



# SYDNEY BUS ROUTES

## Routes with prefix “N” – night time services

- (1) Nightride routes (midnight-to-dawn rail replacement services)
- (2) Night (& weekend) routes run by Westbus radiating from Mt Druitt, St Marys & Penrith Stations
- (3) Weekend night service on the Northern Beaches

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### (1) Nightride routes (midnight-to-dawn rail replacement services)

**Routes N1, N10, N11, N20, N30, N31, N40, N50, N60, N61, N70, N71, N80, N81, N90-N92, N100**

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, which have replaced rail services between midnight and dawn

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

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

“Midnight-to-dawn” means those hours on the days shown. In some cases also includes trips starting late the previous night.

### Summary of routes in the range N1 – N100

N1	City Shuttle
N10	City-Sutherland, etc
N11	City-Cronulla
N20	City-Riverwood
N30	City-Macarthur
N31	Liverpool-Leppington

N40	City-East Hills
N50	City-Liverpool
N60	City-Fairfield
N61	City-Carlingford
N70	City-Penrith
N71	City-Richmond

N80	City-Strathfield-Hornsby
N81	City-Olympic Pk-Parramatta
N90	City-Chatswood-Hornsby
N91	Bondi Jn-City-Macquarie Ctr
N92	City-Tallawong
N100	Central-Bondi Junction

### Overview

The first group of these routes commenced in 1989, initially on six months’ trial, replacing infrequent midnight-to-dawn suburban train services. Routes generally follow railway lines, except where the street layout or waterways do not permit. The network was devised by the Railway administration and came under the control of the Ministry and its successors, which, since November 2011, has been Transport for NSW. Those bodies have contracted out services to various private and Government bus operators. The operators are mostly selected by competitive tender, conducted initially in 1989, then in 1990, and thereafter at approximately three-yearly intervals.

Further routes have been added over the years since 1989.

Since 2018 these routes have been incorporated into the normal route structure, coming entirely under the control of Transport for NSW.

Almost all timetables have been compiled on a consistent hourly, seven-nights-a-week pattern, with additional trips on some routes early on Friday to Sunday mornings.

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## Route N1

### **CITY SHUTTLE (Loop from Town Hall via St James, Circular Quay & Wynyard to Town Hall)■**

#### **Timeline**

**29 October 1989:**

- Monday-Sunday midnight-to-dawn service commenced, replacing City Circle train service.
- Contracted by Ministry of Transport to State Transit Authority.

**31 October 1993:** Contract transferred to Westbus (Bosnjak family).

**27 October 1996:** Contract transferred to Shorelink (John A Gilbert).

**31 October 1999:** Contract transferred to Southtrans (CGEA Transport). Operator's name changed to Connex Southtrans in 2000 & to Connex NSW in 2002.

**1 November 2002:** Ceased.

#### **Streets**

*From 29 October 1989*

**From City (Town Hall)** (in George St) one-way loop via Bathurst St, Pitt St, Park St, Elizabeth St (**St James**), Phillip St, Alfred St (**Circular Quay**), George St (**Wynyard**) to Town Hall (City).

#### **Timetable Summary**

*29 October 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall-Circular Quay-Town Hall) Loop	14 round trip	M-F	Town Hall	11.45pm	Town Hall	5.30am	15	A
		Sat		11.45pm		5.30am	15	B
		Sun		11.45pm		5.30am	15	B

A – First trip late the previous night. Gap in service.

B – First trip late the previous night.

*10 July 1994*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall-Circular Quay-Town Hall) Loop	14 round trip	M-F	Town Hall	11.45pm	Town Hall	5.30am	15	A
		Sat		11.45pm		5.30am	15	A
		Sun		11.45pm		5.30am	15	A

A – First trip late the previous night.

## Route N10

### **CITY (Town Hall) – CRONULLA■**

### **CITY (Town Hall) – SUTHERLAND**

#### **Timeline**

**18 June 1989:**

- Monday-Sunday midnight-to-dawn services commenced, replacing City – Cronulla train service:
  - City (Town Hall) – Cronulla
  - City (Town Hall) – Sutherland
- These two routes shared City – Sylvania.
- Contracted by Ministry of Transport to Westbus (Bosnjak family).

**19 July 1989:**

- City (Town Hall) – Cronulla renumbered N11.
- City (Town Hall) – Sutherland remained as N10, but rerouted via Mortdale.
- N10 & N11 shared City – Hurstville.

**5 August 1990:** Contract transferred to Southtrans (Deane family).

**31 October 1993:** Contract transferred to Westbus (Bosnjak family).

**27 October 1996:** Contract transferred to State Transit Authority.

**31 October 1999:** Contract transferred to Southtrans (CGEA Transport).

**1 November 2002:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

[2005 & 2008 contract transfers are not available, but it is believed Punchbowl Bus Co retained this contract until 1 March 2018.]

**1 March 2018:** Contract transferred to State Transit Authority.

(?): Contract transferred to Transdev.

## Streets

### City (Town Hall) – Cronulla

From 18 June 1989

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Princes Hwy (**Rockdale**), Regent St, Railway Pde (**Kogarah**), Lily St, Forest Rd (**Hurstville**), King Georges Rd, Princes Hwy (**Sylvania**), Port Hacking Rd, Kiora Rd (**Miranda**), Kingsway (**Caringbah**), [Croydon Rd, Cronulla St] to Cronulla Station.

### City (Town Hall) – Sutherland

From 18 June 1989

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Princes Hwy (**Rockdale**), Regent St, Railway Pde (**Kogarah**), Lily St, Forest Rd (**Hurstville**), King Georges Rd, Princes Hwy (**Sylvania**), The Grand Pde to Sutherland Station.

## Alterations

- **From 19 July 1989:** Ex City (Town Hall) from Forest Rd via Connelly St, Bridge St (**Penshurst**), Penshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, The Strand, Macquarie Pl, Cook St, Ellen St subway, Railway Pde, Coleborne Av, Judd St (**Oatley**), Hurstville Rd, Hillcrest Av, King Georges Rd, Princes Hwy, Flora St (Sutherland Station).
- **From 4 October 2015** (commencement of light rail line construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall, City). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

## Timetable Summary

18 June 1989

### City – Sylvania Nightride routes

**N10**

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
<b>N10:</b> City (Town Hall)-Sutherland	48	M-F	Sutherland	11.30pm	Town Hall	4.00am	60	A
		Sat		11.30pm		4.00am	60	A
		Sun		11.30pm		4.00am	60	A
<b>N10:</b> City (Town Hall)-Cronulla	56	M-F	Town Hall	12.30am	Town Hall	1.30am	2 trips	B
		Sat		12.30am		1.30am	2 trips	B
		Sun		12.30am		1.30am	2 trips	B

A – First trip late the previous night.

B – From City (Town Hall) to Cronulla only.

19 July 1989

### City – Sylvania Nightride routes

**N10, N11**

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips#	Notes
			From	Time	From	Time		
<b>N10:</b> City (Town Hall)-Sutherland	48	M-F	Sutherland	12.00mn	Town Hall	4.00am	60	
		Sat		12.00mn		4.00am	60	
		Sun		12.00mn		4.00am	60	
<b>N11:</b> City (Town Hall)-Cronulla	54	M-F	Town Hall	12.30am	Cronulla	4.31am	60	
		Sat		12.30am		4.31am	60	
		Sun		12.30am		4.31am	60	

# Average frequencies along common route:

M-F City (Town Hall)-Hurstville (N10, N11) 30.

