



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 450 – 474

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 450 – 474

| | |
|-----|------------------------------|
| 450 | City-Rde |
| 450 | City-Dulwich Hill |
| 450 | Rockdale-Rozelle |
| 450 | Hurstville-Burwood |
| 451 | Rhodes-Mortlake |
| 451 | City-Enmore |
| 451 | Marrickville Metro-White Bay |
| 451 | Campsie-Hurstville, etc |
| 452 | Homebush-Mortlake |
| 452 | City-Five Dock |
| 452 | Marrickville Metro-Annandale |
| 452 | Rockdale-Beverly Hills |
| 453 | City-Abbotsford |
| 453 | Camperdown-Waterloo |
| 453 | Tempe Depot-Rozelle |
| 453 | Rockdale-Carton-Hurstville |
| 454 | Ryde PO-Ryde Station |
| 454 | Five Dock-Abbotsford |
| 454 | City-Burwood Depot |
| 454 | Marrickville Metro-Redfern |
| 455 | Ryde-West Meadowbank |
| 455 | Camperdown-Bondi Junction |

| | |
|------|-------------------------------|
| 455 | Kingsgrove-Hurstville, etc |
| 456 | Ryde-West Meadowbank |
| 456 | City-Darling Harbour |
| 457 | Ryde-Putney |
| 458 | Burwood-Ryde, etc |
| 459 | City-Ryde |
| 459 | Strathfield-Macquarie Uni |
| 460 | Strathfield-Concord |
| 460 | City-Concord Hospital |
| 460 | Five Dock-Concord Hospital |
| 461 | City-Burwood, etc |
| 461N | City-Burwood |
| 461X | City-Burwood |
| 462 | Burwood-East Concord, etc |
| 462 | Enfield-East Concord |
| 462 | Ashfield-Cabarita-Mortlake |
| 463 | Burwood-South Enfield |
| 463 | Burwood-East Concord |
| 464 | Ashfield-Burwood-Mortlake |
| 465 | City-Ashbury-Campsie |
| 465 | Ashfield-Burwood-Mortlake |
| 466 | Ashfield-Burw'd-Cabarita, etc |

| | |
|-----|-----------------------------|
| 467 | City-Forest Lodge, etc |
| 468 | City-Lilyfield, etc |
| 468 | L'hardt Mktplc-Wentworth Pk |
| 469 | Pymont-Ryde |
| 469 | Burwood Depot-Ryde |
| 469 | City-Annandale |
| 469 | Central-Camperdown |
| 469 | Glebe-Leichhardt Mktplc |
| 470 | Summer Hill-Belmore, etc |
| 470 | City-Lilyfield, etc |
| 471 | Rockdale-Bexley North |
| 471 | Burwood Depot-Ryde |
| 471 | Rockdale-Five Dock |
| 472 | Rockdale-Five Dock |
| 473 | Petersham-Coogee |
| 473 | Roselands-Belmore |
| 473 | Rockdale-Five Dock |
| 473 | Rockdale-Campsie |
| 474 | Rockdale-Ramsgate |
| 474 | Ramsgate-Miranda |

Route 450

CITY (York St) – RYDE via Pyrmont Bridge & Victoria Rd■

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

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

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

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

Timeline

26 April 1949: Peak hour express service commenced by Department of Road Transport & Tramways, in anticipation of replacement of Fort Macquarie – Ryde tram service by buses.

2 May 1949: Renumbered 400.

Streets

City (York St) – Ryde via Pyrmont Bridge

From 26 April 1949 (based on 400 from 2 May 1949)

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

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

Route 450

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

Timeline

29 September 1957:

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

8 February 1987: Renumbered 428.

Streets

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

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

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

Timetable Summary

26 November 1966

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

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

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

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

4 December 1972

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

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

Route 450

ROCKDALE – SYDENHAM – ROZELLE (Alfred St)■

Timeline

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retransferred to Arrow Coaches.

9 June 1990: Weekday daytime & Saturday morning service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license.

5 January 1991:

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

Streets

From 16 November 1987

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

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

Timetable Summary

16 November 1987

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

* More frequent in peak hours.

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

Route 450

HURSTVILLE – LAKEMBA – STRATHFIELD – BURWOOD

- **Extended from Strathfield to Sydney Olympic Park (2007-16)**

Timeline

12 October 1995:

- Hurstville – Strathfield renumbered from 34 [1925 number].
- Operated by Canterbury Bus Lines (Eddie Hayman)

20 April 1998: Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

1 January 2005: Became part of Contract Region 5.

27 August 2007: Peak hour trips extended to run Hurstville – Strathfield – Olympic Park Station.

22 March 2010: As a result of Ministry of Transport review of Region 5:

- Off-peak and weekend trips extended to run Hurstville – Strathfield – Burwood.
- Rerouted via Gloucester Rd instead of King Georges Rd between Stoney Creek Rd & Hurstville, replacing 451 along Gloucester Rd. 946 provided service along King Georges Rd.

5 June 2016: Curtailed to run Hurstville – Lakemba – Strathfield – Burwood. (Strathfield – Olympic Park Station replaced by existing 525 (Contract Region 7), X25 & 526 (Contract Region 6).)

26 November 2017: Curtailed to run Hurstville – Lakemba – Strathfield. Strathfield – Burwood replaced by existing 408, 415 & 466.

Streets

Hurstville – Lakemba – Strathfield

From 12 October 1995

From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Queens Rd, Forest Rd, King Georges Rd (**Beverly Hills**), Roselands Dr, **Roselands** bus terminal, Roseland Av, King Georges Rd, Canarys Rd, Ludgate St, Canterbury Rd, Haldon St (**Lakemba**), Lakemba St, Benaroon Rd, Yangoora Rd, Yerrick Rd, Punchbowl Rd (**Belfield**), Water St, Dean St, Coronation Pde, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd to Strathfield Station.

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, then reverse route to King Georges Rd, then Roselands Dr, Roselands bus terminal, Roseland Av, King Georges Rd, Forest Rd to Hurstville Station.

Beverly Hills (Ponyara Rd) diversion: Ex Hurstville from King Georges Rd via Tooronga Tce, Pallamana Pde, Ponyara Rd to King Georges Rd. Reverse on return.

Hurstville – Lakemba – Strathfield – Sydney Olympic Park

Alteration

From 27 August 2007: Extended ex Hurstville from Raw Sq via Everton Rd to Strathfield Station (north side entrance), then Everton Rd, Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Dawn Fraser Av, Park St to Olympic Park Station. Return via Park St, Murray Rose Av, Australia Av, then reverse route.

Hurstville – Lakemba – Strathfield – Burwood

Alterations

- *From 22 March 2010:* Ex Hurstville from Queens Rd via Forest Rd, Gloucester Rd, Stoney Creek Rd, King Georges Rd. Return from King Georges Rd via Stoney Creek Rd, Gloucester Rd, Forest Rd to Hurstville Station.
- *From 22 March 2010:* Extended from Strathfield Station via Moseley St, Cooper St, Wentworth Rd, Railway Pde, Burwood Rd, Victoria St to Burwood Westfield. Return from Burwood (Westfield, Burwood Rd) via Burwood Rd, Railway Pde, then reverse route.
- *From 11 April 2011 (opening of Hurstville Interchange):* From Hurstville (Cross St at Westfield) via Crofts Av, Hurstville Interchange, Forest Rd, McMahon St, Dora St, Queens Rd. Unaltered approaching Hurstville.
- *From 5 June 2016:* Ex Hurstville from The Boulevarde via Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd to Westfield Burwood. Return via reverse route to Morwick St, then The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde.

Hurstville – Lakemba – Strathfield

Alteration

From 26 November 2017: Ex Hurstville from Raw Sq via Albert Rd to Strathfield Station. Return via Churchill Av, Raw Sq.

Timetable Summary

23 April 1996

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Strathfield | 47 | M-F | Hurstville | 5.40am | Strathfield | 9.15pm | 30* | |
| | | Sat | | 6.15am | | 6.55pm | AM 30 PM 45 | |
| | | Sun | | 8.10am | | 5.00pm | 90 | A |

* More frequent in peak hours.

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

27 August 2007

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|---------------------|-----|------------|---------|-----------------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Strathfield† | Fr Hurst 49S 67P | M-F | Hurstville | 6.00amP | Olympic Park Strathfield | 6.20pmH 8.00pmH | A | |
| | | Sat | | 6.15amS | Strathfield | 7.00pmH | AM 30 PM 60 | |
| | | Sun | | 8.00amS | | 4.45pmH | 60 | |

* More frequent in peak hours.

† Extended to Sydney Olympic Park in peak hours.

A – Peak hours, Hurstville-Sydney Olympic Park. Day, Hurstville-Strathfield 30*. Night, Hurstville-Strathfield.

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

H – To Hurstville.

P – To Sydney Olympic Park.

S – To Strathfield.

22 March 2010

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|---------------------|-----|------------|---------|------------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Strathfield-Burwood | Fr Hurst 47S 54B | M-F | Hurstville | 8.00amB | Burwood Strathfield | 3.03pmH 8.10pmH | A | |
| | | Sat | | 7.50amB | Burwood | 5.53pmH | 30 | C |
| | | Sun | | 8.05amB | | 5.08pmH | 60 | C |
| Hurstville-Strathfield-Sydney Olympic Park | 60 | M-F | Hurstville | 6.00am | Olympic Park | 6.12pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Early morning & night Hurstville-Strathfield. Day, Hurstville-Burwood 30*. Plus short-working/s before first trip and after last trip shown.

B – To Burwood.

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

H – To Hurstville.

Ph – Peak hours only (both directions).

S – To Strathfield.

5 June 2016

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|---------------------|-----|------------|--------------------|------------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Strathfield-Burwood | Fr Hurst 47S 56B | M-F | Hurstville | 5.40amS 7.55amB | Burwood Strathfield | 3.03pmH 8.12pmH | A | |
| | | Sat | | 7.48amB | Burwood | 5.54pmH | 30 | C |
| | | Sun | | 8.04amB | | 5.09pmH | 60 | C |

* More frequent in peak hours.

A – Peak hours & night, Hurstville-Strathfield. Day, Hurstville-Burwood 30*. Plus short-working/s before first trip & after last trip shown.

B – To Burwood.

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

H – To Hurstville.

S – To Strathfield.

26 November 2017

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|-------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Strathfield | 49 | M-F | Hurstville | 5.55am | Hurstville | 9.10pm | 30* | A |
| | | Sat | Strathfield | 6.45am | | 6.48pm | 30 | A |
| | | Sun | Hurstville | 8.04am | | 5.04pm | 60 | A |

* More frequent in peak hours.

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

Route 451

RHODES – MORTLAKE (Gas Works) (INDUSTRIAL) ■

Timeline

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

Between 1 February 1957 & August 1962: Ceased.

Route 451

CITY (Circular Quay) – NEWTOWN – ENMORE ■

Timeline

29 September 1957: Peak hour service, City (Circular Quay) – Enmore, 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.

18 January 1963:

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

8 February 1987: Renumbered 422.

Streets

City (Circular Quay) – Enmore

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

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

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

City (Circular Quay) – Newtown

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

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

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

Timetable Summary

October 1971

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

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

Route 451

MARRICKVILLE METRO – WHITE BAY■

Timeline

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

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retransferred to Arrow Coaches.

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

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

Streets

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

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

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

Timetable Summary

16 November 1987

451, 452

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

Average day frequencies along common route:

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

Sat Marrickville Metro-Annandale (452) 30.

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

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

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

N – To Newtown.

M – To Marrickville Metro.

W – To White Bay.

Route 451

CAMPSIE – ROSELANDS – HURSTVILLE■

HURSTVILLE – PEAKHURST■

Timeline

12 October 1995:

- Campsie – Roselands renumbered from 39 [1925 number].
- Operated by Canterbury Bus Lines (Eddie Hayman).

20 April 1998: Transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

21 December 1998:

- Extended to run Campsie – Roselands – Hurstville.
- Hurstville – Peakhurst renumbered 451 from part of 113 [1925 number].

