948 – 17 October 1948
25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 04.

Streets

Followed tram lines as closely as possible.

Route 404

CITY (various termini) – RYDE via Central Railway & Victoria Rd■

(City terminus in the former street, Circular Quay West, was later known as West Circular Quay, a location now in First Fleet Park.)

Timeline

19 December 1949: City (Hay St, Central Railway) – Ryde (extended in the City to Circular Quay in early morning, at night & all-day Sundays) commenced by Department of Road Transport & Tramways, as part of replacement of the Gladesville – Ryde part of the Fort Macquarie – Ryde tram service by buses.

By 4 April 1955: City terminus altered to Pitt St, Central Railway.

28 July 1957:

- As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), 400 & 404 renumbered:
500 City (Circular Quay) – Ryde via Pyrmont Bridge
501 City (Central Railway) – Ryde
502 City (Circular Quay) – Ryde via Central Railway
503 Pyrmont – Ryde
504 Drummoyne – Ryde
510 City (York St) – Gladesville via Pyrmont Bridge
511 City (Central Railway) – Gladesville
512 City (Circular Quay) – Gladesville via Central Railway
513 Pyrmont – Gladesville
514 White Bay – Gladesville
515 Drummoyne – Gladesville
520 City (Circular Quay) – Drummoyne (Drummoyne Av) via Pyrmont Bridge
521 City (Central Railway) – Drummoyne (Drummoyne Av)
522 City (Circular Quay) – Drummoyne (Drummoyne Av) via Central Railway
523 Pyrmont – Drummoyne (Drummoyne Av)
524 White Bay – Drummoyne (Drummoyne Av)
- The second & third digits of the renumbered routes denoted:
Second digit - western terminus of each route
0 Ryde
1 Gladesville
2 Drummoyne
3 Five Dock (Ingham Av) – *see 530 & 531*
4 Chiswick – *see 540 & 541*
Third digit - eastern terminus of each route & route taken
0 City (Circular Quay) via Pyrmont Bridge
1 City (Central Railway)
2 City (Circular Quay) via Central Railway
3 Pyrmont
4 White Bay
5 Drummoyne

- Route numbers in the 500-541 range were the first in the permanent expansion of the standard three-digit system to numbers of 500 & above.

Streets

City (Hay St, Central Railway) – Ryde (extended to City (Circular Quay) in early morning, nights & Sundays)

From 19 December 1949

From Central Railway (Hay St) via Pitt St, Railway Sq, Lee St, Regent St, Harris St, Miller St, Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd, Devlin St to Ryde.

From Ryde (Devlin St) via reverse route to Harris St, then Railway Sq, George St, Hay St (Central Railway, City).

City (Circular Quay) extension (*early morning, nights & Sundays*): From City (Railway Sq) via George St, Argyle St, Circular Quay West to Circular Quay. Return via Barton St [former street], George St, Market St, York St, Druitt St, George St, Hay St.

City (Pitt St, Central Railway) – Ryde (extended to City (Circular Quay) in early morning, nights & Sundays)

Alteration

By 4 April 1955: To approach City (Central Railway) from George St via Hay St, Pitt St to Central Railway, Return via Pitt St, Railway Square.

Timetable Summary

See 400

Route 404

STRATHFIELD – HOMEBUSH BAY – LIDCOMBE via Birnie Av

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

Timeline

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

17 June 1991:

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

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

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

1 January 2005: Became part of Contract Region 6.

29 April 2006: Ceased.

Streets

Lidcombe – State Sports Centre via Birnie Av

From 1 October 1989

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

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

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

From 17 June 1991

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

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

Strathfield – Homebush Bay – Lidcombe via Birnie Av

By 10 July 1993

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

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

Alterations

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

Lidcombe – Olympic Park Station via Birnie Av

By 19 April 1999

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

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

Alteration

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

Timetable Summary

1 October 1989

17 June 1991

15 October 1994

See 401

19 April 1999

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

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

Route 405

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

(City terminus in the former street, Circular Quay West, was later known as West Circular Quay, a location now in First Fleet Park.)

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

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot. Supplementary to 400 & 404. Shared Drummoyne – Five Dock (Ingham Av) with 406.

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

Streets

From 29 June 1953 (based on 4 April 1955 timetable)

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, Lee St, Regent St, Harris St, Miller St (**Pymont**), Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Harris St, then George St, Hay St, Pitt St to Central Railway (City).

Timetable Summary

4 April 1955

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Pitt St, Central Railway)-Five Dock (Ingham Av) | 26 | M-F | Ingham Av | 6.54am | Pitt St, C/Rly | 5.52pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning both directions, afternoon from City (Pitt St, Central Railway)).

Route 405

PARRAMATTA – AUBURN – LIDCOMBE■

Timeline

15 December 1986: Parramatta – Auburn renumbered from 168 [1925 route number]. Operated by Auburn Bus Services (Barry Briggs & Stephen Todd).

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

1990/1 (between May 1990 & March 1991): 59 [1925 route number] & 405 amalgamated as 405, Parramatta – Auburn – Lidcombe.

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: Retransferred to Auburn Bus Services (different proprietor?).

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 Baxter's Bus Lines.

17 December 1995: Renumbered 904.

Streets

Parramatta – Auburn

From 15 December 1986

From Parramatta (Darcy St at station) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Cowper St, Rowell St, Bridge St (**Granville**), Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson St to Auburn station.

From Auburn (Rawson St at station) via Northumberland Rd, Simpson St, Station Rd, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Allen St, Harris St, Una St (**Harris Park**), Wigram St, Parkes St, Station St, Darcy St to Parramatta station.

Parramatta – Auburn – Lidcombe

From 1990/1 (between May 1990 & March 1991):

Extended, ex Parramatta from Station Rd, Auburn via Hall St, Northumberland Rd, Rawson St, Dartbrook Rd, Parramatta Rd, John St, Dewrang St, Nyrang St, Boorea St, Yarram St, John St, Church St to Lidcombe station. Return via Station St, Swete St, Mary St, John St, Yarram St, then reverse route.

Alteration

From about 1992: To approach Auburn station in both directions via Station Rd, Rawson St, Northumberland Rd, Hall St, Station Rd.

From 1 August 1993

From Parramatta (Argyle St at Westfield) via Argyle St, Marsden St, George St, Smith St, Darcy St, Church St, Parkes St, Wigram St, Una St (**Harris Park**), Harris St, Allen St, Good St, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Parramatta Rd, Melton St, Adderley St, Station Rd, Rawson St (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, Nyrang St, Hastings St, John St, Dewrang St, Nyrang St, Boorea St, Yarram St, John St, Church St to Lidcombe station.

From Lidcombe (Church St at station) via Station St, Swete St, Mary St, John St, Yarram St, then reverse route to Dewrang St, then John St, Parramatta Rd, Station Rd, Rawson St (**Auburn**), Northumberland Rd, Hall St, Station Rd, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Allen St, then reverse route to Parkes St, then Station St, Darcy St, Church St, Argyle St to Westfield (Parramatta).

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 | | |
| Parramatta-Auburn | 27 | M-F | Auburn | 6.10am | Parramatta | 5.50pm | 60* | |
| | | Sat | | 8.20am | | 3.58pm | 7 trips | |
| | | Sun | | | | | | |

* More frequent in peak hours.

1991

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|-----------------------------|-----|------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Parramatta-Auburn-Lidcombe | Fr P'matta 23A 39L | M-F | Parramatta | 6.35amL | Lidcombe | 5.25pmP | 75* | B |
| | | Sat | Auburn | 8.20amP | Parramatta | 3.58pmA | 7 trips | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – To Auburn.

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

L – To Lidcombe.

P – To Parramatta.

Route 405

OLYMPIC EXPLORER (TOURIST SERVICE)■

Timeline

30 November 1998: Renumbered from 401, when full service introduced.

28 January 2003: Ceased.

Route 406

CITY (Circular Quay) – COOKS RIVER (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

(Cooks River terminus was in Princes Hwy, Tempe, immediately north of the bridge over the river, being a tram terminus until 1957.)

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
 - 11 July 1948 – 17 October 1948
 - 25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 06.

Streets

Followed tram line as closely as possible.

Route 406

CITY (Circular Quay) – DRUMMOYNE – FIVE DOCK (Ingham Av) via Pyrmont

Bridge■

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

(City terminus in the former street, Circular Quay West, was later known as West Circular Quay, a location now in First Fleet Park.)

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

(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot. Supplementary to 400 & 404. Shared Drummoyne – Five Dock (Ingham Av) with 405.

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

Streets

From 29 June 1953 (based on 4 April 1955 timetable)

From City (Circular Quay) (Circular Quay West between Argyle St & Barton St) via Barton St [former street], George St, Market St, York St, Drutt St, Sussex St, Pyrmont Bridge, Union St, Miller St (**Pyrmont**), Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

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

Timetable Summary

4 April 1955

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)- Five Dock (Ingham Av) | 32 | M-F | Ingham Av | 6.30am | Circular Quay | 6.18pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from Five Dock (Ingham Av) to City (York St, Wynyard or Circular Quay) & limited service from City (Circular Quay or York St) to Five Dock (Ingham Av), afternoon from City (Circular Quay or York St)).

Route 406

AUBURN – ERMINGTON ■

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

Timeline

15 December 1986: Renumbered from 1 [1925 route 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:

- 50% ownership transferred from Riverside Bus & Coach Services (also trading as Parramatta-Ryde Bus Services to State Transit Authority.
- Routes were:
 - Auburn – Ermington (Mondays-Saturdays daytime & limited service Sundays)
 - Auburn – Newington via Vore St (peak hours).

28 February 2000: Remaining 50% ownership transferred to State Transit Authority..

24 June 2001: As part of Stage 2 of the "Better Buses" north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000), amalgamated with parts of 543 & 544 & renumbered into Sydney region route numbers as:

- 540 Auburn – Newington via Vore St
- 542 Auburn – Eastwood – North Ryde (Bridge Rd)
- 544 Auburn – Eastwood – Macquarie Centre.

