



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 425 – 449

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 425 – 449

425	City-Marrickville
425	Dulwich Hill-Rockdale
425	Dulwich Hill-Tempe Depot
426	Burwood-Mortlake
426	City-Dulwich Hill, etc
427	Burwood-Cabarita
427	City (Circular Quay)-Central
428	Burwood-Cabarita
428	City (Circular Quay)-Central
428	City-Canterbury, etc
428X	City-Canterbury
L28	City-Canterbury
X28	City-Canterbury
429	City-Leichhardt
429	City (various)-Central
430	Strathfield-Leichhardt
430	City-Forest Lodge
430	City (Circular Quay)-Central
430	City (QVB)-City (Walsh Bay)
430	Kogarah Loop
431	Rhodes-Leichhardt
431	City-Glebe Point
X31	Glebe Point-City
432	City-Leichhardt
432	City-Rozelle
432	City-Birchgrove
433	City-Leichhardt
433	City-Balmain

434	Randwick-Leichhardt
434	City-Glebe Point-Balmain
435	City-Hurlstone Park
435	Randwick-Leichhardt
435	City-Leichhardt Town Hall
436	City-North Strathfield
436	City-Chiswick
437	City-Concord
437	City-Five Dock-Burwood
437	City-Rodd Point-Five Dock
437	City-Five Dock via City W Rd
L37	City-Haberfield
X37	City-Mortlake, etc
438	City-Earlwood
438	Burwood-North Strathfield
438	City-Abbotsford
438N	City-Abbotsford
438X	City-Abbotsford
L38	City-Abbotsford
X38	City-Abbotsford
439	City-Leichhardt
439	City-Dulwich Hill
439	City-Leichhardt Depot
439	City-Abbotsford
439	City-Mortlake
L39	City-Haberfield
L39	City-Mortlake
440	City-Balmain

440	City-Rozelle
440	Bronte Bch-City-Rozelle
L40	City-Rozelle
X40	City-Rozelle, etc
441	City-Lilyfield
441	Art Gallery-City-Birchgrove
442	Balmain-Canterbury
442	Tempe Depot-Dulwich Hill
442	City-Balmain
443	Canterbury-Brighton
443	City-Pymont
444	Burwood Depot-City, etc
444	Balmain-Campsie
445	Balmain-Campsie
445	Roselands-Belmore
446	City-Canterbury
446	Roselands-Kogarah
446	Balmain-Leichhardt
447	Belmore-Greenacre
447	Lilyfield-Leichhardt Mktplace
448	City-Canterbury
448	Dulwich Hill-Sydenham
448	City-Pymont
449	City-Hurlstone Park
449	Pymont-Glebe

Route 425

CITY (Circular Quay) – NEWTOWN – MARRICKVILLE

Timeline

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

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

Streets

From 29 September 1957

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

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

Timetable Summary

See 422

Route 425

DULWICH HILL – TEMPE DEPOT – ROCKDALE

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

Timeline

8 November 1986: Monday-Saturday service, Dulwich Hill – Tempe Depot, renumbered from 442. Operated by Urban Transit Authority.

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

1 January 2005: Became part of Contract Region 6.

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

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

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

Streets

Dulwich Hill – Tempe Depot

From 8 November 1986

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

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

Dulwich Hill – Tempe Depot – Rockdale

Alterations

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

Timetable Summary

8 November 1986

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

* More frequent in peak hours.

11 February 1991

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

* More frequent in peak hours.

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

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe Depot.

19 December 1993

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

* More frequent in peak hours.

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

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

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe Depot.

19 May 2008

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

* More frequent in peak hours.

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

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

D – To Dulwich Hill.

R – To Rockdale.

T – To Tempe.

Route 425

DULWICH HILL – TEMPE DEPOT ■

Timeline

20 October 2013: Peak hour service (part of previous 425 revived) commenced by State Transit Authority, replacing part of 418 between Railway Rd, Sydenham & Tempe Depot, when 418 was extended to Bondi Junction. **Part of Contract Region 6.**

26 October 2014: Days/hours of service increased to Monday-Saturday daytime.

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

Streets

From 20 October 2013

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

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

Timetable Summary

20 October 2013

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

Ph – Peak hour service (both directions).

12 February 2017

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

* More frequent in peak hours.

Route 426

BURWOOD – MORTLAKE (Gas Works) (INDUSTRIAL) ■

Timeline

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 026 as part of the renumbering of industrial routes into the 001-099 series.

Route 426

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

- **Extended from Dulwich Hill to Canterbury (selected Sunday trips, 1982-94)**

Timeline

29 September 1957:

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

City (Circular Quay) – Marrickville – Dulwich Hill

From 29 September 1957

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

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

Alteration

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

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

Alterations

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

City (Circular Quay) – Marrickville – Dulwich Hill

Alterations

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

City (Martin Pl) – Marrickville – Dulwich Hill

Alteration

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

Timetable Summary

See 422

Route 427

BURWOOD – CABARITA (BALM Paints) (INDUSTRIAL) ■

Timeline

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 027 as part of the renumbering of industrial routes into the 001-099 series.

Route 427

CITY (Circular Quay) – CITY (Eddy Av, Central Railway) via Pitt St, return via Castlereagh St ■

Timeline

30 September 1957: City (Spring St) – City (Goulburn St) [hours?] commenced by Department of Government Transport, as part of replacement of Circular Quay – Railway Colonnade tram service by buses. Supplementary to 428.

12 May 1958: Extended to run City (Spring St) – City (Eddy Av, Central Railway).

2 March 1959: Hours of service reduced to weekday daytime, mainly peak hours & lunchtime supplementary trips.

12 October 1970:

- Extended to run City (Circular Quay) – City (Eddy Av, Central Railway), (partly?) replacing 428.
- List as at 26 May 1971 shows route still as City (Spring St) – City (Eddy Av, Central Railway).
- By November 1977, ran limited service in morning peak hour and weekday lunch time.

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 30 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Eddy Av to Central Railway (City).

From City (Eddy Av, Central Railway) via Elizabeth St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

November 1977

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 (Eddy Av, Central Railway)		M-F	Circular Quay	8.28am	Eddy Av, C/R	2.15pm	A	
		Sat						
		Sun						

A – Morning peak hour, from City (Circular Quay). Approx 1pm-2pm, frequent service (both directions).

Route 428

BURWOOD – CABARITA (Major Paints) (INDUSTRIAL) ■

Timeline

30 August 1948: Peak hour service commenced by Department of Road Transport & Tramways.

By February 1958: Renumbered 028 as part of the renumbering of industrial routes into the 001-099 series.

Route 428

CITY (Circular Quay) – CITY (Eddy Av, Central Railway) via Pitt St, return via Castlereagh St ■

Timeline

29 September 1957: Full time service City (Spring St) – City (Eddy Av, Central Railway) commenced by Department of Government Transport, as part of replacement of Circular Quay – Railway Colonnade tram service by buses. Supplemented by 427.

19 July 1959: Ceased officially, but noted displayed at times (possibly peak hours & lunchtime supplementary trips) until 427 extended to City (Circular Quay) on 12 October 1970.

Streets

From 29 September 1957

From City (Circular Quay) (Alfred St at Pitt St) via Pitt St, Eddy Av to Central Railway (City)

From City (Eddy Av, Central Railway) via Elizabeth St, Hay St, Castlereagh St, Bligh St, Bent St, Loftus St to Circular Quay (City).

Timetable Summary

29 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Eddy Av, Central Railway)	11	M-F	Circular Quay	6.50am	Circular Quay	11.23pm	3-6*	
		Sat		7.49am		11.24pm	AM 5-8 PM 15	
		Sun	Eddy Av	7.37am	Eddy Av	11.07pm	15	

* More frequent in peak hours.

Route 428

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

Route 428X

Route L28

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

Route X28

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

Timeline

7 February 1987: 428 full time service (including express trip), City (Circular Quay) – Canterbury, renumbered from 448, coincident with opening of Pitt St pedestrian mall. Operated by Urban Transit Authority.

5 August 1990: Express trip renumbered X28.

23 October 1993: X28 replaced by more frequent limited stops service L28.

14 February 1999: L28 City terminus (departing) altered to Gresham St.

By 28 April 2002: L28 City terminus (departing) altered to Martin Pl.

