



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 200 – 224

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

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.

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

From 20 October 1972: Public Transport Commission of NSW (Bus Division)

From 1 July 1980: Urban Transit Authority of NSW

From 16 January 1989: State Transit Authority of NSW

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

Summary of routes 200 – 224

200	City-Cammeray Bridge
200	Chatswood-Bondi Junction
201	City-Northbridge Junction
201	City-Cammeray
202	City-Northbridge, etc
203	City-Castlecrag, etc
204	City-Northbridge (Bonds Cnr)
204	City-Northbridge
205	City-East Willoughby

206	City-East Roseville
206	City-East Lindfield
207	City-East Lindfield, etc
208	City-Northbridge (Bonds Cnr)
208	City-Northbridge-E Lindfield
209	Milsons Pont-East Lindfield
210	City-East Lindfield
216	Kirribilli-North Sydney
218	Mosman Whf-Neutral Bay Whf

219	Mosman Whf-Mosman Jun
220	Mosman Whf-Spit Jun, etc
221	Cremorne Whf-Reginald St
222	Cremorne Whf-Cremorne Jun
222	Pymont-Darling Park
222	Bondi Explorer
223	Cremorne Whf-Spit Junction
224	Cremorne Whf-Beauty Point
224	Cremorne Whf-Naval Depot

Route 200

CITY (various termini) – CAMMERAY BRIDGE ■

Timeline

22 March 1953:

- City (Wynyard) – Cammeray Bridge peak hour route supplementary to 202 & 207 given separate number.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by Department of Government Transport.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

By February 1966: Curtailed to run Cammeray shops – City (Martin Pl). By this time, only 1 morning peak hour trip ran from Cammeray.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

7 October 1975: Ceased. 202-207 continued to provide service.

Streets

City (Wynyard) – Cammeray Bridge

From 22 March 1953 (based on 16 November 1953 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney), Miller St (Cammeray), Cammeray Bridge to Cliff Av (north end of bridge).

From Cammeray Bridge (Cliff Av, north end of bridge) via Cammeray Bridge, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Martin Pl) – Cammeray Bridge

From 30 June 1958 (based on February 1966 timetable)

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St (Cammeray), Cammeray\Bridge to Cliff Av (north end of bridge).

From Cammeray Bridge (Cliff Av, north end of bridge) via Cammeray Bridge, Miller St, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of Warringah Fwy)** Ex Cammeray Bridge from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

Cammeray shops – City (Gresham St)

From 4 January 1972 (based on January 1973 timetable)

From Cammeray shops (Miller St at Amherst St) via Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202

Route 200

CHATSWOOD – CITY – EDGECLIFF – BONDI JUNCTION (LIMITED STOPS) ■

(Gore Hill for this route is a locality within the suburb of Artarmon.)

Timeline

22 November 1993: New daytime weekday limited stop service commenced by State Transit Authority of NSW.

23 June 2002: As a result of 327 ceasing to operate between Edgecliff & Bondi Junction:

- 200 altered to all stops in this section.
- Weekend service extended to run Edgecliff – Bondi Junction.

1 January 2005: Became part of Contract Region 7.

17 July 2006: Weekday off-peak service curtailed to run Edgecliff – Bondi Junction only.

4 October 2015: Coincident with start of light rail construction in George St, City/new CBD bus network:

- Off-peak & weekend service Edgecliff – Bondi Junction replaced by new 328.
- Route now again runs on weekdays only (mainly peak hours).

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes), curtailed to run Gore Hill – City – Bondi Junction.

By 5 December 2021: Transferred to Contract Region 9.

3 April 2022: Transferred to Transdev John Holland (NSW) Pty Ltd (a joint venture of Transdev (75%) & John Holland (25%)), trading as Transdev John Holland Buses, as a result of competitive tendering for privatisation of Contract Region 9.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*):

- Ceased.
- Replaced between North Sydney & Gore Hill in peak hours by new 119.
- Replaced between Bondi Junction & Edgecliff by increased frequency on 328.

Streets

Chatswood – City – Bondi Junction

From 22 November 1993

From Chatswood (Interchange) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy (**St Leonards, Crows Nest**), Berry St, Miller St (**North Sydney**), Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St (**City**), Queens Square, Prince Albert Rd, College St, Boomerang St, William St, Kings Cross Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Rushcutters Bay**), Ocean St (**Edgecliff**), Queen St, Edgecliff Rd, Grosvenor St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via reverse route to New South Head Rd, then Craighend St, William St, Boomerang St, College St, Prince Albert Rd, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Victoria Av, Railway St, Help St, Orchard Rd to Chatswood Interchange.

Alterations

- **By 25 September 1995:** Ex Chatswood from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Macquarie St (City). Reverse on return (except during morning peak hour).
- **By 25 September 1995 (morning peak hour):** Ex Bondi Junction from Macquarie St (City) via Bridge St, George St, Grosvenor St, Lang St, Jamison St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].
- **By 25 September 1995:** Ex Chatswood from William St via Darlinghurst Rd, Bayswater Rd (**Kings Cross**), Ward Av, Kings Cross Rd.
- **By 25 September 1995:** Ex Bondi Junction from Craighend St via Ward Av, Bayswater Rd (**Kings Cross**), Darlinghurst Rd, William St.
- **By December 1997:** Approached Bondi Junction from Ocean St via Oxford St, Newland St. Reverse on return.
- **By December 1997:** Ex Chatswood from Bridge St via Loftus St, Bent St, Macquarie St. Reverse on return.
- **By March 1999:** Ex Chatswood from Price Albert Rd via College St, William St. Reverse on return.

From 23 June 2002

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy (**St Leonards, Crows Nest**), Berry St, Miller St (**North Sydney**), Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St (**City**), Queens Square, Prince Albert Rd, College St, William St, Darlinghurst Rd,

Bayswater Rd (**Kings Cross**), Ward Av, Kings Cross Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Rushcutters Bay**), Ocean St (**Edgecliff**), Queen St, Edgecliff Rd, Newland St to Bondi Junction Interchange.
From Bondi Junction (Interchange) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Interchange.

Gore Hill – City – Bondi Junction

From 24 January 2021

From Gore Hill (Campbell St at Reserve Rd) via Reserve Rd, Carlotta St, Pacific Hwy (**St Leonards, Crows Nest**), Berry St, Miller St (**North Sydney**), Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St (**City**), Queens Square, Prince Albert Rd, College St, William St, Kings Cross Rd, Bayswater Rd (**Kings Cross**), Ward Av, New South Head Rd (**Rushcutters Bay**), Ocean St (**Edgecliff**), Queen St, Edgecliff Rd, Newland St to Bondi Junction Interchange.

From Bondi Junction (Interchange) via Edgecliff Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then Pacific Hwy, Campbell St to Reserve Rd (Gore Hill).

Timetable Summary

22 November 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-City-Bondi Junction	45	M-F	Bondi Junction	6.30am	Chatswood	6.10pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

23 June 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-City-Bondi Junction	Fr B Jun 9E 47C	M-F	Bondi Junction	6.30amC	Chatswood	6.10pmB	30*	
		Sat		7.00amE	Edgecliff	7.16pmB	60	
		Sun		9.00amE		5.16pmB	60	

* More frequent in peak hours.

B – To Bondi Junction.

C – To Chatswood.

E – To Edgecliff.

17 July 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-City-Bondi Junction	Fr B Jun 9E 46C	M-F	Bondi Junction	6.20amC	Chatswood	7.10pmB	A	
		Sat		7.00amE	Edgecliff	7.16pmB	60	
		Sun		9.00amE		5.16pmB	60	

A – Peak hours, Chatswood-Bondi Junction. Off-peak, Edgecliff-Bondi Junction 60.

B – To Bondi Junction.

C – To Chatswood.

E – To Edgecliff.

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-City-Bondi Junction	46	M-F	Bondi Junction	6.20am	Chatswood	7.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gore Hill-City-Bondi Junction	41	M-F	Bondi Junction	6.20am	Gore Hill	7.26pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 201

CITY (various termini) – NORTHBRIDGE JUNCTION

- **Extended to start from Castlecrag shops (mornings, 1980s)**

Timeline

22 March 1953:

- City (Wynyard) – Northbridge Junction peak hour route, supplementary to 202 & 207, given separate number.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by Department of Government Transport

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

19 June 1968: Selected peak hour trips rerouted via Warringah Fwy.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

By September 1980: Morning peak hour trips extended to start from Castlecrag shops.

11 October 1985: Ceased. 202-207 continued to provide all service.

Streets

City (Wynyard) – Northbridge Junction

From 22 March 1953 (based on 16 November 1953 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney), Miller St (Camberay), Cammeray Bridge, Strathallen Av to Sailors Bay Rd (Northbridge Junction)

From Northbridge Junction (Strathallen Av/Sailors Bay Rd) via reverse route to Pacific Hwy, then Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Martin Pl) – Northbridge Junction

From 30 June 1958 (based on February 1966 timetable)

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St (Camberay), Cammeray Bridge, Strathallen Av, Sailors Bay Rd, Mulgarra St (Northbridge).

From Northbridge (Mulgarra St) via reverse route to Pacific Hwy, then Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex Northbridge Junction from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 18 June 1968 (opening of Warringah Fwy) (via Warringah Fwy trips):** Ex City from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Miller St (Camberay). Reverse on return.

City (Gresham St) – Northbridge Junction

Alteration

From 4 January 1972 (based on January 1973 timetable): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].

Castlecrag shops – City (Gresham St)

Alteration

By September 1980: Extended to start from Castlecrag shops (Eastern Valley Way/Edinburgh Rd), then Eastern Valley Way, Sailors Bay Rd.

Timetable Summary

See 202

Route 201

CITY (various termini) – CAMMERAY (Benelong Rd Loop) via Warringah Fwy

(Although most of the catchment area for this route is in Cammeray, the Primrose Park & Benelong Rd Loop termini are in North Cremorne.)

Timeline

4 February 2002:

- City (Wynyard) – Cammeray (Primrose Park) peak hour route commenced by State Transit Authority of NSW.
- Shares part of route in Cammeray with 263, but 201 gives a shorter trip between the City & that part of the route, by running via Warringah Fwy, rather than via Neutral Bay.