Sat City (Town Hall)-Hurstville (N10, N11) 30.

1 January 2020

**City – Sylvania Nightride routes  
N10, N11**

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips#	Notes
			From	Time	From	Time		
N10: City (Town Hall)-Sutherland	Fr T/Hall 29K 62S	M-Th	Sutherland	12.10amT	Sutherland	4.10amT	60	
		Fri		12.10amT		4.10amT	A	
					Town Hall	4.45amK		
		Sat		12.10amT	Sutherland	4.10amT	A	
					Town Hall	4.45amK		
		Sun		12.10amT	Sutherland	4.10amT	A	
					Town Hall	4.45amK		
N11: City (Town Hall)-Cronulla	56	M-F	Cronulla	12.45am	Town Hall	4.30am	60	
		Sat		12.45am		4.30am	60	
		Sun		12.45am		4.30am	60	

# Average frequencies along common route:

Mon-Thu City (Town Hall)-Hurstville (N10, N11) 30.  
 Fri From City (Town Hall) to Kogarah (N10, N11) 15.  
 City (Town Hall)-Hurstville (N10, N11) 30.  
 Sat From City (Town Hall) to Kogarah (N10, N11) 15.  
 City (Town Hall)-Hurstville (N10, N11) 30.  
 Sun From City (Town Hall) to Kogarah (N10, N11) 15.  
 City (Town Hall)-Hurstville (N10, N11) 30.

A – From City (Town Hall) to Kogarah 3 trips per hour, from City (Town Hall) to Sutherland 60. From Sutherland to City (Town Hall) 60.

K – To Kogarah.

S – To Sutherland.

T – To City (Town Hall).

## Route N11

### **CITY (Town Hall) – CRONULLA**

#### **Timeline**

**19 July 1989:**

- Monday-Sunday midnight-to-dawn service renumbered from N10.
- N10 & N11 shared City – Hurstville.
- Contracted by Ministry of Transport to Westbus (Bosnjak family).

**5 August 1990:** Contract transferred to Southtrans (Deane family).

**31 October 1993:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**31 October 1999:** Contract transferred to Southtrans (CGEA Transport).

**1 November 2002:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

[2005 & 2008 contract transfers are not available, but it is believed Punchbowl Bus Co retained this contract until 1 March 2018.]

**1 March 2018:** Contract transferred to State Transit Authority.

(?): Contract transferred to Transdev.

#### **Streets**

**From 19 July 1989**

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Princes Hwy (**Rockdale**), Regent St, Railway Pde (**Kogarah**), Lily St, Forest Rd (**Hurstville**), King Georges Rd, Princes Hwy (**Sylvania**), Port Hacking Rd, Kiora Rd (**Miranda**), Kingsway (**Caringbah**), Croydon Rd, Cronulla St to Cronulla Station.

#### **Alterations**

- From 29 October 1989:** From City (Town Hall) via George St, Railway Sq, Lee St, Regent St, Botany Rd, Henderson Rd, Mitchell Rd [part now Sydney Park Rd], Princes Hwy.

- **From 4 October 2015** (commencement of light rail line construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall, City). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

## Timetable Summary

See N10

## Route N20

**CITY (Town Hall) – SYDNEY AIRPORT (International Terminal) – ROCKDALE – RIVERWOOD**

**ROCKDALE – RIVERWOOD (limited service extended to start from City (Town Hall))**■

## Timeline

**18 June 1989:**

- Monday-Sunday midnight-to-dawn service Rockdale – Riverwood (limited service extended to start from City (Town Hall)) commenced, replacing part of City – East Hills train service. Rockdale – Riverwood trips connected at Rockdale with N10.
- Contracted by Ministry of Transport to Punchbowl Bus Co (Griffin family/Steve Scott).

**5 August 1990:** Contract transferred to Southtrans (Deane family).

**By 12 January 1992:** All trips ran Rockdale – Riverwood.

**31 October 1993:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**27 October 1996:** Contract transferred to Southtrans (Deane family).

**1 November 2002:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

*[2005 & 2008 contract transfers are not available, but it is believed Punchbowl Bus Co retained this contract until the current time (2021).]*

**1 March 2018:** Rerouted/extended to run City (Town Hall) – Sydney Airport (International Terminal) – Riverwood.

## Streets

**Rockdale – Riverwood (limited service extended to start from City (Town Hall))**

*From 18 June 1989*

**From Rockdale** (station) via Frederick St, Harrow Rd (**Bexley**), Bexley Rd (**Bexley North**), Shaw St (**Kingsgrove**), Kingsgrove Rd, Morgan St (**Beverly Hills**), King Georges Rd, Broad Arrow Rd (**Narwee**), Hannans Rd, Belmore Rd to Riverwood Station.

**City (Town Hall) extension (limited service):** From City (Town Hall) (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Princes Hwy to Rockdale Station.

## Rockdale – Riverwood

*By 12 January 1992*

City (Town Hall) extension ceased.

## City (Town Hall) – Sydney Airport – Rockdale – Riverwood

*From 1 March 2018*

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Regent St (**Redfern**), Botany Rd (**Green Square**), Coward St, Bourke Rd (**Mascot**), O’Riordan St, Sir Reginal Ansett Dr, Qantas Dr, Arrival Cct (**International Terminal, Sydney Airport**), Cooks River Av, Marsh St (**Arncliffe**), West Botany St, Wickham St, Princes Hwy, Subway Rd (**Banksia**), Godfrey St, Railway St (**Rockdale**), Frederick St, Watkin St, Harrow Rd (**Bexley**), Bexley Rd (**Bexley North**), Shaw St (**Kingsgrove**), Kingsgrove Rd, Morgan St (**Beverly Hills**), King Georges Rd, Broad Arrow Rd, Hannans Rd (**Narwee**), Belmore Rd, Thurlow St, Erskine St, Littleton St, Belmore Rd to Riverwood Station.

**From Riverwood** (Belmore Rd at Station) via Belmore Rd, then reverse route to Marsh St, Arncliffe, then Arrival Cct, Cooks River Av, Qantas Dr, Robey St, O’Riordan St, then reverse route to Botany Rd, Redfern, then Henderson Rd, Wyndham St, Gibbons St, Regent St, Lee St, Railway Sq, Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall, City)

## Timetable Summary

18 June 1989

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Riverwood†	45TR 20DR	M-F	Town Hall	12.05am	Rockdale	4.30am	60	A
		Sat		12.05am		4.30am	60	A
		Sun		12.05am		4.30am	60	A

† Limited service extended to start from City (Town Hall).

A – First trip from City (Town Hall) to Riverwood, later trips Rockdale-Riverwood.

DR – Rockdale-Riverwood.

TR – City (Town Hall)-Riverwood.

1 January 2020

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-Sydney Airport-Rockdale-Riverwood	53	M-F	Riverwood	12.00mn	Town Hall	4.00am	60	
		Sat		12.00mn		4.00am	60	
		Sun		12.00mn		4.00am	60	

## Route N30

### CITY (Town Hall) – LIVERPOOL – MACARTHUR

#### Timeline

18 June 1989:

- Monday-Sunday midnight-to-dawn service City (Town Hall) – Campbelltown commenced, replacing parts of City – Bankstown & City – Macarthur train services.
- Contracted by Ministry of Transport to Rowes Bus Service (or Campbelltown Transit (Rowe family)?). Operator's name changed to Busways at about this time.