1 January 2005: Became part of Contract Region 6.

4 October 2015: 428 & L28 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: L28 renumbered 428X.

Streets

Route 428

City (Circular Quay) – Canterbury

From 7 February 1987

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

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

Alterations

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

City (Martin Pl) – Canterbury

Alteration

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

Route 428X

Route L28

Route X28

City (Circular Quay) – Canterbury

From 23 October 1993

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

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

City (Circular Quay or Gresham St) – Canterbury

Alteration

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

City (Circular Quay or Martin Pl) – Canterbury

Alteration

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

City (Martin Pl) – Canterbury

Alteration

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

Timetable Summary

See 422

25 October 2020

City (Martin Pl) – Canterbury routes

428, 428X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
428: City (Martin Pl)-Canterbury	46	M-F	Canterbury	4.26am	Martin Pl	12.23am	15*	A
		Sat		4.30am		12.50am	15	
		Sun		5.58am		11.40pm	15	
428X: City (Martin Pl)-Canterbury (limited stops)	41	M-F	Canterbury	6.36am	Martin Pl	5.55pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Friday night.

Ph – Peak hours only (morning from Canterbury, afternoon from City (Martin Pl)).

Route 429

CITY (Circular Quay) – LEICHHARDT (“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 29.

Streets

Followed tram line as closely as possible.

Route 429

CITY (various termini) – CITY (Railway Square) via George St■

Timeline

24 November 1958:

- Part time service commenced by Department of Government Transport as part of replacement of tram services along George St, City by buses. Supplementary to 430-440.
- From 1966 to 1968 route shown on timetable covers, but no trips listed. Subsequently, the only available timetable to list trips on 429 was dated October 1980.

6 February 1987: Replaced by 430 as part of rearrangement of City routes upon opening of Pitt St pedestrian mall. 417 & 427 ceased at same time.

Streets

City (Circular Quay) – City (Railway Square) (*selected trips extended to City (Fort Macquarie)?*)

City (Millers Point) – City (Railway Square)

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St to Railway Square (City). Reverse on return.

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

Millers Point trips

From City (Millers Point) (Argyle St) via Argyle Pl, Lower Fort St, George St North, George St to Railway Square (City).

From City (Railway Square) via George St, George St North, Lower Fort St, Argyle St (Millers Point, City).

Alterations

- **By 24 May 1981:** Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- **29 January 1986:** Rerouted via George St North instead of Circular Quay West.

Timetable Summary

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay or Millers Point)-City (Railway Square)†	13	M-F	Circular Quay	8.52am	Railway Sq	4.39pm	A	
		Sat						
		Sun						

† Selected trips extended to City (Opera House).

A – Peak hours, limited service. Approx 12 noon-3pm, frequent service (both directions, to/from City (Circular Quay, Opera House or Millers Point)).

Route 430

STRATHFIELD – LEICHHARDT Bus Workshops (*INDUSTRIAL*) ■

Timeline

14 July 1944:

- Peak hour service renumbered from 30.
- Operated by Department of Road Transport & Tramways.

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Replaced by 030 Lidcombe – Chullora Bus Workshops.

Route 430

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

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

Timeline

24 November 1958:

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

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

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

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

Streets

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

City (Millers Point) – Grace Bros, Broadway

From 24 November 1958

Circular Quay trips

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

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

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

Millers Point trips

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

Alteration

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

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

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

Alteration

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

Timetable Summary

March 1966

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

† Selected trips extended to City (Opera House).

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

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

Selected trips extended to City (Opera House).

C – To City (Circular Quay).

R – To Forest Lodge (Ross St).

Route 430

CITY (Circular Quay) – CITY (Country train platforms, Central Railway) via George St■

Timeline

8 February 1987:

- Curtailed from route in previous entry, replacing 417 & 427, as part of rearrangement of City routes upon opening of Pitt St pedestrian mall.
- Ran daytime weekdays.
- Operated by Urban Transit Authority.

29 August 1994: Partly replaced by revived 456 City (Circular Quay) – Darling Harbour (Temporary Casino).

Streets

From 8 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Campbell St, Pitt St, Railway ramp to Country train platforms, Central Railway (City).

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

Timetable Summary

8 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- City (Country train platforms, Cent Rly)	16	M-F	Central Rly	7.37am	Circular Quay	5.41pm	5-6	
		Sat						
		Sun						

Route 430

CITY (Queen Victoria Building) – CITY (Walsh Bay) via George St■

Timeline

27 December 2003: Full time service commenced by State Transit Authority.

26 February 2006: Ceased. Other routes along George St provided a similar service.

Streets

From 27 December 2003

From City (Queen Victoria Building) (George St) via George St, Argyle St, Argyle Pl, Dalgety Rd, Towns Pl, Hickson Rd to Wharf Theatre (Walsh Bay, City).

From City (Walsh Bay) (Hickson Rd at Wharf Theatre) via Hickson Rd, Towns Pl, Dalgety Rd, Argyle Pl, Lower Fort St, Argyle St, George St, Market St, Druiitt St, George St to Queen Victoria Building (City).

Timetable Summary

27 December 2003

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)-City (Walsh Bay)	10	M-F	Q Vic Bldg	6.41am	Walsh Bay	10.40pm	20	
		Sat		8.41am		10.30pm	30	
		Sun		9.40am		7.00pm	30	

Route 430

KOGARAH Loop■

KOGARAH – BEVERLEY PARK – RAMSGATE Loop■

Timeline

14 March 2011: Free shuttle (loop) service commenced by State Transit Authority. **Part of Contract Region 6.**

4 August 2013: Route extended to run Kogarah – Beverley Park – Ramsgate (loop).

4 June 2017: Ceased without replacement.

Streets

Kogarah Loop

From 14 March 2011

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

Kogarah – Ramsgate Loop

From 4 August 2013

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

Timetable Summary

14 March 2011

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

1 August 2013

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

Route 430

SYDENHAM – CITY – TARONGA ZOO

Timeline

9 February 2020: Full time route renumbered from M30. Operated by Transit Systems

20 December 2020: Curtailed/alterd to run City (Martin Pl) – Sydenham, as part of introduction of Northern Beaches/Lower North Shore all-day frequent network. City – Taronga Zoo replaced by new “frequent” 100.

Streets

Sydenham – City – Taronga Zoo

From 9 February 2020

From Sydenham (Railway Pde at Station) via Marrickville Rd, Victoria Rd, Enmore Rd (**Enmore**), King St (**Newtown**), City Rd, Broadway, Railway Sq, Pitt St, Eddy Av (**City**), Elizabeth St, Park St, Druiitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druiitt St, Park St, Castlereagh St, Hay St, Pitt St, then reverse route to Marrickville Rd, then Buckley St, Sydenham Rd, Railway Pde to Sydenham Station.

City (Martin Pl) – Sydenham

From 20 December 2020

From City (Martin Pl) (at Castlereagh St) via Castlereagh St, Goulburn St, Pitt St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd, Buckley St, Sydenham Rd, Railway Pde to Sydenham Station.

From Sydenham (Burrows Av at Station) via railway bridge, Railway Pde, Marrickville Rd, then reverse route to Goulburn St, then Elizabeth St to Martin Pl (City).

Timetable Summary

9 February 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-City-Taronga Zoo	71	M-F	Sydenham	6.31am	Taronga Zoo	8.15pm	15*	A
		Sat		7.34am		7.43pm	20	B
		Sun		7.30am		7.35pm	20	B

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Early morning & night service City-Taronga Zoo provided by extension of 247.

B – Early morning & night service City-Taronga Zoo provided by extension of 247.

20 December 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)-Sydenham	39	M-F	Martin Pl	6.23am	Martin Pl	8.42pm	15*	
		Sat	Sydenham	7.34am		8.25pm	20	
		Sun		7.30am		8.33pm	20	

* More frequent in peak hours.

Route 431

RHODES – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

2 March 1942: Peak hour service commenced by Department of Road Transport & Tramways.

30 June 1958 (believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops): Renumbered 031 as part of the renumbering of industrial routes into the 001-099 series.