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.

From 22 October 2000

Auburn – Ermington (daily daytime)

From Auburn (Rawson St at Station) via Rawson St, Hampstead Rd, Newton Rd, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Wetherill St, Fariola St, Slough Av, Holker St, Avenue of Africa, Avenue of Asia (**Newington**), Holker St, Silverwater Rd, Victoria Rd, Betty Cuthbert Av to Ermington shops.

From Ermington (Betty Cuthbert Av at shops) via Spurway St, Coffey St, River Rd, South St, Silverwater Rd, Holker St, Avenue of Africa, Avenue of Asia, Holker St, Slough Av, then reverse route to Rawson St, then Macquarie Rd, Hall St, Station St, Rawson St to Auburn Station.

Auburn – Newington (peak hours)

From Auburn (Rawson St at Station) via Rawson St, Hampstead Rd, Newton Rd, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Vore St, Giffard St, Shaft St, Holker St, Avenue of Africa, Avenue of Asia (**Newington**).

From Newington (Avenue of Asia) via Holker St, then reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St 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.

22 October 2000

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|------------|---------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Auburn-Ermington | 20 | M-F | Ermington | 5.35am | Auburn | 7.00pm | 60* | |
| | | Sat | Auburn | 8.00am | | 4.00pm | 60 | |
| | | Sun | Ermington | 10.15am | | 3.20pm | 2 trips | |
| Auburn-Newington via Vore St | 17 | M-F | Auburn | 6.15am | Auburn | 6.30pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

Route 406

HURLSTONE PARK (Keir Av) – ASHFIELD – FIVE DOCK

Timeline

21 March 2010:

- Daily daytime service commenced, replacing 409 between Hurlstone Park & Ashfield and 471 & 472 between Ashfield & Five Dock, as part of a general service review of Inner Western & Southern routes.
- Operated by State Transit Authority.
- Part of Contract Region 6.

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

From 21 March 2010

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

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

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

Timetable Summary

21 March 2010

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

* More frequent in peak hours.

28 July 2019

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurlstone Park (Keir Av)-Five Dock | 30 | M-F | Five Dock | 6.10am | Keir Av | 6.30pm | 75* | |
| | | Sat | Keir Av | 7.37am | Five Dock | 6.15pm | 75 | |
| | | Sun | Five Dock | 8.15am | | 6.15pm | 75 | |

* More frequent in peak hours.

Route 407

CITY (Circular Quay) – CANTRBURY (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
 - 11 July 1948 – 17 October 1948
 - 25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 07.

Streets

Followed tram line as closely as possible.

Route 407

RYDE – BALMAIN EAST (Nicholson St) INDUSTRIAL) ■

Timeline

2 March 1950: Peak hour service commenced by Department of Road Transport & Tramways.

28 June 1953: Renumbered 423.

Route 407

CITY (Central Railway, various termini) – BALMAIN (Gladstone Park)■

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

Timeline

29 June 1953: Peak hour service commenced, replacing Railway – Balmain tram service.

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

By January 1966: City (Central Railway) terminus altered from Parker St to Pitt St.

By 25 May 1981: City (Central Railway) terminus altered from Pitt St to Barlow St.

8 February 1987: Ceased as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall. Other routes provided similar service.

Streets

From January 1966

From City (Pitt St, Central Railway) (near Hay St) via Pitt St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Bank St, Glebe Island Bridge, Victoria Rd, Darling St to Gladstone Park (Balmain).

From Balmain (Gladstone Park) via reverse route to Bank St, Miller St, Harris St, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St (Central Railway, City).

Alteration

By 25 May 1981: To approach Central Railway from George St via Rawson Pl, Pitt St, Barlow St to near George St. Return via George St.

Timetable Summary

January 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Pitt St, Central Railway)-Balmain (Gladstone Park) | 22 | M-F | Gladstone Park | 6.48am | Pitt St, C/Rly | 5.00pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning both directions, afternoon from City (Pitt St, Central Railway)).

Route 407

STRATHFIELD – FLEMINGTON (Paddy's) MARKETS

Timeline

25 May 1994: Friday shopper service commenced.

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

16 December 1994: Ceased without replacement.

Streets

From 25 May 1994

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

Timetable Summary

25 May 1994

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

A – Fridays only.

Route 407

BURWOOD – WEST STRATHFIELD – STRATHFIELD

Timeline

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

1 January 2005: Became part of Contract Region 6.

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

From 7 January 2001

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

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

Alterations

- **By June 2002:** (Daytime weekdays): Ex Strathfield from Barker Rd via Marion St, Newton Rd. Reverse on return.
- **By June 2002:** (Nights & weekends): Ex Strathfield from Barker Rd via Pemberton St (*not* via Newton Rd). Reverse on return.
- **From 28 July 2019** (weeknight route): Ex Strathfield from Barker Rd via Marion St, Newton Rd, Pemberton St. Reverse on return. (Weekend route unaltered.)
- **From 25 October 2020** (weekend route): Ex Strathfield from Barker Rd via Marion St, Newton Rd, Pemberton St. Reverse on return.

Timetable Summary

7 January 2001

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

21 March 2010

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

* More frequent in peak hours.

Route 408

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

Timeline

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

28 June 1964: Reverted to 409.

Streets

By 15 February 1954

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

Timetable Summary

See 409

Route 408

FIVE DOCK Loop via Garfield St & Harris St

Timeline

24 March 1969: Weekday daytime loop service commenced by Department of Government Transport.

11 August 1969: Ceased.

Streets

From 24 March 1969

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

Route 408

HURLSTONE PARK (Keir Av) – ASHFIELD – BURWOOD – HOMEBUSH – FLEMINGTON

Timeline

12 January 1992:

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

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

Streets

From 12 January 1992

From Hurlstone Park (Keir Av) (at Hurlstone Av) via Foord Av, Burnett St, Hopetoun Av, Commons St, Duntroon St, Floss St, Crinan Av, Dunstaffnage St, Floss St, Melford St, New Canterbury Rd, Griffiths St, Queen St, Liverpool Rd, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd (**Five Dock**), Lyons Rd West, Harris Rd, Parramatta Rd, Burwood Rd (**Burwood**), Railway Pde, Morwick St, The Boulevarde, Redmyre Rd,

Raw Sq, Albert Rd, Strathfield Sq (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Homebush Rd, The Crescent (**Homebush**), Rochester St, Beresford Rd, Merley Rd, Francis St, Shortland Av, Marion St, Newton Rd (**West Strathfield**), Pemberton St, Arthur St, Bates St, The Crescent St, Hampstead Rd, Exeter Rd, Eastbourne Rd, The Crescent to Flemington Station.

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

Timetable Summary

31 January 1995

See 409

Route 408

BURWOOD – STRATHFIELD – FLEMINGTON – ROOKWOOD CEMETERY

Timeline

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

1 January 2005: Became part of Contract Region 6.

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

From 7 January 2001

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

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

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

Alteration

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

Timetable Summary

7 January 2001

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

* More frequent in peak hours.

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

B – To Burwood.

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

F – To Flemington.

R – To Rookwood Cemetery.

1 July 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Rookwood Cemetery | 31 | M-F | Burwood | 9.00am | Rookw'd Cem | 3.40pm | 60 | |
| | | Sat | | 9.02am | | 4.20pm | 60 | |
| | | Sun | | 9.00am | | 4.15pm | 65 | |

Route 409

HURLSTONE PARK (various termini) – ASHFIELD – BURWOOD – FLEMINGTON ■
HURLSTONE PARK (various termini) – ASHFIELD – BURWOOD – ROOKWOOD CEMETERY ■

Timeline

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

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

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

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

28 June 1964: 408 rerouted via 409.

2 February 1977:

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

By 15 September 1985:

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

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

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

12 January 1992:

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

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

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

1 January 2005: Became part of Contract Region 6.

By 6 July 2008: Summer Hill diversion ceased.

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

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

Streets

Hurlstone Park Station – Burwood – Rookwood Cemetery

Circa 1946 (Gregory's street directory)

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

Alteration

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

By 15 February 1954

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

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

Alterations

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

Hurlstone Park – Burwood – Flemington Station **Hurlstone Park – Burwood – Rookwood Cemetery** **(Selected trips extended to Hurlstone Park (Keir Av))**

Alterations

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

Hurlstone Park (Keir Av) – Burwood

From 7 January 2001

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

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

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

Timetable Summary

15 February 1954

Hurlstone Park – Rookwood Cemetery routes 408, 409

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

408 ran via Strathfield Baby Health Centre.

* More frequent in peak hours.

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

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

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

H – To Hurlstone Park Station.

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

P – To Flemington (Pemberton St).

R – To Flemington (Richmond Rd).

18 July 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|----------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurlstone Park (Keir Av)-Burwood-Rookwood Cemetery (Mortuary No 3) | | M-F | Keir Av | 6.21amR | Mortuary No 4 | 4.42pmH | A | |
| | | | Hurlstn Pk Stn | 8.43amN | Richmond Rd | 11.25pmK | | |
| | | Sat | Pemberton St | 6.56amK | Keir Av | 12.52pmM | B | |
| | | | Mortuary No 4 | 10.31amH | Mortuary No 4 | 5.11pmH | | |
| | | Sun | | | Richmond Rd | 10.57pmK | C | |
| | | | Hurl Pk shops | 7.57amM | Mortuary No 3 | 5.27pmH | | |
| | | | Mortuary No 3 | 12.41pmH | Hurlstn Pk Stn | 10.52pmR | | |

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

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

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

H – To Hurlstone Park Station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

R – To Flemington (Richmond Rd).

6 July 1980

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

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

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

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

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

F – To Flemington Station.

H – To Hurlstone Park Station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

N – To Rookwood Cemetery (Mortuary No 4).

S – To Hurlstone Park shops.

September 1984

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

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

A – To Ashfield.

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

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

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

F – To Flemington Station.