5 August 1990: Contract transferred to State Transit Authority.

27 October 1996: Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

31 October 1999: Contract transferred to Southtrans (Deane family).

1 November 2002: Extended to run City (Town Hall) – Macarthur.

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By 2014: Contract transferred to Transdev.

#### Streets

### City (Town Hall) – Campbelltown

From 18 June 1989

From City (Town Hall) (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Enmore Rd (**Enmore**), Stanmore Rd, New Canterbury Rd (**Dulwich Hill**), Canterbury Rd (**Hurlstone Park, Canterbury**), Milperra Rd (**Milperra, Moorebank**), Macquarie St, (?), (**Liverpool Station**), Hume Hwy, Glenfield Rd, Railway Pde (**Glenfield**), Atchison Rd (**Macquarie Fields**), [Fields Rd,] Macquarie Rd, Cumberland Rd (**Ingleburn**), Minto Rd (**Minto**), Redfern Rd, Pembroke Rd (**Leumeah**), Queen St, (?) to Campbelltown Station.

#### Alterations

- From 26 November 1989:** Ex City (Town Hall) from Macquarie Rd, Ingleburn via Ingleburn Rd, Sackville St, Cumberland Rd, Minto Rd, Redfern Rd, Pembroke Rd, [Old] Leumeah Rd, O'Sullivan Rd, Rudd Rd, Queen St, Dumaresq St, Hurley St to Campbelltown Station.
- From 4 October 2015** (commencement of light rail line construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall, City). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

### City (Town Hall) – Macarthur

#### Alteration

**From 1 November 2002** (based on 1 January 2020 timetable): Extended from Hurley St (Campbelltown) via Kellicar Rd, Bolger St, Menangle Rd to Macarthur Station. Return via Geary St, Kellicar Rd.



**Timetable Summary***18 June 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Liverpool- Campbelltown	74	M-F	Campbelltown	11.36pm	Town Hall	4.00am	60	A
		Sat		11.36pm		4.00am	60	A
		Sun		11.36pm		4.00am	60	A

A – First trip late the previous night.

*24 July 2004*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Liverpool-Macarthur	85	M-F	Macarthur	12.10am	Town Hall	4.40am	60	
		Sat		12.10am		4.40am	60	
		Sun		12.10am		4.40am	60	

*1 January 2020*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Liverpool-Macarthur	92	M-F	Macarthur	11.50pm	Town Hall	4.00am	60	A
		Sat		11.20pm		4.00am	30	A
		Sun		12.20am		4.00am	30	

A – First trip late the previous night

**Route N31****LIVERPOOL – LEPPINGTON****Timeline****23 August 2020:**

- Monday-Sunday midnight-to-dawn service commenced, replacing equivalent train service. Connects at Liverpool with N30 & N50.
- Contracted by Transport for NSW to Hillsbus (ComfortDelGro Corporation).

**Streets***From 23 August 2020*

**From Liverpool** (Interchange) via Moore St, Hume Hwy (**Casula**), Campbelltown Rd, Soldiers Pde, **Edmondson Park** Station, Soldiers Pde, Bernera Rd, Camden Valley Way, Bringelly Rd, Rickard Rd to Leppington Station.

**Timetable Summary***23 August 2020*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
Liverpool- Leppington	30	M-F	Leppington	11.00pm	Liverpool	5.30am	60	A
		Sat		11.00pm		5.30am	60	A
		Sun		11.00pm		5.30am	60	A

A – First trip late the previous night.

**Route N40****CITY (Town Hall) – BELMORE – PANANIA – EAST HILLS****Timeline****18 June 1989:**

- Monday-Sunday midnight-to-dawn service Belmore (Canterbury Rd/Chapel St) – Panania (limited service extended to start from City (Town Hall)) commenced, replacing part of City – East Hills train service. Connected at Belmore with N30.
- Contracted by Ministry of Transport to Punchbowl Bus Co (Griffin family/Steve Scott).

**26 November 1989:** All trips extended to run City (Town Hall) – Panania.

**5 August 1990:** Contract transferred to State Transit Authority.

**28 October 1996:**

- Extended to run City (Town Hall) – East Hills.
- Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**31 October 1999:** Contract transferred to Southtrans (Deane family).

**1 November 2002:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

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**By 2014:** Contract transferred to Transdev.

## Streets

### **Belmore – Panania (*limited service extended to start from City (Town Hall)*)**

*From 18 June 1989*

**From Belmore (Canterbury Rd/Chapel St)** via Canterbury Rd, Haldon St (**Lakemba**), The Boulevarde (**Punchbowl**), South Tce (**Bankstown**), Chapel Rd, Gibson Av, [Cahors Rd, Memorial Dr,] Howard Rd (**Padstow**), Uranus Rd, The River Rd (**Revesby**), Marco Av to Panania Station.

**City (Town Hall) extension (*limited service*):** From City (Town Hall) (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Enmore Rd (**Enmore**), Stanmore Rd, New Canterbury Rd (**Dulwich Hill**, **Hurlstone Park**, **Canterbury**), Canterbury Rd to Chapel St (Belmore).

### **Alteration**

**From 4 October 2015 (*commencement of light rail line construction in George St, City/new CBD bus network*):** To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

### **City (Town Hall) – Panania**

*From 26 November 1989*

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, City Rd (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**), Illawarra Rd, Warren Rd, Beauchamp Rd, School Pde, Dudley St (**Dulwich Hill**), Wardell Rd, Ewart St, Floss St (**Hurlstone Park**), Crinan St, Canterbury Rd (**Canterbury**), Burwood Rd (**Belmore**), Bridge Rd, Peel St, Gillies St, Haldon St (**Lakemba**), The Boulevarde (**Wiley Park**, **Punchbowl**), Punchbowl Rd, South Tce (**Bankstown**), Restwell St, Macauley Av, Chapel Rd, Gibson Av, Cahors Rd, Memorial Dr, Howard Rd (**Padstow**), Faraday Rd, Uranus Rd, The River Rd, Marco Av (**Revesby**), Anderson St, Braesmere Rd to Panania Station .

### **City (Town Hall) – East Hills**

*By 1 January 2020*

**From City (Town Hall)** (Park St at Pitt St) via Park St, Castlereagh St, Bathurst St, Elizabeth St, Eddy Av, Pitt St, Railway Sq, Broadway, City Rd (**Newtown**), Enmore Rd (**Enmore**), Victoria Rd, Marrickville Rd (**Marrickville**), Illawarra Rd, Warren Rd, Beauchamp St, Ewart St (**Dulwich Hill**), Floss St (**Hurlstone Park**), Crinan St, Canterbury Rd (**Canterbury**), Wonga St, South Pde (**Campsie**), Beamish St, Ninth Av, Albert St, Burwood Rd (**Belmore**), Bridge Rd, Peel St, The Boulevarde (**Wiley Park**, **Punchbowl**), Punchbowl Rd, South Tce, **Bankstown** Interchange, West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel Rd, Cahors Rd, Memorial Dr, Howard Rd (**Padstow**), Uranus Rd, The River Rd, Marco Av (**Revesby**), Anderson Av (**Panania**), Braesmere Rd, Childs St, Park Rd to East Hills Station.

**From East Hills** (Park Rd at Station) via reverse route to Greenfield Pde, then Restwell St, South Tce, Bankstown Interchange, South Tce, then reverse route to Elizabeth St, then Park St to Pitt St (Town Hall, City).