29 April 2002: Extended in Cammeray from Primrose Park to Benelong Rd Loop.

1 January 2005: Became part of Contract Region 7.

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

Streets

City (Wynyard) – Cammeray (Primrose Park)

From 4 February 2002

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Miller St (**Cammeray**), Amherst St, Bellevue St, Carter St, Cammeray Rd, Grafton St to Young St (Primrose Park, Cammeray).

From Cammeray (Primrose Park) (Grafton St at Young St) via Grafton St, Cammeray Rd, Carter St, Palmer St, Miller St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

City (Wynyard) – Cammeray (Benelong Rd Loop)

Alteration

From 29 April 2002: Extended from Grafton St/Young St via Young St, Grasmere Rd, Benelong Rd, Brightmore St, Benelong Rd (anti-clockwise loop) to Brightmore St. Return from Benelong Rd at Brightmore St via Benelong Rd, Grasmere Rd, Young St.

City (Bridge St) – Cammeray (Benelong Rd Loop)

Alteration

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

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

4 February 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Cammeray (Primrose Park)	13	M-F	Primrose Park	7.10am	Wynyard	6.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Cammeray (Primrose Park), afternoon from City (Wynyard)).

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 (Bridge St)- Cammeray (Benelong Rd Loop)	22	M-F	Benelong Rd	6.26am	Bridge St	6.31pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Cammeray (Benelong Rd Loop), afternoon from City (Bridge St)).

Route 202

CITY (various termini) – NORTHBRIDGE (various termini) (some trips EXPRESS)

Also:

- **North Sydney – Cammeray (Alan St) (Sundays, 1952-57)**

Timeline

10 September 1939: Upon re-opening of the Cammeray [formerly Suspension] Bridge:

- Full time service, City (Wynyard) – Northbridge (Dalmeny Rd or The Knoll?), rerouted over newly re-opened Cammeray Bridge & renumbered from 2 [1925 route number].
- 202 & 207 together replaced Wynyard – Vale St, Cammeray tram service. This tram service was, however, reinstated from 30 June 1941 to 11 January 1948 (destination sign “Suspension Bridge”).
- City (Wynyard) – Cammeray (Vale St) shared by:
 - 10 September 1939 – 30 June 1941:* 202 & 207
 - 30 June 1941 – 12 October 1942:* 202, 207 & tram service
 - 12 October 1942 – 5 May 1946:* 202 & tram service
 - 5 May 1946 – 11 January 1948:* 202, 207 & tram service
 - From 11 January 1948:* 202 & 207.
- Later shared route at different times between City & various points as far as EastVRoseville with other routes in the 200-208 range.
- Operated by Department of Road Transport & Tramways.

10 August 1952: North Sydney – Cammeray (Alan St) (Sundays only) renumbered from 265.

22 March 1953: 202 retained for trips over full route, City (Wynyard) – Northbridge (The Knoll), but peak hour supplementary routes renumbered:

- 200 City (Wynyard) – Cammeray Bridge
- 201 City (Wynyard) – Northbridge Junction.

26 April 1953: Extended in Northbridge from The Knoll to Clive Park.

1 December 1957: North Sydney – Cammeray (Alan St) (Sundays only) renumbered back to 265.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

19 June 1968: Selected peak hour trips rerouted via Warringah Fwy upon its opening.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

1 October 1972: Selected (later all) trips at night extended in City from Gresham St to Park St.

7 October 1975: Night, Saturday afternoon & Sunday services replaced by 208 (combined 202/207). In Northbridge 208 ran only as far as Northbridge (Bonds Corner).

26 April 1983: Early morning Saturday service also replaced by 208 (combined 202/207).

11 September 1988:

- City terminus altered to Wynyard.
- Night extension in City from Gresham St to Park St ceased.

20 November 1994: Saturday afternoon service on 208 (combined 202/207) replaced by trips on individual routes 202 & 207.

1 February 2004:

- Peak hour express trips via Warringah Fwy renumbered 204.
- 208 (combined 202/207) extended in Northbridge from Bonds Corner to Clive Park.

1 January 2005: Became part of Contract Region 7.

21 May 2006: Daytime Sunday service on 208 (combined 202/207) replaced by trips on individual routes 202 & 207.

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

5 September 2016: Peak hour service curtailed to run North Sydney – Northbridge (Clive Park), but continued to run City (Bridge St) – Northbridge (Clive Park) at other times. 204 express trips continued to provide a service to the City in peak hours.

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors) Pty Ltd, as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – Northbridge (The Knoll)

From 10 September 1939 (Source: Gregory's street directory of circa 1946)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd, Neeworra Rd to Weetaliba Rd (The Knoll, Northbridge).

From Northbridge (The Knoll) (Neeworra Rd at Weetaliba Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Northbridge (Dalmeny Rd)

Alteration

From 16 January 1949: Ex City (Wynyard) extended/altered from Sailors Bay Rd to Dalmeny Rd. Reverse on return.

City (Wynyard) – Northbridge (Clive Park)

Alteration

From 26 April 1953: Ex City (Wynyard) extended in Northbridge from Sailors Bay Rd/Dalmeny Rd via Sailors Bay Rd to Clive Park. Reverse on return.

City (Martin Pl) – Northbridge (Clive Park)

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd to Clive Park (Northbridge).

From Northbridge (Sailors Bay Rd at Clive Park) via reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex Northbridge (Clive Park) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 18 June 1968 (opening of Warringah Fwy) (via Warringah Fwy trips):** Ex City (Martin Pl) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Miller St (Cammeray). Reverse on return.

City (Gresham St) – Northbridge (Clive Park)

Alteration

From 4 January 1972 (based on January 1973 timetable): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].

City (Gresham St) – Northbridge (Clive Park) (evening trips extended to City (Park St))

Alterations

- *From 1 October 1972*
City (Park St) extension): Ex Northbridge from Bridge St via Pitt St, Park St to Pitt St (City). Return via Castlereagh St, Bligh St, Bent St, Gresham St.
- *By October 1985:* Ex Northbridge (Clive Park) from Pacific Hwy via Arthur St, Mount St. Unaltered on return.
- *From 8 February 1987 (opening of Pitt St Mall):*
City (Park St) extension): Ex Northbridge (Clive Park) from George St via Bathurst St to Pitt St (City). Return via Pitt St, Park St, George St, Bridge St, Pitt St, Spring St, Gresham St.

City (Wynyard) – Northbridge (Clive Park)

Alterations

- *From 11 September 1988:* Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].
- *By 30 August 1992:* From City (Wynyard) via Erskine St, Clarence St. Unaltered on return.

City (Bridge St) – Northbridge (Clive Park)

Alterations

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

- Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].
- *(Morning peak hour trips):* From City (Bridge St) via Bridge St, George St, Grosvenor St, Lang St, Jamison St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on trips to City.

North Sydney (Station) – Cammeray (Alan St)

From 10 August 1952 (based on 26 April 1953 timetable)

From North Sydney (Blue St at Station) via Miller St, Palmer St, Carter St, Cammeray Rd to Alan St (Cammeray).

From Cammeray (Alan St) (at Cammeray Rd) via reverse route to Miller St, then Pacific Hwy, Blue St to North Sydney Station.

Timetable Summary

16 January 1949

City (Wynyard) – Northbridge Junction routes 202, 207

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Wynyard)-Northbridge (Dalmeny Rd)	Fr Wyn 17C 25N	M-F	Dalmeny Rd	5.14am	Wynyard	12.38am	15*	A
		Sat		5.14am		12.38am	B	
		Sun		6.27am		12.30am	30 AM 20 PM	D
		Hols		5.15am		12.40am	20	D
207: City (Wynyard)-East Lindfield	Fr Wyn 26W 40E	M-F	East Lindfield	6.18amY	Wynyard	12.45amE	F	
		Sat		6.19amY		12.45amE	G	
		Sun		6.49amY		12.30amE	H	
		Hols		6.49amY		12.37amE	I	

Average day frequencies along common route:

M-F City (Wynyard) – Northbridge Junction (202, 207) 7/8
 Sat AM City (Wynyard) – Northbridge Junction (202, 207) 11 trips per hour
 Sat PM City (Wynyard) – Northbridge Junction (202, 207) 7 trips per hour
 Sun City (Wynyard) – Northbridge Junction (202, 207) 10
 Hols City (Wynyard) – Northbridge Junction (202, 207) 7 trips per hour.

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Supplementary peak hour trips ran City (Wynyard) – Cammeray Bridge.

B – City (Wynyard)-Cammeray Bridge 7/8, City (Wynyard)-Northbridge (Dalmeny Rd) 15. Plus short-working/s before first trip & after last trip shown.

C – To Cammeray Bridge.

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

E – To East Lindfield.

F – City (Wynyard)-East Willoughby 15, City (Wynyard)-East Lindfield 30. Plus short-working/s before first trip & after last trip shown.

G – Morning, City (Wynyard)-East Lindfield 30, plus frequent short-workings City (Wynyard)-Northbridge Junction & City (Wynyard)-East Willoughby. Afternoon, City (Wynyard)-East Lindfield 15. Plus short-working/s before first trip & after last trip shown.

H – Morning, City (Wynyard)-East Willoughby 15, City (Wynyard)-East Lindfield 30. Afternoon, City (Wynyard)-East Lindfield 30. Plus short-working/s before first trip & after last trip shown.

I – Morning, City (Wynyard)-East Willoughby 15, City (Wynyard)-East Lindfield 30. Afternoon, City (Wynyard)-East Willoughby 10, City (Wynyard)-East Lindfield 20. Plus short-working/s before first trip & after last trip shown.

N – To Northbridge (Dalmeny Rd).

W – To East Willoughby.

Y – To City (Wynyard).