Route 431

CITY (various termini) – GLEBE POINT■

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

Timeline

23 November 1958:

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

17 August 1964: All-night service ceased.

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

24 May 1981:

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

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

1 January 2005: Became part of Contract Region 6.

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

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

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

Streets

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

From 23 November 1958

Circular Quay trips

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

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

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

Millers Point trips

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

Alterations

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

City (Millers Point) – Glebe Point

Alterations

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

City (Martin Pl) – Glebe Point

Alteration

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

Timetable Summary

23 November 1958

City (George St) – Glebe Point routes 431, 433

See also 432, 434

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

Average day frequencies along common route:

M-F City (George St)-Glebe Point (431, 433) 9-10 trips per hour.
 Sat AM City (George St)-Glebe Point (431, 433) 10-12 trips per hour.
 Sat PM City (George St)-Glebe Point (431, 433) 10.
 Sun City (George St)-Glebe Point (431, 433) 10.

* More frequent in peak hours.

† Selected trips extended to City (Fort Macquarie).

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

B – To Balmain (Gladstone Park).

C – To City (Circular Quay).

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

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

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

G – To Glebe Point.

7 May 1972

See also 433

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

* More frequent in peak hours.

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

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

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

8 February 1987

See also 433

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

* More frequent in peak hours.

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

4 October 2015

See also 433

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

* More frequent in peak hours.

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

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)-Glebe Point	26	M-F	Glebe Point	4.50am	Martin Pl	12.05am	10*	A
		Sat		5.23am		3.47am	15	
		Sun		6.50am		11.46pm	AM 20 PM 10/20	

* More frequent in peak hours.

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

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)-Glebe Point	26	M-F	Glebe Point	4.55am	Martin Pl	12.05am	15*	A
		Sat		5.30am		3.50am	12	
		Sun		6.20am		11.50pm	15	

* More frequent in peak hours.

A – Extra trips Friday night (last trip 3.50am from City (Martin Pl)).

Route X31

GLEBE POINT – CITY (Wynyard) (EXPRESS) ■

Timeline

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

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.

Streets

From 17 November 1997

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

Timetable Summary

17 November 1997

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

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

Route 432

CITY (various termini) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

- **Extended from City to Pyrmont (? period)**

Timeline

19 November 1945:

- (Afternoon?) peak hour service renumbered from 439.
- Operated by Department of Road Transport & Tramways.

14 October 1946: Morning peak hour trip commenced.

9 June 1947: Afternoon peak hour trip altered to Leichhardt Bus Workshops – City (Central Railway) – Pyrmont via Hay St & Sussex St.

Later: Curtailed to run Leichhardt Bus Workshops – City (York St).

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Altered & renumbered 032 Rozelle – Chullora Bus Workshops.

Route 432

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

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

Timeline

23 November 1958:

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

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

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

Streets

City (Circular Quay) – Glebe Point – Rozelle

City (Millers Point) – Glebe Point – Rozelle

From 23 November 1958

Circular Quay trips

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

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

Millers Point trips

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

Alteration

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

City (Circular Quay) – Rozelle via Wigram Rd

City (Millers Point) – Rozelle via Wigram Rd

Alteration

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

Timetable Summary

March 1966

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

* More frequent in peak hours.

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

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

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

October 1980

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

* More frequent in peak hours.

† Selected trips extended to City (Opera House).

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

B – 2 trips from City (Millers Point).

Route 432

CITY (Millers Point) – BIRCHGROVE via Glebe Point Rd

Timeline

7 October 1990:

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

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

From 7 October 1990

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

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

Timetable Summary

June 1996

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

Ns – Night service.

Route 433

CITY (York St) – PYRMONT – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

6 December 1943: Peak hour service commenced by Department of Road Transport & Tramways, coincident with extension of 39 in City from Central Railway to York St.

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*): Replaced by 033.

Route 433

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

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

Timeline

23 November 1958:

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

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

15 August 1964: All-night service ceased.

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

By March 1974:

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

24 May 1981:

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

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

1 January 2005: Became part of Contract Region 6.

26 February 2006: 434 replaced by trips on 431.

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

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

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

Streets

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

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

From 23 November 1958

Circular Quay trips

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

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

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

Millers Point trips

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

Alteration

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

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

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

Alterations

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

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

Alterations

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

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

Alteration

From 4 October 2015 (commencement date of light rail construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St to Hay St. Reverse on return.

Timetable Summary

March 1966

See 431

7 May 1972

See also 431

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

* More frequent in peak hours.

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

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

8 February 1987

See also 431

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

* More frequent in peak hours.

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

4 October 2015

See also 431

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

* More frequent in peak hours.

Route 434

RANDWICK Tram Workshops – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

5 July 1948: Peak hour service commenced by Department of Road Transport & Tramways.

30 June 1958 (believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops): Altered & renumbered 034 as part of the renumbering of industrial routes into the 001-099 series.

Route 434

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

- **Extended in Balmain from Gladstone Park to Darling St Wharf (*selected trips*)**
(Darling St Wharf was renamed Balmain Wharf in about 1995, then Balmain East Wharf in 2010.)

Timeline

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

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

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

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

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

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

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

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

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

24 May 1981:

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

1 January 2005: Became part of Contract Region 6.

26 February 2006: Late night trips partly replaced by 431.

21 March 2010: Remaining trips (early morning) also partly replaced by 431.

Streets

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

From 23 November 1958

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

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

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

Alteration

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

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

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

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

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

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

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

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

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

From 24 May 1981

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

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

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

Timetable Summary

23 November 1958

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

† Via Catherine St & Wigram Rd.

B – To Balmain (Gladstone Park).

D – To Balmain (Darling St Wharf).

ELs – Early morning & late night service.

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

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

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

7 May 1972

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

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

C – To City (Circular Quay).

D – To Balmain (Darling St Wharf).

G – To Balmain (Gladstone Park)

MNs – Early morning & late night service.

MPs – Early morning service & selected peak hour trips.

Ms – Early morning service.

24 May 1981

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

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

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

D – To Balmain (Darling St Wharf).

G – To Balmain (Gladstone Park).

MNs – Early morning & late night service.

26 February 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Millers Point)- Glebe Point-Balmain (Gladstone Park)†	Fr Mill Pt 32G 38W	M-F	Balmain Wharf	4.51amM	Millers Point	6.50amG	Ms	A
		Sat		4.51amM		8.00amG	Ms	
		Sun	Gladstone Park	6.26amM		9.10amG	Ms	

† Via Glebe Point Rd to Glebe Point, then Wigram Rd. Selected trips extended to Balmain Wharf.

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

G – To Balmain (Gladstone Park).

M – To City (Millers Point).

Ms – Early morning service.

W – To Balmain Wharf.

Route 435

CITY (Circular Quay) – MARRICKVILLE – HURLSTONE PARK (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

18 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 period.
- Operated by Department of Road Transport & Tramways.

8 August 1948: A similar service operated as 012.

Streets

Followed tram line as closely as possible.

Route 435

RANDWICK Depot or SYDENHAM – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

(?): Peak hour service commenced by Department of Road Transport & Tramways (?). Shared with 434 (?).

30 June 1958 (*believed date – when Chullora Bus Workshops opened, replacing Leichhardt Workshops*):

Renumbered 029 as part of the renumbering of industrial routes into the 001-099 series.

Route 435

CITY (various termini) – LEICHHARDT TOWN HALL ■

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

Timeline

23 November 1958:

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

25 May 1981: Renumbered 439.

17 November 1997:

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

1 January 2005: Became part of Contract Region 6.

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

Streets

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

City (Millers Point) – Leichhardt Town Hall

Circular Quay trips

From 23 November 1958 (based on April 1966 timetable)

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

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

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

Millers Point trips

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

Timetable Summary

April 1966

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

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

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

Route 436

CITY (York St) – CONCORD – NORTH STRATHFIELD■

- **Extended from North Strathfield to Homebush (selected trips)**

Timeline

31 March 1957:

- Renumbered from 461.
- Supplemented by 437 (short-working) & 438 (feeder service from Burwood Station).
- Operated by Department of Government Transport.

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

Streets

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

From 31 March 1957

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

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

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

Timetable Summary

31 March 1957

436-438

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

Average day frequencies along common route:

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

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

* More frequent in peak hours.

† Selected trips extended to Homebush.

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

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

C – To Concord (436).

D – Feeder service provided by 438.

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

N – To North Strathfield (437).

Ns – Night service.

Route 436

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

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

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

Timeline

23 November 1958:

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

8 February 1987:

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

7 October 1990:

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

21 June 1992: Sunday service commenced.

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

1 January 2005: Became part of Contract Region 6.

21 March 2010: Night & Sunday service curtailed to run City (Circular Quay) – Rodd Point, as part of a general service review of Inner Western & Southern routes.