1 January 2005: Became part of Contract Region 5.

22 March 2010: As a result of Ministry of Transport review of Region 5:

- Campsie – Roselands – Hurstville mostly replaced by parts of rearranged 450 & 942 (but no replacement service in Yangoora Rd).
- Hurstville – Peakhurst ceased. Partly replaced by rerouted 450 & existing 941.

Streets

Campsie – Roselands

From 12 October 1995

From Campsie (North Pde at Station) via Beamish St, Seventh Av, First Av, Clarence St, Baltimore St, Albert St (North Belmore), Lakemba St, Burwood Rd, Yangoora Rd, Wangee Rd, King Georges Rd (**Wiley Park**), Roselands Dr to Roselands bus terminal.

From Roselands (bus terminal) via Roseland Av, King Georges Rd, then reverse route to Beamish St, then Campsie St, London St, North Pde to Campsie Station.

Campsie – Roselands – Hurstville

Alteration

From 21 December 1998: Extended from King Georges Rd via Roselands Dr, **Roselands** bus terminal, Roseland Av, King Georges Rd, Stoney Creek Rd, Gloucester Rd, Forest Rd to Hurstville Station. Return via Forest Rd, Park Rd, Cross St, Crofts Av, Dora St, Queens Rd, Forest Rd, then reverse route to King Georges Rd, then Roselands Dr, **Roselands** bus terminal, Roseland Av, King Georges Rd.

Hurstville – Peakhurst

From 21 December 1998

From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Cross St, Crofts Av, Barratt St, Dora St, Queens Rd, Forest Rd, Gloucester Rd, Stoney Creek Rd, Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst).

From Peakhurst (Baumans Rd at Stoney Creek Rd) via Stoney Creek Rd, Gloucester Rd, Forest Rd to Hurstville Station.

Timetable Summary

November 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|---------|-----------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campsie-Roselands | 25 | M-F | Roselands | 7.20amC | Campsie | 5.05pmR 6.22pmN | 60* | A |
| | | Sat | | 8.15amC | | 4.35pmR | 60 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

C – To Campsie.

N – To North Belmore.

R – To Roselands

21 December 1998

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|------------|---------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campsie-Hurstville | 41 | M-F | Hurstville | 6.33am | Campsie | 5.37pm | 60* | A |
| | | Sat | | 7.25am | | 5.32pm | 60 | |
| | | Sun | | 11.30am | Roselands | 2.42pm | 60 | |
| Hurstville-Peakhurst | 12 | M-F | Peakhurst | 6.00am | Hurstville | 6.25pm | 60* | |
| | | Sat | | 7.13am | | 6.50pm | 60 | |
| | | Sun | | 8.48am | Peakhurst | 5.43pm | 60 | B |

* More frequent in peak hours.

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

B – Gap in service.

Route 452

HOME BUSH – MORTLAKE (Gas Works) (INDUSTRIAL) ■

Timeline

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

After 1 February 1957: Ceased.

Route 452

CITY (Circular Quay) – FIVE DOCK ■

Timeline

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

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

Streets

From 29 September 1957

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

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

Timetable Summary

29 September 1957

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

C – To City (Circular Quay).

F – To Five Dock.

M – To City (Martin Pl).

MAs – Morning & late afternoon service.

PNs – Peak hour & limited night service.

Route 452

MARRICKVILLE METRO – ANNANDALE (Pritchard St) ■

Timeline

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

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

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retr transferred to Arrow Coaches.

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

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

Streets

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

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

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

Timetable Summary

See 451.

Route 452

ROCKDALE – HURSTVILLE – BEVERLY HILLS

Timeline

1 April 1997: Renumbered from 112 [1925 number]. Operated by Pioneer Coaches (Harbridge family).

15 January 2001: Transferred to Connex Southtrans.

By June 2002: Operator's name changed to Connex NSW.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

From 1 April 1997

From Rockdale (Railway St at Station) via Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley**), Hill St, Treacy St, Park Rd, Cross St (**Hurstville**), Crofts Av, Barratt St, Dora St, Timothy St, Patrick St, Stoney Creek Rd, Cahill St, Morgan St to Beverly Hills Station.

From Beverly Hills (Morgan St at Station) via King Georges Rd, Stoney Creek Rd, Patrick St, Timothy St, Dora St, MacMahon St, Forest Rd (**Hurstville, Bexley**), Harrow Rd, Watkin St, Walz St, Railway St to Rockdale Station.

Alterations

- *By February 2007:* Ex Rockdale from Forest Rd via Park Rd.
- *From 11 April 2011 (opening of Hurstville Interchange):* Ex Beverly Hills from Dora St via Barratt St, Hurstville Interchange, Forest Rd.

Timetable Summary

1 April 1997

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Beverly Hills | 27 | M-F | Rockdale | 5.55am | Beverly Hills | 9.02pm | 20* | A |
| | | Sat | | 7.35am | | 6.05pm | 30 | A |
| | | Sun | | 8.14am | | 5.30pm | 60 | A |

* More frequent in peak hours.

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

August 2004

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Beverly Hills | 35 | M-F | Rockdale | 5.54am | Beverly Hills | 9.15pm | 30* | A |
| | | Sat | Beverly Hills | 7.35am | | 6.05pm | 30 | A |
| | | Sun | Rockdale | 8.13am | | 5.15pm | 60 | A |

* More frequent in peak hours.

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

Route 453

CITY (Circular Quay) – ABBOTSFORD

- **Extended from Circular Quay to Fort Macquarie (all-night service)**

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

Timeline

15 August 1954: As part of replacement of the Five Dock – Abbotsford section of the Fort Macquarie – Abbotsford tram service by buses:

- Services commenced by Department of Government Transport:
 - City (Circular Quay) – Abbotsford (peak hours)
 - City (Fort Macquarie) – Abbotsford (all-night service)
- 454 provided service at other times.

6 February 1955: Replaced full time by 454, when “stub axle” mechanical problems caused a shortage of vehicles.

17 July 1955: 453 restored & hours of service extended to full-time, when sufficient vehicles became available again, replacing 454. Supplemented by 452 from 17 December 1956.

23 November 1958: Renumbered 438 coincident with replacement of the peak hour tram service, Fort Macquarie – Haberfield & other “Red Lines” tram services by buses.

Streets

From 15 August 1954

From City (Circular Quay West) (between Argyle St & Barton St) via Barton St [former street], George St, Market St, York St, Druitt St, George St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Norton St (**Leichhardt**), Marion St, Ramsay St (**Haberfield**) [part now Ramsay Rd], Great North Rd (**Five Dock**) to end (Abbotsford).

From Abbotsford (Great North Rd at end) via reverse route to Railway Sq, then George St, Argyle St, Circular Quay West (City).

City (Fort Macquarie) extension (all-night service): To approach City from George St via Barton St [former street], Alfred St, Circular Quay East to Fort Macquarie. Reverse on return.

Alteration

By 17 December 1956: Ex City (Circular Quay West) from Railway Sq via Lee St, Regent St, Broadway. Unaltered on return.

From 29 September 1957

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

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

Timetable Summary

15 August 1954

Five Dock – Abbotsford routes 453, 454

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 453: City (Circular Quay)-Abbotsford† | 45 | M-F | Abbotsford | 6.30am | Circular Quay | 5.56pm | Ph | |
| | | Sat | | | | | MDs | |
| | | Sun | | | | | MDs | |
| 454: Five Dock-Abbotsford | 7 | M-F | Abbotsford | 3.45am | Abbotsford | 12.41am | 15 | A |
| | | Sat | | 4.30am | | 1.21am | AM 7/8 PM 10-20 | |
| | | Sun | Five Dock | 4.52am | | 1.21am | 20 | |

† All-night service extended to City (Fort Macquarie)

A – Other than in peak hours.

MDs – All-night service, City (Fort Macquarie)-Abbotsford.

Ph – Peak hours only (both directions). Plus all-night service ran City (Fort Macquarie)-Abbotsford.

17 July 1955

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|-------------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Abbotsford† | Fr C Quay 38F 45A | M-F | Abbotsford | 4.36am | Circular Quay | 11.45pm | 15* | B |
| | | Sat | | 5.06am | | 12.14am | AM 10 PM 15 | B |
| | | Sun | | 5.07am | | 12.44am | C | |

* More frequent in peak hours.

† All-night service extended to City (Fort Macquarie)

A – To Abbotsford.

B – Plus all-night service City (Fort Macquarie)-Abbotsford. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (Circular Quay)-Abbotsford 15. Afternoon, City (Circular Quay)-Five Dock 10, City (Circular Quay)-Abbotsford 20. Night, City (Circular Quay)-Abbotsford. All-night service, City (Fort Macquarie)-Abbotsford.

F – To Five Dock.

Route 453

CAMPERDOWN (Children's Hospital) – NEWTOWN – WATERLOO■

Timeline

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

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retransferred to Arrow Coaches.

22 June 1990: Taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license.

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

Streets

From 16 November 1987

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

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

Timetable Summary

16 November 1987

See also 454 & 455

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

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

Route 453

TEMPE DEPOT – ROZELLE (Alfred St)■

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

Timeline

7 January 1991:

- Peak hour service renumbered from equivalent part of 450.
- Operated by State Transit Authority.

6 May 1994: Ceased without replacement.

Streets

From 7 January 1991

From Tempe Depot via Princes Hwy, Railway Rd, Burrows Av (**Sydenham**), railway bridge, Railway Pde, Marrickville Rd, Buckley St, Sydenham Rd, Fitzroy St, Edinburgh Rd, Murray St (**Marrickville Metro**), Edgeware Rd (**Enmore**), Stanmore Rd, Liberty St, Railway Av (**Stanmore**), Percival Rd, Parramatta Rd, Catherine St (**Annandale**), Lilyfield Rd (**Lilyfield**), Gordon St, Alfred St to near Gordon St (Rozelle).

From Rozelle (Alfred St at Gordon St) via Alfred St, Cheltenham St, O'Neill St, Grove St, Lilyfield Rd, then reverse route to Sydenham Rd, then Railway Pde, railway bridge, Gleeson Av, Railway Rd, Princes Hwy to Tempe Depot.

Timetable Summary

7 January 1991

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|----------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Tempe Depot-Rozelle (Alfred St) | Fr Roz 25S 31T | M-F | Tempe Depot | 5.59am | Rozelle | 5.30pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions). Some trips ran Sydenham-Rozelle (Alfred St) only.

S – To Sydenham.

T – To Tempe Depot.

Route 453

ROCKDALE – CARLTON – HURSTVILLE

- **Extended from Hurstville to Kingsgrove (selected trips, 1997-99)**

Timeline

1 April 1997:

- Rockdale – Carlton renumbered from 49 [1925 number] & extended from Carlton to Hurstville.
- Selected weekday off-peak & all Saturday trips further extended from Hurstville to Kingsgrove.
- Shared Hurstville – Kingsgrove with 455.
- Operated by Pioneer Coaches (Harbridge family).

18 January 1999: Curtailed to run Rockdale – Carlton – Hurstville. 455 continued to run Hurstville – Kingsgrove.

15 January 2001: Transferred to Connex Southtrans.

By June 2002: Operator's name changed to Connex NSW.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport.

3 September 2012: Curtailed to run Rockdale – Bexley (Percival St) & reduced to peak hours only. 455 rerouted to replace part of curtailed route.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

Rockdale – Carlton – Hurstville (selected trips extended to Kingsgrove)

From 1 April 1997

From Rockdale (Railway St at Station) via Walz St, Watkin St, Park Av, Caledonian St, Verdun St, Wallace St, Willison Rd, Carlton Pde (**Carlton**), Grey St, Durham St, Forest Rd, Hill St, Treacy St, Park Rd, Queens Rd, Dora St, MacMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Durham St, then reverse route to Watkin St, then Frederick St, Railway St to Rockdale Station.