H – To Hurlstone Park Station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

31 January 1995

Hurlstone Park - Burwood routes 408, 409

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

Average day frequencies along common route:

M-F Hurlstone Park Station-Burwood (408, 409) 30.

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

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

§ Via Strathfield & Homebush.

¶ Via Barker Rd.

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

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

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

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

F – To Flemington Station.

H – To Hurlstone Park Station.

K – To Hurlstone Park (Keir Av).

M – To Rookwood Cemetery (Mortuary No 3).

7 January 2001

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

* More frequent in peak hours.

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

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

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

Route 410

CITY (Circular Quay) – ABBOTSFORD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
 - 11 July 1948 – 17 October 1948
 - 25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: A similar service operated as 030.

Streets

Followed tram line as closely as possible.

Route 410

CITY (Central Railway) – ROZELLE (Railway Stores) (INDUSTRIAL) ■

Timeline

5 March 1951: Peak hour service commenced by Department of Road Transport & Tramways.

By 1 February 1957: Renumbered 422.

Route 410

CITY (Pitt St, Central Railway) – DRUMMOYNE – CHISWICK ■

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

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot. Supplementary to 400 & 404. Shared Drummoyne – Chiswick with 411.

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

Streets

From 29 June 1953 (likely route)

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, Lee St, Regent St, Harris St, Miller St (**Pymont**), Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Harris St, then George St, Hay St, Pitt St to Central Railway (City).

Route 410

BURWOOD – ASHFIELD (AWA Factory, Parramatta Rd) (INDUSTRIAL) ■

Timeline

By 1969: Possible renumbering of 409 peak hour service operated by Department of Government Transport. Number not shown in available 409 timetables.

(?): Ceased.

Streets

Via 409, but direct along Parramatta Rd between Harris Rd & Frederick St.

Route 410

CITY (Queen Victoria Building) – DARLING HARBOUR

Timeline

1 January 1989: Daily (10am to 10pm) [tourist] service commenced by **Urban Transit Authority** on trial for the benefit of those attending Festival of Sydney activities.

31 January 1989: Days of service reduced to weekends.

26 February 1989: Ceased.

1 October 1989: Resumed (days of service?).

24 February 1990: Ceased.

Timetable Summary

1 January 1989

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------------------------|------|-----------|------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Queen Victoria Building)-Darling Harbour | | M-F | Hours of service: 10am to 10pm | | | | 10 | |
| | | Sat | Hours of service: 10am to 10pm | | | | 10 | |
| | | Sun | Hours of service: 10am to 10pm | | | | 10 | |

* More frequent in peak hours.

Route 410

BONDI JUNCTION – EASTGARDENS – ROCKDALE (LIMITED STOPS)

Timeline

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

1 January 2005: Became part of Contract Region 6.

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

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

Streets

From 23 June 2002

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

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

Alteration

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

Timetable Summary

23 June 2002

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

Ph – Peak hours only (both directions).

Route 410

HURSTVILLE – BURWOOD – MACQUARIE PARK (Waterloo Rd)■

Timeline

28 April 2019: Renumbered from M41. Operated by Transit Systems. **Part of Contract Region 6.**

Streets

From 28 April 2019

From Hurstville (interchange) via Forest Rd, Park Rd, Queens Rd, Croydon Rd, Stoney Creek Rd, New Illawarra Rd, Bexley Rd (**Bexley North**), Beamish St (**Campsie**), Seventh Av, Fifth Av, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), Wellbank St, Concord Rd, Hospital Rd to Concord Hospital, then Hospital Rd, Concord Rd (**Rhodes**), Ryde Bridge, Church St, Victoria Rd, Church St, Blaxland Rd (**Ryde**), Lane Cove Rd (**North Ryde**), Waterloo Rd, Herring Rd (**Macquarie Centre**), Talavera Rd, Culloden Rd, Waterloo Rd to Trafalgar Pl (Macquarie Park).

From Macquarie Park (Waterloo Rd) (at Trafalgar Pl) via reverse route to Lane Cove Rd, then Devlin St, Church St, then reverse route to Queens Rd, the Dora St to Hurstville interchange.

Timetable Summary

28 April 2019

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|---------|-------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Burwood-Macquarie Park (Waterloo Rd) | Fr Macq Pk 57B 95H | M-F | Waterloo Rd | 6.08amH | Hurstville | 8.50pmM | A | |
| | | | | | Waterloo Rd | 12.22amB | | |
| | | Sat | | 7.31amH | Hurstville | 7.54pmM | C | |
| | | | | | Waterloo Rd | 12.24amB | | |
| | | Sun | | 7.28amH | Hurstville | 7.54pmM | C | |
| | | | | | Waterloo Rd | 12.24amB | | |

* More frequent in peak hours.

A – Peak hours & day, Hurstville-Macquarie Park (Waterloo Rd) 15*. Night, Burwood-Macquarie Park (Waterloo Rd). Plus short-working/s before first trip shown.

B – To Burwood.

C – Day, Hurstville-Macquarie Park (Waterloo Rd) 20. Night, Burwood-Macquarie Park (Waterloo Rd). Plus short-working/s before first trip shown.

H – To Hurstville.

M – To Macquarie Park (Waterloo Rd).

Route 411

PETERSHAM – DULWICH HILL Station■

Timeline

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

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

Streets

From 9 February 1947

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

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

Timetable Summary

9 February 1947

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

Route 411

CITY (Circular Quay) – DRUMMOYNE – CHISWICK via Pyrmont Bridge■

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

(City terminus in the former street, Circular Quay West, was later known as West Circular Quay, a location now in First Fleet Park.)

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

(Pyrmont Bridge was replaced by the Western Distributor in 1980-81.)

Timeline

29 June 1953: New peak hour service commenced, coincident with opening of Ryde Depot. Supplementary to 400 & 404. Shared Drummoyne – Chiswick with 410.

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

Streets

From 29 June 1953 (likely route)

From City (Circular Quay) (Circular Quay West between Argyle St & Barton St) via Barton St [former street], George St, Market St, York St, Druitt St, Sussex St, Pyrmont Bridge, Union St, Miller St (**Pyrmont**), Bank St, old Glebe Island Bridge, Commercial Rd [now part of Victoria Rd], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Pyrmont Bridge, then Market St, George St, Argyle St, Circular Quay West to Circular Quay (City).

Route 411

ASHFIELD – DULWICH HILL – ROSELANDS■

Timeline

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

By 12 January 1992

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

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

Alterations

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

Timetable Summary

2 October 1990

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

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

12 January 1992

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

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

Route 412

CITY (various termini) – PETERSHAM – BELMORE ■

CITY (various termini) – PETERSHAM – CAMPSIE

- **Dulwich Hill – Belmore (trips at various times)**
- **Belmore – Marrickville (Woollen Mills) (INDUSTRIAL)**

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

Timeline

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

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

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

By 1 September 1953:

- City terminus altered to Park St.
- Belmore – Marrickville (Woollen Mills) industrial service commenced (when ceased?).

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

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

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

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

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

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

16 April 1989: As replacement for ceased 490:

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

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

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

Dulwich Hill – Belmore

Circa 1946 (Gregory's street directory)

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

City (York St) – Belmore

Circa 1948 (Gregory's street directory)

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

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

City (Park St) – Belmore

Alteration

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

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

City (York St) – Belmore

From 10 July 1960 (based on January 1965 timetable)

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

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

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

Alterations

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

City (Castlereagh St or George St) – Belmore

Alterations

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

City (George St or York St) – Belmore

Alterations

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

City (George St or York St) – Campsie

From 16 April 1989

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

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

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

City (Bathurst St or Pitt St) – Campsie

Alteration

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

City (Queen Victoria Building) – Campsie

Alteration

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

City (George St or Clarence St) – Campsie

Alteration

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

City (George St or Strand Arcade) – Campsie

Alteration

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

City (King St Wharf) – Campsie

Alterations

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

City (Martin Pl) – Campsie

Alterations

- *From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):* To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St to Martin Pl. Return from Castlereagh St (at Martin Pl) via Castlereagh St, Hay St, Pitt St.
- *From 5 December 2021 (coincident with rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20):* From City (Martin Pl) (at Elizabeth St) via Elizabeth St, Goulburn St, Pitt St. Unaltered arriving City.

Timetable Summary:*22 February 1948*

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

* More frequent in peak hours.

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

January 1965

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

* More frequent in peak hours.

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

B – To Belmore.

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

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

Y – To City (York St).

17 November 1985

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

* More frequent in peak hours.

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

24 June 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|-----------------------|-----|------------|---------|-------------|---------------------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (George St or Clarence St)-Campsie | Fr City 52E 68C | M-F | Campsie | 5.32amT | Clarence St | 6.35pmC 10.00pmE 12.10amK | A | |
| | | Sat | | 5.50amT | | 6.35pmC 10.00pmE 12.10amK | B | |
| | | Sun | | 8.06amT | | 6.10pmC 10.00pmE | D | |

* More frequent in peak hours.

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

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

C – To Campsie.

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

E – To Earlwood.

K – To Kingsgrove Depot.

T – To City (Town Hall).

1 July 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|-----------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)-Petersham-Campsie | Fr M/Pl 58E 72C | M-F | Campsie | 5.23am | Martin Pl | 12.18am | A | |
| | | Sat | | 5.36am | | 12.10am | B | |
| | | Sun | | 7.55am | | 10.15pm | D | |

* More frequent in peak hours.

A – Peak hours & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 20*, City (Martin Pl)-Campsie 20-40*. Plus short-working/s before first trip shown.

B – Early morning & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 20, City (Martin Pl)-Campsie 40.

C – To Campsie.

D – Early morning & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 30, City (Martin Pl)-Campsie 60.

E – To Earlwood.

2 December 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|-------------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)-Petersham-Campsie | Fr Mar Pl 58E 74C | M-F | Campsie | 5.23am | Martin Pl | 12.18am | A | |
| | | Sat | | 5.36am | | 12.10am | B | |
| | | Sun | | 7.55am | | 10.15pm | D | |

* More frequent in peak hours.