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

Streets

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

City (Millers Point) – Haberfield

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

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

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

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

Millers Point trips

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

City (Circular Quay) – Rodd Point

From 8 February 1987

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

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

City (Circular Quay) – Chiswick

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

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (Leichhardt), Marion St, Ramsay St, Dalhousie St (**Haberfield**), Boomerang St, Mortley Av, Timbrell Dr, Arthur St

(**Rodd Point**), Barnstaple Rd, Ingham Av, Lyons Rd (**Russell Lea**), Hampden Rd, Margaret St, Parkview Rd, Blackwall Point Rd to Bortfield Dr (Chiswick)

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

Alteration

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

Timetable Summary

April 1966

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

* More frequent in peak hours.

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

Ph – Peak hours only (both directions).

8 February 1987

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

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

31 January 1995

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

21 March 2010

See 438

Route 437

CITY (York St) – CONCORD■

- **Extended from North Strathfield to Homebush (selected trips)**

Timeline

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

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

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

Streets

City (York St) – Concord

From 31 March 1957

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

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

City (York St) – Concord – Homebush

From 31 March 1957

Same as 436 as from 31 March 1957.

Timetable Summary

31 March 1957

See 436

Route 437

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

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

Timeline

23 November 1958:

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

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

24 May 1981:

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

10 July 1990:

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

Streets

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

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

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

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

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

Millers Point trips

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

Alteration

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

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

Alterations

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

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

Alteration

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

Timetable Summary

24 May 1981

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

† Selected trips extended to City (Opera House).

D – To Burwood Depot.

F – To Five Dock (Lyons Rd).

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

Route 437

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

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

Timeline

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

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. Replaced by extra trips on 436.

Streets

From 16 November 1997

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

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

Alterations

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

Timetable Summary

16 November 1997

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

* More frequent in peak hours

A – Extra trip Friday night.

Route 437

CITY (Queen Victoria Building) – FIVE DOCK via City West Link Rd

Timeline

25 October 2020: Full time service commenced by Transit Systems, replacing 436 & L37. **Part of Contract Region 6.**

Streets

From 25 October 2020

From City (Queen Victoria Building) (York St) via Druitt St, Western Distributor, Anzac Bridge, Victoria Rd, The Crescent (**Rozelle**), City West Link Rd, Balmain Rd (**Lilyfield**), Perry St, Mary St, Lilyfield Rd, Norton St, Marion St (**Leichhardt**), Dalhousie St (**Haberfield**), Boomerang St, Mortley Av, Timbrell Dr, Arthur St, Barnstaple Rd, Ingham Av, First Av to Great North Rd (Five Dock).

From Five Dock (First Av at Great North Rd) via Ramsay Rd, Fairlight St, Ingham Av, then reverse route to Balmain Rd, then Lilyfield Rd, Catherine St, City West Link Rd, then reverse route to Western Distributor, then Sussex St, Market St, York St to Queen Victoria Building (City).

Timetable Summary

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 (Queen Victoria Building)-Five Dock	34	M-F	Five Dock	5.54am	Q Vic Bldg	11.43pm	15*	
		Sat		6.00am		12.03am	20	
		Sun		8.38am		10.33pm	20	

* More frequent in peak hours.

Route L37

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

Timeline

21 March 2010:

- Peak hour service renumbered from L39, also replacing L40.
- City termini at Wynyard (arriving) or Harrington St (departing).
- Operated by State Transit Authority.
- **Part of Contract Region 6.**

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

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

25 October 2020: Replaced by new 437.

Streets

City (Wynyard or Harrington St) – Haberfield

From 21 March 2010

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

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

City (Kent St or Park St) – Haberfield

Alteration

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

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

Timetable Summary

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Harrington St)-Haberfield	30	M-F	Haberfield	7.06am	Harrington St	5.56pm	Ph	
		Sat						
		Sun						

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

Route X37

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

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

Timeline

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

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

1 November 1996: Replaced by L03.

Streets

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

From 7 October 1990

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

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

Alterations

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

City (Circular Quay) – Five Dock – Mortlake

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

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

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

Timetable Summary

31 January 1995

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

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

Route 438

CITY (Circular Quay) – EARLWOOD (“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 – 17 July 1949.
- Operated by Department of Road Transport & Tramways.

17 July 1949: A similar service operated as 499.

Streets

Followed tram line as closely as possible.

Route 438

BURWOOD – EAST CONCORD – NORTH STRATHFIELD■

Timeline

31 March 1957:

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

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

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

Streets

From 31 March 1957

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

Timetable Summary

31 March 1957

See 436

Route 438

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

Route 438N

CITY (Martin Pl) – ABBOTSFORD *(early morning & night service, from 2020)*

Route 438X

Route L38

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

Route X38

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

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

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

Timeline

23 November 1958:

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

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

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

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

By 24 May 1981:

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

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

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

1 October 1989: Peak hour express trips renumbered 439.

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

8 October 1990: X38 peak hour express trips renumbered from 439:

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

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

17 June 1995: L38 off-peak & Saturday day service, City (Circular Quay) – Abbotsford, commenced. Shared route with 438.

By 3 November 1996: X38 afternoon trips rerouted via Parramatta Rd. Replaced by L38.

By 3 November 1996: Hours of service of L38 expanded to peak hours, replacing X38.

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

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

1 January 2005: Became part of Contract Region 6.

By 10 September 2006: L38 Reduced to a peak hour service.

4 October 2015: City terminus OF 438 & L38 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:

- Other than early morning & late night trips, 438 altered to limited stops & renumbered 438X.
- Early morning & late night trips unaltered, running all stops, but renumbered 438N.
- L38 replaced by 438X.

Streets

Route 438

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

City (Millers Point) – Abbotsford

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

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

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

Millers Point trips

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

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

Alterations

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

City (Opera House) extension: From City (Bridge St) via Young St, Alfred St, Phillip St, Bridge St, Macquarie St. Return via Macquarie St, Bridge St, Loftus St, Alfred St.

City (Martin Pl) – Abbotsford

Alteration

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

Abbotsford – City (Circular Quay) (express trips)

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

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

Alteration

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

From 24 May 1981 (afternoon peak hour trips):

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

Alterations

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

Route L38

City (Circular Quay) – Abbotsford

From 17 June 1995

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

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

Alteration

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

City (Martin Pl) – Abbotsford

Alteration

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

Route X38

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

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

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

Alteration

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

Route 438

Route L38

From 1 July 2018

From City (Martin Pl) (at Castlereagh St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (Great North Rd at end) via reverse route to Hay St, then Elizabeth St to Martin Pl (City).

Route 438N

Route 438X

From 25 October 2020

From City (Martin Pl) (at Castlereagh St) via Castlereagh St, Hay St, Pitt St, Rwsn Pl, George St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**), Ramsay Rd, Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (Great North Rd at end) via reverse route to Railway Sq, then Pitt St, Hay St, Elizabeth St to Martin Pl (City).

Timetable Summary

April 1966

City (Circular Quay) – Leichhardt Town Hall routes 438, 440

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

Average day frequencies along common route:

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

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

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

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

* More frequent in peak hours.

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

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

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

August 1976

City (Circular Quay) – Leichhardt Town Hall routes 438, 440

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

Average day frequencies along common route:

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

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

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

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

* More frequent in peak hours.

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

‡ Most trips extended to City (Opera House).

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

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

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

5 October 1986

**City (Circular Quay) – Leichhardt Town Hall routes
438, 440**

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

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (438, 440) 5.
 Sat AM City (Circular Quay)-Leichhardt Town Hall (438, 440) 6.
 Sat PM City (Circular Quay)-Leichhardt Town Hall (438, 440) 7/8.
 Sun City (Circular Quay)-Leichhardt Town Hall (438, 440) 10.

* More frequent in peak hours.

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

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

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
X38: City (Wynyard or Circular Quay)-Abbotsford	40	M-F	Abbotsford	6.55am	Circular Quay	5.40pm	Ph	
		Sat						
		Sun						

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

17 June 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L38: City (Circular Quay)-Abbotsford	40	M-F	Abbotsford	8.57am	Circular Quay	2.35pm	20	
		Sat		9.15am		5.10pm	30	
		Sun						

3 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L38: City (Circular Quay)-Abbotsford	40	M-F	Abbotsford	6.55am	Circular Quay	6.07pm	A	
		Sat		9.15am		5.10pm	30	
		Sun						

A – Morning peak hour, from Abbotsford. Day, both directions 20. Afternoon peak hour, from City (Circular Quay).