Kingsgrove extension: From Hurstville (Forest Rd) via Park Rd, Queens Rd, Wright St, Weston Rd, Kimberley Rd, Croydon Rd, Moore St, Hodge St, Barnards Av, Croydon Rd, Stoney Creek Rd, Maluka Pl, Kingsway, Glenwall St, Orbell St, Morgan St, Kingsgrove Rd, Shaw St to Kingsgrove Station. Return via reverse route to Weston Rd, then Bristol Rd, The Avenue, Queens Rd, Dora St, MacMahon St, Forest Rd (Hurstville).

Rockdale – Carlton – Hurstville

From 18 January 1999

From Rockdale (Railway St at Station) via Walz St, Watkin St, Park Av, Caledonian St, Verdun St, Wallace St, Willison Rd, Carlton Pde (**Carlton**), Grey St, Durham St, Forest Rd, Park Rd, Queens Rd, Dora St, MacMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Durham St, then reverse route to Watkin St, then Frederick St, Railway St to Rockdale Station.

Alteration

From 11 April 2011 (opening of Hurstville Interchange): To approach Hurstville from Forest Rd via Park Rd, Cross St, Crofts Av, Hurstville Interchange. Return via Forest Rd, Durham St.

Rockdale – Bexley (Percival St)

From 3 September 2012

From Rockdale (Railway St at Station) via Frederick St, Watkin St, Park Av, Caledonian St, Verdun St, Wallace St, Percival St (**Bexley**), Rawson Av, Verdun St, Caledonian St, Park Av, Watkin St, Walz St, Railway St to Rockdale Station.

Timetable Summary

1 April 1997

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|----------------------|-----|-------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Hurstville† | Fr Rock 6W 38K | M-F | Willison Rd | 6.09amR | Kingsgrove | 2.00pmR | A | |
| | | | Kingsgrove | 9.45amR | Rockdale | 6.35pmW | | |
| | | Sat | Rockdale | 9.02amK | Kingsgrove | 2.00pmR | 90 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Selected trips extended to Kingsgrove.

A – Peak hours, Rockdale-Willison Rd. Day, Rockdale-Kingsgrove 90.

K – To Kingsgrove.

R – To Rockdale.

W – To Willison Rd.

12 May 2003

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|----------------------|-----|-------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Hurstville | Fr Rock 6W 18H | M-F | Willison Rd | 6.21amR | Hurstville | 4.45pmR | A | |
| | | | Hurstville | 9.55amR | Rockdale | 6.21pmW | | |
| | | Sat | Rockdale | 9.50amH | Hurstville | 2.20pmR | 2 trips | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Peak hours, Rockdale-Willison Rd. Day, Rockdale-Hurstville 90.

H – To Hurstville.

R – To Rockdale.

W – To Willison Rd.

3 September 2012

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Bexley (Percival St) | 6 | M-F | Percival St | 6.58am | Rockdale | 5.48pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only.

Route 454

RYDE (Post Office) – RYDE Station via Victoria Rd

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

16 April 1944: Renumbered from 994. Operated by Department of Road Transport & Tramways.

27 February 1950: 454 & 456 replaced by 455.

Streets

Likely route: same as 94 [1925 route number].

Route 454

FIVE DOCK – ABBOTSFORD

Timeline

15 August 1954: As part of replacement of the Five Dock – Abbotsford section of the Fort Macquarie – Abbotsford tram service by buses:

- Early morning, off-peak, night & weekend service commenced by Department of Government Transport.
- Connected at Five Dock with Fort Macquarie trams.
- 453 provided peak hour service.

6 February 1955: Hours of service increased to full time when “stub axle” mechanical problems caused a shortage of vehicles, replacing 453 until 17 July 1955.

17 July 1955: When sufficient vehicles became available again, replaced by 453, which then ran full time.

Streets

From 15 August 1954

From Five Dock (Great North Rd at shops) via Great North Rd to end (Abbotsford). Reverse on return.

Timetable Summary

See 453

Route 454

CITY (various termini) – BURWOOD DEPOT via Parramatta Rd

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

Timeline

1 September 1958:

- Commenced by Department of Government Transport.
- Hours of service (?).
- City termini at either Circular Quay, Fort Macquarie or Millers Point.

8 February 1987 (opening date of Pitt St pedestrian mall): Ceased.

Route 454

MARRICKVILLE METRO – REDFERN MALL ■

(Redfern Mall is now known as Surry Hills Shopping Village.)

Timeline

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

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

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retr transferred to Arrow Coaches.

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

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

Streets

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

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

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

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

Timetable Summary

16 November 1987

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

Route 455

RYDE (Post Office) – RYDE Station – WEST MEADOWBANK via Bowden St ■

(Ryde Station was renamed West Ryde in October 1945.)

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

16 April 1944:

- Renumbered from 995.
- Off-peak (?) service ran as combined 454/456.
- Operated by Department of Road Transport & Tramways.

27 February 1950: 454 & 456 replaced by 455.

28 July 1957: Renumbered 555 coincident with the general renumbering of City – Ryde routes & other routes along Victoria Rd.

Route 455

CAMPERDOWN (Children's Hospital) – MARRICKVILLE METRO – BONDI JUNCTION

Timeline

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

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

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

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

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

April 1990: Transferred to Patersons Bus & Coach Service.

May 1990: Retriggered to Arrow Coaches.

22 June 1990: Weekday daytime & Saturday service, taken over by State Transit Authority in caretaker role, when Arrow Coaches handed in license.

3 December 1990:

- Curtailed to run Newtown – Bondi Junction.
- Renumbered 355.

Streets

From 16 November 1987

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

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

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

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

Timetable Summary

16 November 1987

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

* More frequent in peak hours.

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

B – To Bondi Junction.

C – To Camperdown.

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

M – To Marrickville Metro.

N – To Newtown.

W – To Waterloo.

Route 455

KINGSGROVE – HURSTVILLE – KOGARAH – ROCKDALE PLAZA

Timeline

18 November 1991:

- Kingsgrove – Hurstville – Kogarah (St George Hospital) reorganised & renumbered from an amalgamation of 111, 122 & 194 [1925 numbers].
- Selected peak hour trips extended from Kingsgrove Station to The Crescent industrial area.
- Operated by Allways Bus Service (Marc Larsen & Stuart Fraser).

11 May 1992: Transferred to Pioneer Coaches (Harbridge family). The Crescent industrial area extension ceased then or soon after.

18 January 1999: Extended from Kogarah (St George Hospital) to Rockdale Plaza shopping centre.

15 January 2001: Transferred to Connex Southtrans.

By June 2002: Operator's name changed to Connex NSW.

1 January 2005: Became part of Contract Region 10.

18 April 2006: Operator's name changed to Veolia Transport.

3 September 2012:

- Base service curtailed to run Kingsgrove – Hurstville – Kogarah (St George District Hospital), but selected trips in weekday off-peak extended from St George District Hospital to Rockdale Plaza. Rockdale Plaza served at other times by Veolia 958 and State Transit Authority routes.
- Rerouted between Kingsgrove and Hurstville (shorter route).
- Rerouted in Bexley area to replace part of curtailed 453.

1 July 2013: Operator's name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

Streets

Kingsgrove – Hurstville – Kogarah

From 18 November 1991

From Kingsgrove (Vanessa St at bus depot) via Vanessa St, Commercial Rd, Kingsgrove Rd, Morgan St, Orbell St, Glenwall St, Kingsway, Maluka Pl, Stoney Creek Rd, Croydon Rd, Barnards Av, Hodge St, Moore St, Croydon Rd, Kimberley Rd, Weston Rd, Bristol Rd, The Avenue, Queens Rd, Dora St, MacMahon St, Forest Rd (**Hurstville**), Park Rd, Queens Rd, Croydon Rd, Kenyon Rd, Haig St, Gloucester St, Regent St, Westbourne St, Albert St, Forest Rd, Willison Rd, Rawson Av, Percival St (**Bexley**), Grantham St, Union St, Railway St, Station St, railway bridge, Railway Pde, Derby St, Kensington St to opposite St George District Hospital (Kogarah).

From Kogarah (Kensington St opposite St George District Hospital) via Kensington St, Montgomery St, Railway Pde, then reverse route to Kenyon Rd, then Croydon Rd, Queens Rd, Dora St, MacMahon St, Forest Rd (**Hurstville**), Park Rd, Queens Rd, then reverse route to bus depot, Vanessa St (Kingsgrove).

Trips terminating at Kingsgrove Station: Ex Kogarah from Kingsgrove Rd via Shaw St to Kingsgrove Station. Reverse on return.

Alteration

- **By 11 May 1992:** Kingsgrove terminus moved from Vanessa St to Shaw St (at Station) for all trips.
- **By 1994:** Ex Kogarah from Queens Rd via Wright St, Bristol St. Unaltered ex Kingsgrove.
- **By 1 April 1997:** Ex Kingsgrove from Railway Pde via Gray St to St George District Hospital. Return via Gray St, Princes Hwy, Montgomery St.

Kingsgrove – Hurstville – Kogarah – Rockdale Plaza

Alteration

From 18 January 1999: Extended from Kogarah (Railway Pde) via Derby St, Kensington St, Princes Hwy, Rockdale Plaza Dr to Rockdale Plaza. Return via Rockdale Plaza Dr, Harrow Pde, Railway Pde, Gladstone St, Regent St, Railway Pde.

By 5 May 2008

From Kingsgrove (Shaw St at Station) via Kingsgrove Rd, Morgan St, Orbell St, Glenwall St, Kingsway, Maluka Pl, Stoney Creek Rd, Croydon Rd, Barnards Av, Hodge St, Moore St, Croydon Rd, Kimberley Rd, Weston Rd, Bristol Rd, The Avenue, Queens Rd, Dora St, MacMahon St, Forest Rd (**Hurstville**), Park Rd, Queens Rd, Croydon Rd, Forest Rd, Willison Rd, Rawson Av, Percival St (**Bexley**), Grantham St, Union St, Railway St, Station St, railway bridge, Railway Pde (**Kogarah**), Derby St, Kensington St, Princes Hwy, Rockdale Plaza Dr to Rockdale Plaza.

From Rockdale Plaza (shops) via Rockdale Plaza Dr, Harrow Pde, Railway Pde, Gladstone St, Regent St, Railway Pde, then reverse route to Croydon Rd, then Queens Rd, Dora St, MacMahon St, Forest Rd (**Hurstville**), Park Rd, Queens Rd, Wright St, Weston Rd, then reverse route to Kingsgrove Station.

Alteration

From 11 April 2011 (opening of Hurstville Interchange): Ex Kingsgrove from Dora St via **Hurstville** Interchange, Forest Rd, Park Rd, Queens Rd, Croydon Rd. Ex Rockdale Plaza from Croydon Rd via Queens Rd, The Avenue, Cross St, Crofts Av, Barratt St (**Hurstville**), Dora St, Queens Rd, Wright St, Weston Rd.

Kingsgrove – Hurstville – Kogarah (selected trips extended to Rockdale Plaza)

From 3 September 2012

From Kingsgrove (Shaw St at Station) via Kingsgrove Rd, Morgan St, Orbell St, Glenwall St, Kingsway, Maluka Pl, Stoney Creek Rd, Smiths Av, Barnards Av, Hodge St, Moore St, Weston Rd, Bristol Rd, The Avenue, Queens Rd, Dora St, **Hurstville** Interchange, Forest Rd, Durham St, Willison Rd, Rawson Av, Percival St (**Bexley**), Grantham St, Union St, Railway St, Station St, railway bridge, Railway Pde, Derby St, Kensington St to St George District Hospital (Kogarah).

From Kogarah (Kensington St at St George Hospital) via Montgomery St, Railway Pde, then reverse route to Forest Rd, then Park Rd, Cross St, Crofts Av (**Hurstville**), Barratt St, Dora St, Queens Rd, Wright St, Weston Rd, then reverse route to Kingsgrove Station.

Rockdale Plaza extension: From St George District Hospital via Kensington St, Princes Hwy, Rockdale Plaza Dr to Rockdale Plaza. Return via Rockdale Plaza Dr, Harrow Pde, Railway Pde, Gladstone St, Regent St, Railway Pde, Derby St, Kensington St to St George Hospital.