A – Peak hours & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 15*, City (Martin Pl)-Campsie 30*. Plus short-working/s before first trip shown.

B – Early morning & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 20, City (Martin Pl)-Campsie 40.

C – To Campsie.

D – Early morning & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 30, City (Martin Pl)-Campsie 60.

E – To Earlwood.

25 October 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|-------------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)-Petersham-Campsie | Fr Mar Pl 58E 74C | M-F | Campsie | 5.23am | Martin Pl | 12.33am | A | |
| | | Sat | | 5.36am | | 12.06am | B | |
| | | Sun | Earlwood | 7.59amM | | 9.13pmC | D | |
| | | | Campsie | 8.42amM | | 10.13pmE | | |

* More frequent in peak hours.

A – Peak hours, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 15*, City (Martin Pl)-Campsie 30*.

Night, City (Martin Pl)-Earlwood & City (Martin Pl)-Campsie alternately. Plus short-working/s before first trip shown.

B – Early morning & night, City (Martin Pl)-Campsie. Day, City (Martin Pl)-Earlwood 15, City (Martin Pl)-Campsie 30.

C – To Campsie.

D – Early morning & night, City (Martin Pl)-Campsie (last trip from City (Martin Pl) to Earlwood). Day, City (Martin Pl)-Earlwood 15, City (Martin Pl)-Campsie 30.

E – To Earlwood.

M – To City (Martin Pl).

Route 413

CITY (various termini) – LEWISHAM – BELMORE ■

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

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

Timeline

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

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

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

27 September 1942: As a wartime economy measure:

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

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

Streets

Same as or similar to later 412

Route 413

STRATHFIELD – WEST STRATHFIELD (Ada Av) ■

Timeline

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

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

Streets

From 29 September 1946

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

Timetable Summary

26 September 1946

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

Ph1 – Peak hours only (both directions).

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

Route 413

CITY (Central Railway, various termini) – PYRMONT (various termini)

Timeline

29 June 1953: Peak hour service commenced, replacing Railway – Pyrmont tram service. By 1966 City terminus was in Pitt St near Hay St (Central Railway).

By October 1980: City (Central Railway) terminus altered from Pitt St to Barlow St.

By 25 May 1981: Pyrmont terminus altered to Jones St.

8 February 1987: City (Barlow St, Central Railway) – Ultimo (Government Printing Office) industrial trip possibly renumbered 094.

2 August 1987: Renumbered 089 as part of the renumbering of industrial routes into the 001-099 series.

Streets

From January 1975

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, Lee St, Regent St, Harris St, Scott St, Cross St, Bowman St, Point St to Bayview St (Pyrmont).

From Pyrmont (Bayview St) via reverse route to Harris St, then Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St (Central Railway, City).

Alteration

By October 1980: To approach City (Central Railway) from Barlow St. Return via Barlow St, George St.

By 25 May 1981

From City (Barlow St, Central Railway) via George St, Railway Sq, Lee St, Regent St, Harris St, John St, Jones St, Bowman St to Harris St (Pyrmont).

From Pyrmont (Bowman St) via Harris St, Union St, Pyrmont St, Quarry St, Harris St, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St (Central Railway, City).

Alteration

From 3 August 1981: To approach Pyrmont from John St, Jones St. Return via Bowman St, Harris St.

Timetable Summary

January 1975

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Pitt St, Central Railway)-Pyrmont (Bayview St) | 11 | M-F | Pitt St, C/Rly | 6.38am | Bayview St | 4.59pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (morning from City (Pitt St, Central Railway), afternoon both directions).

Route 413

CITY (various termini) – ASHBURY – CAMPSIE

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

Timeline

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

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

25 October 2020: City terminus altered to Pitt St, Central Railway.

Streets

City (York St) – Campsie

From 28 December 1986

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

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

Alteration

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

City (Bathurst St or Pitt St) – Campsie

Alteration

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

City (Queen Victoria Building or George St) – Campsie

Alterations

By 17 July 2000:

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

City (George St or Clarence St) – Campsie

Alteration

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

City (George St or Strand Arcade) – Campsie

Alterations

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

City (King St Wharf) – Campsie

Alteration

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

City (Martin Pl) – Campsie

Alteration

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

City (Pitt St, Central Railway) – Campsie

Alteration

From 25 October 2020: To approach City (Central Railway) from Railway Square via Pitt St to Barlow St. Reverse on return.

Timetable Summary

28 December 1986

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

* More frequent in peak hours.

4 October 2015

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Martin Pl)-Campsie | 55 | M-F | Campsie | 5.42am | Martin Pl | 12.48am | 30* | |
| | | Sat | | 6.05am | | 12.40am | 30 | |
| | | Sun | | 9.25am | | 6.35pm | 60 | |

* More frequent in peak hours.

25 October 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Pitt St, Central Railway)-Ashbury-Campsie | 40 | M-F | Campsie | 5.28am | Pitt St, C/Rly | 12.46am | 30* | |
| | | Sat | | 6.29am | | 12.32am | 30 | |
| | | Sun | | 8.37am | | 10.59pm | 30 | |

* More frequent in peak hours.

Route 414

EARLWOOD – MAROUBRA BEACH (summer Sundays)■

Timeline

26 December 1940: Summer Sunday service commenced.

21 December 1941: Ceased as a wartime economy measure.

Streets

From 26 December 1940

From Earlwood (tram terminus, Homer St) via Homer St, Earlwood Av, Dellwood Av, Permanent Av, Prince Edward Av, Wardell Rd (**Dulwich Hill**), Marrickville Rd (**Marrickville**), Railway Pde, Burrows Av (**Sydenham**), Railway Rd, King St [now Princes Hwy], Canal Rd, Kent Rd, Gardeners Rd (**Daceyville Junction**), Bunnerong Rd, Maroubra Rd (**Maroubra Junction**), Anzac Pde, Fitzgerald Av, Marine Pde to Maroubra Beach.

Timetable Summary

26 December 1940

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Earlwood-Maroubra Beach | 50 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Earlwood | 8.30am | Maroubra Bch | 7.11pm | 30 | |

2 November 1941

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Earlwood-Maroubra Beach | 50 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Earlwood | 8.00am | Maroubra Bch | 6.37pm | 15 | |

Route 414

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

Timeline

14 June 1943:

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

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

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

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

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

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

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

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

7 January 2001: Ceased as part of rearrangement of Homebush area routes. Mostly replaced by part of new 407.

Streets

Strathfield – Homebush via Fraser St

From 29 September 1946

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

Strathfield – Homebush via Ada Av

From 25 November 1951 or 9 December 1951

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

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

Alteration:

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

Strathfield – West Strathfield Loop

By 9 April 1980

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

Timetable Summary

14 November 1949

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

9 December 1951

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

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

1 August 1960

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

* More frequent in peak hours.

June 1975

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

* More frequent in peak hours.

9 April 1980

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

* More frequent in peak hours.

February 1996

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

Ph – Peak hours only.

Route 415

CAMPSIE – BELMORE – BURWOOD – CHISWICK ■

SUMMER HILL – CANTERBURY – BELMORE – BURWOOD ■

Timeline

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

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

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

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

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

Belmore – Burwood

Circa 1946 (Gregory's street directory)

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

Summer Hill – Belmore – Burwood

From 1 April 1962

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

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

Alterations

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

Campsie – Belmore – Burwood

From 1 October 1989

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

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

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

Alterations

- **By October 1994:** To approach Campsie from Beamish St via South Pde to near Beamish St. Reverse on return.
- **By January 2003 (weekday off-peak):** Extended in Burwood from Railway Pde via Burwood Rd, Wilga St, Shaftesbury Rd, Victoria St to Westfield. Return via Burwood Rd, Railway Pde.
- **By 22 March 2009 (weekday off-peak):** To approach Burwood from Burwood Rd via Victoria St to Westfield. Return via Shaftesbury Rd, Railway Pde.

Campsie – Belmore – Burwood – Chiswick

From 21 March 2010

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

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

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

Timetable Summary

22 February 1948

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

* More frequent in peak hours.

March 1967

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

* More frequent in peak hours.

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

B – To Burwood.

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

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

H – To Summer Hill.

S – To Strathfield.

17 November 1985

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

* More frequent in peak hours.

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

B – To Burwood.

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

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

H – To Summer Hill.

L – To Belmore.

S – To Strathfield.

1 October 1989

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

* More frequent in peak hours.

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

B – To Burwood.

C – To Campsie.

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

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

L – To Belmore.

S – To Strathfield.

21 March 2010

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

* More frequent in peak hours.

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

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

Route 416

CITY (Circular Quay) – RYDE (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

11 July 1948: Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays,
- Ran during the whole or part of the periods:
 - 11 July 1948 – 17 October 1948
 - 25 June 1949 – 22 July 1949.
- Operated by Department of Road Transport & Tramways.

23 July 1949: Renumbered 012.

Streets

Followed tram line as closely as possible.

Route 417

CITY (Circular Quay) – CITY (Country train platforms, Central Railway) via Pitt St, return via Castlereagh St■

Timeline

2 March 1959: Full time service commenced by **Department of Government Transport**, partly replacing 427 & 428. Shared most of route with 427.

27 October 1985: Weekend service ceased.

6 February 1987: Replaced by 430 running via George St, as part of rearrangement of City routes upon opening of Pitt St pedestrian mall.

Streets

From 2 March 1959 (based on 27 February 1961 timetable)

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway ramp to Country train platforms, Central Railway (City).

From City (Country train platforms, Central Railway) via Railway ramp, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

27 February 1961

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)- City (Country train platforms, Central Railway) | | M-F | Central Rly | 7.40am | Circular Quay | 11.23pm | 5* | |
| | | Sat | Circular Quay | 7.49am | | 11.33pm | AM 10 PM 30 | |
| | | Sun | Central Rly | 7.38am | | 11.22pm | 30 | |

* Or more frequent.