## Timetable Summary

*18 June 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Panania†	50TP 25BP	M-F	Town Hall	12.00mn	Belmore	4.25am	60	A
		Sat		12.00mn		4.25am	60	A
		Sun		12.00mn		4.25am	60	A

† Limited service extended to start from City (Town Hall).

A – First trip from City (Town Hall) to Panania, later trips Belmore-Panania.

BP – Belmore-Panania.

TP – City (Town Hall)-Panania.



*26 November 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-Panania	52	M-F	Panania	12.15am	Town Hall	4.15pm	60	
		Sat		12.15am		4.15pm	60	
		Sun		12.15am		4.15pm	60	

*24 July 2004*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-East Hills	Fr T/Hall 39L 67E	M-F	Town Hall	12.15amE	East Hills	4.15amE	60	
		Sat		12.15amE		4.15amE 4.45amL	A	
		Sun		12.15amE		4.15amE 4.45amL	A	

A – From City (Town Hall) to Lakemba 30, from City (Town Hall) to East Hills 60. From East Hills to City (Town Hall) 60.

E – To East Hills.

L – To Lakemba.

*1 January 2020*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-East Hills	Fr T/Hall 39L 67E	M-F	Town Hall	12.10am	East Hills	4.20am	60	
		Sat		12.10am		4.20am	A	
		Sun		12.10am		4.20am	A	

A – From City (Town Hall) to Lakemba 30, from City (Town Hall) to East Hills 60. From East Hills to City (Town Hall) 60.

E – To East Hills.

L – To Lakemba.

## Route N50

### **CITY (Town Hall) – STRATHFIELD – LIVERPOOL**

#### **Timeline**

**8 October 1989:**

- Monday-Sunday midnight-to-dawn service commenced, replacing part of City – Liverpool via Regents Park train service.
- Contracted by Ministry of Transport to State Transit Authority

**5 August 1990:** Contract transferred to Nevilles Bus Service.

**31 October 1993:** Contract transferred to Baxters Bus Lines.

**27 October 1996:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**31 October 1999:** Contract transferred to Southtrans (Deane family).

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**By 2014:** Contract transferred to Transdev.

**1 March 2018:** Contract transferred to Hillsbus (ComfortDelGro Corporation).

#### **Streets**

*From 8 October 1989*

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, Parramatta Rd, Northumberland Av, Salisbury Rd (**Stanmore**), Douglas St, Crystal St, Trafalgar St (**Petersham**), Gordon St, Railway Tce (**Lewisham**), Carlton Cr (**Summer Hill**), Liverpool Rd (**Ashfield**), Thomas St, The Strand (**Croydon**), Paisley Rd, Railway Pde (**Burwood**), Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Homebush Rd, Beresford Pde, Broughton Rd, Arthur St, Railway St (**Lidcombe**), Joseph St, Vaughan St, Olympic Dr, Kerrs Rd, Woodburn Rd (**Berala**), Lidbury St, Park Rd (**Regents Park**), Carlingford St (**Sefton**), Waldron Rd (**Chester Hill**), Christina Rd (**Leightonfield**), River Av (**Villawood**), The Horsley Dr, Alan St, Court Rd,

The Crescent (**Fairfield**), Railway Pde (**Canley Vale, Cabramatta**), John St, Cabramatta Rd, Hume Hwy (**Warwick Farm**), Bigge St, Moore St to Liverpool Station.

### Alteration

**From 4 October 2015** (commencement of light rail line construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

### **Timetable Summary**

**8 October 1989**

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hill)- Liverpool	76	M-F	Liverpool	11.41pm	Town Hall	5.05am	60	A
		Sat		11.41pm		5.05am	60	A
		Sun		11.41pm		5.05am	60	A

A – First trip late the previous night.

### **Route N60**

#### **CITY (Town Hall) – GRANVILLE – FAIRFIELD**

### **Timeline**

**8 October 1989:**

- Monday-Sunday midnight-to-dawn service commenced, replacing part of City – Liverpool via Granville train service.
- Contracted by Ministry of Transport to Oliveri's Metro-Link (branch of the Oliveri family).

**5 August 1990:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**31 October 1993:** Contract transferred to Baxters Bus Lines.

**27 October 1996:** Contract transferred to Punchbowl Bus Co (Griffin family/Steve Scott).

**31 October 1999:** Contract transferred to Southtrans (Deane family).

....

**By 1 March 2018:** Contract transferred to Hillsbus (ComfortDelGro Corporation).

### **Streets**

**From 8 October 1989**

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield**), Thomas St, The Strand (**Croydon**), Paisley Rd, Railway Pde (**Burwood**), Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Homebush Rd, The Crescent (**Homebush, Flemington**), Richmond Rd, Arthur St, Railway St (**Lidcombe**), Joseph St, Vaughan St, Olympic Dr, Boorea St, Rawson St (**Auburn**), Parramatta Rd, Church St, Parkes St, Station St, Darcy St (**Parramatta**), Church St, Woodville Rd, Merrylands Rd (**Merrylands**), Railway Tce (**Guildford**), Railway St (**Yennora**), Ellis Pde, Fairfield St, The Horsley Dr, Alan St, Court Rd, The Crescent to Fairfield Station.

### Alteration

**From 4 October 2015** (commencement of light rail line construction in George St, City/new CBD bus network): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

**By 23 August 2020**

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield**), Thomas St, The Strand (**Croydon**), Paisley Rd, Railway Pde (**Burwood**), Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Elva St, Beresford Rd, Homebush Rd, The Crescent (**Homebush, Flemington**), Hampstead Rd, Arthur St, Railway St, railway bridge, Church St (**Lidcombe**), Olympic Dr, Boorea St, Rawson St (**Auburn**), Northumberland Rd, Parramatta Rd, Rowell St, Bridge St (**Granville**), Good St, Allen St, Harris St, Marion St, Station St, bus tunnel, Argyle St (**Parramatta** Interchange), Church St, Woodville Rd, Merrylands Rd (**Merrylands**), Railway Tce (**Guildford**), Railway St (**Yennora**), Fairfield St, The Horsley Dr, Alan St, Court Rd, Fairfield Interchange.

**From Fairfield** (Interchange) via The Crescent, Court Rd, Nelson St, The Horsley Dr, Fairfield St, Railway St, Railway Tce, Randle St, Woodville Rd, Church St, Argyle St, bus tunnel, Station St, Parkes St, Church St, Parramatta Rd, Bold St, Bridge St, Good St, Parramatta Rd, Rawson St, Boorea St, Olympic Dr, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St, Arthur St, Henley Rd, The Crescent, then reverse route to Elva St, then Albert Rd,

Churchill Av, Raw Sq, Redmyre Rd, then reverse route to Hay St, then Elizabeth St, Park St to Pitt St (Town Hall, City).

### Timetable Summary

8 October 1989

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Fairfield	72	M-F	Fairfield	12.05am	Town Hall	4.45am	60	
		Sat		12.05am		4.45am	60	
		Sun		12.05am		4.45am	60	

### Route N61

#### CITY (Town Hall) – CARLINGFORD

#### Timeline

23 October 2011:

- Friday to Sunday midnight-to-dawn service commenced, replacing the Clyde – Carlingford train service & part of City – Penrith train service.
- Contracted by Transport for NSW to Hillsbus (Comfort Delgro Cabcharge).