26 April 1953

City (Wynyard) – Northbridge Junction – East Willoughby routes

200-202, 205, 207

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
200: City (Wynyard)- Cammeray Bridge		M-F	Wynyard	7.28am	Wynyard	6.37pm	Ph	
		Sat		9.32am		12.27pm		
		Sun						
201: City (Wynyard)- Northbridge Junction	18	M-F	N'thbridge Jun	6.02am	N'thbridge Jun	3.56pm	Ph	
		Sat		8.41am		11.39am		
		Sun		1.30pm		2.10pm	A	
202: City (Wynyard)- Northbridge (Clive Park)	28	M-F	Clive Park	5.07am	Wynyard	11.55pm	30*	B
		Sat		5.14am		11.54pm	AM 15 PM 30	
		Sun		6.25am		11.15pm	AM 30 PM 20	
202: North Sydney (Station)-Cammeray (Alan St)	13	M-F						
		Sat						
		Sun	Alan St	8.47am	N Sydney Stn	11.02am	3 trips	
205: City (Wynyard)- East Willoughby	25	M-F	E Willoughby	6.31am	Wynyard	11.05pm	30*	
		Sat		8.25am		11.07pm	C	
		Sun		12.54pm			D	
207: City (Wynyard)- East Lindfield	40	M-F	East Lindfield	6.18am	Wynyard	12.45am	30*	E
		Sat		6.20am		12.45am	30	E
		Sun	Wynyard	6.07am		11.07pm	AM 30 PM 20	F

Average day frequencies along common route:

M-F City (Wynyard) – Northbridge Junction (202, 205, 207) 10
 City (Wynyard) – East Willoughby (205, 207) 10/20
 Sat AM City (Wynyard) – Northbridge Junction (202, 207) 6 trips per hour.
 Sat PM City (Wynyard) – Northbridge Junction (202, 207) 15
 Sun AM City (Wynyard) – Northbridge Junction (202, 207) 15
 Sun PM City (Wynyard) – Northbridge Junction (202, 207) 10

* More frequent in peak hours.

A – From Northbridge Junction only.

B – Plus short-working (combined 202/207) as far as Northbridge (Bonds Corner) after last trip shown.

C – 8 trips from East Willoughby, 10 trips from City (Wynyard).

D – 1 trip from East Willoughby only.

E – Includes late night combined 202/207. Plus short-working/s before first trip & after last trip shown.

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

Ph – Peak hours only (morning from Northbridge Junction, afternoon from City (Wynyard)).

February 1966

City (Martin Pl) – Northbridge Junction – East Willoughby routes

200-202, 205-207

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
200: Cammeray shops-City (Martin Pl)	18	M-F	Cammeray	7.56am			Ph1	
		Sat						
		Sun						
201: City (Martin Pl)-Northbridge Junction	22	M-F	N'thbridge Jun	7.55am	Martin Pl	5.06pm	Ph2	
		Sat						
		Sun						
202: City (Martin Pl)-Northbridge (Clive Park)	28	M-F	Clive Park	5.08am	Martin Pl	11.45pm	30*	
		Sat		5.20am		11.50pm	30	
		Sun		6.46am		11.15pm	30	
205: City (Martin Pl)-East Willoughby	30	M-F	E Willoughby	5.56am	Martin Pl	5.48pm	30	
		Sat		11.29am		4.54pm	A	
		Sun		6.29am	E Willoughby	7.29am	B	
206: City (Martin Pl)-East Roseville	34	M-F	East Roseville	5.40am	Martin Pl	6.38pm	Ph3	
		Sat		5.41am		12.15pm	30	
		Sun						
207: City (Martin Pl)-East Lindfield	41	M-F	East Lindfield	6.21am	Martin Pl	12.49am	30*	C
		Sat		6.20am		12.45am	30	C
		Sun		6.48am		11.00pm	30	C

Average day frequencies along common route:

- M-F City (Martin Pl) – Northbridge Junction (202, 205, 207) 10.
City (Martin Pl) – East Willoughby (205, 207) 10/20.
- Sat AM City (Martin Pl) – Northbridge Junction (202, 206, 207) 10
- Sat PM City (Martin Pl) – Northbridge Junction (202, 207) 15.
- Sun City (Martin Pl) – Northbridge Junction (202, 207) 15.

* More frequent in peak hours.

A – 2 trips from East Willoughby, 1 trip from City (Martin Pl).

B – 2 trips from East Willoughby only.

C – Plus short-working/s, Willoughby Depot-East Lindfield, before first trip & after last trip shown.

Ph1 – Morning peak hour only, from Cammeray.

Ph2 – Peak hours only (morning from Northbridge Junction, afternoon from City (Martin Pl)).

Ph3– Peak hours only. Plus short-working/s before first trip shown.

January 1973

City (Gresham St) – Northbridge Junction routes

202, 205-207

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Gresham St)-Northbridge (Clive Park)†	29	M-F	Clive Park	5.08amG 6.46pmP	Park St	11.21pmN	30*	A
		Sat		6.18amG 6.46pmP		11.21pmN	30	A
		Sun		6.51amG 7.11pmP		10.28pmN	40	A
205: City (Gresham St)-East Willoughby	28	M-F	E Willoughby	7.14am	Gresham St	5.50pm	B	
		Sat		9.23am	E Willoughby	11.31am	B	
		Sun						
206: City (Gresham St)-East Roseville	34	M-F	East Roseville	5.40am	Gresham St	6.07pm	Ph	
		Sat		5.49am			D	
		Sun						
207: City (Gresham St)-East Lindfield†	41	M-F	East Lindfield	6.23amG	Park St	11.01pmE	F	
				6.48pmP	Gresham St	12.49amE		
		Sat		6.20amG	Park St	11.01pmE	H	
				6.48pmP	Gresham St	12.10amE		
Sun		6.58amG 6.38pmP	Park St	11.01pmE	I			

Average day frequencies along common route:

- M-F City (Gresham St) – Northbridge Junction (202, 207) 15
- Sat City (Gresham St) – Northbridge Junction (202, 207) 15
- Sun City (Gresham St) – Northbridge Junction (202, 207) 20.

* More frequent in peak hours.

† Selected night trips extended to City (Park St).

A – Day & night, City (Gresham St)-Northbridge. Selected night trips extended to City (Park St).

B – Mainly peak hours (both directions). M-F gap in service approx. 10.30am-2.00pm.

C – 4 trips from East Willoughby.

D – 1 trip from East Roseville to City (Gresham St).

E – To East Lindfield.

F – Day & night, City (Gresham St)-East Lindfield 30*. Some peak hour trips express via Warringah Fwy. Selected night trips extended to City (Park St). Plus short-working/s after last trip shown.

G – To City (Gresham St).

H – Day & night, City (Gresham St)-East Lindfield 30. Selected night trips extended to City (Park St). Plus short-working/s after last trip shown.

I – Day & night, City (Gresham St)-East Lindfield 40. Selected night trips extended to City (Park St). Plus short-working/s before first trip & after last trip shown.

N – To Northbridge (Clive Park).

P – To City (Park St).

Ph – Peak hours only.

September 1980

City (Gresham St) – Northbridge Junction – East Lindfield routes

202, 205-208

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Gresham St)-Northbridge (Clive Park)†	28	M-F	Clive Park	5.18amG 6.46pmP	Park St	7.47pmN	30*	
		Sat		6.18amG	Gresham St	1.46pmN	30	A
		Sun						B
205: City (Gresham St)-East Willoughby	28	M-F	E Willoughby	6.42am	Gresham St	5.45pm	Ph1	
		Sat						
		Sun						
206: City (Gresham St)-East Roseville	34	M-F	East Roseville	5.40am	Gresham St	6.04pm	Ph2	
		Sat						
		Sun						
207: City (Gresham St)-East Lindfield†	41	M-F	East Lindfield	5.55amG 6.48pmP	Park St	10.39pmE	C	
		Sat		6.20amG		10.37pmE	D	
		Sun		7.48amG 6.48pmP		7.30pmE	F	
208: City (Gresham St)-Bonds Corner-East Lindfield†	44	M-F	Park St	8.00pmE	Park St	11.07pmE	Ns	
		Sat	East Lindfield	1.13pmG 7.13pmP		11.45pmE	H	
		Sun		7.13amG 7.13pmP		11.07pmE	H	

Average day frequencies along common route:

- M-F City (Gresham St) – Northbridge Junction (202, 207) 15.
- Sat AM City (Gresham St) – Northbridge Junction (202, 207) 15.
- Sat PM City (Gresham St) – East Lindfield (207, 208) 30.
- Sun City (Gresham St) – East Lindfield (207, 208) 30.

* More frequent in peak hours.

† Weekday evening trips extended to City (Park St).

A – Saturday afternoon service provided by 208.

B – Sunday service provided by 208.

C – Peak hours & day, 207 City (Gresham St)-East Lindfield 30*. Night, alternately 207 City (Park St)-East Lindfield & 208 City (Park St)-East Lindfield. Plus short-working/s before first trip & after last trip shown.

D – Morning, 207 City (Gresham St)-East Lindfield 30. Afternoon, alternately 207 City (Gresham St)-East Lindfield 60 & 208 City (Gresham St)-East Lindfield 60. Night, alternately 207 City (Park St)-East Lindfield & 208 City (Park St)-East Lindfield. Plus short-working/s after last trip shown.

E – To East Lindfield.

F – Day, alternately 207 City (Gresham St)-East Lindfield 60 & 208 City (Gresham St)-East Lindfield 60. Night, 208 City (Park St)-East Lindfield. Plus short-working/s before first trip & after last trip shown.

G – To City (Gresham St).

H – Trips alternate with 207.

N – To Northbridge (Clive Park).

Ns – Night service.

P – To City (Park St).

Ph1 – Peak hours only (morning from East Willoughby, afternoon from City (Gresham St)).

Ph2 – Peak hours only (morning from East Roseville, afternoon from City (Gresham St)).

20 November 1994

City (Wynyard) – Northbridge Junction routes

202, 205, 207, 208

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Wynyard)-Northbridge (Clive Park)	28	M-F	Clive Park	6.07amY	Wynyard	7.57pmN	30*	A
		Sat		8.16amY		5.08pmN	30	B
		Sun						
205: City (Wynyard)-East Willoughby‡		M-F	E Willoughby	6.59am	Wynyard	6.17pm	Ph	
		Sat						
		Sun						
207: City (Wynyard)-East Lindfield-Lindfield Garden Village	Fr Wyn 41E 46G	M-F	East Lindfield	5.36amY	Wynyard	5.55pmG	D	
			Lindf'ld G/Vlg	9.23amY		7.12pmE		
		Sat	East Lindfield	8.18amY		5.23pmG	F	
			Lindf'ld G/Vlg	9.13amY				
Sun							C	
208: City (Wynyard)-Northbridge-East Lindfield†	41	M-F	East Lindfield	7.25pmY	Wynyard	12.12amE	Ns	
		Sat		5.38amY	Lindf'ld G/Vlg	6.20pmY	MNs	
			Lindf'ld G/Vlg	5.13pmY	Wynyard	12.12amE		
		Sun	East Lindfield	7.25amY		11.52pmE	30	H

Average day frequencies along common route:

M-F City (Wynyard) – Northbridge Junction (202, 207) 15.