27 October 1985

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|-------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)- City (Country train platforms, Cent Rly) | 13 | M-F | Central Rly | 7.40am | Central Rly | 6.00pm | 5-6 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 418

BURWOOD – SOUTH ENFIELD (Portland St)■

- **Extended from Burwood to Cabarita (*selected trips*)**
- **Extended from Burwood to Mortlake (*selected trips*)**

Timeline

23 January (or 23 June?) 1958:

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

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

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

Streets

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

From May 1966

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

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

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

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

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

Alteration

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

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

Timetable Summary

May 1966

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

† Selected trips extended to start from Cabarita.

B – To Burwood.

C – To Cabarita.

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

Route 418

BONDI JUNCTION – KINGSFORD – HURLSTONE PARK – BURWOOD■

TEMPE DEPOT – HURLSTONE PARK – BURWOOD■

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

Timeline

21 March 2010:

- Full time service, Tempe Depot – Hurlstone Park – Burwood commenced as part of a general service review of Inner Western & Southern routes, as a result of amalgamation of:
 - 409 part of route between Hurlstone Park & Ashfield (but rerouted to Burwood instead of Ashfield)
 - 425 part of route between Dulwich Hill & Tempe Depot.
- Part of Contract Region 6.

20 October 2013:

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

30 September 2018:

- Split into:
 - 357 Bondi Junction – Mascot (transferred to State Transit Authority)
 - 418 Kingsford – Burwood (retained by Transit Systems).
- 357 & 418 share Kingsford – Mascot.

5 December 2021: Curtailed to run Sydenham – Burwood as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20.

Streets

Tempe Depot – Burwood

From 21 March 2010

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

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

Bondi Junction – Sydenham – Burwood

From 20 October 2013

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

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

Alteration

From 31 March 2017 (to allow for light rail construction works in High St, Randwick): Ex Bondi Junction from York Rd via Avoca St, Cowper St, Cook St, Alison Rd, Botany St, Barker St. Return from Barker St via Botany St, Alison Rd, Cook St, Cowper St, Avoca St, York Rd.

Kingsford – Sydenham – Hurlstone Park – Burwood

From 30 September 2018

From Kingsford (Gardeners Rd at Anzac Pde) via Gardeners Rd, Bourke Rd (**Mascot**), Coward St, Kent Rd, Ricketty St, Canal Rd, Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), railway bridge, Railway Pde, Marrickville Rd (**Marrickville**, **Dulwich Hill**), New Canterbury Rd, Myra Rd, The Parade, Garnet St, Floss St (**Hurlstone Park**), Crinan St, Queen St, Liverpool Rd (**Ashfield**), Burwood Rd, Victoria St to Westfield (Burwood).

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

Alteration

From 25 October 2020: To approach Kingsford from Gardeners Rd via General Bridges Cr to Bunnerong Rd.

Unaltered on return.

Sydenham – Hurlstone Park – Burwood

From 5 December 2021

From Sydenham (Railway Pde at Station) via Marrickville Rd, then same route.

From Burwood (Burwood Rd at Westfield) via same route to Sydenham Rd, then Railway Pde to Sydenham Station.

Timetable Summary

10 October 2010

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

* More frequent in peak hours.

20 October 2013

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

* More frequent in peak hours.

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

B – To Burwood.

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

J – To Bondi Junction.

S – To Sydenham.

1 July 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|----------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Bondi Junction-Sydenham-Burwood | 89 | M-F | Bondi Junction | 5.34am | Bondi Junction | 11.12pm | 30* | A |
| | | Sat | Burwood | 6.10am | | 10.10pm | 30 | A |
| | | Sun | Bondi Junction | 7.34am | Burwood | 9.23pm | 30 | A |

* More frequent in peak hours.

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

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kingsford-Sydenham-Burwood | 67 | M-F | Kingsford | 5.57am | Burwood | 10.45pm | 30* | A |
| | | Sat | Burwood | 6.10am | | 11.15pm | 30 | A |
| | | Sun | Kingsford | 7.49am | | 9.23pm | 30 | A |

* More frequent in peak hours.

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

5 December 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Sydenham-Burwood | 39 | M-F | Sydenham | 5.46am | Burwood | 11.00pm | 30* | A |
| | | Sat | | 6.19am | | 11.30pm | 30 | B |
| | | Sun | | 8.14am | | 10.00pm | 30 | |

* More frequent in peak hours.

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

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

Route 419

BURWOOD – ENFIELD (The Broadway)■

Timeline

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

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

Streets

From 22 August 1948 (based on May 1966 timetable)

From Burwood (Burwood Rd at Station) via Burwood Rd, Liverpool Rd to Coronation Pde (The Broadway, Enfield).

Reverse on return.

Timetable Summary

May 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|-----------|------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Enfield (Broadway) | 8 | M-F | Burwood | 4.29pm | | | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Afternoon peak hour only (from Burwood).

Route 419

STRATHFIELD – HOMEBUSH (Bridge Rd)■

Timeline

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

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

Streets

From 24 November 1982

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

Timetable Summary

24 November 1982

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

A – Wednesdays-Fridays only.

Route 420

ASHFIELD – ENFIELD – BURWOOD – MORTLAKE (“TRAMLESS SUNDAY”

REPLACEMENT SERVICE, July-August 1948, then full-time service) ■

Timeline

11 July 1948:

- Buses replaced tram service after 2.00pm Saturdays and all day Sundays, due to shortages of coal to generate electricity for tram service.
- Ran during the whole or part of the period until 22 August 1948.

22 August 1948:

- Hours of service increased to full-time as part of complete replacement of Ashfield – Enfield – Burwood – Cabarita – Mortlake tram service by buses (route numbers unaltered).
- Shared most of route at various times with 421 & (from 13 December 1953) 466.
- Supplemented by 419.

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

1 April 1962:

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

16 March 1975:

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

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

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

Streets

From 22 August 1948 (based on May 1966 timetable)

From Ashfield (Orchard Cr at Station) via Murrell St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd, Mortlake St, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St, Tennyson Rd to near Whittaker St (Mortlake).

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

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

Alterations:

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

Timetable Summary

May 1966

Ashfield – Burwood – Cabarita Junction routes 420, 421, 466

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (420, 421, 466) 15.

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

Sat PM Ashfield-Cabarita Junction (420, 466) 15.

Sun Trips *from* Mortlake & Cabarita:

Cabarita Junction to South Enfield (Portland St) (420, 421, 466) 15. Cabarita

Junction to Ashfield (421, 466) 30.

Trips *to* Mortlake & Cabarita

Ashfield to Cabarita Junction (420) 30. South Enfield (Portland St) to Cabarita

Junction (420, 421, 466) 15.

* More frequent in peak hours.

A – To Ashfield

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

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

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

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

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

M – To Mortlake.

September 1980

Ashfield – Burwood – Cabarita Junction routes

420, 421, 466

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (420, 466) 15.
 Sat AM Ashfield-Cabarita Junction (420, 421, 466) 20.
 Croydon Park-Cabarita Junction (except in East Concord) (420, 421, 466) 10-12.
 Sat PM Ashfield-Cabarita Junction (420, 466) 20.
 Sun Ashfield-Cabarita Junction (466) 30.

* More frequent in peak hours.

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

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

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

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

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

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

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

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

Plus short working/s after last trip shown.

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

Route 420

KOGARAH – SHOWGROUND (SPORTS ROUTE NUMBER) ■

(“Showground” is an abbreviation of the Royal Agricultural Society’s Show Ground, Moore Park, located in the current Entertainment Quarter. It is referred to here as “Showground”, as that was the destination sign generally displayed on buses.)

Timeline

22 March 1991: Commenced by State Transit Authority for the period of the Royal Easter Show.

2 April 1991: Ceased.

Route 420

EASTGARDENS – SYDNEY AIRPORT – ROCKDALE – BURWOOD

Timeline

30 September 2018: Full time limited stops route commenced by Transit Systems as a result of splitting 400 into 400 & 420. Part of Contract Region 6.

5 December 2021: As part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20:

- Curtailed to run Mascot – Burwood.
- Sydney Airport – Eastgardens replaced by new 350.

- Hours of service between Burwood & Mascot Station extended to continuous.

Streets

Eastgardens – Sydney Airport – Rockdale – Burwood

From 30 September 2018

From Eastgardens (bus terminal) via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, Botany Rd (**Mascot**), Coward St, Bourke Rd, O’Riordan St, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av (**Domestic Terminal**), Ninth St, Qantas Dr, Airport Dr, **International Terminal**, Marsh St, West Botany St, Wickham St (**Arncliffe**), Princes Hwy, Subway Rd, Godfrey St (**Banksia**), Railway St (**Rockdale**), Frederick St, Watkin St, Harrow Rd (**Bexley**), Bexley Rd (**Bexley North**), Beamish St (**Campsie**), Seventh Av, Burwood Rd (**Croydon Park**) to Westfield (Burwood).

From Burwood (Burwood Rd at Westfield) via reverse route to Marsh St, then International Terminal, Airport Dr, Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av, Sir Reginald Ansett Dr, O’Riordan St, then reverse route to Wentworth Av, then Bunnerong Rd to bus terminal (Eastgardens).

Mascot – Sydney Airport – Rockdale – Burwood

From 5 December 2021

From Mascot (Coward St at Station) via same route to Burwood.

From Burwood (Burwood Rd at Westfield) via reverse route to Marsh St, then International Terminal, Airport Dr, Qantas Dr, Sir Reginald Ansett Dr, Keith Smith Av, Shiers Av, Sir Reginald Ansett Dr, O’Riordan St., then Coward St to Mascot Station.

Timetable Summary

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Eastgardens-Burwood | 72 | M-F | Burwood | 4.26am | Eastgardens | 12.32am | 20* | A |
| | | Sat | | 4.14am | | 11.51pm | 20 | B |
| | | Sun | | 4.14am | | 12.31am | 20 | B |

* More frequent in peak hours.