Plus short-working/s before first trip shown.

21 March 2010

**City (Circular Quay) – Leichhardt Town Hall – Haberfield – Five Dock routes
436, 438-440**

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

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

Average day frequencies along common route:

M-F City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 11 trips per hour.
City (Circular Quay)-Haberfield (436, 438, 439) 8 trips per hour.
City (Circular Quay)-Five Dock (438, 439) 6 trips per hour.

Sat City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 11 trips per hour.
City (Circular Quay)-Haberfield (436, 438, 439) 8 trips per hour.
City (Circular Quay)-Five Dock (438, 439) 6 trips per hour.

Sun City (Circular Quay)-Leichhardt Town Hall (436, 438-440) 9 trips per hour.
City (Circular Quay)-Haberfield (436, 438, 439) 10.
City (Circular Quay)-Five Dock (438, 439) 4 trips per hour.

* More frequent in peak hours.

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

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

C – To Chiswick.

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

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

F – Extra trips Friday night.

Q – To City (Circular Quay).

R – To Rodd Point.

25 October 2020

**City (Martin Pl) – Abbotsford routes
438N, 438X**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
438X: City (Martin Pl)-Abbotsford	52	M-F	Abbotsford	5.42am	Martin Pl	10.00pm	10*	
		Sat		6.20am		10.00pm	10	
		Sun	Martin Pl	6.05am		10.00pm	10	
438N: City (Martin Pl)-Abbotsford	37	M-F	Abbotsford	4.29am	Martin Pl	12.30am	MNs	A
		Sat	Martin Pl	4.30am	Abbotsford	3.45am	MNs	
		Sun		4.30am	Martin Pl	12.32am	MNs	

* More frequent in peak hours.

A – Extra trips Friday night (last trip 3.30am from City (Martin Pl)).

MNs – Early morning & late night service (service continuous on Friday night/Saturday morning & Saturday night/Sunday morning).

Route 439

CITY (Central Railway) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

21 July 1945:

- Peak hour service renumbered from 39.
- Operated by Department of Road Transport & Tramways.

19 November 1945: Renumbered 432.

Route 439

CITY (Circular Quay) – MARRICKVILLE – DULWICH HILL (“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 039.

Streets

Followed tram line as closely as possible.

Route 439

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

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

Timeline

23 November 1958:

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

7 February 1987: Renumbered 440.

Streets

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

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

City (Millers Point) – Leichhardt Depot

Circular Quay trips

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

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

Millers Point trips

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

Timetable Summary

18 November 1961

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

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

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

Route 439

CITY (Circular Quay) – ABBOTSFORD (EXPRESS) ■

Timeline

1 October 1989:

- Peak hour express trips renumbered from 438:
Morning: From Abbotsford to City (Circular Quay) via Great North Rd & Parramatta Rd
Afternoon: From City (Circular Quay) to Abbotsford via Lilyfield Rd.
- Operated by State Transit Authority.

8 October 1990: Renumbered X38.

Streets

From 1 October 1989

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

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

Timetable Summary

1 October 1989

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

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

Route 439

CITY (various termini) – FIVE DOCK – MORTLAKE ■

Timeline

21 March 2010: Daily daytime & early evening service (other than peak hour service provided by L39), City (Circular Quay) – Mortlake, commenced by State Transit Authority as part of a general service review of Inner Western & Southern routes. **Part of Contract Region 6.**

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: Replaced by new 438X & 438N, existing 464 & extended 502.

Streets

City (Circular Quay) – Mortlake

From 21 March 2010

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

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

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

City (Martin Pl) – Mortlake

Alteration

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

Timetable Summary

21 March 2010

See 438

Route L39

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

Timeline

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

City (Wynyard or Circular Quay) – Haberfield

From 17 November 1997

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

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

Alterations

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

City (Circular Quay or Harrington St) – Haberfield

Alterations

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

Timetable Summary

17 November 1997

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

H – To Haberfield.

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

W – To City (Wynyard).

Route L39

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

Timeline

21 March 2010: Peak hour limited stop service, City (Circular Quay) – Mortlake, commenced by State Transit Authority as part of a general service review of Inner Western & Southern routes. Part of Contract Region 6.

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: Replaced by new 438X & 438N, existing 464 & extended 502.

Streets

City (Circular Quay) – Mortlake

From 21 March 2010

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

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

City (Martin Pl) – Mortlake

Alteration

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

Timetable Summary

21 March 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Mortlake	59	M-F	Mortlake	6.37am	Circular Quay	6.37pm	Ph	
		Sat						
		Sun						

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

Route 440

CITY (Circular Quay) – BALMAIN (“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 040.

Streets

Followed tram line as closely as possible.

Route 440

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

Route L40

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

Route X40

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

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

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

Timeline

23 November 1958:

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

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

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

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

8 October 1990: X40 peak hour service commenced:

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

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

17 November 1997:

- Short-workings of 440, City (Circular Quay) – Leichhardt Depot, renumbered 435.
- X40 Replaced by L39 & L40.
- City termini of L40 at Wynyard (arriving) or Circular Quay (departing).

14 February 1999: City terminus (departing) of L40 altered to Harrington St.

August 2003: City (Opera House) extension of 440 ceased. City terminus at all times at Circular Quay.

1 January 2005: Became part of Contract Region 6.

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

- Short-workings, City (Circular Quay) – Leichhardt Depot, renumbered 440 from 435.
- L40 ceased. All service provided by 440.

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

Streets

Route 440

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

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

From 23 November 1958 (based on April 1966 timetable)

Circular Quay trips

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

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

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

Millers Point trips

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

Alterations

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

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

Alterations

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

City (Circular Quay) – Rozelle

Alteration

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

Route L40

City (Wynyard or Circular Quay) – Rozelle

From 17 November 1997

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

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

City (Wynyard or Harrington St) – Rozelle

Alterations

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

Route X40

By 31 January 1995

Morning (Rozelle to City (Wynyard))

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

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

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

Timetable Summary

April 1966

August 1976

5 October 1986

21 March 2010

See 438

31 January 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
X40: City (Wynyard or Circ Qy)-Rozelle or Leichhardt Town Hall	AM 35 PM 39	M-F	Rozelle	7.25amW	Circular Quay	5.38pmL	Ph	
		Sat						
		Sun						

L – To Leichhardt Town Hall via Glebe Island Bridge.

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

W – To City (Wynyard) via Parramatta Rd.

17 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L40: City (Wynyard or Circular Quay)-Rozelle	34	M-F	Rozelle	7.36amW	Circular Quay	6.04pmR	Ph	
		Sat						
		Sun						

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

R – To Rozelle.

W – To City (Wynyard).

Route 440

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

Timeline

4 October 2015:

- Route in previous entry amalgamated with 378 as 440 Bronte Beach – City – Rozelle, as a result of light rail construction in George St, City/new CBD bus network. Shares City – Bondi Junction with 333 & 380. Shares City – Leichhardt Town Hall with 438.
- Operated by State Transit Authority.
- Part of Contract Region 6.

26 November 2017: Curtailed to run Bondi Junction – City – Rozelle. Bondi Junction – Bronte Beach replaced by new 379.

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

25 October 2020: Additional trips City (Railway Square) – Leichhardt commenced, replacing equivalent part of ceased M10.

Streets

Bronte Beach – City (Railway Sq) – Rozelle

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

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

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

Bondi Junction – City (Railway Sq) – Rozelle

From 26 November 2017

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

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

Timetable Summary

4 October 2015

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

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

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

R – To Rozelle.

S – To City (Railway Square).

26 November 2017

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

* More frequent in peak hours.

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

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

Route 441

CITY (Circular Quay) – LILYFIELD (“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 041.

Streets

Followed tram line as closely as possible.

Route 441

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

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

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

Timeline

21 November 1954:

- City (York St) – Birchgrove replaced Fort Macquarie – Birchgrove tram service, although running via Pyrmont Bridge rather than via Forest Lodge as the tram service had run.
- Shared City (Queen Victoria Building) – Balmain Post Office with 401 (442 from 28 December 1986).
- Operated by Department of Government Transport.

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

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

16 November 1997: Extended daily in daytime from City (Queen Victoria Building) to Art Gallery of New South Wales, replacing 666.