Sat City (Wynyard) – Northbridge Junction (202, 207) 15.

Sun City (Wynyard) – Northbridge Junction (208) 30.

* More frequent in peak hours.

† Limited service extended to start from Lindfield Garden Village.

‡ Via Warringah Fwy.

A – Some peak hour trips express. Night service provided by 208. Plus short-working/s before first trip shown.

B – Night service provided by 208.

C – Service provided by 208.

D – City (Wynyard)-East Lindfield 30*, City (Wynyard)-Lindfield Garden Village 60. Night service provided by 208. Some peak hour trips express.

F – City (Wynyard)-East Lindfield 30, City (Wynyard)-Lindfield Garden Village 60. Early morning & night service provided by 208.

E – To East Lindfield.

G – To Lindfield Garden Village.

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

MNs – Early morning & night service. Late Saturday afternoon, 2 trips extended to start from Lindfield Garden Village. Plus short-working/s before first trip & after last trip shown.

N – To Northbridge (Clive Park).

Ns – Night service. Plus short-working/s before first trip & after last trip shown.

Ph – Peak hours only (morning from East Willoughby, afternoon from City (Wynyard)).

Y – To City (Wynyard).

21 May 2006

City (Wynyard) – Northbridge Junction routes

202, 204-208, 210

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Wynyard)-Northbridge (Clive Park)	27	M-F	Clive Park	6.31am	Wynyard	7.18pm	30*	A
		Sat		8.48am		6.10pm	30	A
		Sun		9.14am		6.20pm	60	A
204: City (Wynyard)-Northbridge (Clive Park) express††	18	M-F	Clive Park	7.21am	Wynyard	6.32pm	Ph1	
		Sat						
		Sun						
205: City (Wynyard)-East Willoughby express††		M-F	E Willoughby	6.59am	Wynyard	7.20pm	Ph2	
		Sat						
		Sun						
206: City (Wynyard)-East Lindfield express†	32	M-F	East Lindfield	7.01am	Wynyard	6.42pm	Ph3	
		Sat						
		Sun						
207: City (Wynyard)-East Lindfield-Lindfield Garden Village	Fr Wyn 41E 46G	M-F	East Lindfield	5.36amY	Wynyard	6.20pmG	B	
			Lindf ^l d G/Vlg	9.10amY		7.55pmE		
		Sat	East Lindfield	5.40amY		5.23pmG	C	
			Lindf ^l d G/Vlg	9.13amY		6.40pmE		
		Sun	East Lindfield	7.15amY		5.50pmG	D	
Lindf ^l d G/Vlg	8.30amY	6.50pmE						
208: City (Wynyard)-Northbridge (Clive Park)-East Lindfield§	40	M-F	East Lindfield	7.22pm	Wynyard	12.16am	MNs1	
		Sat		5.40am		12.16am	MNs2	
		Sun		7.15am		11.00pm	MNs3	
210: City (Wynyard)-East Lindfield-Lindf ^l d Gdn Vlg exp‡	33	M-F	Wynyard	5.16pm	Wynyard	6.20pm	Ph4	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (Wynyard) – Northbridge Junction (202, 207) 15.
 Sat City (Wynyard) – Northbridge Junction (202, 207) 15.
 Sun City (Wynyard) – Northbridge Junction (202, 207) 30.

* More frequent in peak hours.

† Via Warringah Fwy. Selected trips extended to Lindfield Garden Village.

†† Via Warringah Fwy.

‡ Via Warringah Fwy & Alpha Rd.

§ Selected trips extended to Lindfield Garden Village.

A – Early morning & night service provided by 208.

B – City (Wynyard)-East Lindfield 30*, City (Wynyard)-Lindfield Garden Village 60. Early morning & night service provided by 208.

C – City (Wynyard)-East Lindfield 30, City (Wynyard)-Lindfield Garden Village 60. Early morning & night service provided by 208.

D – City (Wynyard)-East Lindfield 60, City (Wynyard)-Lindfield Garden Village 4 trips. Early morning & night service provided by 208.

E – To East Lindfield.

G – To Lindfield Garden Village.

MNs1 – Night service, plus early morning (1 trip from East Willoughby at 5.03am).

MNs2 – Early morning & night service.

MNs3 – Early morning & night service. 1 trip each way extended to Lindfield Garden Village. Plus short-working/s before first trip shown.

Ph1 – Peak hours only (morning from Northbridge, afternoon from City (Wynyard)). Plus short-working/s before first trip shown.

Ph2 – Peak hours only (morning from East Willoughby, afternoon from City (Wynyard)). Some trips express.

Ph3 – Peak hours only (morning from East Lindfield, afternoon from City (Wynyard)), 2 trips extended to Lindfield Garden Village).

Ph4 – Afternoon peak hour only (from City (Wynyard)).

Y – To City (Wynyard).

4 October 2015

**City (Bridge St) – Northbridge Junction routes
202, 204-208**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Bridge St)-Northbridge (Clive Park)	Fr N ^o bge 19N 27G	M-F	Clive Park	6.23am	Bridge St	7.50pm	A	
		Sat		8.47am		5.55pm	30	C
		Sun		9.13am		6.20pm	60	C
204: City (Bridge St)-Northbridge (Clive Park) express†	18	M-F	Clive Park	7.13am	Bridge St	6.56pm	Ph1	
		Sat						
		Sun						
205: City (Bridge St)-East Willoughby express†	23	M-F	E Willoughby	7.07am	Bridge St	7.14pm	Ph2	
		Sat						
		Sun						
206: City (Bridge St)-East Lindfield express‡	34	M-F	East Lindfield	7.05am	Bridge St	6.43pm	Ph3	
		Sat						
		Sun						
207: City (Bridge St)-East Lindfield-Lindfield Garden Village	Fr Bridge St 44E 47G	M-F	East Lindfield	5.40amB	Bridge St	8.05pmE	D	
			Bridge St	8.20amG				
		Sat	East Lindfield	8.48amB		6.17pmE	F	
			Bridge St	9.10amG				
Sun	Lindf ^o ld G/Vlg	8.29amB		6.50pmE	H			
208: City (Bridge St)-Northbridge (Clive Park)-East Lindfield§	40	M-F	E Willoughby	5.00am	Bridge St	12.20am	MNs1	
			East Lindfield	7.22pm				
		Sat		5.38am		12.16am	MNs2	
			Sun					

Average day frequencies along common route:

- M-F City (Bridge St) – Northbridge Junction (202, 207) 15.
- Sat City (Bridge St) – Northbridge Junction (202, 207) 15.
- Sun City (Bridge St) – Northbridge Junction (202, 207) 30.

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Warringah Fwy. Limited service extended to Lindfield Garden Village.

§ Selected trips extended to Lindfield Garden Village.

A – Peak hours, North Sydney-Northbridge (Clive Park). Day, City (Bridge St)-Northbridge (Clive Park) 30. Peak hour service to City (Bridge St) provided by 204. Night service provided by 208.

B – To City (Bridge St).

C – Early morning & night service provided by 208.

D – City (Bridge St)-East Lindfield 30*, City (Bridge St)-Lindfield Garden Village 60. Night service provided by 208.

E – To East Lindfield.

F – City (Bridge St)-East Lindfield 30, City (Bridge St)-Lindfield Garden Village 60. Early morning & night service provided by 208.

G – To Lindfield Garden Village.

H – City (Bridge St)-East Lindfield 60, City (Bridge St)-Lindfield Garden Village 4 trips. Early morning & night service provided by 208.

MNs1 – Early morning (1 trip from East Willoughby) & night service.

MNs2 – Early morning & night service.

MNs3 – Early morning & night service. 1 trip each way extended to Lindfield Garden Village. Plus short-working/s before first trip shown.

N – To North Sydney.

Ph1 – Peak hours only (morning from Northbridge, afternoon from City (Bridge St)).

Ph2 – Peak hours only (morning from East Willoughby, afternoon from City (Bridge St)).

Ph3 – Peak hours only (morning from East Lindfield, afternoon from City (Bridge St). 1 afternoon trip extended to Lindfield Garden Village).

4 August 2024

City (Bridge St) – Northbridge Junction routes

202, 204-208, 210

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
202: City (Bridge St)-Northbridge (Clive Park)	Fr N ⁷ bge 19S 27B	M-F	Northbridge	6.19amS 8.38amB	Bridge St	9.50pmN	A	
		Sat		8.04amB		9.47pmN		C
		Sun		8.13amB		7.20pmN		C
204: City (Bridge St)-Northbridge (Clive Park) express†	25	M-F	Northbridge	7.12am	Bridge St	6.40pm	Ph1	
		Sat						
		Sun						
205: City (Bridge St)-East Willoughby express†	23	M-F	E Willoughby	6.47am	Bridge St	7.10pm	Ph2	
		Sat						
		Sun						
206: City (Bridge St)-East Lindfield express‡	34	M-F	East Lindfield	7.11am	Bridge St	6.30pm	Ph3	
		Sat						
		Sun						
207: City (Bridge St)-East Lindfield-Lindfield Garden Village	Fr Bridge St 44E 47G	M-F	Bridge St	5.35amE 8.09amG	Bridge St	7.40pmG	D	
		Sat	East Lindfield	7.38amB		5.40pmG	F	
			Lindf ^l d G/Vlg	9.01amB				
		Sun	East Lindfield	7.33amB		7.50pmG	H	
Lindf ^l d G/Vlg	8.30amB							
208: City (Bridge St)-Northbridge (Clive Park)-East Lindfield§	40	M-F	East Lindfield	7.25pm	Bridge St	12.20amE	Ns	
		Sat		5.50am		12.12amE	MNs1	
		Sun		6.32am		11.30pmE	MNs2	

Average day frequencies along common route:

- M-F City (Bridge St) – Northbridge Junction (202, 207) 15.
- Sat City (Bridge St) – Northbridge Junction (202, 207) 15.
- Sun City (Bridge St) – Northbridge Junction (202, 207) 30.