A – Plus extra trip early Monday morning at 3.43am from Burwood. Midnight-to-dawn service provided by 420N.

B – Midnight-to-dawn service provided by 420N.

25 October 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Eastgardens-Burwood | 73 | M-F | Burwood | 3.32am | Eastgardens | 12.40am | 15* | A |
| | | Sat | | 3.32am | | 12.40am | 20 | B |
| | | Sun | | 3.32am | | 12.40am | 20 | B |

* More frequent in peak hours.

A – Midnight-to-dawn service provided by 420N.

5 December 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------|----------------------|-----|------------|---------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Mascot-Burwood | Fr Bur 52A 61M | M-F | Burwood | 4.41amS | Mascot | 11.32pmB | C | |
| | | | | | Sydney Airport | 3.32amB | | |
| | | Sat | | 4.26amS | Mascot | 11.25pmB | D | |
| | | | | | Sydney Airport | 3.32amB | | |
| | | Sun | | 4.28amS | Mascot | 11.46pmB | D | |
| | | | | | Sydney Airport | 3.32amB | | |

A – To Sydney Airport (International Terminal).

B – To Burwood.

C – Day, Mascot-Burwood 15. Night (approx. 11.30pm-3.30am), Sydney Airport (International Terminal)-Burwood.

D – Day, Mascot-Burwood 20 Night (approx. 11.30pm-3.30am), Sydney Airport (International Terminal)-Burwood.

M – To Mascot.

Route 420N

EASTGARDENS – SYDNEY AIRPORT (International Terminal only) – ROCKDALE – BURWOOD (midnight-to-dawn service)

Timeline

30 September 2018:

- Midnight-to-dawn limited stops service commenced by Transit Systems coincident with splitting 400 into 400 & 420.
- Did *not* serve Domestic Terminal at Sydney Airport.
- Part of Contract Region 6.

5 December 2021: Ceased as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. Burwood – Sydney Airport (International Terminal) replaced by extension of hours of 420 to midnight-to-dawn.

Streets

From 30 September 2018

From Eastgardens (bus terminal) via Bunnerong Rd, Westfield Dr, Banks Av, Wentworth Av, Botany Rd (**Mascot**), Coward St, Bourke Rd, O’Riordan St, Robey St, Qantas Dr, Airport Dr, **International Terminal**, Marsh St, West Botany St, Wickham St (**Arncliffe**), Princes Hwy, Subway Rd, Godfrey St (**Banksia**), Railway St (**Rockdale**), Frederick St, Watkin St, Harrow Rd (**Bexley**), Bexley Rd (**Bexley North**), Beamish St (**Campsie**), Seventh Av, Burwood Rd (**Croydon Park**) to Westfield (Burwood).

From Burwood (Burwood Rd at Westfield) via reverse route to Marsh St, then International Terminal, Airport Dr, Qantas Dr, Robey St, O’Riordan St, then reverse route to Wentworth Av, then Bunnerong Rd to bus terminal (Eastgardens).

Timetable Summary

30 September 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|---------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Eastgardens-Burwood | 72 | M-F | Burwood | 1.22am | Eastgardens | 3.32am | A | |
| | | Sat | | 12.22am | | 3.31am | A | |
| | | Sun | | 1.22am | | 3.31am | A | |

A – Midnight-to-dawn service. Service other than midnight-to-dawn provided by 420.

Route 421

ASHFIELD – ENFIELD – BURWOOD – CABARITA (“TRAMLESS SUNDAY” REPLACEMENT SERVICE, July-August 1948, then full-time service) ■

Timeline

11 July 1948:

- Buses replaced tram service after 2.00pm Saturdays and all day Sundays, due to shortages of coal to generate electricity for tram service.
- Ran during the whole or part of the period until 22 August 1948.

22 August 1948:

- Hours of service increased to full-time as part of complete replacement of Ashfield – Enfield – Burwood – Cabarita – Mortlake tram service by buses (route numbers unaltered).
- Shared most of route at various times with 420 & (from 13 December 1953) 466.
- Supplemented by 419.

16 February 1958:

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

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

Streets

From 22 August 1948 (based on May 1966 timetable)

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

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

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

Alteration

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

Timetable Summary

See 420

Route 421

CITY (Circular Quay) – ENMORE ■

Timeline

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

6 August 2005: Renumbered 423 (?).

Route 422

CITY (Central Railway) – ROZELLE (Railway Stores) (INDUSTRIAL) ■

Timeline

By 1 February 1957:

- Peak hour service renumbered from 410.
- Operated by Department of Government Transport.

After June 1957: Renumbered 022 as part of the renumbering of industrial routes into the 001-099 series.

Route 422

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

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

Timeline

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

6 February 1987: 451 renumbered 422.

1 January 2005: Became part of Contract Region 6.

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

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

6 May 2018:

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

1 July 2018: Transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

Streets

City (Circular Quay) – Tempe Depot via City Rd

From 29 September 1957

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

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

Alterations

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

City (Circular Quay) – Kogarah via City Rd

Alteration

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

City (Martin Pl) – Kogarah via City Rd

Alteration

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

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

From 6 May 2018

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

Timetable Summary

26 November 1966

City – Newtown routes full time routes

422, 423, 426, 448

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|---------------|---------|---------------|-------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe Depot via City Rd | 37 | M-F | Tempe Depot | 3.45am | Tempe Depot | 11.17pm | 15* | |
| | | Sat | | 5.56am | Circular Quay | 12.07am | AM 15 PM 20 | A |
| | | Sun | | 5.16am | | 10.52pm | 30 | |
| 423: City (Circular Quay)-Earlwood† | Fr C Quay 43E 55K | M-F | K'grove Depot | 4.03amQ | Circular Quay | 11.35pmK 1.40amE | 15* | D |
| | | Sat | | 4.53amQ | | 10.55pmK 12.14amE | AM 15 PM 20 | D |
| | | Sun | Earlwood | 5.45amQ | | 11.41pmK | 30 | F |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill | 38 | M-F | Dulwich Hill | 3.54am | Circular Quay | 11.51pm | 15* | |
| | | Sat | | 5.17am | | 11.52pm | AM 15 PM 20 | G |
| | | Sun | | 7.11am | | 11.27pm | 30 | |
| 448: City (Circular Quay)-Canterbury via Addison Rd† | Fr C Quay 45C 59K | M-F | K'grove Depot | 4.35amQ | Circular Quay | 12.52amK | 15* | H |
| | | Sat | | 4.33amQ | | 12.52amK | AM 15 PM 20 | I |
| | | Sun | Canterbury | 6.45amQ | | 10.37pmC | 30 | I |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 448) 16 trips per hour.

Sat AM City (Circular Quay)-Newtown (422, 423, 426, 448) 16 trips per hour.

Sat PM City (Circular Quay)-Newtown (422, 423, 426, 448) 12 trips per hour.

Sun City (Circular Quay)-Newtown (422, 423, 426, 448) 8 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

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

C – To Canterbury.

D – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

E – To Earlwood.

F – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depo, mainly from City (Circular Quay) in afternoon/late night)). Additional trips on fine Summer Sundays.

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

H – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s before first trip shown (with connections to final destination).

I – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

K – To Kingsgrove Depot.

Q – To City (Circular Quay).

26 November 1966

City – Newtown supplementary (mainly peak hour) routes

424, 425, 449, 450

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|----------------|---------|---------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 424: City (Circular Quay)-Undercliffe | 37 | M-F | Undercliffe | 6.52am | Undercliffe | 7.00am | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 425: City (Circular Quay)-Marrickville | 32 | M-F | Marrickville | 8.00am | | | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 449: City (Circular Quay)-Hurlstone Park via Addison Rd | 32 | M-F | Hurlstone Park | 8.01am | | | Ph3 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 450: City (Circular Quay)-Dulwich Hill via Addison Rd | 37 | M-F | Dulwich Hill | 6.13am | Circular Quay | 4.47pm | Ph4 | |
| | | Sat | Circular Quay | 12.03pm | | | Ph5 | |
| | | Sun | | 9.45am | Dulwich Hill | 4.57pm | A | |

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

Ph1 – Morning peak hour only (from Undercliffe).

Ph2 – Morning peak hour only (from Marrickville).

Ph3 – Morning peak hour only (from Hurlstone Park).

Ph4 – Peak hours only (morning from Dulwich Hill, afternoon from City (Circular Quay), plus short-working/s after last trip shown).

Ph5 – Midday peak hour only (from City (Circular Quay)).

4 December 1972

City – Newtown full time routes

422, 423, 426, 448

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|---------|---------------|-------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe Depot via City Rd | 37 | M-F | Tempe Depot | 3.45am | Tempe Depot | 11.20pm | 20* | |
| | | Sat | | 5.56am | Circular Quay | 11.22pm | AM 15 PM 20 | A |
| | | Sun | | 5.16am | | 10.52pm | 30 | |
| 423: City (Circular Quay)-Earlwood† | Fr C Quay 43E 55K | M-F | K'grove Depot | 4.03amQ | Circular Quay | 11.35pmK 12.17amE | 20* | B |
| | | Sat | Earlwood | 5.05amQ | | 12.14amK | AM 15 PM 20 | D |
| | | | K'grove Depot | 7.11amQ | | | | |
| | | Sun | Earlwood | 5.45amQ | | 11.41pmK | 30 | F |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill | 38 | M-F | Dulwich Hill | 3.54am | Circular Quay | 11.51pm | 20* | |
| | | Sat | | 5.17am | | 11.27pm | AM 15 PM 20 | |
| | | Sun | | 7.11am | | 11.27pm | 30 | |
| 448: City (Circular Quay)-Canterbury via Addison Rd† | Fr C Quay 45C 59K | M-F | K'grove Depot | 4.35amQ | Circular Quay | 12.52amK | 20* | G |
| | | Sat | | 4.33amQ | | 12.52amK | AM 15 PM 20 | H |
| | | Sun | Canterbury | 6.45amQ | | 10.37pmK | 30 | I |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 448) 12 trips per hour.
 Sat AM City (Circular Quay)-Newtown (422, 423, 426, 448) 16 trips per hour.
 Sat PM City (Circular Quay)-Newtown (422, 423, 426, 448) 12 trips per hour.
 Sun City (Circular Quay)-Newtown (422, 423, 426, 448) 8 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

B – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

C – To Canterbury.

D – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s after last trip shown (with connections to final destination).

E – To Earlwood.

F – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

G – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s before first trip (with connections to final destination).

H – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

I – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s before first trip & after last trip shown (with connections to final destination).

K – To Kingsgrove Depot.

Q – To City (Circular Quay).

July 1979

City – Newtown full time routes

422, 423, 426, 448

Also 446

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|---------------|---------|---------------|-------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe Depot via City Rd | 37 | M-F | Tempe Depot | 3.45am | Tempe Depot | 11.22pm | 20* | A |
| | | Sat | | 5.56am | Circular Quay | 11.22pm | AM 15 PM 20 | A |
| | | Sun | | 8.55am | | 6.22pm | 30 | |
| 423: City (Circular Quay)-Earlwood† | Fr C Quay 43E 55K | M-F | K'grove Depot | 4.03amQ | Circular Quay | 11.35pmK 12.17amE | 20* | B |
| | | Sat | Earlwood | 5.05amQ | | 12.14amK | AM 15 PM 20 | D |
| | | Sun | Earlwood | 5.45amQ | | 11.15pmK | 30 | F |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill | 38 | M-F | Dulwich Hill | 3.54am | Circular Quay | 11.51pm | 20* | |
| | | Sat | | 5.17am | | 11.27pm | AM 15 PM 20 | |
| | | Sun | | 8.46am | | 6.37pm | 30 | G |
| 446: City (Circ Qy)-Marrickville-Dulwich Hill-Canterbury† | 38 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Canterbury | 7.05amQ | Circular Quay | 11.00pmK | H | |
| 448: City (Circular Quay)-Canterbury via Addison Rd† | Fr C Quay 45C 59K | M-F | K'grove Depot | 4.37amQ | Circular Quay | 12.52amK | 20* | I |
| | | Sat | | 4.35amQ | | 12.52amK | AM 15 PM 20 | J |
| | | Sun | Canterbury | 6.06amQ | | 11.36pmK | 30 | L |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 448) 12 trips per hour.

Sat AM City (Circular Quay)-Newtown (422, 423, 426, 448) 16 trips per hour.

Sat PM City (Circular Quay)-Newtown (422, 423, 426, 448) 12 trips per hour.

Sun City (Circular Quay)-Newtown (422, 423, 426, 448) 8 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

B – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

C – To Canterbury.

D – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s after last trip shown (with connections to final destination).

E – To Earlwood.

F – Base service City (Circular Quay)-Earlwood (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

G – Early morning & evening service replaced by 446.

H – Early morning & evening service, replacing 426 & selected 448 trips at those times. Most trips ran City (Circular Quay)-Canterbury, but last trip extended to Kingsgrove Depot.

I – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Plus short-working/s before first trip (with connections to final destination).

J – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)).

K – To Kingsgrove Depot.

L – Base service City (Circular Quay)-Canterbury (selected trips extended to Kingsgrove Depot (mainly from Kingsgrove Depot in morning & from City (Circular Quay) in afternoon/late night)). Selected early morning & evening service replaced by 446. Plus short-working/s before first trip & after last trip shown (with connections to final destination).

Q – To City (Circular Quay).

7 October 1990

City – Newtown full time routes

422, 423, 426, 428

Also X23, X28

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|---------------|----------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe Depot via City Rd | 43 | M-F | Tempe Depot | 5.52am | Circular Quay | 11.12pm | 20* | A |
| | | Sat | | 6.00am | | 11.12pm | 20 | B |
| | | Sun | | 9.00am | | 6.22pm | 30 | |
| 423: City (Circular Quay)-Earlwood-Kingsgrove Depot | 62 | M-F | K'grove Depot | 4.05am | Circular Quay | 12.30am | 20* | |
| | | Sat | | 4.54am | | 11.40pmK 12.30amE | 20 | |
| | | Sun | | 6.04am | | 11.15pm | 30 | |
| X23: City (Circular Quay)-Earlwood-K'grove Dep (exp) | 53 | M-F | K'grove Depot | 7.18am | Circular Quay | 5.15pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill‡ | 44 | M-F | Dulwich Hill | 3.54am | Circular Quay | 11.52pmD | 20* | |
| | | Sat | | 5.24am | | 11.52pmD | 20 | |
| | | Sun | Canterbury | 7.05am | | 11.00pmC | 30 | F |
| 428: City (Circular Quay)-Canterbury via Addison Rd† | 52 | M-F | Canterbury | 4.46am | Circular Quay | 12.05am | 20* | G |
| | | Sat | | 4.47am | | 3.00am | 20 | |
| | | Sun | | 7.35am | | 11.38pm | 30 | A |
| X28: Canterbury-City (Circular Quay) (express) | 43 | M-F | Canterbury | 8.00am | | | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 428) 12 trips per hour.

Sat City (Circular Quay)-Newtown (422, 423, 426, 428) 12 trips per hour.

Sun City (Circular Quay)-Newtown (422, 423, 426, 428) 8 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

‡ Early morning & night trips on Sunday extended to Canterbury.

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

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

C – To Canterbury.

D – To Dulwich Hill.

E – To Earlwood.

F – Day, City (Circular Quay)-Dulwich Hill 30. Early morning & night, extended to run City (Circular Quay)-Dulwich Hill-Canterbury.

G – Extra trips Friday night (last trip 3.00am from City (Circular Quay)). Plus short-working/s before first trip shown (with connections to final destination).

K – To Kingsgrove Depot.

Ph1 –Peak hours only (morning from Kingsgrove Depot, afternoons from City (Circular Quay)).

Ph2 – Morning peak hour only (from Canterbury).

22 October 1995

City – Newtown full time routes

422, 423, 426, 428

Also L23, L28

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|--------------------|-----|---------------|--------|---------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe via City Rd | 43 | M-F | Tempe Depot | 5.57am | Circular Quay | 11.50pm | 15* | A |
| | | Sat | | 6.00am | | 11.50pm | 20 | A |
| | | Sun | | 8.05am | | 11.20pm | 30 | A |
| 423: City (Circular Quay)-Earlwood-Kingsgrove Depot | 62 | M-F | K'grove Depot | 4.07am | Circular Quay | 12.30am | 15* | |
| | | Sat | | 4.56am | | 12.30am | 20 | |
| | | Sun | | 6.00am | | 11.15pm | 30 | A |
| L23: City (Circular Quay)-Kingsgrove Depot (limited stops) | 54 | M-F | K'grove Depot | 6.37am | Circular Quay | 6.12pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill | 44 | M-F | Dulwich Hill | 3.54am | Circular Quay | 11.21pm | 15* | |
| | | Sat | | 5.24am | | 12.00mn | 20 | |
| | | Sun | | 7.07am | | 11.00pm | 30 | |
| 428: City (Circular Quay)-Canterbury via Addison Rd | 52 | M-F | Canterbury | 4.45am | Circular Quay | 12.10am | 20* | |
| | | Sat | | 4.47am | | 12.10am | 20 | |
| | | Sun | | 7.35am | | 11.40pm | 30 | A |
| L28: City (Circular Quay)-Canterbury (limited stops) | 43 | M-F | Canterbury | 7.00am | Circular Quay | 6.02pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 428) 16 trips per hour.

Sat City (Circular Quay)-Newtown (422, 423, 426, 428) 12 trips per hour.

Sun City (Circular Quay)-Newtown (422, 423, 426, 428) 8 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

Ph1 –Peak hours only (morning from Kingsgrove Depot, afternoons from City (Circular Quay)).

Ph2 – Peak hours only (morning from Canterbury, afternoons from City (Circular Quay)).

21 March 2010

City – Newtown full time routes

422, 423, 426, 428

Also L23, L28

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-------------------------|-----|---------------|---------|---------------|---------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Circular Quay)-Tempe-Kogarah via City Rd | Fr C Quay 43T 59K | M-F | Circular Quay | 6.00amK | Circular Quay | 6.23pmK 12.00mnT | A | |
| | | Sat | Tempe | 5.08amC | | 6.45pmK 12.00mnT | B | |
| | | | Circular Quay | 7.01amK | | | | |
| | | Sun | Kogarah | 7.48amC | | 6.15pmK 11.35pmT | B | |
| 423: City (Circular Quay)-Earlwood-Kingsgrove Depot | 66 | M-F | K'grove Depot | 4.10am | Circular Quay | 1.00am | 15* | D |
| | | Sat | | 4.43am | | 2.15am | 20 | |
| | | Sun | | 4.56am | | 11.20pm | 20 | |
| L23: City (Circ Qy or Martin Pl)-K'grove Depot (limited stops) | 54 | M-F | K'grove Depot | 6.37am | Martin Pl | 6.21pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 426: City (Circular Quay)-Marrickville-Dulwich Hill | 47 | M-F | Dulwich Hill | 3.54am | Circular Quay | 12.10am | 15* | |
| | | Sat | | 5.17am | | 12.10am | 20 | |
| | | Sun | | 6.54am | | 11.05pm | 20 | |
| 428: City (Circular Quay)-Canterbury via Addison Rd | 53 | M-F | Canterbury | 4.43am | Circular Quay | 12.20am | 15* | E |
| | | Sat | | 4.39am | | 12.20am | 20 | |
| | | Sun | | 6.17am | | 11.50pm | 20 | |
| L28: City (Circ Qy or Martin Pl)-Cant'bury (limited stops) | 51 | M-F | Canterbury | 7.00am | Martin Pl | 6.12pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Circular Quay)-Newtown (422, 423, 426, 428) 16 trips per hour.