1 January 2005: Became part of Contract Region 6.

21 March 2010: Hours of service of City (Queen Victoria Building) – Birchgrove extended to nights, replacing 432, as part of a general service review of Inner Western & Southern routes.

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

2 December 2018: Trips to Art Gallery of New South Wales altered to a “loop” service (ie, no layover at Art Gallery of New South Wales).

Streets

City (York St) – Birchgrove

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

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

Alteration

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

From 31 January 1967

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

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

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

From 16 November 1997

From Art Gallery of New South Wales (Art Gallery Rd) via Art Gallery Rd, Prince Albert Rd, St James Rd, Elizabeth St, Market St, York St (**City (Queen Victoria Building)**), Druitt St, Western Distributor, new Glebe Island [now Anzac] Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Rowntree St, Cameron St, Grove St to Wharf Rd (Birchgrove).

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

Alteration

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

Birchgrove – Art Gallery of New South Wales – Birchgrove (“loop” service)

From 2 December 2018

From Birchgrove (Grove St at Wharf Rd) via same route to **Art Gallery of New South Wales**, then same route on return to Birchgrove.

Timetable Summary

17 December 1956-6 July 1980

See 401

28 December 1986

City (York St) – Balmain Post Office routes

441, 442

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

Average day frequencies along common route:

M-F City (York St)-Balmain Post Office (441, 442) 10.
 Sat City (York St)-Balmain Post Office (441, 442) 15.
 Sun City (York St)-Balmain Post Office (441, 442) 30.

* More frequent in peak hours.

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

B – To Birchgrove.

P – To Balmain Post Office.

Y – To City (York St).

4 December 1995

City (Queen Victoria Building) – Balmain Post Office routes

441, 442

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

A – Night service to Birchgrove provided by 432.

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

16 November 1997

City (Queen Victoria Building) – Balmain Post Office routes

441, 442

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

Average day frequencies along common route:

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

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

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

A – To Art Gallery of New South Wales.

B – To Birchgrove.

C – Peak hours & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 20. Night service to Birchgrove provided by 432.

D – Early morning & night, City (Queen Victoria Building)-Birchgrove. Day, Art Gallery of New South Wales-Birchgrove 30. Night service to Birchgrove provided by 432.

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

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

Q – To City (Queen Victoria Building).

21 March 2010

City (Queen Victoria Building) – Balmain Post Office routes

441, 442

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

Average day frequencies along common route:

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

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

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

A – To Art Gallery of New South Wales.

B – To Birchgrove.

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

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

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

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

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

Q – To City (Queen Victoria Building).

Route 442

BALMAIN (Nicholson St) - CANTERBURY (“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 042.

Streets

Followed tram line as closely as possible.

Route 442

TEMPE DEPOT – DULWICH HILL ■

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

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

Timeline

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

- Full time service Tempe Depot – Dulwich Hill commenced, extended to Canterbury in off-peak.
- Shared Dulwich Hill – Canterbury with peak hour 448.
- Operated by Department of Government Transport.

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

By 12 November 1963: Night service ceased.

27 October 1974: Sunday service ceased.

8 November 1985: Renumbered 425.

Streets

By February 1966

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

Alterations

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

Timetable Summary

12 May 1962

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

* More frequent in peak hours.

February 1966

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

* More frequent in peak hours.

A – Extra trip Friday night.

October 1978

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

* More frequent in peak hours.

Route 442

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

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

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

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

Timeline

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

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.

2 December 2018: Altered to a “loop” service (ie, no layover stand at City (Queen Victoria Building)).

Streets

From 28 December 1986

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

From Balmain (Darling St Wharf) via reverse route to old Glebe Island Bridge, then Miller St, Pyrmont St, Western Distributor, Sussex St, Market St, York St (City)

Alteration

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

City (Queen Victoria Building) – Balmain East Wharf

From 1 July 2018

From City (Queen Victoria Building) (York St) via Druitt St, Western Distributor, Anzac Bridge, Victoria Rd, Robert St, Mullens St, Montague St, Darling St to Balmain East Wharf.

From Balmain East Wharf via reverse route to Western Distributor, then Sussex St, Market St to York St (Queen Victoria Building, City).

Timetable Summary

28 December 1986-21 March 2010

See 441

Route 443

CANTERBURY – DULWICH HILL – SYDENHAM – BRIGHTON-le-SANDS (Summer Sundays)■

Timeline

21 September 1954: Dulwich Hill – Brighton-le-Sands Summer Sunday service commenced by Department of Government Transport.

8 January 1955: Extended from Dulwich Hill to Canterbury.

13 March 1955: Ceased.

Route 443

CITY (various termini) – PYRMONT (various termini)■

Timeline

30 September 1994: Full time service, City (Queen Victoria Building) – Pyrmont (clockwise loop via temporary Casino), commenced by State Transit Authority.

10 September 1995: Extended in City from Queen Victoria Building to Circular Quay.

16 November 1997: Loop around Pyrmont rerouted to run in opposite direction (anti-clockwise), upon opening of Star City Casino. Replaced 21.

28 June 1998: City terminus altered from Circular Quay to Gresham St.

By April 2001: City terminus reverted from Gresham St to Circular Quay.

12 October 2003:

- Rerouted in Pyrmont to terminate at Maritime Museum instead of previous loop.
- Replaced part of 888 from 11 October 2003.

1 January 2005: Became part of Contract Region 6.

4 October 2015: Amalgamated with 389 as 389, Pyrmont (Maritime Museum) – City – Paddington – North Bondi, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 30 September 1994

City (Queen Victoria Building) – Pyrmont (Temporary Casino)

Likely route

From City (Queen Victoria Building) (York St) via Druitt St, Kent St, Market St, Western Distributor, Harris St (**Pyrmont**), Pirrama Rd (**Temporary Casino**), Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

City (Circular Quay) – Pyrmont (Temporary Casino)

From 10 September 1995

From City (Circular Quay) (Alfred St) via George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St (**Pyrmont**), Pirrama Rd (**Temporary Casino**), Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alteration

By 19 February 1996: To approach City (Circular Quay) from George St via Bridge St, Phillip St to Alfred St. Unaltered on return.

City (Circular Quay) – Pyrmont (Star City)

Alterations

- **From 16 November 1997:** Ex City (Circular Quay) from Harris St via Pyrmont Bridge Rd, Murray St, Pirrama Rd (**Star City**), Harris St, Pyrmont Bridge Rd, Pyrmont St.
- **From 28 June 1998:** City terminus altered from Circular Quay to Gresham St (streets?).
- **By August 2000:** Ex Pyrmont (Star City) from Harris St via Fig St, Western Distributor, Sussex St. Unaltered on return.
- **By August 2000:** To approach City (Circular Quay) from Bridge St via Loftus St to Alfred St. Return via Alfred St.

City (Circular Quay) – Pyrmont (Maritime Museum)

By 12 October 2003

From City (Circular Quay) (Alfred St) via George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, Harris St, Pirrama Rd to Maritime Museum (Pyrmont).

From Pyrmont (Maritime Museum) via Pirrama Rd, Harris St, Western Distributor, Sussex St, Market St, George St, Bridge St, Loftus St to Alfred St (Circular Quay, City).

Alterations

- **By 30 April 2006:** Ex Pyrmont (Maritime Museum) from Western Distributor via King St, George St. Unaltered on return.
- **By 21 March 2010:** To approach City from George St via Bridge St to near Loftus St. Return from Alfred St via George St.

Timetable Summary

10 September 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Pyrmont (Temporary Casino)	36 round trip	M-F	Circular Quay	6.00am	Temp Casino	11.57pm	20	A
		Sat		6.00am		12.36am	20	
		Sun		8.00am		10.17pm	20	

A – Extra trip Friday night.

12 October 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Pyrmont (Maritime Museum)	22	M-F	Circular Quay	6.00am	Circular Quay	1.00am	15*	

Route 444

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

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

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

Timeline

23 November 1958:

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

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

Streets

From 23 November 1958

Likely routes

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

Route 444

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

Timeline

21 March 2010:

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

2 December 2018: Replaced by existing 445.

Streets

From 21 March 2010

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

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

Timetable Summary

21 March 2010

Balmain East Wharf – Campsie routes

444, 445

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

† Via Norton St, Leichhardt direct.

‡ Via Lilyfield light rail terminus & Leichhardt Marketplace.