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Warringah Fwy. Selected trips extended to Lindfield Garden Village.

§ Selected trips extended to Lindfield Garden Village.

A – Peak hours, North Sydney-Northbridge (Clive Park). Day, City (Bridge St)-Northbridge (Clive Park) 30. Peak hour service City (Bridge St)-Northbridge in peak direction provided by 204. Night service provided by 208.

B – To City (Bridge St).

C – Early morning & night service provided by 208.

D – City (Bridge St)-East Lindfield 30*, City (Bridge St)-Lindfield Garden Village 60. Night service provided by 208. Plus short-working/s before first trip shown.

E – To East Lindfield.

F – City (Bridge St)-East Lindfield 30, City (Bridge St)-Lindfield Garden Village 60. Early morning & night service provided by 208.

G – To Lindfield Garden Village.

H – City (Bridge St)-East Lindfield 60, City (Bridge St)-Lindfield Garden Village 4 trips. Early morning & night service provided by 208.

MNs1 – Early morning & night service. Plus 1 trip extended to start from Lindfield Garden Village at 6.07pm.

MNs2 – Early morning & night service. 1 trip (7.30am from City (Bridge St)) extended to Lindfield Garden Village.

N – To Northbridge.

Ns – Night service. Plus short-working at 4.58am from East Willoughby.

Ph1 – Peak hours only (morning from Northbridge, afternoon from City (Bridge St)).

Ph2 – Peak hours only (morning from East Willoughby, afternoon from City (Bridge St)).

Ph3 – Peak hours only (morning from East Lindfield, afternoon from City (Bridge St)). 1 afternoon trip extended to Lindfield Garden Village).

S – To North Sydney.

Route 203

CITY (various termini) – CASTLECRAG ■

MILSONS POINT/NORTH SYDNEY – CASTLECRAG

Timeline

27 February 1950:

- City (Wynyard) – Castlecrag, mainly peak hour service commenced by Department of Road Transport & Tramways.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

11 September 1988: City terminus altered to Wynyard.

1 January 2005: Became part of Contract Region 7.

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

5 September 2016: Curtailed to run:

- *From* Castlecrag *to* North Sydney
- *From* Milsons Point *to* Castlecrag.

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors), as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – Castlecrag (Sunnyside Cr)

From 27 February 1950 (based on later timetables)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, Edinburgh Rd to Sunnyside Cr (Castlecrag).

From Castlecrag (Edinburgh Rd at Sunnyside Cr) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Castlecrag (Linden Way)

Alteration

From 26 April 1953: Extended in Castlecrag from Edinburgh Rd/Sunnyside Cr via Edinburgh Rd to Linden Way. Reverse on return.

City (Martin Pl) – Castlecrag

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, Edinburgh Rd to Linden Way (Castlecrag).

From Castlecrag (Edinburgh Rd at Linden Way) via reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- ***Circa 1960:*** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- ***From 23 September 1963 (morning peak hour trips to City):*** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- ***From 19 July 1966 (all trips):*** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- ***From 18 June 1968 (opening of Warringah Fwy):*** Ex Castlecrag from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

City (Gresham St) – Castlecrag

Alterations

- **From 4 January 1972** (based on January 1973 timetable): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].
- **By October 1985:** Ex Castlecrag from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Castlecrag

Alteration

From 11 September 1988: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

City (Bridge St) – Castlecrag

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

From Castlecrag to North Sydney

From Milsons Point to Castlecrag

From 5 September 2016

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, Edinburgh Rd to Linden Way (Castlecrag).

From Castlecrag (Edinburgh Rd at Linden Way) via reverse route to Cammeray Bridge, then Miller St to Victoria Cross (North Sydney).

Timetable Summary

26 April 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Castlecrag	29	M-F	Castlecrag	7.26am	Wynyard	6.12pm	9 trips	
		Sat						
		Sun		4.38pm			A	

A – 1 trip from Castlecrag.

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Castlecrag	29	M-F	Castlecrag	7.29am	Martin Pl	6.15pm	A	
		Sat						
		Sun						

A – 11 trips from Castlecrag, 12 trips from City (Martin Pl).

5 September 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Sydney or Milsons Point- Castlecrag	16CN 25MC	M-F	Castlecrag	6.12amN	Milsons Point	6.31pmC	A	
		Sat						
		Sun						

A – 13 trips from Castlecrag, 11 trips from Milsons Point.

C – To Castlecrag.

CN – From Castlecrag to North Sydney.

MC – From Milsons Point to Castlecrag.

N – To North Sydney.

5 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Sydney or Milsons Point-Castlecrag	18CN	M-F	Castlecrag	6.39amN	Milsons Point	6.00pmC	8 trips	
	29MC	Sat						
		Sun						

C – To Castlecrag.

CN – From Castlecrag to North Sydney.

MC – From Milsons Point to Castlecrag.

N – To North Sydney.

Route 204

CITY (various termini) – NORTHBRIDGE (Bonds Corner) via Kameruka Rd ■

(Bonds Corner is located at corner of Sailors Bay Rd & Kameruka Rd.)

Timeline

14 April 1958:

- Infrequent weekday service renumbered from 208. City terminus at Wynyard.
- 208 also provided a service along Kameruka Rd from 7 October 1975 at night (later also early mornings), on Saturday afternoons (until 20 November 1994) & on Sundays (until 21 May 2006).
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by Department of Government Transport.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

11 September 1988: City terminus altered to Wynyard.

By June 1998 (but after November 1995): Ceased. 208 continued to provide service along Kameruka Rd at night & weekends until 1 February 2004.

Streets

City (Wynyard) – Northbridge (Bonds Corner)

From 14 April 1958 (based on later timetables)

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney), Miller St (Camberay), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (Northbridge), Eastern Valley Way, Tenilba Rd, Kameruka Rd to Sailors Bay Rd (Bonds Corner, Northbridge).

From Northbridge (Bonds Corner) (Kameruka Rd/Sailors Bay Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Martin Pl) – Northbridge (Bonds Corner)

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St (Camberay), Cammeray Bridge, Strathallen Av, Sailors Bay Rd, Eastern Valley Way, Tenilba Rd, Kameruka Rd to Sailors Bay Rd (Bonds Corner, Northbridge).

From Northbridge (Bonds Corner) (Kameruka Rd/Sailors Bay Rd) via reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).

- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex Northbridge (Bonds Corner) from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

City (Gresham St) – Northbridge (Bonds Corner)

Alterations

- **From 4 January 1972 (based on January 1973 timetable):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].
- **By October 1985:** Ex Northbridge (Bonds Corner) from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – Northbridge (Bonds Corner)

From 11 September 1988

Altered: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Northbridge (Bonds Corner)	28	M-F	Bonds Corner	9.57am	Martin Pl	5.14pm	A	
		Sat						
		Sun						

A – 3 trips from Northbridge (Bonds Corner), 4 trips from City (Martin Pl).

Route 204

CITY (various termini) – NORTHBRIDGE (Clive Park) via Warringah Fwy (EXPRESS)

Timeline

1 February 2004:

- City (Wynyard) – Northbridge (Clive Park) peak hour express via Warringah Fwy renumbered from 202.
- Shared route at different times between City & various points along Miller St with other routes in the 200-208 range.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

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

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors) (Rowe family, proprietors), as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – Northbridge (Clive Park)

From 1 February 2004

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd to Clive Park (Northbridge).

From Northbridge (Clive Park) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Bridge St) – Northbridge (Clive Park)

Alteration

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

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202

Route 205

CITY (various termini) – EAST WILLOUGHBY (some trips EXPRESS)

Timeline

22 March 1953:

- City (Wynyard) – East Willoughby short-workings of 207 given separate number. Ran mainly in weekday peak & off-peak periods. By January 1973 reduced to a peak hour & infrequent Saturday service.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by Department of Government Transport.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

19 June 1968: Selected peak hour trips rerouted via Warringah Fwy.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

11 September 1988: City terminus altered to Wynyard.

1 February 2004:

- Non-freeway trips renumbered part of 207.
- Express trips via Warringah Fwy continued as 205.

1 January 2005: Became part of Contract Region 7.

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

9 January 2022: Transferred to Busways North West Pty Ltd (Rowe family, proprietors), as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – East Willoughby

From 22 March 1953 (based on 16 November 1953 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, McClelland St to Warrane Rd (East Willoughby),

From East Willoughby (McClelland St at Warrane Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Martin Pl) – East Willoughby

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, McClelland St to Warrane Rd (East Willoughby).

From East Willoughby (McClelland St at Warrane Rd) via reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex East Willoughby from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].

- *From 18 June 1968 (opening of Warringah Fwy)*
Via Warringah Fwy trips: Ex City (Martin Pl) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Miller St (Cammeray). Reverse on return.

City (Gresham St) – East Willoughby

Alterations

- *From 4 January 1972 (based on January 1973 timetable):* Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].
- *By March 1972:* Extended in East Willoughby from McClelland St/Warrane Rd via McClelland St, First Av, Stan St to Willoughby Depot. Reverse on return.
- *From (?):* From Willoughby Depot via Stan St, First Av, McClelland St, Fourth Av, Robert St, Eastern Valley Way. Unaltered on return.
- *From 31 August 1981:* From Willoughby Depot via Stan St, First Av, McClelland St. Unaltered on return.
- *By October 1985:* Ex East Willoughby from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – East Willoughby

Alteration

From 11 September 1988: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

City (Wynyard) – East Willoughby via Warringah Fwy

From 1 February 2004

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, McClelland St, First Av, Stan St to Willoughby Depot (East Willoughby).