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**April 2017:** Comfort Delgro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

#### Streets

By 23 August 2020

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield**), Thomas St, The Strand (**Croydon**), Paisley Rd, Railway Pde (**Burwood**), Morwick St, The Boulevard, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Albert Rd, Elva St, Beresford Rd, Homebush Rd, The Crescent (**Homebush, Flemington**), Hampstead Rd, Arthur St, Railway St, railway bridge, Church St (**Lidcombe**), Olympic Dr, Northumberland Rd, Parramatta Rd, James Ruse Dr (**Rosehill**), Victoria Rd (**Rydalmere**), Park Rd (**Dundas**), Kissing Point Rd, Adderton Rd (**Teloopa**), Pennant Hills Rd, Lloyds Av (clockwise) (Carlingford).

**From Carlingford** (Lloyds Av) via Lloyds Av (clockwise), Pennant Hills Rd, then reverse route to James Ruse Dr, then Rawson St, Boorea St, Olympic Dr, Vaughan St, Joseph St, Bridge St, Tooheys Lane, Railway St, Arthur St, Henley Rd, The Crescent, then reverse route to Elva St, then Albert Rd, Churchill Av, Raw Sq, Redmyre Rd, then reverse route to Hay St, then Elizabeth St, Park St to Pitt St (Town Hall, City).

### Timetable Summary

23 August 2020

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Carlingford	61	M-F	Town Hall	12.30am	Carlingford	3.48am	60	
		Sat		12.30am		3.48am	60	
		Sun		12.30am		3.48am	60	

### Route N70

#### CITY (Town Hall) – PARRAMATTA – PENRITH

#### Timeline

8 October 1989:

- Monday-Sunday service commenced, replacing part of City – Penrith train service.
- Has shared City – Blacktown with N70 since 23 October 2011.
- Contracted by Ministry of Transport to Hawkesbury Valley Bus Service (Rob Kirkpatrick).

**5 August 1990:** Contract transferred to Busways Blacktown (Rowe family).

**31 October 1993:** Contract transferred to Westbus (Bosnjak family).

**31 October 1999:** Contract transferred to Busways Blacktown (Rowe family).

....

**By 2014:** Contract transferred to Hillsbus (ComfortDelGro Corporation), assisted by fellow CDC operator Blue Mountains Transit.

## Streets

*From 8 October 1989*

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, Parramatta Rd, M4 Western Motorway, James Ruse Dr, Hassall St, Parkes St, Station St, Darcy St (**Parramatta**), Church St, Argyle St, Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Grand Av, Veron St, Lane St, Dunmore St (**Wentworthville**), Cumberland Hwy, Wentworth Av (**Pendle Hill, Toongabbie**), Station Rd, Seven Hills Rd [now Prospect Hwy] (**Seven Hills**), Wall Park Av, Blacktown Rd, Main St, Newton Rd, Patrick St, Main St (**Blacktown**), Flushcombe Rd, Alpha St, Patrick St, Kildare Rd (**Doonside**), Doonside Rd, Eastern Rd, Francis Rd, Sherbrooke St (**Rooty Hill**), North Pde (**Mt Druiitt**), Belmore Av, Luxford Rd (**Whalan**), Aurora Dr, Debrincat St (**North St Marys**), Glossop St, Phillip St, Lethbridge St, Station St (**St Marys**), Queen St, Great Western Hwy (**Kingswood**), High St, Henry St, North St, Belmore St, Jane St to Penrith Station.

## Alterations

- **From 1 November 2002:** City (Town Hall) departure point altered to George St outside the Town Hall.
- **From 4 October 2015** (*commencement of light rail line construction in George St, City/new CBD bus network*): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.

*By 23 August 2020*

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, M4 Western Motorway, James Ruse Dr, Hassall St, Parkes St, Station St, bus tunnel, Argyle St (**Parramatta** Interchange), Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd (**Wentworthville**), Bridge Rd, Veron St, Lane St, Dunmore St, Cumberland Hwy, Wentworth Av (**Pendle Hill, Toongabbie**), Station Rd, Prospect Hwy (**Seven Hills**), Wall Park Av, Main St, Sunnyholt Rd, George St, **Blacktown** Interchange, Richmond Rd, Hill End Rd, Cross St (**Doonside**), Knox Rd, Eastern Rd, Francis Rd, Railway St, Sherbrooke Rd (**Rooty Hill**), North Pde, **Mt Druiitt** Interchange, North Pde, Oxford Lane, Kurrajong Cr, Carlisle Av, Great Western Hwy, Glossop St, Phillip St, Lethbridge St, Station St (**St Marys**), Queen St, Great Western Hwy (**Kingswood**), Henry St, North St, Belmore St, Penrith Interchange.

**From Penrith** (Interchange) via reverse route to Blacktown Interchange, then Third Av, Sunnyholt Rd, then reverse route to Hay St, then Elizabeth St, Park St to Pitt St (Town Hall, City).

## Timetable Summary

*8 October 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
<b>N70:</b> City (Town Hall)-Penrith	97	M-F	Penrith	11.17pm	Town Hall	5.05am	60	A
		Sat		11.17pm		5.05am	60	A
		Sun		11.17pm		5.05am	60	A

A – First trip late the previous night.

22 August 2020

## City – Blacktown Nightride routes

### N70, N71

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips#	Notes
			From	Time	From	Time		
N70: City (Town Hall)-Penrith	100	M-F	Penrith	12.15am	Town Hall	3.59am	60	
		Sat		12.15am		3.59am	60	
		Sun		12.15am		3.59am	60	
N71: City (Town Hall)-Richmond	103	M-F	Richmond	11.41pm	Town Hall	4.29am	60	A
		Sat		11.41pm		4.29am	60	A
		Sun		11.41pm		4.29am	60	A

# Average frequencies along common route:

M-F City (Town Hall)-Blacktown (N70, N71) 30.

Sat City (Town Hall)-Blacktown (N70, N71) 30.

Sun City (Town Hall)-Blacktown (N70, N71) 30.

A – First trip late the previous night.

## Route N71

### CITY (Town Hall) – BLACKTOWN – SCHOFIELDS – RICHMOND

#### Timeline

#### 30 November 2000:

- Weekends only midnight-to-dawn service, Blacktown – Richmond, commenced on trial, replacing the Blacktown – Richmond train service. .
- Contracted by Ministry of Transport to Busways Blacktown (Rowe family).

**26 October 2003:** Ceased due to lack of patronage.

#### 23 October 2011:

- Monday-Sunday midnight-to-dawn service City (Town Hall) – Schofields (extended to Richmond on Fridays, Saturdays & Sundays) commenced.
- Shared City – Blacktown with N70.
- Contracted by Transport for NSW to Hillsbus (ComfortDelGro Cabcharge).

**April 2017:** Comfort Delgro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

**23 August 2020:** Extended to run City (Town Hall) – Richmond every night.

#### Streets

#### By 23 August 2020

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, M4 Western Motorway, James Ruse Dr, Hassall St, Parkes St, Station St, bus tunnel, Argyle St (**Parramatta** Interchange), Park Pde, Alexandra Av (**Westmead**), Hawkesbury Rd, Darcy Rd (**Wentworthville**), Bridge Rd, Veron St, Lane St, Dunmore St, Cumberland Hwy, Wentworth Av (**Pendle Hill, Toongabbie**), Station Rd, Prospect Hwy (**Seven Hills**), Wall Park Av, Main St, Sunnyholt Rd, George St, **Blacktown** Interchange, Richmond Rd, Davis Rd, Quakers Rd (**Marayong**), Railway Rd (**Quakers Hill**), Douglas Rd, Eastern Rd, Quakers Hill Pkwy, Hambledon Rd, Burdekin Rd, Railway Tce, **Schofields** Interchange, Railway Tce, Riverstone Pde (**Riverstone, Vineyard**), Bandon Rd, Wallace Rd, Level Crossing Rd, Railway Rd (**Mulgrave**), Mulgrave Rd, Hawkesbury Valley Way, George St, **Windsor** Interchange, George St, Hawkesbury Valley Way, Racecourse Rd (**Clarendon**), Hawkesbury Valley Way, Windsor St (**East Richmond**), East Market St to Richmond Station.