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

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

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

Route 445

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

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

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

21 November 1954:

- Balmain (Gladstone Park) – Canterbury (extended in peak hours to Balmain (Nicholson St)) commenced by Department of Government Transport, as part of replacement of Darling St Wharf – Canterbury tram service by buses.
- Trams from Fort Macquarie continued to provide a service to Darling St Wharf until 5 November 1955, when they were curtailed to run Fort Macquarie – Balmain (Rowntree St). Between 5 & 23 November 1955 there were no bus or tram services between Nicholson St & Darling St Wharf, Balmain, while bus turning facilities were built at the wharf.
- Shared various parts of route at different times with 401, 428, 433, 440-442, 444 & 446.
- At this time or later, selected trips may have diverted via Leichhardt Oval, replacing 4 [Sports route number].

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

25 June 1979:

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

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

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

2 December 2018:

- Curtailed to run Balmain (Gladstone Park) – Campsie. Route in Balmain between Gladstone Park & Balmain East Wharf replaced by existing 442.
- Service between Norton St & Lilyfield light rail stop replaced by new 447.
- Replaced 444.
- Hours of service increased to full time.
- Route then became Balmain (Gladstone Park) – Campsie via Leichhardt Marketplace (*not* via Lilyfield light rail stop).

Streets

Balmain (Darling St Wharf) – Canterbury

From 19 July 1959

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

Alterations

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

Balmain (Gladstone Park) – Canterbury

Alteration

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

Balmain Wharf – Canterbury

Alterations

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

Balmain East Wharf – Campsie

From 21 March 2010

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

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

Balmain (Gladstone Park) – Campsie

From 2 December 2018

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

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

Timetable Summary

19 July 1959

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

* More frequent in peak hours.

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

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

C – To Canterbury.

D – To Dulwich Hill.

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

February 1966

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

* More frequent in peak hours.

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

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

July 1980

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

* More frequent in peak hours.

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

12 January 1992

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

* More frequent in peak hours.

21 March 2010

See 444

2 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
445: Balmain (Gladstone Park)-Campsie	56	M-F	Gladstone Park	6.03am	Campsie	11.55pm	15*	A
		Sat		6.38am	Gladstone Park	11.41pm	20	B
		Sun		7.37am	Campsie	8.23pm	30	A

* More frequent in peak hours.

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

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

25 October 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
445: Balmain (Gladstone Park)-Campsie	56	M-F	Gladstone Park	5.57am	Campsie	11.58pm	15*	A
		Sat		6.43am	Gladstone Park	11.49pm	15	B
		Sun	Campsie	7.07am	Campsie	8.06pm	30	B

* More frequent in peak hours.

Route 445

ROSELANDS – BELMORE■

- **Lakemba – Belmore** (*selected trips*)

Timeline

12 October 1992:

- Renumbered from part of 35 [1925 number] as part of reorganisation of Pleasure Tours' routes.
- Early morning & late afternoon trips ran Lakemba – Belmore (*not* via Roselands) over part of 447.
- Most off-peak & Saturday trips through-routed with 447.
- Operated by Pleasure Tours of Australia (Ernie Stafford).

15 July 1996: Renumbered 473, due to duplication of 445 with State Transit Authority route number.

Streets

Roselands – Belmore

From 12 October 1992

From Roselands (bus terminal) via Roseland Av, King Georges Rd, Moorefields Rd, Rogers St, McCallum St, Moorefields Rd, Robert St, Forsyth St, Chapel St, Chalmers St, Moreton St, Leylands Pde, Burwood Rd, Bridge Rd to Belmore Station.

From Belmore (Bridge Rd at Station) via Bridge Rd, Peel St, Leylands Pde, then reverse route to King Georges Rd, then Roselands Dr to Roselands bus terminal.

Lakemba – Belmore

From 12 October 1992

From Lakemba (Station) via 447 to Dreadnought St, then Rogers St, then 445 to Belmore Station.

From Belmore (Bridge Rd at Station) via 445 to Rogers St, then Dreadnought St then 447 to Lakemba Station.

Timetable Summary

12 October 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Belmore		M-F	Belmore	5.55am	Lakemba	6.20pm	60*	A
		Sat	Lakemba	7.15am	Belmore	1.45pm	60	A
		Sun						

* More frequent in peak hours.

A – Early morning & late afternoon, Lakemba-Belmore. Day, Roselands-Belmore. Extra trips Thursday night.

Route 446

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

Timeline

28 September 1975: Early morning & night trips on Sundays on 426 extended from Dulwich Hill to Canterbury & renumbered, partly replacing 448 over that section at those times. Operated by Public Transport Commission (Bus Division).

3 February 1982: Renumbered back to 426.

Streets

From 28 September 1975 (based on July 1979 timetable)

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

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

Route 446

ROSELANDS – EARLWOOD – KOGARAH

Timeline

12 October 1992:

- Renumbered from part of 92 [1925 number] as part of reorganisation of Pleasure Tours' routes.
- Selected trips through-routed with 447 as Greenacre – Roselands – Kogarah (weekday off-peak from 26 July 1993 and Sundays from 15 July 1996).
- Operated by Pleasure Tours of Australia (Ernie Stafford).

15 July 1996: Sunday service provided by combined 446/447 until 22 March 2010.

1 January 2005: Became part of Contract Region 5.

10 July 2005: Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

Streets

From 12 October 1992

From Roselands (bus terminal) via Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, William St, Cameron Av, Clarke St (**Earlwood**), Earlwood Av, Hartill-Law Av (**Bardwell Park**), Slade Rd, New Illawarra Rd, Alston St, Laycock St, Stoney Creek Rd, Henderson Rd, Donnan St, Besborough Av, Forest Rd, Queen Victoria St, Paine St, Station St, railway bridge, Railway Pde, Belgrave St, Kensington St, Montgomery St to Regent St (Kogarah Hospital).

From Kogarah Hospital (Montgomery St at Regent St) via Montgomery St, Railway Pde, then reverse route to King Georges Rd, then Roselands Dr to Roselands bus terminal.

Alteration

From 26 November 2017: Ex Roselands from New Illawarra Rd via Preddys Rd, Donnan St. Reverse on return.

Timetable Summary

12 October 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
446: Roselands-Kogarah	35	M-F	Roselands	6.20am	Kogarah	6.15pm	60*	
		Sat		7.10am		2.55pm	60	
		Sun						

* More frequent in peak hours.

15 July 1996

446, 447, 446/447

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
446: Roselands-Kogarah	35	M-F	Kogarah	6.10am	Kogarah	9.10pm	60*	A
		Sat		7.40am		4.40pm	60	
		Sun						
447: Roselands-Greenacre	25	M-F	Greenacre	6.00am	Roselands	9.00pm	30	
		Sat		8.00am		5.05pm	AM 30 PM 60	
446/447: Greenacre-Roselands-Kogarah	60	M-F						
		Sat						
		Sun	Kogarah	7.40am	Kogarah	4.45pm	4 trips	B

* More frequent in peak hours.

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

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

16 March 1998
446, 447, 446/447

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
446: Roselands-Kogarah	35	M-F	Roselands	5.40am	Kogarah	9.10pm	60*	
		Sat	Kogarah	7.30am		5.30pm	60	
		Sun						
447: Belmore-Roselands-Greenacre	Fr Green 25R 45B	M-F	Belmore	5.50amG	Belmore	6.15pmG	A	
					Roselands	9.05pmG		
		Sat	Greenacre	8.00am	Belmore	5.00pm	45	C
446/447: Greenacre-Roselands-Kogarah	60	M-F						
		Sat						
		Sun	Kogarah	7.40am	Kogarah	4.45pm	120	C

* More frequent in peak hours.

A – Peak hours & day, Belmore – Greenacre 45*. Night, Roselands – Greenacre.

B – To Belmore,

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

G – To Greenacre.

R – To Roselands.

Route 446

BALMAIN WHARF – LEICHHARDT MARKETPLACE

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

Timeline

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

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

Streets

From 4 December 1995

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

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

Timetable Summary

4 December 1995

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

Combined Routes 446/447

KOGARAH – ROSELANDS – GREENACRE (Sundays)

Timeline

15 July 1996: Combined trips on Sundays commenced. Operated by Pleasure Tours of Australia (Ernie Stafford).

1 January 2005: Became part of Contract Region 5.

10 July 2005: Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

22 March 2010: Replaced by parts of rearranged 941 & 942 & new 946, as a result of Ministry of Transport review of Region 5.