From East Willoughby (Stan St at Willoughby Depot) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Bridge St) – East Willoughby via Warringah Fwy

Alteration

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

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202

Route 206

CITY (various termini) – EAST ROSEVILLE ■

Timeline

22 March 1953:

- City (Wynyard) – East Roseville peak hour route supplementary to 207 given separate number.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by Department of Government Transport.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

19 June 1968: Selected peak hour trips rerouted via Warringah Fwy.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

11 September 1988: City terminus altered to Wynyard.

30 August 1992: Renumbered part of 207.

Streets

City (Wynyard) – East Roseville

From 22 March 1953 (based on 26 April 1983 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way (**East Willoughby**), Clive St, Babbage Rd to Addison Av (East Roseville).

From East Roseville (Babbage Rd/Addison Av) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Martin Pl) – East Roseville

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way (**East Willoughby**), Clive St, Babbage Rd to Addison Av (East Roseville).

From East Roseville (Addison Av/Babbage Rd) via reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **Before 1964:** Approached East Roseville from Babbage Rd via Duntroon Av, Moore St, Addison Av to Babbage Rd. Return via Babbage Rd.
- **From 7 December 1964:** Approached East Roseville from Babbage Rd via Park Av, Moore St, Addison Av to Babbage Rd. Unaltered on return.
- **From 18 June 1968 (opening of Warringah Fwy):** Ex East Roseville from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 18 June 1968 (opening of Warringah Fwy) (via Warringah Fwy trips):** Ex City from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Miller St (Cammeray). Reverse on return.

City (Gresham St) – East Roseville

Alterations

- **From 4 January 1972 (based on January 1973 timetable):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].
- **By October 1985:** Ex East Roseville from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – East Roseville

Alteration

From 11 September 1988: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202.

Route 206

CITY (various termini) – EAST LINDFIELD via Warringah Fwy between Sydney Harbour Bridge & Cammeray (EXPRESS)

- **Extended from East Lindfield to Lindfield Garden Village (selected trips)**

(The terminus at Lindfield Garden Village [retirement village] is now known as Lindfield Gardens. It is in East Lindfield.)

Timeline

1 February 2004:

- As part of rearrangement & renumbering of 207 peak hour express trips via Warringah Fwy, City (Wynyard) – East Lindfield via Warringah Fwy between Sydney Harbour Bridge & Cammeray (selected trips extended to Lindfield Garden Village) renumbered 206.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

20 October 2013: Extra trips provided on 206 as replacement for ceased 210.

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

9 January 2022: Transferred to Busways North West Pty Ltd, as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – East Lindfield (selected trips extended to Lindfield Garden Village)

From 1 February 2004

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way (**East Willoughby**), Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Owen St, Sydney Rd, Tryon Rd, Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops.

From East Lindfield (Crana Av at shops) via Allambie Av, Adelaide Av, Sydney Rd, Owen St, Archbold Rd, Earl St, Moore St, Addison Av, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Lindfield Garden Village extension: From East Lindfield (Wellington Rd/Crana Av) via Wellington Rd, Ulmarra Pl to Lindfield Garden Village.

City (Bridge St) – East Lindfield (selected trips extended to Lindfield Garden Village)

Alteration

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

Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202.

Route 207

CITY (various termini) – EAST LINDFIELD – LINDFIELD GARDEN VILLAGE (some trips EXPRESS)

Also:

- **Milsons Point – East Lindfield (peak hours, 1987-2004)**

(The terminus at Lindfield Garden Village [retirement village] is now known as Lindfield Gardens. It is in East Lindfield.)

Timeline

10 September 1939: Upon re-opening of the Cammeray [formerly Suspension] Bridge and following construction of Eastern Valley Way (new road) between Northbridge & East Roseville:

- Full time service, City (Wynyard) – East Lindfield, commenced by Department of Road Transport & Tramways.
- Shared route with 202 between City & Northbridge Junction, together replacing Wynyard – Suspension Bridge tram service. The tram service was, however, reinstated from 30 June 1941 to 11 January 1948. During this period trams terminated in Vale St, Cammeray, but continued to display “Suspension Bridge” destination signs.
- City (Wynyard) – Cammeray (Vale St) shared by:
 - 10 September 1939 – 30 June 1941:* 202 & 207
 - 30 June 1941 – 12 October 1942:* 202, 207 & tram service
 - 5 May 1946 – 11 January 1948:* 202, 207 & tram service
 - From 11 January 1948:* 202 & 207.
- Later shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.

27 September 1942:

- Sunday service curtailed to run as a feeder service, Cammeray (Vale St) – East Lindfield, due to wartime conditions.
- Similarly curtailed in off-peak, nights & Saturday afternoons from 12 October 1942.
- Connected at Cammeray (Vale St) with Wynyard trams at those times until tram service ceased on 11 January 1948.

5 May 1946: Service restored to run City (Wynyard) – East Lindfield at all times.

22 March 1953: 207 retained for trips over full route, City (Wynyard) – East Lindfield, but short-working/supplementary trips renumbered:

- 205 City (Wynyard) – East Willoughby
- 206 City (Wynyard) – East Roseville.

30 June 1958: City terminus altered to Martin Pl, to provide for additional routes being terminated at Wynyard when North Sydney tram services were replaced by buses.

7 June 1961: Peak hour express trips over normal route commenced.

19 June 1968: Peak hour express trips rerouted via Warringah Fwy.

4 January 1972: City terminus altered to Gresham St, due to construction work on the Eastern Suburbs Railway in Martin Pl.

1 October 1972: Night trips extended in City from Gresham St to Park St.

7 October 1975: Night, Saturday afternoon & Sunday services replaced by 208 (combined 202/207).

26 April 1983: Early morning Saturday service also replaced by 208 (combined 202/207).

6 September 1987: New peak hour route, Milsons Point – East Lindfield, commenced.

11 September 1988:

- City terminus altered to Wynyard.
- Night extension to City (Park St) ceased.

8 October 1989: Extended from East Lindfield to Lindfield Garden Village.

30 August 1992: 206 renumbered part of 207.

20 November 1994: Saturday afternoon service on 208 (combined 202/207) replaced by trips on individual routes 202 & 207.

1 February 2004:

- Peak hour express trips via Warringah Fwy rearranged & renumbered:
 - 206 City (Wynyard) – East Lindfield (express via Warringah Fwy between Bradfield Hwy & Cammeray) (morning from East Lindfield, afternoon from City (Wynyard)) (selected trips extended to Lindfield Garden Village).
 - 210 City (Wynyard) – East Lindfield (express via Warringah Fwy & Alpha Rd to Edinburgh Rd, Castlecrag) (afternoon peak hour from City (Wynyard) only) (selected trips extended to Lindfield Garden Village).
- Milsons Point – East Lindfield (selected trips extended to Lindfield Garden Village) peak hour trips renumbered 209.
- Non-freeway trips on 205 City (Wynyard) – East Willoughby renumbered part of 207.

1 January 2005: Became part of Contract Region 7.

21 May 2006: Daytime Sunday trips on 208 (combined 202/207) replaced by trips on individual routes 202 & 207.

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

24 August 2020: Shared Cammeray – East Roseville with 194, when its stopping pattern was altered to include that part of route.

9 January 2022: Transferred to Busways North West Pty Ltd, as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Wynyard) – East Lindfield

From 10 September 1939

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney), Blue St, Miller St (Cammeray), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (Northbridge), Eastern Valley Way (East Willoughby), Clive St, Babbage Rd (East Roseville), Addison Av, Moore St, Earl St, Archbold Rd, Owen St, Sydney Rd, Tryon Rd to Melbourne Rd (East Lindfield).

From East Lindfield (Tryon Rd at Melbourne Rd) via Melbourne Rd, Adelaide Av, Sydney Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

From 27 September 1942

Trips from East Lindfield terminating at Cammeray (Vale St): Ex East Lindfield from Miller St via Vale St to tram terminus (between Miller St & Abbott St). Return via Abbott St, Palmer St, Miller St.

Alteration

By 5 May 1946: Approached East Lindfield from Sydney Rd via Adelaide Av, Melbourne Rd to Tryon Rd.

City (Martin Pl) – East Lindfield

From 30 June 1958

From City (Martin Pl) (between Elizabeth & Phillip Sts) via Phillip St, Hunter St, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St (Cammeray), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (Northbridge), Eastern Valley Way (East Willoughby), Clive St, Babbage Rd (East Roseville), Addison Av, Moore St, Earl St, Archbold Rd, Owen St, Sydney Rd, Tryon Rd to Melbourne Rd (East Lindfield).

From East Lindfield (Tryon Rd at Melbourne Rd) via Melbourne Rd, Wellington Rd, Crana Av, Allambie Av, Adelaide Av, Sydney Rd, then reverse route to Miller St, then Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alterations

- **Circa 1960:** Approached Martin Pl from Cahill Expwy via Bridge St, Phillip St, Hunter St, Phillip St to Martin Pl. Return via Martin Pl, Macquarie St, Cahill Expwy.
- **From 23 September 1963 (morning peak hour trips to City):** Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Phillip St, Hunter St, Phillip St, Martin Pl to Macquarie St (City).
- **From 19 July 1966 (all trips):** Approached the City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St.
- **From 18 June 1968 (opening of the Warringah Fwy):** Ex East Lindfield from Pacific Hwy via Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 18 June 1968 (opening of the Warringah Fwy) (via Warringah Fwy trips):** Ex City from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Miller St (Cammeray). Reverse on return.

City (Gresham St) – East Lindfield

Alteration

From 4 January 1972 (based on January 1973 timetable): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City). Return from Gresham St at Bridge St via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge].

City (Gresham St) – East Lindfield (night trips extended to City (Park St))

From 1 October 1972

City (Park St) extension: From City (Bridge St) via Pitt St, Park St to Pitt St (City). Return via Castlereagh St, Bligh St, Bent St, Gresham St.

Alterations

- *By October 1985:* Ex East Lindfield from Pacific Hwy via Arthur St, Mount St.
- *From 8 February 1987 (opening of Pitt St Mall)*
City (Park St) extension: From City (George St) via Bathurst St to Pitt St. Return via Pitt St, Park St, George St, Bridge St, Pitt St, Spring St, Gresham St.
- *By September 1987:* Ex City (Gresham St) from Addison Av via Archbold Rd (*not* via Moore St, Earl St). Unaltered on return.