Timetable Summary

18 November 1991

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kingsgrove-Hurstville-Kogarah | 40 | M-F | Kingsgrove | 5.45am | Kogarah | 9.00pm | 45* | |
| | | Sat | Kogarah | 7.15am | Kingsgrove | 5.15pm | AM 30 PM 45 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

1 April 1997

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kingsgrove-Hurstville-Kogarah | 40 | M-F | Kingsgrove | 5.40am | Kogarah | 6.12pm | 45* | A |
| | | Sat | | 7.50am | | 5.07pm | AM 45 PM 80 | |
| | | Sun | Kogarah | 8.36am | Kingsgrove | 5.15pm | 75 | |

* More frequent in peak hours

A – Extra trips Thursday night.

20 October 2013

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------------------|---------------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kingsgrove-Hurstville-Kogarah† | 42 | M-F | Kingsgrove | 5.52amK 8.35amP | Rockdale Plaza Kogarah | 1.17pmG 6.47pmG | A | |
| | | Sat | | 7.56am | Kingsgrove | 5.12pm | 40 | |
| | | Sun | Kogarah | 8.45am | Kogarah | 5.45pm | 70 | |

† Selected trips extended to Rockdale Plaza.

A – Peak hours, Kingsgrove-Kogarah. Day, Kingsgrove-Kogarah 30, Kingsgrove-Rockdale Plaza 60. Plus short-working/s after last trip shown.

G – To Kingsgrove.

K – To Kogarah.

P – To Rockdale Plaza.

Route 456

RYDE (Post Office) – RYDE Station – WEST MEADOWBANK via Parkes St ■

(Ryde Station was renamed West Ryde in October 1945.)

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

16 April 1944: Renumbered from 994. Operated by Department of Road Transport & Tramways.

27 February 1950: 454 & 456 replaced by 455.

Route 456

CITY (Circular Quay) – DARLING HARBOUR (Temporary Casino) ■

Timeline

29 August 1994: Weekday (?) service commenced by State Transit Authority, partly replacing 430.

28 July 1996: Rerouted in a loop to include Powerhouse Museum (Harris St, Ultimo).

15 November 1997: Replaced by new 888.

Streets

From 28 July 1996

From City (Circular Quay) (Alfred St) via Alfred St, George St, Ultimo Rd, Darling Dr, Murray St, Foreshore [now Pirrama] Rd to temporary Casino (**Darling Harbour**), then Foreshore Rd, Murray St, Union St, Pyrmont Bridge Rd, Pyrmont St, Quarry St, Harris St (**Ultimo**), Ultimo Rd, George St, Alfred St (?) to Phillip St (Circular Quay, City).

Timetable Summary

28 July 1996

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|---------------------|-----|---------------|---------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)- Darling Harbour (Temporary Casino) | 49 round trip | M-F | Circular Quay | 9.00am | Temp Casino | 2.23pm | 15 | |
| | | Sat | | 10.00am | | 5.23pm | 30 | |
| | | Sun | | 10.00am | | 5.23pm | 30 | |

* More frequent in peak hours.

Route 457

RYDE Station – MEADOWBANK – PUTNEY POINT (Slazengers) (INDUSTRIAL) ■

(Ryde Station was renamed West Ryde in October 1945.)

Timeline

17 April 1944:

- Monday-Saturday service renumbered from 998.
- May have also been extended to Ryde Post Office.
- Besides serving Slazengers, this route appears to have been used to provide access to Green Point Naval Boatyard, located in Mortlake, which would have required passengers to travel between Putney Point and Mortlake by the vehicular ferry/punt.
- Operated by Department of Road Transport & Tramways.

25 January 1946: Ceased.

Route 458

BURWOOD – STRATHFIELD – CONCORD HOSPITAL – RYDE

- **Extended to start from Macquarie Centre (selected morning peak hour trips, from circa 2001)**

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

Timeline

29 August 1943:

- Burwood – Strathfield – Concord West – Concord Hospital renumbered from 958.
- By 1951 ran daily daytime & early evening.
- Operated by Department of Road Transport & Tramways.

28 November 1943: Rerouted direct via Concord Rd (*not* via Concord West Station).

30 June 1979: Hours of service reduced to Monday-Saturday daytime. Service on weeknights & all day Sundays provided by 459 rerouted via Strathfield Station.

7 October 1990: Extended from Concord Hospital to Ryde, replacing 459.

By 24 June 2001:

- Selected morning peak hour trips extended to run from Macquarie Centre to Burwood.
- Shared Strathfield – Ryde with new 459.

1 January 2005: Became part of Contract Region 7.

10 September 2006: Hours of service extended to early morning, nights & Sundays, replacing 461 at those times. Shared Concord – Macquarie Park with M41 from 19 December 2010.

4 November 2007: Rerouted via Rhodes shops, replacing ceased extension of 460.

4 June 2017:

- Replaced 459.
- By this date extension of selected morning peak hour trips to start from Macquarie Centre ceased, leaving route as Burwood – Ryde at all times.
- Concord – Macquarie Park then shared with M41.

24 January 2021: Transferred to Transit Systems. Became part of Contract Region 6.

Streets

Burwood – Concord Hospital

Circa 1946 (Gregory's Street Directory)

From Burwood (Station) via Railway Pde, Burwood Rd, Belmore St, Conder St, Railway Pde, Wentworth Rd, Cooper St, Moseley St to **Strathfield** Station, then Moseley St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From 15 April 1951

From Burwood (Station) via Railway Pde, Wentworth Rd, Cooper St, Moseley St to **Strathfield** Station, then Moseley St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From February 1966

From Burwood (Burwood Rd at Station) via Burwood Rd, Park Av, Park Rd, Rowley St, Cooper St, Moseley St (**Strathfield**), Everton St, Cooper St, Concord Rd [part now Swan Av], Hospital Rd to Concord Hospital.

From Concord Hospital via Hospital Rd, Concord Rd [part now Swan Av], Cooper St, Moseley St, Everton St, Cooper St, Rowley St, Park Rd, Park Av, Burwood Rd, George St, Mary St, Deane St, Burwood Rd to Burwood Station.

Alterations

- **By March 1986:** Ex Burwood from Everton Rd via Leicester Av, Concord Rd. Reverse on return.
- **By 15 September 1985:** Ex Burwood from Moseley St to Strathfield Station, then Moseley St, Cooper St, Leicester Av, Young St, Sydney St, Concord Rd. Return from Hospital Rd via Concord Rd [part now Swan Av], Cooper St, Moseley St to Strathfield Station.
- **By 11 September 1988:** Reverted to route by March 1986.
- **By 1 October 1989:** To approach Burwood from Park Av via Burwood Rd to Station.

Burwood – Concord Hospital – Ryde

Alteration

From 7 October 1990: Extended from Concord Hospital via Hospital Rd, Concord Rd, Mary St, Blaxland Rd (Rhodes), Llewellyn St, Concord Rd, Ryde Bridge, Church St, Blaxland Rd to bus terminal (Ryde). Return via Devlin St, Church St.

Burwood – Concord Hospital – Ryde (selected trips extended to start from Macquarie Centre in morning peak hour)

Alterations

- **By 24 June 2001:** From Macquarie Centre via Waterloo Rd, Khartoum Rd, Talavera Rd, Lane Cove Rd, Devlin St.
- **By 24 June 2001:** Direct via Concord Rd (*not* via Rhodes Station).
- **From 4 November 2007:** Ex Burwood from Concord Rd via Homebush Bay Dr, Rider Blvd (Rhodes shops), Mary St, Walker St, Leeds St, Cavell Av, Averill St, Concord Rd. Reverse on return.

Timetable Summary

20 April 1947

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Concord Hospital | | M-F | Burwood | 7.05am | Concord Hosp | 7.32pm | 60 | A |
| | | Sat | | 7.05am | Burwood | 9.30pm | 60 | |
| | | Sun | | 8.22am | | 9.30pm | B | |

A – Plus late evening trip from Burwood to Concord Hospital.

B – Morning, Burwood-Concord Hospital 60. Afternoon, Burwood-Concord Hospital 60, Strathfield-Concord Hospital 6-15.

15 April 1951

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Concord Hospital | 17 | M-F | Burwood | 7.05am | Concord Hosp | 7.32pm | 60 | A |
| | | Sat | | 7.05am | | 8.54pm | 60 | B |
| | | Sun | | 8.22am | | 8.56pm | 60 | B |

A – More frequent service Strathfield-Concord Hospital on Mondays & Wednesdays between 1.30 & 5.00pm.

Additional & later trips Strathfield-Concord Hospital on Tuesday & Thursday nights (last trip 9.00pm from Concord Hospital).

B – Additional trips Strathfield-Concord Hospital in afternoon & early evening.

March 1986

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Concord Hospital | 19 | M-F | Concord Hosp | 6.50am | Burwood | 6.05pm | 30* | A |
| | | Sat | Burwood | 7.08am | | 4.05pm | 60 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Extra trips Thursday night (last trip from Burwood).

24 June 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------|--------------------|-----|---------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Ryde† | 29 | M-F | Macquarie Ctr | 6.14amB | Burwood | 6.10pmR | A | |
| | | Sat | Ryde | 7.28amB | | 5.53pmR | 30 | |
| | | Sun | | | | | | |

† Early morning M-F trips extended to start from Macquarie Centre.

A – Early morning, from Macquarie Centre to Burwood. Day, Burwood-Ryde 30. Plus short-working/s before first trip shown.

B – To Burwood.

R – To Ryde.

10 September 2006

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------|--------------------|-----|---------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Ryde† | 29 | M-F | Macquarie Ctr | 6.14amB | Burwood | 11.39pmR | A | |
| | | Sat | Ryde | 5.21amB | | 11.39pmR | 30 | |
| | | Sun | | 6.55amB | | 9.40pmR | 60 | |

† Early morning M-F trips extended to start from Macquarie Centre.

A – Early morning, from Macquarie Centre to Burwood. Day, Burwood-Ryde 30*. Night, Burwood-Ryde. Plus short-working/s before first trip shown.

B – To Burwood.

R – To Ryde.

24 January 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-Ryde | 40 | M-F | Ryde | 5.13am | Burwood | 11.39pm | 30 | |
| | | Sat | | 5.22am | | 11.39pm | 30 | |
| | | Sun | | 6.52am | | 10.39pm | 60 | |

Route 459

CITY (various termini) – RYDE via Parramatta Rd & Concord Rd■

- **Homebush – Homebush (Sharpro Industries, Pomeroy St) (INDUSTRIAL)**

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

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

Timeline

29 August 1943:

- Full time service, Annandale (Johnston St) *or* Pyrmont (Harris St/Union St) – Concord Hospital – Ryde renumbered from 959.
- Supplemented by 469 Ryde Post Office – Pyrmont from 8 July 1944 until (?), when probably renumbered 459.
- Operated by Department of Road Transport & Tramways.

11 August 1946: Extended to run City (York St) – Concord Hospital – Ryde other than in peak hours.

21 September 1947: Extended to run City (York St) – Concord Hospital – Ryde at all times, restoring route to same as 959 prior to 1942.

By 15 April 1951: Rerouted direct via Concord Rd (*not* via Concord Hospital). 458 served Hospital instead.

26 February 1960: Industrial service Homebush – Homebush (Sharpro Industries, Pomeroy St) commenced.

By 15 April 1963: Rerouted back via Concord Hospital.

By 31 March 1965: Industrial service Homebush – Homebush (Sharpro Industries, Pomeroy St) ceased or replaced by or renumbered 061 Strathfield – Industrial service Homebush – Homebush (Sharpro Industries, Pomeroy St).

18 November 1978:

- Weeknight trips rerouted via Strathfield Station, replacing 458 at those times.
- Similarly rerouted on weekends from 30 June 1979.

By April 1984: City terminus altered to Castlereagh St at Park St (arriving) or Druitt St at York St (departing).

Shared City – Concord with 460 until 30 September 1989.

By 8 February 1987: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

1 October 1989:

- Times of service reduced to weekday daytime.
- Curtailed to run City (George St or York St) – Strathfield. Strathfield – Ryde replaced by extended/rerouted 461.