Sat City (Circular Quay)-Newtown (422, 423, 426, 428) 12 trips per hour.

Sun City (Circular Quay)-Newtown (422, 423, 426, 428) 12 trips per hour.

* More frequent in peak hours.

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

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

C – To City (Circular Quay).

D – Extra trip Friday night.

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

K – To Kogarah.

Ph1 –Peak hours only (morning from Kingsgrove Depot, afternoons from City (Circular Quay)).

Ph2 – Peak hours only (morning from Canterbury, afternoons from City (Circular Quay)).

T – To Tempe.

4 October 2015

City – Newtown full time routes

422, 423, 426, 428

Also L23, L28

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---|-------------------------|-----|---------------|---------|-----------|---------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 422: City (Martin Pl)-Tempe-Kogarah via City Rd | Fr C Quay 43T 59K | M-F | Tempe | 5.46amM | Martin Pl | 6.43pmK 12.03amT | A | |
| | | Sat | Tempe | 5.08amM | | 6.50pmK 12.02amT | B | |
| | | | Martin Pl | 7.04amK | | | | |
| | | Sun | Kogarah | 7.48amM | | 6.19pmK 11.38pmT | B | |
| 423: City (Martin Pl)-Earlwood-Kingsgrove Depot | 66 | M-F | K'grove Depot | 4.10am | Martin Pl | 1.06am | 15* | C |
| | | Sat | | 4.43am | | 2.16am | 20 | |
| | | Sun | | 4.56am | | 11.23pm | 20 | |
| L23: City (Martin Pl)-Kingsgrove Depot (limited stops) | 54 | M-F | K'grove Depot | 6.35am | Martin Pl | 6.21pm | Ph1 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 426: City (Martin Pl)-Marrickville-Dulwich Hill | 47 | M-F | Dulwich Hill | 3.51am | Martin Pl | 12.13am | 15* | |
| | | Sat | | 5.17am | | 12.16am | 20 | |
| | | Sun | | 6.54am | | 11.08pm | 20 | |
| 428: City (Martin Pl)-Canterbury via Addison Rd | 53 | M-F | Canterbury | 4.46am | Martin Pl | 12.23am | 15* | D |
| | | Sat | | 4.39am | | 12.22am | 20 | |
| | | Sun | | 6.17am | | 11.51pm | 20 | |
| L28: City (Martin Pl)-Canterbury (limited stops) | 51 | M-F | Canterbury | 6.53am | Martin Pl | 6.07pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequencies along common route:

M-F City (Martin Pl)-Newtown (422, 423, 426, 428) 16 trips per hour.

Sat City (Martin Pl)-Newtown (422, 423, 426, 428) 12 trips per hour.

Sun City (Martin Pl)-Newtown (422, 423, 426, 428) 12 trips per hour.

* More frequent in peak hours.

A – Peak hours & day, City (Martin Pl)-Tempe 15*, City (Martin Pl)-Kogarah 30*. Night, City (Martin Pl)-Tempe.

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

B – Day, City (Martin Pl)-Tempe 20, City (Martin Pl)-Kogarah 60. Night, City (Martin Pl)-Tempe.

C – Extra trip Friday night.

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

K – To Kogarah.

Ph1 –Peak hours only (morning from Kingsgrove Depot, afternoons from City (Martin Pl)).

Ph2 – Peak hours only (morning from Canterbury, afternoons from City (Martin Pl)).

T – To Tempe.

6 May 2018

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------------------|---------|--------------------------|------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Pitt St, Central Railway)-Kogarah via Missenden Rd | Fr Pitt St 32T 48K | M-F | Pitt St, Central Railway | 6.02amK | Pitt St, Central Railway | 6.56pmK 12.21amT | A | |
| | | Sat | Tempe Depot | 5.14amP | | 7.21pmK 12.09pmT | B | |
| | | | Pitt St, C/Rly | 7.00amK | | | | |
| | | Sun | Kogarah | 7.38amP | | 6.37pmK 11.09pmT | B | |

* More frequent in peak hours.

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

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

K – To Kogarah.

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

T – To Tempe Depot.

Route 423

RYDE – BALMAIN EAST (Nicholson St) (INDUSTRIAL) ■

Timeline

28 June 1953:

- Peak hour service renumbered from 407.
- Operated by Department of Government Transport.

After June 1957: Renumbered 023 as part of the renumbering of industrial routes into the 001-099 series.

Route 423

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

Route L23

Route 423X

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

Route X23

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

Timeline

29 September 1957:

- New full time route 423 City (Circular Quay) – Earlwood commenced as part of replacement of Circular Quay – Earlwood tram service by buses.
- Supplemented by peak hour routes 424 & 425.

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

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

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

5 August 1990: Peak hour express trips renumbered X23 City (Circular Quay) – Earlwood – Kingsgrove Depot.

20 October 1995: X23 altered to limited stops & renumbered L23.

14 February 1999: L23 City terminus (departing) altered to Gresham St.

By 28 April 2002: L23 City terminus (departing) altered to Martin Pl.

1 January 2005: Became part of Contract Region 6.

4 October 2015: As a result of commencement date of light rail construction in George St, City/new CBD bus network:

- City terminus of 423 altered to Martin Pl.
- City terminus of L23 (arriving) altered to Martin Pl, making route City (Martin Pl) – Kingsgrove Depot in both morning & afternoon peak hours.

1 July 2018: 423 & L23 transferred to Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6 (see *Private Route Histories – Contract Region 6*).

25 October 2020: L23 renumbered 423X.

Streets

Route 423

City (Circular Quay) – Earlwood

From 29 September 1957

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

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

Alterations

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

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

Alterations

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

City (Circular Quay) – Earlwood – Kingsgrove Depot

Alterations

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

City (Martin Pl) – Earlwood – Kingsgrove Depot

Alteration

- **From 4 October 2015** (*commencement date of light rail construction in George St, City/new CBD bus network*): To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St to Martin Pl (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.
- **From 5 December 2021** (*coincident with rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20*): From City (Martin Pl) (at Elizabeth St) via Elizabeth St, Goulburn St, Pitt St. Unaltered arriving City.

Route 423X

Route L23

Route X23

City (Circular Quay) – Kingsgrove Depot

From 20 October 1995

Same as 423

City (Circular Quay or Gresham St) – Kingsgrove Depot

Alteration

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

City (Circular Quay or Martin Pl) – Kingsgrove Depot

Alteration

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

City (Martin Pl) – Kingsgrove Depot

Alterations

- From 4 October 2015** (commencement date of light rail construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St to Martin Pl (City). Return from Castlereagh St at Martin Pl via Castlereagh St, Hay St, Pitt St, Railway Sq.
- From 5 December 2021** (coincident with rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20): From City (Martin Pl) (at Elizabeth St) via Elizabeth St, Goulburn St, Pitt St. Unaltered arriving City.

Timetable Summary

Prior to 1 July 2018

See 422

1 July 2018

City (Martin Pl) – Kingsgrove Depot routes 423, L23

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 423: City (Martin Pl)-Kingsgrove Depot | 58 | M-F | K'grove Depot | 4.10am | Martin Pl | 12.07am | 15* | A |
| | | Sat | | 4.43am | | 1.25am | 20 | |
| | | Sun | | 4.56am | | 11.25pm | 20 | |
| L23: City (Martin Pl)-Kingsgrove Depot (<i>limited stops</i>) | 43 | M-F | K'grove Depot | 6.37am | Martin Pl | 6.18pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Extra trip Friday night.

Ph – Peak hours only (morning from Kingsgrove Depot, afternoon from City (Martin Pl)).

25 October 2020

City (Martin Pl) – Kingsgrove Depot routes 423, 423X

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 423: City (Martin Pl)-Kingsgrove Depot | 58 | M-F | K'grove Depot | 4.30am | Martin Pl | 3.10am | 15* | A |
| | | Sat | | 4.07am | | 3.10am | 15 | |
| | | Sun | | 4.23am | | 3.10pm | 15 | |
| 423X: City (Martin Pl)-Kingsgrove Depot (<i>limited stops</i>) | 43 | M-F | K'grove Depot | 6.32am | Martin Pl | 5.58pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Plus supplementary trips:

Morning peak hour, from City (Martin Pl) to Newtown.

Afternoon peak hour, from University of Sydney to City (Martin Pl).

Off-peak, from Enmore to City (Pitt St, Central Railway) 20.

Night, from City (Pitt St, Central Railway) to Enmore.

Ph – Peak hours only (morning from Kingsgrove Depot, afternoon from City (Martin Pl)).

Route 424

CITY (Circular Quay) – NEWTOWN – UNDERCLIFFE ■

Timeline

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

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

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**), Illawarra Rd to Undercliffe Rd (Undercliffe).
From Undercliffe (Illawarra Rd at Undercliffe Rd) via reverse route to Pitt St, then Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

See 422

Route 424

TEMPE DEPOT – MARRICKVILLE METRO

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

Timeline

3 June 1991: Off-peak route commenced.

6 December 1991: Ceased without replacement.

Streets

From 3 June 1991

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

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

Timetable Summary

3 June 1991

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

Route X24

CITY (Circular Quay) – WATSONS BAY

Timeline

(?): Boxing Day service commenced by State Transit Authority, to cater for the start of the Sydney-Hobart yacht race. Part of Contract Region 9.

Streets

As at 26 December 2021

From City (Circular Quay) (Alfred St at Young St) via Yungs St, Bridge St, Phillip St, Elizabeth St, Park St, William St, Kings Cross Rd, Bayswater Rd, New South Head Rd, Old Suth Head Rd, Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay (Military Rd) via reverse route to Elizabeth St, then Phillip St to Bridge St (City, Circular Quay)

Timetable Summary

26 December 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Watsons Bay | 42 | M-F | Alfred St | 9.00am | Watsons Bay | 4.31pm | A | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – Boxing Day only (morning from City (Circular Quay), afternoon from Watsons Bay).