City (Wynyard) – East Lindfield

Alteration

From 11 September 1988: Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

City (Wynyard) – East Lindfield – Lindfield Garden Village

Alterations

- *From 8 October 1989:* Extended in East Lindfield from Tryon Rd/Melbourne Rd via Melbourne Rd, Wellington Rd, Ulmarra Pl to Lindfield Garden Village. Return via Ulmarra Pl, Wellington Rd, Crana Av, then to City (Wynyard).
- *By 1994:* East Lindfield terminus moved from Tryon Rd to Crana Av. Ex City (Wynyard) extended from Tryon Rd via Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops. Return via Allambie Av.

City (Bridge St) – East Lindfield – Lindfield Garden Village

Alterations

From 4 October 2015 (commencement of new CBD bus network):

- Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].
- From City (Bridge St) via Bridge St, George St, Grosvenor St, Lang St, Jamison St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on trips to City.

Milsons Point – East Lindfield

From 6 September 1987

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way (**Castlecrag**, **East Willoughby**), Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Owen St, Sydney Rd, Tryon Rd to Melbourne Rd (East Lindfield).

From East Lindfield (Tryon Rd at Melbourne Rd) via Melbourne Rd, Wellington Rd, Crana Av, Allambie Av, Adelaide Av, Sydney Rd, Owen St, Archbold Rd, Earl St, Moore St, Addison Av, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Alterations

- *By 1994:* East Lindfield terminus moved from Tryon Rd to Crana Av. Ex Milsons Point extended from Tryon Rd via Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops. Return via Allambie Av.
- *Circa 1995:* From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (*not* via Lavender St, Arthur St). Unaltered on return.

Timetable Summary

10 September 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-East Lindfield	Fr Wyn 26W 43E	M-F	Wynyard	5.54amW 6.53amE	East Lindfield	12.02amY	30*	
		Sat		5.54amW 6.53amE		12.02amY	30	
		Sun		6.25amE		11.42pmY	30	

* More frequent in peak hours. Generally alternate peak hour trips ran City (Wynyard)-East Willoughby.

E – To East Lindfield.

W – To East Willoughby.

Y – To City (Wynyard).

5 May 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-East Lindfield	40	M-F	East Lindfield	6.18am	Wynyard	12.45am	30*	A
		Sat		6.19am		12.45am	AM 30 PM 15	A
		Sun	Wynyard	6.07am		12.07am	AM 30 PM 20	B

* More frequent in peak hours.

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

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

26 April 1953 - 21 May 2006

See 202

20 November 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
207: Milsons Point-East Lindfield	29	M-F	East Lindfield	7.02am	Milsons Point	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from East Lindfield, afternoon from Milsons Point).

Route 208

CITY (Wynyard) – NORTHBRIDGE (Bonds Corner) via Kameruka Rd

(Bonds Corner is located at corner of Sailors Bay Rd & Kameruka Rd.)

Timeline

24 August 1953:

- Infrequent weekday route commenced by Department of Government Transport.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.

14 April 1958: Renumbered 204.

Streets

From 24 August 1953 (based on 16 November 1953 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way, Tenilba Rd, Kameruka Rd, Sailors Bay Rd, Weetawa Rd, Neeworra Rd to Kameruka Rd (Bonds Corner, Northbridge).

From Northbridge (Bonds Corner) (Kameruka Rd/Neeworra Rd) via Kameruka Rd, Tenilba Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route 208

CITY (various termini) – NORTHBRIDGE – EAST LINDFIELD

- **Extended from East Lindfield to Lindfield Garden Village (*selected trips*)**

(The terminus at Lindfield Garden Village [retirement village] is now known as Lindfield Gardens. It is in East Lindfield.)

Timeline

7 October 1975:

- Combined route City (Gresham St) – Northbridge (Bonds Corner) – East Lindfield via Kameruka Rd replaced 202 & 207 at night, on Saturday afternoons & all day Sunday (originally alternate trips, but later all trips).
- Night trips extended in City from Gresham St to Park St.
- Shared route at different times between City & various points along Miller St & Eastern Valley Way with other routes in the 200-208 range.
- Shared route along Kameruka Rd with infrequent weekday 204.
- Operated by Public Transport Commission (Bus Division).

26 April 1983: 208 also replaced 202 & 207 in early morning Saturdays.

11 September 1988:

- City terminus altered to Wynyard.
- Night extension in City from Gresham St to Park St ceased.

20 November 1994: Saturday afternoon service replaced by trips on individual routes 202 & 207.

By April 2002: Selected trips extended from East Lindfield to Lindfield Garden Village.

1 February 2004:

- Rerouted from Kameruka Rd, Northbridge to Sailors Bay Rd (no replacement service along Kameruka Rd).
- Extended in Northbridge from Bonds Corner to Clive Park.

1 January 2005: Became part of Contract Region 7.

21 May 2006: Daytime Sunday service replaced by trips on individual routes 202 & 207.

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

9 January 2022: Transferred to Busways North West Pty Ltd, as a result of competitive tendering for privatisation of Contract Region 7.

Streets

City (Gresham St) – Northbridge – East Lindfield (*night trips extended to City (Park St)*)

From 7 October 1975

From City (Gresham St) via Bridge St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Kameruka Rd, Tenilba Rd, Eastern Valley Way (**East Willoughby**), Clive St, Babbage Rd (**East Roseville**), Addison Av, Moore St, Earl St, Archbold Rd, Owen St, Sydney Rd, Tryon Rd to Melbourne Rd (East Lindfield).

From East Lindfield (Tryon Rd at Melbourne Rd) via Melbourne Rd, Wellington Rd, Crana Av, Allambie Av, Adelaide Av, Sydney Rd, then reverse route to Miller St, then Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], Grosvenor St, George St, Bridge St, Young St to Farrer Pl (City).

City (Park St) extension: From City (Bridge St) via Pitt St, Park St to Castlereagh St. Return via Castlereagh St, Blich St, Bent St, Gresham St, Bridge St.

Alterations

- **By 1983:** Ex City (Gresham St) from Kameruka Rd via Harden Av, Sailors Bay Rd, Eastern Valley Way. Unaltered on return.
- **By October 1985:** Ex East Lindfield from Pacific Hwy via Arthur St, Mount St.
- **From 8 February 1987 (*opening of Pitt St Mall*):**
(City (Park St) extension): Ex East Lindfield from City (George St/Bridge St) via Gorge St, Bathurst St to Pitt St. Return via Pitt St, Park St, George St, Bridge St, Pitt St, Spring St, Gresham St.
- **By September 1987:** Ex City (Gresham St) from Addison Av via Archbold Rd (**not** via Moore St, Earl St). Unaltered on return.

City (Wynyard) – Northbridge – East Lindfield

Alterations

- *From 11 September 1988:* Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to Wynyard Park. Return from Carrington St via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].
- *From 11 September 1988:* Evening extension to Park St ceased.

City (Wynyard) – Northbridge – East Lindfield (*selected trips extended to Lindfield Garden Village*)

Alterations

- **Lindfield Garden Village extension**
From 8 October 1989: Extended from East Lindfield (Tryon Rd/Melbourne Rd) via Melbourne Rd, Wellington Rd, Ulmarra Pl to Lindfield Garden Village. Return via Ulmarra Pl, Wellington Rd, Crana Av, then to City (Wynyard).
- *By 1994:* East Lindfield terminus moved from Tryon Rd to Crana Av. Ex City (Wynyard) extended from Tryon Rd via Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops. Return via Allambie Av.
- *From 1 February 2004:* Ex City (Wynyard) from Strathallen Av via Sailors Bay Rd to Clive Park (Northbridge), then Sailors Bay Rd, Eastern Valley Way. Reverse on return.

City (Bridge St) – Northbridge – East Lindfield (*selected trips extended to Lindfield Garden Village*)

Alteration

From 4 October 2015 (commencement of new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via Cahill Expwy, Bridge St to Gresham St. Return from Loftus St at Bridge St via Bridge St, George St, Grosvenor St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 202

Route 209

MILSONS POINT – EAST LINDFIELD (*peak hours*)

- **Extended from East Lindfield to Lindfield Garden Village** (*limited service until circa 2009*)

Timeline

1 February 2004:

- Peak hour trips renumbered from part of 207. Various short-workings ran at different times.
- Shared most of route with 207.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

By 11 October 2009: Lindfield Garden Village extension ceased.

9 January 2022: Transferred to Busways North West Pty Ltd, as a result of competitive tendering for privatisation of Contract Region 7.

Streets

From 1 February 2004

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd (**Northbridge**), Eastern Valley Way (**Castlecrag, East Willoughby**), Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Owen St, Sydney Rd, Tryon Rd, Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops.

From East Lindfield (Crana Av at shops) via Allambie Av, Adelaide Av, Sydney Rd, Owen St, Archbold Rd, Earl St, Moore St, Addison Av, then reverse route to Miller St, then Blues Point Rd, Lavender St, Alfred St to Milsons Point.

Lindfield Garden Village extension: Extended from East Lindfield (Tryon Rd/Melbourne Rd) via Melbourne Rd, Wellington Rd, Ulmarra Pl to Lindfield Garden Village. Return via Ulmarra Pl, Wellington Rd, Crana Av, then to Milsons Point.

Timetable Summary

1 February 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-East Lindfield†	36	M-F	East Lindfield	7.07amM	Milsons Point	6.36pmE	Ph	
			Milsons Point	6.36pmG				
		Sat						
		Sun						

† Limited service extended to Lindfield Garden Village.

E – To East Lindfield.

G – To Lindfield Garden Village.

M – To Milsons Point.

Ph – Peak hours only (morning from East Lindfield, afternoon from Milsons Point. Last trip extended to Lindfield Garden Village).

5 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-East Lindfield	Fr Mil Pt 33R 36L	M-F	East Lindfield	7.03am	Milsons Point	5.47pmL	Ph	
						6.17pmR		
		Sat						
		Sun						

L – To East Lindfield.

R – To East Roseville.

Ph – Morning peak hour to Milsons Point: 2 trips from East Lindfield, additional 3 from East Roseville, additional 4 from East Willoughby. Afternoon peak hour from Milsons Point: to East Roseville 9 trips, 5 trips extended to East Lindfield.