7 October 1990: Ceased:

- Replaced along Pymont Bridge Rd by new 469 on M-F.
- Replaced along Parramatta Rd by existing 461.
- Replaced between Strathfield & Ryde by 458 extended to Ryde (daytime Mondays-Saturday) & by 461 early mornings, nights & Sundays.

Streets

City (York St) – Ryde

Circa 1946 (Gregory's Street Directory)

From Ryde (Post Office) via Blaxland Rd, Devlin St, Church St, Ryde Bridge, Concord Rd, Llewellyn St, Blaxland Rd (**Rhodes**), Mary St, Concord Rd, Killoola St, Fremont St (**Concord Hospital**), Hospital Rd, Concord Rd, Parramatta Rd, Pymont Bridge Rd, Bridge Rd (**Glebe**), Pymont Bridge Rd, Harris St, Union St (**Pymont**), Pymont Bridge, Market St to York St (City).

Return route based on 20 April 1947 timetable.

From City (York St) (at Queen Victoria Building) via Druitt St, Clarence St, Pymont Bridge, then reverse route to Devlin St, then Victoria Rd, Church St to Ryde Post Office.

Alterations

- **By 15 April 1951:** Ex City (York St) from Concord Rd direct (*not* via Concord Hospital). Reverse on return.
- **By 15 April 1963:** Ex City (York St) from Concord Rd via Hospital Rd (**Concord Hospital**), Fremont St, Killoola St, Phoenix St, Concord Rd. Reverse on return.
- **By 15 April 1963:** Ex City (York St) from Pymont Bridge via Pymont Bridge Rd. Return from Pymont Bridge Rd via Jones St, Bank St, Saunders St, Miller St, Union St.
- **By February 1966:** To approach City (York St) from Bridge Rd via Pymont Bridge Rd, Jones St, Bank St, Saunders St, Miller St, Union St, Pymont Bridge. Unaltered on return.
- **By February 1966:** To approach Ryde from Church St via Devlin St, Blaxland Rd to bus terminal. Return via Devlin St, Church St.
- **By November 1971:** Ex City (York St) from Parramatta Rd via Young St, Sydney St, Concord Rd. Unaltered on return.
- **From 18 November 1978 (Strathfield Station diversion):** Ex City (York St) from Parramatta Rd via Concord Rd [now Swan Av], Cooper St, Moseley St to Strathfield Station, then Moseley St, Cooper St, Leicester Av, Young St. Return from Concord Rd [part now Swan Av] via Cooper St, Moseley St to Strathfield Station, then Moseley St, Cooper St, Leicester Av, Parramatta Rd.
- **From 18 November 1978:** Ex City (York St) from Concord Rd (approaching Hospital Rd) via Hospital Rd to Concord Hospital, then Hospital Rd, Concord Rd (*not* via Fremont St, etc). Reverse on return.
- **By 28 May 1980:** Ex City (York St) from Sussex St via Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St, Pymont Bridge Rd.

By 8 September 1980

From City (York St) (at Queen Victoria Building) via Druitt St, Sussex St, Day Pl, North Western Fwy [now Western Distributor], Harris St, Gipps St (**Pymont**), Pymont Bridge Rd, Bridge Rd (**Glebe**), Pymont Bridge Rd, Parramatta Rd, Concord Rd [now Swan St], Cooper St, Moseley St to Everton Rd (**Strathfield**), then Moseley St, Cooper St, Leicester St, Young St, Sydney St, Concord Rd, Hospital Rd to **Concord Hospital**, then Hospital Rd, Concord Rd, Blaxland Rd (**Rhodes**), Llewellyn St, Concord Rd, Ryde Bridge, Church St, Devlin St, Blaxland Rd to Ryde bus terminal.

From Ryde (bus terminal) via Blaxland Rd, Devlin St, then reverse route to Concord Rd (approaching Strathfield), then Concord Rd [now Swan St], Cooper St, Moseley St to Everton Rd, then Moseley St, Cooper St, Leicester St,

Parramatta Rd, Pyrmont Bridge Rd, Bridge Rd, Pyrmont Bridge Rd, Jones St, Bank St, Saunders St, Miller St, Union St, Pyrmont Bridge, Sussex St, Market St to York St (City).

City (Castlereagh St or Druiitt St) – Ryde

Alterations

- **From April 1984:** To approach City (York St) from Miller St via Pyrmont St, North Western Fwy [now Western Distributor], Sussex St, Bathurst St, Castlereagh St to Park St. Return from Druiitt St at York St via Sussex St, North Western Fwy [now Western Distributor], Harris St, Gipps St.
- **By March 1986 (Strathfield Station diversion):** Either direction from Parramatta Rd/Concord Rd via Leicester Av, Everton Rd to Strathfield Station then return via reverse route.

City (York St) – Ryde

Alteration

By 8 February 1987: To approach City from Pyrmont St via Western Distributor, Sussex St, Market St to York St. Return from York St (at Queen Victoria Building) via Druiitt St, Sussex St, Western Distributor, Harris St, Pyrmont Bridge Rd.

City (George St or York St) – Ryde

Alteration

By October 1987: To approach City from Sussex St via Bathurst St, George St to Queen Victoria Building. Unaltered on return.

City (George St or York St) – Strathfield

Alteration

From 1 October 1989: Ex City (York St) from Parramatta Rd via Wentworth, Rd, Cooper St, Moseley St, Everton Rd to Strathfield Station. Reverse on return.

Timetable Summary

20 April 1947

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------------|-----|------------|--------------------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (York St)-Ryde | Fr York St 55H 64R | M-F | Ryde | 6.00amP 8.24amY | York St | 12.53amR | A | |
| | | Sat | York St | 6.25amR | | 12.53amR | B | |
| | | Sun | | 6.40amR | | 12.25amR | C | |

A – Peak hours, Pyrmont-Rhodes or Ryde. Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Night, City (York St)-Rhodes or Ryde. Plus short-working/s before first trip & after last trip shown.

B – Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (York St)-Ryde 15. Afternoon, City (York St)-Rhodes 10, City (York St)-Ryde 20. Plus short-working/s before first trip & after last trip shown.

H – To Rhodes.

P – To Pyrmont.

R – To Ryde.

Y – To City (York St).

15 April 1951

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (York St)- Ryde | Fr York St 48H 57R | M-F | Ryde | 5.52am | York St | 12.53am | A | |
| | | Sat | York St | 6.10am | | 12.53am | B | |
| | | Sun | | 6.34am | | 12.40am | C | |

* More frequent in peak hours.

A – Peak hours, mainly City (York St)-Ryde. Day, City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

B – City (York St)-Rhodes 10, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – Morning, City (York St)-Burwood Rd 15, City (York St)-Ryde 30. Afternoon, City (York St)-Rhodes 10, City (York St)-Ryde 20. Plus short-working/s after last trip shown.

H – To Rhodes.

R – To Ryde.

8 September 1980

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (York St)- Ryde | Fr York St 54H 65R | M-F | Ryde | 5.27am | York St | 11.26pm | A | |
| | | Sat | | 5.53am | | 11.26pm | B | |
| | | Sun | York St | 6.14am | Ryde | 9.11pm | 30 | |

* More frequent in peak hours.

A – Peak hours & night, mainly City (York St)-Ryde. Day, City (York St)-Rhodes 15, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Rhodes 15, City (York St)-Ryde 30. Afternoon, City (York St)-Ryde 20. Plus short-working/s before first trip & after last trip shown.

H – To Rhodes.

R – To Ryde.

8 February 1987

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (York St)- Ryde | 62 | M-F | Ryde | 5.35am | York St | 11.42pm | 30* | A |
| | | Sat | | 5.54am | | 11.42pm | AM 20 PM 30 | A |
| | | Sun | | 7.13am | Ryde | 10.15pm | 30 | A |

* More frequent in peak hours.

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

1 October 1989

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (George St or York St)-Strathfield | 41 | M-F | Strathfield | 5.44am | York St | 6.09pm | 30* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Route 459

STRATHFIELD – RYDE – MACQUARIE UNIVERSITY

Timeline

24 June 2001: In the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority:

- Weekday daytime service commenced, replacing 533 between Ryde & Macquarie Park.
- Shared Strathfield – Ryde with 458 & (from 19 December 2010) Concord – Macquarie Park with M41.
- Operated by State Transit Authority.
- Part of Contract Region 7.

4 June 2017: Replaced by existing 458 & M41.

Streets

From 24 June 2001

From Strathfield (Everton Rd at Station) via Leicester Av, Concord Rd (**Concord**), Ryde Bridge, Church St (**Ryde**), Devlin St, Lane Cove Rd (**North Ryde**), Talavera Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (Macquarie Dr at bus terminal) via Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, Khartoum Rd, then reverse route to Strathfield.

Alterations

- *By January 2003:* Ex Strathfield from Church St via Blaxland Rd, Devlin St, Lane Cove Rd. Unaltered on return.
- *From 30 May 2015:* Macquarie University terminus in University Av for both arrivals & departures.

Timetable Summary

24 June 2001

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|-------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Strathfield-Macquarie University | 32 | M-F | Strathfield | 7.05am | Macquarie Uni | 6.09pm | 30 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

10 September 2006

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|-------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Strathfield-Macquarie University | 32 | M-F | Strathfield | 7.05am | Macquarie Uni | 6.10pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 460

STRATHFIELD – CONCORD (Sub-acute Hospital, Yaralla)

(This hospital was located on the site of current Dame Edith Walker Hospital.)

Timeline

24 February 1946: Commenced by Department of Road Transport & Tramways. Listed on 21 September 1947 as a "limited service" & on 10 August 1952 as a "limited Sunday service". Also listed as a route on 1 September 1953.

After 1 September 1953: Ceased.

Streets

Circa 1946 (Gregory's Street Directory)

From Strathfield (Station) via Moseley St, Cooper St, Concord Rd [part now Swan Av], The Drive to Sub-acute Hospital, Yaralla (Concord).

Route 460

CITY (various termini) – CONCORD HOSPITAL

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

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

Timeline

30 April 1984: New weekday route, City (Castlereagh St (arriving) or George St (departing)) – Concord Hospital, commenced Urban Transit Authority. Formed by rerouting alternate off-peak trips on 461 to Concord Hospital instead of North Strathfield. Shared City – Concord with 461.

By 8 February 1987: City terminus altered to George St at Queen Victoria Building (arriving) or York St (departing).

30 September 1989: Ceased. Replaced by existing 461 & extension of 402 & 403 as from 8 October 1990.

Streets

City (Castlereagh St or George St) – Concord Hospital

30 April 1984

From City (George St) (at Bathurst St) via George St, Railway Sq, Broadway, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Cabarita Rd (**Cabarita Junction**), Mortlake St, Brays Rd, Majors Bay Rd (**Concord**), Norman St, Nullawarra Av, Hospital Rd to Concord Hospital.

From Concord Hospital (Hospital Rd) via reverse route to George St, then Bathurst St, Castlereagh St to Park St (City).

City (George St or York St) – Concord Hospital

Alteration

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

Timetable Summary

30 April 1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Castlereagh St or George St)- Concord Hospital | 60 | M-F | George St | 8.45am | Concord Hosp | 4.00pm | 60 | A |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

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

Route 460

FIVE DOCK – CONCORD HOSPITAL

- Extended from Concord Hospital to Rhodes (2007)**

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

Timeline

10 July 1993: Weekday off-peak service, Five Dock – Concord Hospital, commenced by State Transit Authority, replacing equivalent parts of 402 & 403.

1 January 2005: Became part of Contract Region 6.

23 April 2007: Extended from Concord Hospital to Rhodes.

5 November 2007: Extension from Concord Hospital to Rhodes replaced by rerouted 458, making route Five Dock – Concord Hospital again.