**From Richmond** (East Market St at Station) via March St, Bourke St, Windsor St, Hawkesbury Valley Way, then reverse route to Blacktown Interchange, then Third Av, Sunnyholt Rd, then reverse route to Hay St, then Elizabeth St, Park St to Pitt St (City).

#### Timetable Summary

See N70

## Route N80

### **CITY (Town Hall) – STRATHFIELD – HORSNBYS**

#### **Timeline**

**1 October 1989:**

- Monday-Sunday midnight-to-dawn service commenced, replacing the City – Hornsby via Strathfield train service.
- Contracted by Ministry of Transport to Peninsula Bus Lines.

**5 August 1990:** Contract transferred to Glenorie Bus Co (Todd family).

**27 October 1996:** Contract transferred to Shorelink (John A Gilbert).

**3 September 2001:** Shorelink transferred to Transdev.

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

*[2005-2011 contract transfers are not available, but it is believed Transdev retained this contract until circa 2018.]*

**1 March 2018:** Contract transferred to Hillsbus (ComfortDelGro Corporation).

**24 January 2021:** Contract transferred to State Transit Authority, under instruction from Transport for NSW.

**(?):** Contract transferred to Busways North West.

#### **Streets**

*From 1 October 1989*

**From City (Town Hall)** (in George St) via George St, Railway Sq, Broadway, Parramatta Rd, Leicester Av, Raw Sq, Albert Rd (**Strathfield**), Churchill A, Raw Sq, Leicester Av, Concord Rd (**North Strathfield, Concord West, Rhodes**), Ryde Bridge, Church St, Junction St, Belmore St, Constitution Rd, Railway Rd (**Meadowbank**), Bank St, Station St, Victoria Rd, West Pde (**West Ryde**), Miriam Rd (**Denistone**), Gordon Cr, East Pde, Railway Pde (**Eastwood**), May St, Blaxland Rd, Epping Rd, Beecroft Rd (**Epping, Cheltenham, Beecroft**), Pennant Hills Rd, Yarrara Rd (**Pennant Hills, Thornleigh**), The Esplanade, Duffy Av, Chilvers Rd, Sefton Rd, Milson Pde (**Normanhurst**), Malsbury Rd, Clarke Rd, College Cr, Pacific Hwy, [Coronation St,] Hornsby Station.

#### **Alteration**

- From 1 November 2002:** City (Town Hall) departure point altered to George St outside the Town Hall.
- From 4 October 2015** (*commencement of light rail line construction in George St, City/new CBD bus network*): To approach City from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall). Return via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq.
- By 24 January 2021:** Ex Hornsby from Miriam Rd, West Ryde via Reserve St, Anthony Rd, West Pde. Unaltered on return.

#### **Timetable Summary**

*1 October 1989*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-Strathfield-Hornsby	65	M-F	Hornsby	12.16am	Town Hall	4.40pm	60	
		Sat		12.16am		4.40pm	60	
		Sun		12.16am		4.40pm	60	

## Route N81

### **CITY (Town Hall) – STRATHFIELD – SYDNEY OLYMPIC PARK – PARRAMATTA**

#### **Timeline**

**1 March 2018:**

- Friday to Sunday midnight-to-dawn service commenced, replacing part of City – Hornsby via Macquarie Park train service [now part of the Metro Sydney North-West (Chatswood – Tallawong) line].
- Contracted by Transport for NSW to Hillsbus (ComfortDelGro Corporation).

**24 January 2021:** Contract transferred to State Transit Authority, under instruction from Transport for NSW.

**(?):** Contract transferred to Busways North West.

#### **Streets**

*From 24 January 2021*

**From City (Town Hall)** (Park St at Pitt St) via Castlereagh St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, Leicester Av, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Leicester Av, Concord Rd (**North Strathfield**,



**Concord West**), Homebush Bay Dr, Oulton Av, Rider Blvd, Mary St, Walker St (**Rhodes**), Gauthorpe St, Footbridge Blvd, Hill Rd (**Wentworth Point**), Bennelong Pkwy, Marjorie Jackson Pkwy, Murray Rose Av, Park St (**Sydney Olympic Park**), Dawn Fraser Av, Edwin Flack Av, Pondage Link, Hill Rd, Avenue of Oceania, Avenue of Europe (**Newington**), Avenue of the Americas, Avenue of Asia, Avenue of Africa, Holker St, Silverwater Rd, Victoria Rd (**Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

**From Parramatta** (Interchange) via reverse route to Avenue of Asia, then Avenue of Europe, Avenue of Oceania, then reverse route to Concord Rd, then Leicester Av, Raw Sq, Albert Rd, Churchill Av, Raw Sq, Leicester Av, Parramatta Rd, Broadway, Railway Sq, Pitt St, Eddy Av, Elizabeth St, Park St to Pitt St (Town Hall, City).

### Timetable Summary

24 January 2021

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Sydney Olympic Park-Parramatta	67	M-F	Parramatta	12.00mn	Town Hall	4.00am	60	
		Sat		12.00mn		4.00am	60	
		Sun		12.00mn		4.00am	60	

### Route N90

#### **CITY (Town Hall) – CHATSWOOD – HORNSBY**

#### Timeline

**1 October 1989:**

- Monday-Sunday midnight-to-dawn service commenced, replacing part of City – Hornsby via Chatswood train service.
- Contracted by Ministry of Transport to Peninsula Bus Lines.

**5 August 1990:** Contract transferred to Glenorie Bus Co (Todd family).

**27 October 1996:** Contract transferred to Shorelink (John A Gilbert).

**3 September 2001:** Shorelink transferred to Transdev.

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

*[2005-2011 contract transfers are not available, but it is believed Transdev retained this contract until circa 2018.]*

**1 March 2018:** Contract transferred to State Transit Authority.

**(?):** Contract transferred to Busways North West.

#### Streets

*From 1 October 1989*

**From City (Town Hall)** (in George St) via George St, Liverpool St, Kent St, King St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Herbert St, Hampden Rd (**Artarmon**), Mowbray Rd, Pacific Hwy, Victoria Av, Railway St (**Chatswood**), Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara**), [Coronation St] to Hornsby Interchange.

**From Hornsby** (Interchange) (*likely route*) via Pacific Hwy, then reverse route to Pacific Hwy (approaching North Sydney), then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, George St to Town Hall (City).

#### Alterations

- From 1 November 2002:** City (Town Hall) departure point altered to George St outside the Town Hall.
- From 4 October 2015** (*commencement of light rail line construction in George St, City/new CBD bus network*): To approach City from York St via Druitt St, Park St to Pitt St (Town Hall). Return from Park St at Pitt St via Druitt St, Clarence St.



## Timetable Summary

1 October 1989

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Chatswood-Hornsby	46	M-F	Hornsby	11.45pm	Hornsby	4.45am	60	A
		Sat		11.45pm		4.45am	60	A
		Sun		11.45pm		4.45am	60	A

A – First trip late the previous night.