Streets

From 15 July 1996

From Kogarah Hospital (Montgomery St at Regent St) via 446 to Bexley Rd, then Homer St, then 446 to Roselands shops, then 447 to Greenacre Post Office.

From Greenacre (Post Office, Juno Pde at Waterloo Rd) via 447 to Roselands shops, then 447 to Homer St, then Bexley Rd, then 446 to Kogarah Hospital.

Timetable Summary

See 446

Route 447

BELMORE – ROSELANDS – GREENACRE ■

Timeline

12 October 1992:

- Roselands – Greenacre renumbered from parts of 35 & 47 [1925 numbers] as part of reorganisation of Pleasure Tours' routes.
- Most off-peak & Saturday trips through-routed with 445 (from 26 July 1993 selected trips also through-routed with 446 as Greenacre – Roselands – Kogarah Hospital).
- Operated by Pleasure Tours of Australia (Ernie Stafford).

15 July 1996: Sunday service provided by combined 446/447 until 22 March 2010.

16 March 1998: 447 & 473 amalgamated as 447 Belmore – Roselands – Greenacre.

1 January 2005: Became part of Contract Region 5.

10 July 2005: Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

22 March 2010: Replaced by parts of rearranged 941 & 942, new 946 & S14, and existing 914, as a result of Ministry of Transport review of Region 5.

Streets

Roselands – Greenacre

From 12 October 1992

From Roselands (bus terminal) via Roseland Av, King Georges Rd, Berring Av, Stoddart St, Ludgate St, Albion St, Dreadnought St, Canterbury Rd, Sproule St, The Boulevarde, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Colin St, Punchbowl Rd, Juno Pde, Skyline St, Chaseling St, Wales Lane, Pelman Av, Roberts Rd, Norfolk Rd, Maiden St, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Post Office, Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Roberts Rd, Juno Pde, then reverse route to King Georges Rd, then Roselands Dr to Roselands bus terminal.

Trips via Maiden St: Via Roberts Rd, Rawson Rd, Maiden St, instead of Norfolk Rd.

Alterations

- **Later:** Rerouted in one direction via Walter St, Remly St (or vice versa) instead of part of Dreadnought St.
- **For a period from October 1992:** Rerouted in one direction at Lakemba Station via Croydon St, Orara St (or vice versa).

Belmore – Roselands – Greenacre

From 16 March 1998

From Belmore (Bridge Rd at Station) via Bridge Rd, Peel St, Leylands Pde, Moreton St, Chapel St, Forsyth St, Robert St, Moorefields Rd, McCallum St, Rogers St, Moorefields Rd, King Georges Rd, Roselands Dr, **Roseland** bus terminal, Roseland Av, King Georges Rd, Berring Av, Stoddart St, Ludgate St, Albion St, Dreadnought St, Canterbury Rd, Sproule St, The Boulevarde, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Colin St, Punchbowl Rd, Juno Pde, Skyline St, Chaseling St, Wales Lane, Pelman Av, Roberts Rd, Norfolk Rd, Maiden St, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Post Office, Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Juno Pde, Roberts Rd, Pelman Av, then reverse route to Berring Av, then King Georges Rd, Roselands Dr, **Roseland** bus terminal, Roseland Av, King Georges Rd, Moorefields Rd, then reverse route to Leylands Pde, then Burwood Rd, Bridge Rd to Belmore Station.

Various selected trips:

- Ex Belmore from Chapel St via Moorefields Rd (*not* via Forsyth St, Robert St).
- Ex Belmore from Rogers St via Moorefields Rd, Stoddart St, Ludgate St (*not* via Roselands).
- Ex Belmore from Roberts Rd via Rawson Rd, Maiden St (*not* via Norfolk Rd).
- Ex Belmore from Punchbowl Rd via Juno Pde, Roberts Rd, Norfolk Rd (*not* via Pelman Av).
- Ex Greenacre from Acacia Av via Juno Pde, Punchbowl Rd (*not* via Pelman Av).
- Ex Greenacre from Dreadnought St via Rogers St (*not* via Roselands).

Timetable Summary

12 October 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roselands-Greenacre	25	M-F	Greenacre	6.15am	Roselands	6.50pm	60*	
		Sat		8.00am	Greenacre	2.00pm	30	
		Sun						

* More frequent in peak hours.

15 July 1996

16 March 1998

See 446

Route 447

LILYFIELD – LEICHHARDT MARKETPLACE■

Timeline

2 December 2018: New daily daytime “loop” service (ie, no layover at Leichhardt Marketplace) commenced by Transit Systems, replacing equivalent part of 445. **Part of Contract Region 6.**

25 October 2020: Replaced by new 437.

Streets

From 2 December 2018

From Lilyfield (Catherine St at light rail stop) via Catherine St, City West Link Rd, Norton St, Allen St, Flood St (Leichhardt Marketplace), Marion St, Norton St, Lilyfield Rd, Catherine St to light rail stop (Lilyfield)

Timetable Summary

2 December 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lilyfield-Leichhardt Marketplace	16 round trip	M-F	Lilyfield	8.57am	Leichh Mktplc	4.05pm	60	
		Sat		7.39am		6.02pm	60	
		Sun		8.53am		5.11pm	60	

Route 448

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

- **Extended from Canterbury to Kingsgrove Depot (selected trips from 1957)**

Timeline

21 November 1954:

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

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

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

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

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

29 September 1957:

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

15 October 1984: Express trip commenced.

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

Streets

City (Circular Quay East) – Canterbury

By 21 November 1954

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

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

Alteration

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

City (Circular Quay) – Canterbury

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

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

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

Timetable Summary

21 November 1954

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

Ph – Peak hours only (both directions).

26 May 1957

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

* More frequent in peak hours.

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

26 November 1966

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

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

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

C – To Canterbury.

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

K – To Kingsgrove Depot.

July 1979

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

* More frequent in peak hours.

† Selected trips extended to Kingsgrove Depot.

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

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

C – To Canterbury.

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

K – To Kingsgrove Depot.

Route 448

DULWICH HILL – MARRICKVILLE METRO – SYDENHAM ■

Timeline

16 November 1987:

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

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

27 January 2004: Transferred to State Transit Authority.

1 January 2005: Became part of Contract Region 6.

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

Streets

Dulwich Hill – Sydenham

From 16 November 1987

From Dulwich Hill (Marrickville Rd east of New Canterbury Rd) via Marrickville Rd, Durham St, Beach Rd, Constitution Rd, Windsor Rd, Old Canterbury Rd, Toothill St, Denison Rd, Hunter St, Railway Tce (**Lewisham**), Gordon St, Livingstone Rd, then Sydenham Rd, Railway Pde to Sydenham station.

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

Dulwich Hill – Marrickville Metro

From 16 November 1987

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

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

Alteration

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

From 27 January 2004

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

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

Timetable Summary

16 November 1987

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

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

D – To Dulwich Hill.

M – To Marrickville Metro.

S – To Sydenham.

April 2000

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

* More frequent in morning peak hour.

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

D – To Dulwich Hill.

M – To Marrickville Metro.

S – To Sydenham.

27 January 2004

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

Route 448

CITY (Queen Victoria Building) – PYRMONT (Star City)■

Timeline

15 October 2007: Peak hour service commenced by State Transit Authority. Part of Contract Region (?).

4 October 2015: Replaced by extended 389, as a result of light rail construction in George St, City/new CBD bus network.

Streets

From 15 October 2007

From City (Queen Victoria Building) (York St) via Druitt St, Western Distributor, Pyrmont Bridge Rd, Pyrmont St, Jones Bay Rd, Pirrama Rd to Star City (Pyrmont).

From Pyrmont (Star City) via Pirrama Rd, Murray St, Pyrmont Bridge Rd, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

Timetable Summary

15 October 2007

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)-Pyrmont (Star City)	8	M-F	Q Vic Bldg	7.00am	Star City	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Pyrmont (Star City)).

Route 449

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

Timeline

29 September 1957:

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

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

Streets

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

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

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

Timetable Summary*October 1971*

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

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

Route 449**PYRMONT (Star City) – GLEBE** ■**Timeline**

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

1 January 2005: Became part of Contract Region 6.

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

Streets*From 5 June 2000*

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

Timetable Summary*5 June 2000*

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