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

2 December 2018: Ceased without a fixed route replacement. Transit Systems' on-demand service operates in this area.

Streets

Five Dock – Concord Hospital

From 10 July 1993

From Five Dock (First Av at Great North Rd) via First Av, Ingham Av, Fairlight St, Ramsay Rd, Great North Rd, Lyons Rd West, Bayview Rd (**Canada Bay**), Queens Rd, Gipps St, Broughton St, Ian Pde, Wellbank St (**Concord**), Flaville St, Correys Av, Majors Bay Rd, Norman St, Nullawarra Av, Hospital Rd to Concord Hospital.

From Concord Hospital (Hospital Rd) via reverse route to Great North Rd, then First Av to near Great North Rd (Five Dock).

Five Dock – Concord Hospital – Rhodes

Alteration

From 23 April 2007: Extended from Concord Hospital via Hospital Rd, Concord Rd, Blaxland Rd, Leeds St, Walker St (**Rhodes**), Rider Blvd, Homebush Bay Dr, Concord Rd, Hospital Rd to Concord Hospital.

Five Dock – Concord Hospital

Alteration

From 5 November 2007: Reverted to route from 10 July 1993.

Timetable Summary

March 1996

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Five Dock-Concord Hospital | 20 | M-F | Five Dock | 9.30am | Concord Hosp | 3.00pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

23 April 2007

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Five Dock-Concord Hospital-Rhodes | 60 round trip | M-F | Five Dock | 9.20am | Rhodes | 2.54pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

5 November 2007

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Five Dock-Concord Hospital | 23 | M-F | Five Dock | 9.35am | Concord Hosp | 3.05pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 461

CITY (various termini) – BURWOOD■

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

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

CITY (York St) – STRATHFIELD – RYDE■

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

Route 461N

CITY (Hyde Park or Castlereagh St) – BURWOOD via Parramatta Rd (early morning & night service, from 2020)

Route 461X

CITY (Domain) – BURWOOD via Parramatta Rd (LIMITED STOPS, from 2020)

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

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

Timeline

29 August 1943:

- Monday-Saturday feeder service, Annandale (Johnston St) – Concord – North Strathfield – Homebush renumbered from 961.
- Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Operated by Department of Road Transport & Tramways.

21 July 1946: Sunday service restored.

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

23 July 1950: Winter Sunday service altered/curtailed to run as a feeder service, Burwood – Concord – North Strathfield – Homebush (later curtailed to run Burwood – Concord – North Strathfield only).

17 December 1956:

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

31 March 1957:

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

26 October 1958:

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

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

By 21 September 1985:

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

8 February 1987: City terminus altered to York St.

1 October 1989:

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

7 October 1990:

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

1 January 2005: Became part of Contract Region 6.

28 August 2005:

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

10 September 2006:

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

6 July 2008: City terminus altered to Domain.

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

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

25 October 2020:

- Other than early morning & late night trips, altered to limited stops & renumbered 461X.
- Early morning & late night trips unaltered, running all stops, City (Hyde Park or Castlereagh St) – Burwood, but renumbered 461N.

Streets

Route 461

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

Circa 1946 (Gregory's Street Directory)

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

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

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

Circa 1948 (Gregory's Street Directory)

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

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

Alteration

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

Burwood – Concord – North Strathfield – Homebush

From 23 July 1950 (based on later 438)

From Burwood (Burwood Rd at Station) via Burwood Rd, Parramatta Rd, Broughton St, Gipps St, Burwood Rd, Salt St, Zoeller St (**East Concord**), Ian Pde, Frederick St, Brewer St, Mortlake St, Brays Rd, Majors Bay Rd (**Concord**), Wellbank St, Queen St (**North Strathfield**), Beronga St, Pomeroy St, Wentworth Rd, Parramatta Rd, Station St, Loftus Cr to Homebush Station.

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

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

Alteration

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

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

Alteration

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

City (York St) – Strathfield – Ryde

From 1 October 1989

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

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

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

From 28 August 2005

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

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

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

City (Queen Victoria Building) – Burwood

Alteration

From 10 September 2006: Ryde extension ceased.

City (Domain) – Burwood

Alterations

- *By 6 July 2008:* To approach City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- *From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):* To approach City from Railway Sq via Pitt St, Hay St, Elizabeth St, Park St, William St, Riley St to Haig St (Domain). Return from Riley St via William St, Park St, Castlereagh St, Hay St, Pitt St.

Route 461N

City (Hyde Park or Castlereagh St) – Burwood

From 1 July 2018

From City (Castlereagh St) (at Bathurst St) via Castlereagh St, Hay St, Pitt St, Rawson Pl, George St, Railway Sq, Broadway, Parramatta Rd, Burwood Rd, Railway Pde to Burwood Station.

From Burwood (Railway Pde at Station) via reverse route to Railway Sq, then Pitt St, Hay St, Elizabeth St, Park St to Hyde Park (City).

Route 461X

City (Domain) – Burwood

From 25 October 2020

Same as 461

Timetable Summary

20 April 1947

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: Annandale (Johnston St)-North Strathfield-Homebush | 38 | M-F | Homebush | 6.15am | Homebush | 12.41am | 30 | A |
| | | Sat | | 6.15am | | 12.41am | 30 | A |
| | | Sun | | 9.51am | Johnston St | 11.20pm | 45 | A |

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

23 July 1950

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

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: Burwood-North Strathfield-Homebush | 26 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Burwood | 9.32am | Homebush | 11.32pm | 30 | A |

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

April 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: City (York St)-North Strathfield† | Fr York St 54N 60H | M-F | Homebush | 6.09amY | York St | 6.28pmH | A | |
| | | Sat | | 6.11amY | | 12.15pmH | B | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Selected trips extended to Homebush.

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

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

H – To Homebush.

N – To North Strathfield.

Y – To City (York St).

1 October 1989

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: City (York St)-Strathfield-Ryde | 70 | M-F | Ryde | 5.37am | York St | 11.50pm | 30* | A |
| | | Sat | | 4.58am | | 11.48pm | 30 | |
| | | Sun | | 6.08am | | 11.18pm | 30 | |

* More frequent in peak hours.

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

7 October 1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: City (York St)-Strathfield† | Fr York St 46S 70R | M-F | Ryde | 5.27amY | York St | 11.50pmR | A | |
| | | Sat | | 4.58amY | | 11.48pmR | B | |
| | | Sun | | 6.08amY | | 11.18pmR | 30 | |

* More frequent in peak hours.

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

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

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

R – To Ryde

S – To Strathfield.

Y – To City (York St).

6 July 2008

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: City (Domain)-Burwood | 50 | M-F | Burwood | 4.25am | Domain | 12.00mn | 20* | |
| | | Sat | | 5.10am | | 12.15am | 30 | |
| | | Sun | | 6.25am | | 11.25pm | 30 | |

* More frequent in peak hours.

21 March 2010

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|----------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461: City (Domain)-Burwood | Fr Bur 46T 52D | M-F | Burwood | 4.25amT | Domain | 5.50pmB | A | |
| | | | | 6.35amD | Town Hall | 12.07amB | | |
| | | Sat | | 5.10amT | Domain | 5.50pmB | C | |
| | | | | 6.55amD | Town Hall | 12.37amB | | |
| | | Sun | | 6.25amD | Domain | 5.55pmB | E | |
| | | | | | Town Hall | 11.27pmB | | |

* More frequent in peak hours.

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

B – To Burwood.

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

D – To City (Domain).

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

T – To City (Town Hall).

25 October 2020

City – Burwood routes

461N, 461X

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|---------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 461X: City (Domain)-Burwood | 51 | M-F | Burwood | 5.51amH | Domain | 6.56pmB | A | |
| | | | | 6.10amD | Castlereagh St | 9.38pmB | | |
| | | Sat | | 5.06amH | Domain | 6.55pmB | C | |
| | | | | 6.08amD | Castlereagh St | 9.21pmB | | |
| | | Sun | | 6.25amD | Domain | 7.02pmB | E | |
| | | | | | Castlereagh St | 9.37pmB | | |
| 461N: City (Hyde Park or Castlereagh St)-Burwood | 31 | M-F | Burwood | 4.46am | Castlereagh St | 1.17am | MNs | |
| | | Sat | Castlereagh St | 9.51pm | | 1.27am | Ns | |
| | | Sun | Burwood | 9.41pm | | 12.11am | Ns | |

* More frequent in peak hours.

A – Early morning & night, City (Hyde Park or Castlereagh St)-Burwood. Day, City (Domain)-Burwood 15*.

B – To Burwood.

C – Early morning & night, City (Hyde Park or Castlereagh St)-Burwood. Day, City (Domain)-Burwood 15.

D – To City (Domain).

E – Day, City (Domain)-Burwood 15. Night, City (Hyde Park or Castlereagh St)-Burwood.

H – To City (Hyde Park).

MNs – Early morning & night service.

Ns – Night service.

Route 462

BURWOOD – EAST CONCORD (Helen Pde) (INDUSTRIAL) ■

STRATHFIELD – EAST CONCORD (Helen Pde) (INDUSTRIAL) ■

(Served Tanner Middleton and Crane & Sons in or near Burwood Rd, East Concord.)

Timeline

15 May 1944: Unnumbered Peak hour service Burwood – East Concord (Helen Pde) commenced by Department of Road Transport & Tramways.

26 June 1944: Numbered 462.

By 21 September 1947: Altered to run Strathfield – East Concord (Helen Pde).

(?): Ceased.

Route 462

ENFIELD DEPOT – BURWOOD – EAST CONCORD (Cranes or Austral Bronze, Burwood Rd, Bayview Park) (INDUSTRIAL) ■

Timeline

Between July 1965 & January 1966: Replaced 018. Operated by Department of Government Transport.

12 April 1991: Ceased.

Route 462

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

Timeline

16 June 1991:

- 465 & 466 combined at night (Monday-Sunday) as 462, replacing trips on individual routes.
- Night service to Cabarita Rd beyond Phillips St not replaced.
- Operated by State Transit Authority.

1 January 2005: Became part of Contract Region 6.

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

Streets

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

From Ashfield (Orchard Cr at Station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Broughton St, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd to Phillips St (**Cabarita**), then Cabarita Rd, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake)

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

Timetable Summary

See 464

Route 463

BURWOOD – SOUTH ENFIELD (Portland St)■

Timeline

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

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

Streets

From 11 September 1988

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

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

Timetable Summary

11 September 1988

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

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

Route 463

BURWOOD – EAST CONCORD (Bayview Park)■

Timeline

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

1 January 2005: Became part of Contract Region 6.

6 May 2018: Replaced by rerouting of 466.

Streets

From 10 March 2003

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

Timetable Summary

10 March 2003

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

* More frequent in peak hours.

Route 464

ASHFIELD – ENFIELD – BURWOOD – MORTLAKE■

Timeline

11 September 1988:

- Daytime service Mondays-Saturdays renumbered from 420 in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes.
- Shared most of route at various times with 462, 465 & 466.
- Operated by Urban Transit Authority.

(?): Replaced 026.

31 January 1995: Saturday daytime service replaced by 465.

1 January 2005: Became part of Contract Region 6.

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

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

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

25 October 2020: Additional trips replaced 466 between Ashfield & Burwood. Part of route shared with 466 reduced to Burwood – Concord.

Streets

From 11 September 1988

From Ashfield (Orchard Cr at Station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

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

Timetable Summary

11 September 1988

Ashfield – Burwood – Cabarita Junction routes

464-466

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (464, 466) 15.
 Sat Ashfield-Cabarita Junction (464, 466) 15.
 Sun Ashfield-East Concord-Cabarita Junction (465, 466) 30.

* More frequent in peak hours.

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

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

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

Ns – Night service.

31 January 1995

Ashfield – Burwood – Cabarita Junction routes

462, 464-466

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (464, 466) 15.

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

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

* More frequent in peak hours.

† Phillips St only.

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

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

C – To Cabarita.

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

E – To Enfield.

Ns – Night service.

21 March 2010

Ashfield – Burwood – Cabarita Junction routes

462, 464, 466

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

Most trips to Cabarita extended to Cabarita Wharf.

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (464, 466) 15.

Sat Ashfield-Cabarita Junction (464) 30, plus (466) 45.

Sun Ashfield-Cabarita Junction (464, 466) 30.