21 November 1993

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Chatswood-Hornsby	Fr T/Hall 34P 46H	M-F	Hornsby	11.45pm	Hornsby	4.45am	60	A
		Sat		11.45pm		4.45am	B	
		Sun		11.45pm		4.45am	B	

A – First trip late the previous night.

B – From City (Town Hall) to Pymble 30, from City (Town Hall) to Hornsby 60. From Hornsby to City (Town Hall) 60. First trip late the previous night.

H – To Hornsby.

P – To Pymble

1 November 1999

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Chatswood-Hornsby	Fr T/Hall 31G 46H	M-F	Hornsby	11.45pm	Hornsby	4.45am	60	A
		Sat		11.45pm		4.45am	B	
		Sun		11.45pm		4.45am	B	

A – First trip late the previous night.

B – From City (Town Hall) to Gordon 30, from City (Town Hall) to Hornsby 60. From Hornsby to City (Town Hall) 60. First trip late the previous night.

G – To Gordon.

H – To Hornsby.

24 January 2021

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)- Chatswood-Hornsby	46	M-F	Hornsby	11.40pm	Town Hall	4.35am	60	A
		Sat		11.40pm		4.35am	60	A
		Sun		11.40pm		4.35am	60	A

A – First trip late the previous night.

## Route N91

### **BONDI JUNCTION – CITY – CHATSWOOD – MACQUARIE CENTRE**

#### **Timeline**

1 March 2018:

- Monday-Sunday midnight-to-dawn service commenced, replacing N100 & part of City – Hornsby via Macquarie University train service [now part of the Metro Sydney North-West (Chatswood – Tallawong) line]. Shared City – Chatswood with N90.
- Contracted by Transport for NSW to State Transit Authority.

(?): Contract transferred to Busways North West.

#### **Streets**

From 1 March 2018

**From Bondi Junction** (Interchange) via Newland St, Edgecliff Rd, Queen St, Ocean St (**Edgecliff**), New South Head Rd (**Rushcutters Bay**), Craigend St, Ward Av, Bayswater Rd, Darlinghurst Rd (**Kings Cross**), William St, Park St

(City), Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy (Crows Nest, St Leonards), Herbert St, Hampden Rd (Artarmon), Mowbray Rd, Pacific Hwy, Victoria Av, Railway St (Chatswood), Help St, Fullers Rd, Millwood Av, Fullers Bridge (Chatswood West), Delhi Rd (North Ryde), Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

**From Macquarie Centre** (bus terminal) via reverse route to Pacific Hwy (approaching North Sydney), then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, then reverse route to Ward Av, then Kings Cross Rd, New South Head Rd, then reverse route to Bondi Junction.

### Timetable Summary

24 January 2021

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-City-Macquarie Centre	62	M-F	Macquarie Ctr	12.05am	Bondi Junction	4.35am	60	
		Sat		1.05am		4.35am	60	
		Sun		1.05am		4.35am	60	

### Route N92

**CITY (Town Hall) – MACQUARIE PARK – CASTLE HILL – TALLAWONG via Lane Cove Tunnel & North-West T-way**

*(Prior to 6 November 2020 Tallawong Station was located in the suburb of Rouse Hill. From that date Tallawong was declared a suburb by Blacktown City Council.)*

### Timeline

1 March 2018:

- Monday-Sunday midnight-to-dawn service commenced, providing a night service similar to the Metro Sydney North-West (Chatswood – Tallawong), then under construction (but opened on 26 May 2019).
- Contracted by Transport for NSW to Hillsbus (ComfortDelGro Corporation).

### Streets

From 23 August 2020

**From City (Town Hall)** (Park St at Pitt St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Herring Rd, Epping Rd, Beecroft Rd (**Epping**), Carlingford Rd (**Carlingford**), Pennant Hills Rd (**West Pennant Hills**), Castle Hill Rd, Franklin Rd, Bradfield Pde (**Cherrybrook**), Castle Hill Rd, Old Northern Rd, **Castle Hill** Interchange, Crane Rd, Old Northern Rd, McMullen Av, Pennant St, Showground Rd, De Clambe Dr, Doran Dr (**Hills Showground Station**), Carrington Rd, Windsor Rd, Norwest Blvd (**Norwest Station**), Lexington Dr (**Bella Vista**), Unaipon Av, North West (Parramatta-Rouse Hill) T-way (**Kellyville, Rouse Hill**), Schofields Rd, Cudgegong Rd, Implexa Pde to Tallawong Station.

**From Tallawong Station** (Implexa Pde) via Aristida St, Thermeda Av, Tallawong Rd, Schofields Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, Park St to Pitt St (City)

### Timetable Summary

23 August 2020

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-Tallawong Station	75	M-F	Tallawong Stn	1.00am	Tallawong Stn	4.00am	60	
		Sat	Town Hall	1.40am	Town Hall	4.40am	60	
		Sun		1.40am		4.40am	60	

### Route N100

**CITY (Railway Square) – KINGS CROSS – BONDI JUNCTION**

### Timeline

2 April 2010:

- Saturday & Sunday midnight-to-dawn service commenced.
- Contracted by Ministry of Transport to Transdev.

1 March 2018: Replaced by new N91.

## Streets

*From 2 April 2010*

**From City (Railway Square)** (in Lee St) via George St, Park St, Elizabeth St, Hunter St, Macquarie St, Queens Sq, Prince Albert Rd, College St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, Ward Av, Kings Cross Rd, New South Head Rd (**Rushcutters Bay**), Ocean St, **Edgecliff** Interchange, Ocean St, York Rd, Oxford St, Newland St, Bondi Junction Interchange.

**From Bondi Junction** (Interchange) via reverse route to Elizabeth St, then Market St, George St, Railway Sq.

## Alteration:

*From 4 October 2015 (commencement of light rail line construction in George St, City/new CBD bus network):* From City (Railway Square) (in Lee St) via Pitt St, Eddy Av, Elizabeth St, William St. Reverse on return.

## Timetable Summary

*2 April 2010*

Destinations	Trip time	Day	First trip		Last trip		Average freq/No of trips	Notes
			From	Time	From	Time		
City (Railway Square)-Bondi Junction		M-F						
		Sat	Railway Sq	12.30am	Bondi Junction	4.45am	30	
		Sun		12.30am		4.45am	30	

## (2) Westbus night (& weekend) routes radiating from Mt Druitt, St Marys & Penrith Stations

### Routes N1 – N6

Histories of bus services, run by private operator Westbus between 2004 & 2009, in certain western suburbs of the metropolitan area of Sydney, New South Wales, Australia, replacing groups of night (& in some cases also weekend) services

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

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

## Summary of routes N1 – N6

N1	Penrith-Glenmore Park
N2	Penrith-Jamisontown
N3	Penrith-Cambridge Park

N4	St Marys-Mt Druitt
N5	St Marys-Erskine Park
N6	St Marys-Tregear

## Route N1

### **PENRITH – GLENMORE PARK**

## Timeline

**1 November 2004:** Night & weekend service covering weekday daytime 797 & 798, replacing part of Penrith South Move Zone [see Unnumbered route histories]. Operated by by Westbus (National Express Group).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

## Streets

*From 1 November 2004*

**From Penrith** (Interchange) via Station St, Jamison Rd, Mulgoa Rd, Glenmore Pkwy, Floribunda Av, Acacia Av, Bursaria Cr, Camellia Av, Glenmore Pkwy, Blue Hills Dr to Kingsfield Av roundabout (**Glenmore Park**), then Blue Hills Dr, Surveyors Creek Rd, The Lakes Dr, William Howell Dr, Morrison St, Glenmore Pkwy, Mulgoa Rd, Jamison Rd, Station St to Penrith Interchange.

## Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Glenmore Park	42 round trip	M-F	Penrith	7.54pm	Glenmore Park	11.05pm	Ns	
		Sat		6.42am		10.04pm	60	
		Sun		8.42am		8.04pm	60	

Ns – Night service.

## Route N2

### **PENRITH – SOUTH PENRITH – JAMISONTOWN**

#### Timeline

**1 November 2004:** Night & weekend service covering weekday daytime 791 & 794, replacing part of Penrith South Move Zone [see Unnumbered route histories]. Operated by by Westbus (National Express Group).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

#### Streets

*From 1 November 2004*

**From Penrith** (Interchange) via Station St, Derby St, Castlereagh St, Stafford St, Evan St, Smith St, Fragar Rd, Tukara Rd (**South Penrith**), (right) York Rd, Birmingham Rd, York Rd, Ikin St, Glenbrook St (**Jamisontown**), Mulgoa Rd, Jamison Rd, Station St to Penrith Interchange.

## Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-South Penrith-Jamisontown	35 round trip	M-F	Penrith	7.54pm	South Penrith	11.00pm	Ns	
		Sat		6.22am		9.39pm	60	
		Sun		9.22am		7.39pm	60	

Ns – Night service.

## Route N3

### **PENRITH – CRANE BROOK – CAMBRIDGE GARDENS – CAMBRIDGE PARK**

#### Timeline

**1 November 2004:** Night service covering daytime 782-786, replacing part of Penrith North Move Zone [see Unnumbered route histories]. Operated by by Westbus (National Express Group).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

#### Streets

*From 1 November 2004*

**From Penrith** (Interchange) via Station St, Henry St, Lawson St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, The Northern Rd, Andrews Rd, Greygums Rd, McHenry Rd, Sherringham Rd, Borrowdale Way, Laycock St, Grays Lane, Vincent Rd (**Cranebrook**), Andromeda Dr, (first) Goldmark Dr, Marrett Way, Callisto Dr, Borrowdale Way, The Northern Rd, Trinity Dr (**Cambridge Gardens**), Pasturegate Av, Greenbank Dr, Dunheved Rd, Francis St, William St (**Cambridge Park**), Oxford St, Coreen Av, Lemongrove Rd, Macquarie Av, Henry St, Station St to Penrith Interchange.

## Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Cranebrook-Cambridge Park	52 round trip	M-F	Penrith	8.12pm	Cranebrook	10.44pm	Ns	
		Sat		9.13pm		10.29pm	Ns	
		Sun		6.12pm		8.29pm	Ns	

Ns – Night service.

## Route N4

### ST MARYS – WILLMOT – MT DRUITT

## Timeline

**1 November 2004:** Night service covering daytime 766 & 769, replacing Mt Druitt North Move Zone [see Unnumbered route histories]. Operated by Westbus (National Express Group).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

**16 October 2006:** N4 split into N4 (Mt Druitt – Willmot) and N6 (St Marys – Tregear). N4 then covered daytime 766.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

## Streets

### St Marys – Willmot – Mt Druitt

From 1 November 2004

**From St Marys** (Interchange) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Ellsworth Dr (**Tregear**), Rymill Rd, Hatherton Rd, Forrester Rd, Palmyra Av, Captain Cook Dr, Discovery Av (**Willmot**), Van Diemen Av, Captain Cook Dr, Palmyra Av, Luxford Rd, Gasmata Cr (**Whalan**), Luxford Rd, Belmore Rd, Kurrajong Av, Carlisle Av, North Pde to Mt Druitt Interchange. Reverse on return.

### Mt Druitt – Willmot

16 October 2006

**From Mt Druitt** (Interchange) via North Pde, (?) Belmore Av, Luxford Rd, Gasmata Cr, Luxford Rd, Palmyra Av, Captain Cook Dr, Van Diemen Av, Discovery Av (**Willmot**), Captain Cook Dr, Palmyra Av, Forrester Rd, Hatherton Rd, Rymill Rd, Ellsworth Dr (**Tregear**), Luxford Rd, Belmore Rd, Kurrajong Av, Carlisle Av, North Pde to Mt Druitt Interchange.

## Timetable Summary

1 November 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot-Mt Druitt	35	M-F	Mt Druitt	8.30pm	St Marys	10.43pm	Ns	
		Sat		7.34pm	Mt Druitt	10.14pm	Ns	
		Sun		7.31pm	St Marys	8.16pm	Ns	

Ns – Night service.

16 October 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot	30 round trip	M-F	Mt Druitt	8.10pm	Mt Druitt	10.30pm	Ns	
		Sat		7.39pm		9.59pm	Ns	
		Sun		6.50pm		8.00pm	Ns	

Ns – Night service.

## Route N5

### ST MARYS – COLYTON – ST CLAIR – ERSKINE PARK

#### Timeline

**1 November 2004:** Night service covering daytime 771, 772 & 773, replacing St Marys South Move Zone [see Unnumbered route histories]. Operated by by Westbus (National Express Group).

**1 January 2005:** Became part of Contract Region 1.

**August 2005:** Westbus Group transferred to Comfort Delgro Cabcharge joint venture.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

#### Streets

*From 1 November 2004*

**From St Marys** (Interchange) via Queen St, Saddington St, Monfarville St, Carpenter St (**Colyton**), Hewitt St, Desborough Rd, Bennett Rd, Endeavour Av, Moore St, Melville Rd, Banks Dr, Cook Pde, Solander Dr, Mamre Rd, McIntyre Av, Cook Pde (**St Clair**), Blackwell Av, Banks Dr, Bennett Rd, Erskine Park Rd, Peppertree Dr, Swallow Dr (**Erskine Park**), Erskine Park Rd, Coonawarra Dr, Bennett Rd, St Clair Av, Banks Dr, Mamre Rd, Queen St to St Marys Interchange.

#### Timetable Summary

*1 November 2004*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair-Erskine Park	46 round trip	M-F	St Marys	8.03pm	Erskine Park	10.45pm	Ns	
		Sat		7.03pm		10.30pm	Ns	
		Sun		6.03pm		8.30pm	Ns	

Ns – Night service.

## Route N6

### ST MARYS – TREGEAR

#### Timeline

**16 October 2006:**

- N4 split into N4 (Mt Druitt – Willmot) and N6 (St Marys – Tregear).
- N6 covered daytime 769.
- Operated by Westbus (Comfort Delgro Cabcharge).
- Part of Contract Region 1.

**11 October 2009:** Replaced by trips on individual routes to the relevant suburbs, as a result of Ministry of Transport review of Contract Region 1.

#### Streets

*From 16 October 2006*

**From St Marys** (Interchange) via Station St, Lethbridge St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Luxford Rd, Ellsworth Dr (**Tregear**), Aurora Dr, then reverse route to St Marys Interchange.

#### Timetable Summary

*10 December 2007*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Tregear	15 round trip	M-F	St Marys	8.30pm	Tregear	9.50pm	Ns	
		Sat		8.15pm		9.30pm	Ns	
		Sun		7.24pm			Ns	

Ns – Night service.

**(2) Weekend night service on the Northern Beaches**

**Route N36**

**MANLY WHARF – HARBORD – DEE WHY**

*See Sydney Region route numbers, following route 136.*