* More frequent in peak hours.

† Phillips St only.

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

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

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

Ns – Night service.

6 May 2018

Ashfield – Burwood – Cabarita Junction routes

464, 466

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

Average day frequencies along common route:

M-F Ashfield-Cabarita Junction (464, 466) 15.

Sat Ashfield-Cabarita Junction (464, 466) 15.

Sun Ashfield-Cabarita Junction (464, 466) 30.

* More frequent in peak hours.

A – To Ashfield.

B – To Burwood.

C – To Cabarita Wharf.

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

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

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

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

25 October 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 464: Ashfield-Burwood-Mortlake | 45 | M-F | Mortlake | 4.57am | Ashfield | 12.00mn | 15* | |
| | | Sat | | 5.01am | | 12.00mn | 15 | |
| | | Sun | | 7.25am | | 9.30pm | 20 | |

* More frequent in peak hours.

Route 465

CITY (various termini) – ASHBURY – CAMPSIE ■

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

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

Timeline

6 October 1940: Full time service, Bondi Beach – City (Central Railway) – Ashbury – Campsie, renumbered from 65. Operated by Department of Road Transport & Tramways.

27 September 1942:

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

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

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

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

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

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

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

28 December 1986: Renumbered 413.

Streets

Annandale (Johnston St) – Campsie

Circa 1946 (Gregory's Street Directory)

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

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

City (Hay St, Central Railway) – Campsie

By 28 July 1958

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

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

Alterations

By 14 October 1961:

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

City (Parker St, Central Railway) – Campsie

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

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

By April 1967

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

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

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

Alteration

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

City (Castlereagh St or George St) – Campsie

Alteration

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

City (George St or York St) – Campsie

Alteration

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

Timetable Summary

28 July 1958

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

* More frequent in peak hours.

April 1967

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

* More frequent in peak hours.

17 November 1985

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

* More frequent in peak hours.

Route 465

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – MORTLAKE ■

Timeline

11 September 1988:

- Night & all-day Sunday service renumbered from equivalent trips on 466 (route unaltered), in a rearrangement of routes & route numbers of Ashfield – Burwood – Mortlake – Cabarita routes.
- Shared most of route at various times with 462, 464 & 466.
- Operated by Urban Transit Authority.

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

From 11 September 1988

From Ashfield (Orchard Cr at Station) via Brown St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Broughton St, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

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

Timetable Summary

See 464

Route 466

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – CABARITA ■

ASHFIELD – ENFIELD – BURWOOD – EAST CONCORD – MORTLAKE ■

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

Timeline

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

September 1954: Extended from Cabarita Junction to Cabarita.

19 May 1957: Days of service extended to Sundays.

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

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

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

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

16 March 1975:

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

By September 1980:

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

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

6 May 2018:

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

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

25 October 2020:

- Curtailed to run Burwood – East Concord (Bayview Park) (extended to Cabarita in peak hours)
- Peak hour trips extended to Cabarita, rerouted via Ian Pde (instead of via Concord shops).
- Ashfield – Burwood replaced by additional frequency on 464.
- Full time service to Cabarita replaced by extended 502.
- Part of route shared with 464 reduced to Burwood – Concord.

Streets

Burwood – East Concord – Cabarita Junction

From 13 December 1953

Likely route

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

Burwood – East Concord – Cabarita

Alteration

Likely route

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

Ashfield – Burwood – East Concord – Cabarita

From 16 February 1958 (based on May 1966 timetable)

From Ashfield (Orchard Cr at Station) via Murrell St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Ian Pde, Wellbank St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd to Cabarita Park entrance (Cabarita).
From Cabarita (Cabarita Rd at Cabarita Park entrance) via reverse route to Milton St, then Liverpool Rd, Hercules St, Orchard Cr to Ashfield Station.

Alterations

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

Ashfield – Burwood – East Concord – Mortlake

From 16 February 1958 (based on May 1966 timetable):

From Ashfield (Orchard Cr at Station) via Murrell St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Coronation Pde (**Enfield**), Liverpool Rd, Burwood Rd (**Burwood**), Salt St, Zoeller St (**East Concord**), Ian Pde, Wellbank St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

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

Ashfield – Strathfield – Burwood – East Concord – Cabarita

Alterations

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

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

From 6 May 2018

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

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

Burwood – East Concord (Bayview Park) (extended to Cabarita in peak hours)

From 25 October 2020

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

Cabarita extension: From East Concord (Bayview Park) via Burwood Rd, Salt St, Zoeller St, Ian Pde (**Concord**), Frederick St, Cabarita Rd to Cabarita Park. Reverse on return.

Timetable Summary

16 February 1958

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

† Selected trips ran to Mortlake instead of Cabarita.

A – To Ashfield.

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

C – To Cabarita.

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

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

M – To Mortlake.

April 1966-September 1980

See 420

11 September 1988-6 May 2018

See 464

25 October 2020

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|--------------|---------|-----------|---------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Burwood-East Concord (Bayview Park)† | Fr Bur 11E 21C | M-F | Cabarita | 5.58amB | Burwood | 6.35pmC 10.43pmE | A | |
| | | Sat | Bayview Park | 6.18amB | | 11.14pmE | 30 | D |
| | | Sun | | 7.58amB | | 10.12pmE | 60 | D |

† Extended to Cabarita in peak hours.

A – Peak hours, Burwood-Cabarita. Day, Burwood-East Concord (Bayview Park) 30. Night, Burwood-East Concord (Bayview Park). Plus short-working/s before first trip shown. Service to Cabarita at other times provided by 502.

B – To Burwood.

C – To Cabarita.

D – Service to Cabarita provided by 502.

E – To East Concord (Bayview Park).

Route 467

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

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

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

Timeline

24 November 1958:

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

1 November 1965:

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

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

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

Streets

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

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

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St, Pyrmont Bridge Rd, Mallett St to Parramatta Rd (Forest Lodge (Booth St)).

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

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

Millers Point trips

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

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

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

From 1 November 1965

Circular Quay trips

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

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

Millers Point trips

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

Alterations

- By November 1979:** To approach Balmain (Gladstone Park) from Darling St via McDonald St, Curtis Rd to Darling St. Return via Darling St.
- By 24 May 1981:** Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- From 29 January 1986:** Ex City (Millers Point) from George St North via George St (*not* via Circular Quay West). Reverse on return.

Timetable Summary

23 November 1958

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|---------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circ Quay or Millers Point)-Forest Lodge (Booth St)† | 22 | M-F | Circular Quay | 3.32pm | Fort Macquarie | 4.52pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

† Selected trips extended to City (Fort Macquarie).

Ph – Afternoon peak hour only (both directions).

March 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|----------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circ Quay or Millers Pt)-Balmain (Gladstone Park) | 37 | M-F | Gladstone Park | 6.00am | Gladstone Park | 5.19pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

Route 468

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

- **Extended from Lilyfield to Leichhardt Depot (selected trips, 1981-89)**
- **Extended from Lilyfield to Leichhardt Marketown (off-peak trips, 1985-89)**

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

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

23 November 1958:

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

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

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

May 1966: Days of service extended to Saturday mornings.

24 May 1981:

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

21 September 1985: Saturday service ceased.

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

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

Streets

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

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

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St, Pyrmont Bridge Rd (**Forest Lodge**), Booth St, Nelson St, The Crescent to Trafalgar St (North Annandale). Reverse on return.

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

Millers Point trips

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

City (Circular Quay) – North Annandale (Johnston St)**City (Millers Point) – North Annandale (Johnston St)**Alteration

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

City (Circular Quay) – North Annandale – Annandale Post Office**City (Millers Point) – North Annandale – Annandale Post Office**

From 1 November 1965 (based on May 1966 timetable)

Circular Quay trips

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

From Annandale (Young St at Booth St) via Booth St, then reverse route to Circular Quay (City).

Millers Point trips

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

Alterations

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

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

- From 25 May 1981:* Extended from Booth St, Annandale via Moore St, Catherine St, Brennan St, Balmain Rd, Lilyfield Rd to Trevor St (Lilyfield). Return via Lilyfield Rd, Catherine St, Moore St, Booth St.
- From 25 May 198*
Leichhardt Depot extension: From Lilyfield (Lilyfield Rd) via Lilyfield Rd, Catherine St, Brennan St, Balmain Rd, Moore St, Derbyshire Rd to Leichhardt Depot. Return via Derbyshire Rd, Moore St, Balmain Rd, Lilyfield Rd.

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

- From 13 December 1985*
- Leichhardt Marketown extension: From Lilyfield (Catherine St) via Lilyfield Rd, Balmain Rd, Marion St to Leichhardt Marketown. Reverse on return.
- From 8 February 1987:* Ex City (Circular Quay) from Parramatta Rd via Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St. Reverse on return.

Timetable Summary

23 November 1958

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (CQ or Millers Pt)-North Annandale (Trafalgar St) | 27 | M-F | Trafalgar St | 6.25am | Circular Quay | 6.16pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only (both directions).

May 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay or Millers Point)-Annandale P/Office | 27 | M-F | Annandale PO | 6.27am | Circular Quay | 6.16pm | 30* | |
| | | Sat | | 8.16am | | 12.05pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

24 May 1981

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|-------------------------|-----|--------------|---------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Lilyfield† | Fr C Quay 36L 43D | M-F | Leichh Depot | 6.13amC | Circular Quay | 6.20pmL | 30* | A |
| | | Sat | | 8.01amC | | 12.10pmL | 30 | A |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Selected trips extended to Leichhardt Depot.

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

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

13 December 1985

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

* More frequent in peak hours.

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

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

M – To Leichhardt Marketown.

Route 468

LEICHHARDT MARKETPLACE – WENTWORTH PARK■

Timeline

9 May 1994: Off-peak service commenced by State Transit Authority.

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

Streets

From 9 May 1994

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

Alteration

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

Timetable Summary

9 May 1994

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

Route 469

PYRMONT – RYDE via Concord Rd■

Timeline

8 July 1944: Supplementary route to 459 commenced by Department of Road Transport & Tramways.
(?): Probably renumbered 459 (or shortened to become route in next entry?).

Route 469

BURWOOD DEPOT – RYDE via Concord Rd■

Timeline

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

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

Route 469

CITY (various termini) – ANNANDALE Post Office via Booth St■

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

Timeline

23 November 1958:

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

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

Streets

City (Circular Quay) – Annandale Post Office

City (Millers Point) – Annandale Post Office

From 24 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd, Ross St, Pyrmont Bridge Rd (**Forest Lodge**), Booth St, Annandale St, Arguimbau St, Young St to Booth St (Annandale Post Office).

From Annandale Post Office (Young St at Booth St) via Booth St, then reverse route to Circular Quay (City).

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

Millers Point trips

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

Timetable Summary

24 November 1958

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay or Millers Point)- Annandale P/Office | 25 | M-F | Millers Point | 7.54am | Annandale PO | 3.47pm | 20 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 469

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

Timeline

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

6 May 1994: Ceased without direct replacement.

Streets

From 8 October 1990

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

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

Timetable Summary

8 October 1990

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

Route 469

GLEBE – LEICHHARDT MARKETPLACE

Timeline

5 December 2021: Full time service commenced by State Transit Authority, replacing equivalent part of 370, when it was split into 370 & 469, as part of rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20. **Part of Contract Region 6.**

Streets

From 5 December 2021

From Leichhardt Marketplace (Flood St at Lords Rd) via Marion St, Balmain Rd, Moore St, Booth St (**Annandale**), Wigram Rd (**Forest Lodge**), Minogue Cr, Ross St, St Johns Rd, Glebe Point Rd (**Glebe**), Wigram Rd, Minogue Cr, then reverse route to Marion St, then Foster St, Lords Rd to Flood St (Leichhardt Marketplace).

Timetable Summary

5 December 2021

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|---------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Glebe-Leichhardt Marketplace | 31 round trip | M-F | Leichh Mktplc | 6.04am | Glebe | 10.11pm | 30* | |
| | | Sat | | 8.03am | | 10.12pm | 30 | |
| | | Sun | | 8.00am | | 10.11pm | 30 | |

* More frequent in peak hours.

Route 470

SUMMER HILL – CANTERBURY – BELMORE (Sharp St)■

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

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

Timeline

8 June 1941:

- Full time service, Summer Hill – Canterbury – Belmore (Sharp St) renumbered from 70 [1925 number]. As a wartime economy measure, ran as two separate services other than in peak hours:
Summer Hill – Hurlstone Park
Canterbury – Belmore (Sharp St).
- Operated by Department of Road Transport & Tramways.

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

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

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

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

Streets

Summer Hill – Belmore (Sharp St)

Circa 1946 (*Gregory's Street Directory*)

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

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

Summer Hill – Belmore (Sharp St) – Kingsgrove

Alteration

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

Summer Hill – Belmore (Sharp St)

23 July 1950

Reverted to route circa 1946.

Timetable Summary

6 February 1949

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

* More frequent in peak hours.

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

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

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

Route 470

CITY (various termini) – LILYFIELD ■

- **Extended from Lilyfield to Leichhardt Marketown (off-peak, 1989-2007)**
- **Extended from Lilyfield to Leichhardt Depot (selected trips)**

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

(Leichhardt Marketown is now known as Leichhardt Marketplace.)

Timeline

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

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

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

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

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

1 January 2005: Became part of Contract Region 6.

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

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

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

Streets

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

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

From 23 November 1958

Circular Quay trips

From City (Circular Quay) (eastern end) via Alfred St, George St, Railway Sq, Broadway, Parramatta Rd, Derwent St, Catherine St, Mt Vernon St, St Johns Rd (**Forest Lodge**), Ross St, Pyrmont Bridge Rd, Booth St (**Annandale**), Moore St, Catherine St to Brenan St (Lilyfield). Reverse on return.

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

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

Millers Point trips

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

Alterations

- **From 16 March 1959:** To approach Lilyfield from Catherine St via overhead bridge, New Abattoir [now Lilyfield] Rd, Grove St, Garnet Av. Return via Garnet Av, Trevor St, New Abattoir [now Lilyfield] Rd, overhead bridge, Catherine St.
- **By May 1966:** To approach Lilyfield from Catherine St via Lilyfield Rd, Trevor St, Garnet Av. Return via Garnet Av, Grove St, Lilyfield Rd, Catherine St.
- **By October 1980:** To approach Lilyfield from Catherine St via Brenan St, Balmain Rd, Lilyfield Rd to Trevor St. Return via Lilyfield Rd, Catherine St.
- **By 24 May 1981 (Millers Point trips):** Ex City (Millers Point) from George St North via Argyle St, Circular Quay West, Alfred St, George St. Reverse on return.
- **From 29 January 1986 (Millers Point trips):** Ex City (Millers Point) from George St North via George St (*not* via Circular Quay West). Reverse on return.

City (Circular Quay) – Lilyfield – Leichhardt Marketown

Alterations

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

City (Circular Quay) – Lilyfield

Alteration

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

City (Martin Pl) – Lilyfield

Alteration

- **From 4 October 2015** (*commencement 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.
- **From 5 December 2021** (*coincident with rearrangement of Eastern Suburbs routes following the introduction of light rail services L2 & L3 in 2019-20*): From City (Martin Pl) (at Elizabeth St) via Elizabeth St, Hay St, Pitt St. Unaltered arriving City.

Timetable Summary

23 November 1958

See also 469

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay or Millers Point)-Lilyfield† | 30 | M-F | Lilyfield | 5.03am | Circular Quay | 12.03am | 20* | |
| | | Sat | | 5.20am | | 12.02am | AM 5-8 PM 15 | |
| | | Sun | | 7.00am | | 11.07pm | 10 | |

* More frequent in peak hours.

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

May 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|--------------|---------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Lilyfield† | Fr C Quay 30L 35D | M-F | Leichh Depot | 4.58amC | Circular Quay | 12.03amD | 15* | A |
| | | Sat | | 5.15amC | | 12.00mnD | AM 10-15 PM 15 | A |
| | | Sun | | 6.55amC | | 11.07pmD | 15 | A |

* More frequent in peak hours.

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

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

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

24 May 1981

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|-------------------------|-----|--------------|---------|-------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| City (Circular Quay)-Lilyfield† | Fr C Quay 34L 41D | M-F | Leichh Depot | 5.06amC | Opera House | 12.02amD | 10/20* | A |
| | | Sat | | 5.13amC | | 11.58pmD | AM 10/20 PM 20 | A |
| | | Sun | | 6.53amC | | 11.10pmD | AM 30 PM 20 | A |

* More frequent in peak hours.

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

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

21 June 1992

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

* More frequent in peak hours.

† Selected trips extended from Lilyfield to Leichhardt Depot.

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

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

C – To City (Circular Quay).

D – To Leichhardt Depot.

L – To Lilyfield.

M – To Leichhardt Marketplace.

4 October 2015

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

* More frequent in peak hours.

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)-Lilyfield | 34 | M-F | Lilyfield | 5.03am | Martin Pl | 12.12am | 10* | |
| | | Sat | | 5.16am | | 12.13am | 15 | |
| | | Sun | | 6.58am | | 11.10pm | 15 | |

* More frequent in peak hours.

Route 471

ROCKDALE – BEXLEY NORTH

Timeline

15 December 1940: Full time service commenced by Department of Road Transport & Tramways.

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

Streets

Circa 1946 (Gregory's Street Directory)

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

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

Timetable Summary

26 February 1950

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

Route 471

BURWOOD DEPOT – RYDE via Concord Rd

Timeline

23 November 1958:

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

1971 or later: Ceased.

Route 471

ROCKDALE – ARNCLIFFE – EARLWOOD – FIVE DOCK via various routes

Timeline

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

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

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

1 January 2005: Became part of Contract Region 6.

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

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

Streets

Rockdale – Arncliffe – Earlwood via Somerville St

From 14 October 1996

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

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

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

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

Rockdale – Arncliffe – Earlwood – Five Dock via Wollongong Rd

From 20 December 1996

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

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

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

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

Rockdale – Arncliffe – Earlwood – Ashfield via Wollongong Rd

Alteration

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

Timetable Summary

14 October 1996

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

* More frequent in peak hours.

20 December 1996-10 August 2008

See 472

Route 472

ROCKDALE – BEXLEY NORTH – RODD POINT – FIVE DOCK■

- **Canterbury – Canterbury Racecourse (when fixtures held, 1989-?)**

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

Timeline

15 June 1941: Full time service Dobroyd Point – Bexley North renumbered from 72 [1925 number]. Operated by Department of Road Transport & Tramways.

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

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

6 February 1982: Supplementary trips on 472, Ashfield – Canterbury Racecourse, replaced 5 [Sports route number] (when ceased?).

11 September 1988: Weeknight service ceased.

26 August 1989: Canterbury – Canterbury Racecourse trips renumbered from 9 [Sports route number] (when ceased?).

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

3 November 1996:

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

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

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

1 January 2005: Became part of Contract Region 6.

21 March 2010:

- Ceased as part of general service review of Inner Western & Southern routes & replaced by:
 - 400 (existing route) between Rockdale & Bexley North direct via Harrow Rd
 - 406 (new route) between Ashfield & Five Dock
 - 491 (new route) between Earlwood & Ashfield
 - 493 (new route) between Rockdale & Bexley North via Seaforth St.
- Bexley North – Earlwood not replaced, although 412 runs along nearby Homer St.

Streets

Bexley North – Rodd Point

Circa 1946 (Gregory's Street Directory)

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

Alteration

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

Rockdale – Rodd Point

From 19 October 1964

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

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

Alterations

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

Rockdale – Five Dock

Alteration

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

Timetable Summary

26 February 1950

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

* More frequent in peak hours.

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

19 October 1964

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

* More frequent in peak hours.

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

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

11 September 1988

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

* More frequent in peak hours.

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

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

3 November 1996

Rockdale – Haberfield routes

472, 473

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

Average day frequencies along common route:

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

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

Sat PM Rockdale-Haberfield (472) 60.

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

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

20 December 1996

Earlwood – Haberfield routes

471, 472

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

Average day frequencies along common route:

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

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

* More frequent in peak hours.

A – To Ashfield.

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

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

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

E – To Earlwood.

F – To Five Dock.

R – To Rockdale.

10 August 2008

Earlwood – Ashfield routes

471, 472

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

Average day frequencies along common route:

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

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

* More frequent in peak hours.

A – To Ashfield.

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

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

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

E – To Earlwood.

R – To Rockdale.

Route 473

PETERSHAM – COOGEE BEACH (Summer weekends)■

Timeline

3 November 1940: Summer weekends & Public Holidays service renumbered from 73. Operated by Department of Road Transport & Tramways.

20 April 1941: Ceased

Streets

Probably same as 73.

Timetable Summary

Probably same as 73.

Route 473

ROSELANDS – BELMORE■

Timeline

15 July 1996:

- Renumbered from 445, due to duplication of 445 with State Transit Authority route number.
- Operated by Pleasure Tours of Australia (Ernie Stafford).

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

Streets

From 15 July 1996

Same as 445 over same route.

Timetable Summary

Same as or similar to 445 over same route.

Route 473

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

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

Timeline

3 November 1996:

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

20 December 1996: Replaced by new 471.

Streets

From 3 November 1996

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

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

Timetable Summary

3 November 1996

See 472

Route 473

ROCKDALE – EARLWOOD – CAMPSIE

Timeline

21 March 2010: Daily daytime & early weekday evening service commenced, as part of general service review of Inner Western & Southern routes, replacing most of 471 & part of 412 in Clemton Park. Part of Contract Region 6.

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

Streets

From 21 March 2010

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

From Campsie (South Pde at Beamish St) via Beamish St, Canterbury Rd, then reverse route to Kelsey St, then Wollongong Rd, Firth St, Belmore St, Station St, Done St, Firth St, Wollongong Rd, Wilsons Rd, Lorraine Av, Parliament Tce, Princes St, Forest Rd, Wolli Creek Rd, then reverse route to Rockdale Station.

Timetable Summary

21 March 2010

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Campsie | 40 | M-F | Campsie | 6.10am | Rockdale | 8.42pm | 60* | |
| | | Sat | | 7.40am | | 6.25pm | 60 | |
| | | Sun | | 7.23am | | 6.10pm | 60 | |

* More frequent in peak hours.

Route 474

ROCKDALE – RAMSGATE (Rocky Point Rd/Ramsgate Rd)■

Timeline

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

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

Streets

From March 1966

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

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

Alterations

- **Later:** To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **By February 1969:** To approach Rockdale from Princes Hwy via Tramway Arcade to Station. Reverse on return.

Timetable Summary

March 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|----------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Ramsgate | † | M-F | Ramsgate | 7.35amK | Ramsgate | 7.45amK | Ph | |
| | | Sat | Rockdale | 10.40amR | Rockdale | 12.56pmR | A | |
| | | Sun | | | | | | |

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

A – Mid-morning & midday peak hour only.

K – To Kogarah.

Ph – Morning peak hour only.

R – To Ramsgate.

Route 474

RAMSGATE – TAREN POINT – CARINGBAH – MIRANDA ■

Timeline

13 January 1992: Taren Point – Caringbah limited weekday service renumbered from equivalent part of 130 [1925 number] as part of takeover of that route by State Transit Authority from Sutherland Bus Service (part of the Harris Park Transport group – Moore family).

By October 1994: Altered to run:

Morning: Taren Point – Caringbah – Miranda

Afternoon: Caringbah – Taren Point – Miranda.

By 22 October 1995: Morning trip extended to run Ramsgate – Taren Point – Caringbah – Miranda.

1 January 2005: Became part of Contract Region 6.

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

Streets

Taren Point – Caringbah

From 13 January 1992

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

Taren Point – Caringbah – Miranda

By October 1994

Morning

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

Afternoon

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

Timetable Summary

13 January 1992

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

22 October 1995

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

A – To Miranda via Caringbah.

B – To Miranda via Taren Point.