Route 210

CITY (Wynyard) – EAST LINDFIELD via Warringah Fwy & Alpha Rd (EXPRESS) ■

- **Extended from East Lindfield to Lindfield Garden Village (selected trips)**

(The terminus at Lindfield Garden Village [retirement village] is now known as Lindfield Gardens. It is in East Lindfield.)

Timeline

1 February 2004: As part of rearrangement & renumbering of 207 peak hour express trips via Warringah Fwy, afternoon trips (*from* City to East Lindfield only, selected trips extended to Lindfield Garden Village) commenced by State Transit Authority of NSW, running express via Warringah Fwy & Alpha Rd to Edinburgh Rd, Castlecrag.

1 January 2005: Became part of Contract Region 7.

20 October 2013: Replaced by extra trips on 206.

Streets

City (Wynyard) – East Lindfield (selected trips extended to Lindfield Garden Village)

From 1 February 2004

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd (**Castlecrag**), Eastern Valley Way (**East Willoughby**), Clive St, Babbage Rd (**East Roseville**), Addison Av, Archbold Rd, Owen St, Sydney Rd, Tryon Rd, Melbourne Rd, Wellington Rd, Crana Av to East Lindfield shops.

Lindfield Garden Village extension: From East Lindfield (Wellington Rd/Crana Av) via Wellington Rd, Ulmarra Pl to Lindfield Garden Village.

Timetable Summary

1 February 2004

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-East Lindfield†		M-F	Wynyard	5.16pmE	Wynyard	6.20pmG	Ph	
		Sat						
		Sun						

† Selected trips extended to Lindfield Garden Village.

E – To East Lindfield.

G – To Lindfield Garden Village.

Ph – Afternoon peak hour only (from City (Wynyard) to East Lindfield (selected trips extended to Lindfield Garden Village)).

Route 216

KIRRIBILLI (Jeffrey St Wharf) – NORTH SYDNEY■

Timeline

2 March 1953: Limited peak hour service commenced by Department of Government Transport.

24 October 1983: Ceased.

Streets

From 22 September 1974

From North Sydney (Blue St at Station) via Blue St, Blues Point Rd, Lavender St, Alfred St, Burton St (**Milsons Point**), Broughton St to Jeffrey St Wharf (Kirribilli).

Timetable Summary

22 September 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kirribilli (Jeffrey St Wharf)-North Sydney	8	M-F	North Sydney	7.06am	Jeffrey St Whf	4.29pm	1 trip	
		Sat						
		Sun						

Route 218

MOSMAN WHARF – SPIT JUNCTION – NEUTRAL BAY WHARF (Sundays)■

Timeline

22 September 1974:

- Sunday service commenced by Department of Government Transport, replacing 220 & 226, when the Sunday Circular Quay – Neutral Bay ferry service was discontinued.
- Shared Neutral Bay Wharf – Neutral Bay Junction with 225.

13 October 1985: Renumbered part of 220.

Streets

From 22 September 1974

From Mosman Wharf via Avenue Rd, Military Rd (**Mosman Junction, Spit Junction, Cremorne Junction, Neutral Bay Junction**), Wycombe Rd, Kurraba Rd, Hayes St to Neutral Bay Wharf. Reverse on return.

Alteration

By 9 August 1981: From Neutral Bay Wharf from Hayes St via Wycombe Rd (*not* via Kurraba Rd). Unaltered on return.

Timetable Summary

See 220

Route 219

MOSMAN WHARF – MOSMAN JUNCTION ■

Timeliner

6 December 1955: As part of replacement of Mosman Wharf – Cremorne Junction tram service by buses:

- Peak hour route 219, supplementary to 220, commenced by Department of Government Transport on 6 December 1955.
- Mosman Wharf – Cremorne Junction tram service ceased on 21 November 1955.
- The delay in commencing this route (& 220) after trams had ceased was caused by an industrial dispute over the operation of one-man buses.

October 1975: Ceased. All service provided by 220.

Streets

From 6 December 1955 (based on 30 January 1968 timetable)

From Mosman Wharf via Avenue Rd, Gladstone Av, Belmont Rd, Military Rd to Avenue Rd (Mosman Junction).

Route 220

MOSMAN WHARF – SPIT JUNCTION ■

- **Extended from Spit Junction to Neutral Bay Wharf (Sundays, 1985-95)**

Timeline

6 December 1955: As part of replacement of Mosman Wharf – Cremorne Junction tram service by buses:

- Mosman Wharf – Cremorne Junction tram service ceased on 21 November 1955.
- Full time route 220 commenced by Department of Government Transport on 6 December 1955.
- The delay in commencing this route (& 219) after trams had ceased was caused by an industrial dispute over the operation of one-man buses.
- 220 supplemented by peak hour route 219.

22 September 1974: Sunday service replaced by 218.

13 October 1985:

- Night service replaced by rerouting of 233 via Mosman Wharf.
- 218 Sunday service, Mosman Wharf – Spit Junction – Neutral Bay Wharf, renumbered part of 220.
- The part of the Sunday route between Neutral Bay Wharf & Cremorne Junction shared with 225.

15 January 1995: Ceased as part of general reorganisation of Mosman area routes:

- Mosman Wharf – Spit Junction (Monday to Saturday service) & Mosman Wharf – Neutral Bay Junction (part of the Sunday service) replaced by 230 Milsons Point – Mosman Wharf (full time service).
- Neutral Bay Wharf – Neutral Bay Junction part of the Sunday service replaced by revived 226.

Streets

Mosman Wharf – Spit Junction

From 6 December 1955 (based on 30 January 1968 timetable)

From Mosman Wharf via Avenue Rd, Military Rd (**Mosman Junction**), Gouldsbury St, The Crescent, Myahgah Rd to Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Military Rd, Avenue Rd to Mosman Wharf.

Alteration

From 6 December 1982: Ex Mosman Wharf from Military Rd via Mandolong Rd, Moruben Rd, Clifford St to Spit Rd (Spit Junction). Return via Spit Rd, Military Rd.

Mosman Wharf – Spit Junction – Neutral Bay Wharf (Sundays)

From 13 October 1985

From Mosman Wharf via Avenue Rd, Military Rd (**Mosman Junction, Spit Junction, Cremorne Junction, Neutral Bay Junction**), Wycombe Rd, Kurraba Rd, Hayes St to Neutral Bay Wharf.

From Neutral Bay Wharf via Hayes St, Wycombe Rd, then reverse route to Mosman Wharf.

Timetable Summary

6 December 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
220: Mosman Wharf-Spitt Junction	8	M-F	Spitt Junction	6.10am	Mosman Whf	12.23am	30*	
		Sat		6.11am		12.23am	30	
		Sun		7.11am		10.25pm	30	

* More frequent in peak hours.

30 January 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
220: Mosman Wharf-Spitt Junction	8	M-F	Spitt Junction	6.12am	Mosman Whf	12.23am	30*	
		Sat		7.07am		12.23am	30	
		Sun		7.11am		10.13pm	45	

* More frequent in peak hours.

22 September 1974

Mosman Wharf – Spitt Junction routes

218, 220

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
218: Mosman Wharf-Spitt Junction-Neutral Bay Wharf	21	M-F						
		Sat						
		Sun	Neut Bay Whf	9.00am	Neut Bay Whf	6.55pm	65	A
220: Mosman Wharf-Spitt Junction	8	M-F	Spitt Junction	6.12am	Mosman Whf	12.23am	30*	
		Sat		7.06am		12.28am	30	
		Sun						

* More frequent in peak hours.

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

13 October 1985

See also 233

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
220: Mosman Wharf-Spitt Junction†	Fr Mos 8S 21W	M-F	Spitt Junction	6.12amM	Mosman Whf	7.05pmS	30*	A
		Sat		7.06amM		6.50pmS	30	A
		Sun	Neut Bay Whf	9.00amM	Neut Bay Whf	7.00pmM	65	B

* More frequent in peak hours.

† Extended to Neutral Bay Wharf on Sundays.

A – Later night service over part of route provided by 233 on Mondays-Saturdays.

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

M – To Mosman Wharf.

S – To Spitt Junction.

W – To Neutral Bay Wharf.

Route 221

CREMORNE WHARF – CREMORNE (Reginald St)■

Timeline

29 April 1956:

- Peak hour route, supplementary to 222, commenced by Department of Government Transport, as part of replacement of Cremorne Wharf – The Spitt tram service by buses.
- Shared route with 222.

27 May 1956:

- Became supplementary to 225 instead of 222, when Neutral Bay Junction – Neutral Bay Wharf tram service was replaced by buses & 225 became principal route serving both Cremorne Wharf & Neutral Bay Wharf.
- Shared route at different times with other routes in the 221-225 range & 227.

19 June 1960: Renumbered part of 225.

Streets

From 29 April 1956 (based on later timetables)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St to Reginald St (Cremorne). Reverse on return.

Route 222

CREMORNE WHARF – CREMORNE JUNCTION ■

Timeline

29 April 1956:

- Full time route (temporarily until 27 May 1956) commenced by Department of Government Transport, as part of replacement of Cremorne Wharf – The Spit tram service by buses.
- Shared route at different times with other routes in the 221-225 range & 227.

27 May 1956:

- 225 replaced 222 as the base service between Cremorne Junction & Cremorne Wharf, when Neutral Bay Junction – Neutral Bay Wharf tram service was replaced by buses, leaving 222 to run mostly in peak hours, on Saturday mornings, at night & on Sundays (times when it was not possible to maintain ferry connections at both Neutral Bay Wharf & Cremorne Wharf with 225).
- 222 became supplementary to 225.

1 June 1987: Renumbered part of 225.

Streets

From 29 April 1956 (based on later timetables)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St to Military Rd (Cremorne Junction).

From Cremorne Junction (Spofforth St at Military Rd) via Military Rd, Cabramatta Rd, Spofforth St, Florence St, Murdoch St, Milson Rd to Cremorne Wharf.

Cremorne (Cremorne Rd) diversion (*afternoon peak hour only*) (*based on later timetables*):

From 2 October 1956: Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Rialto Av, Milson Rd.

Alteration

From 29 May 1958

Cremorne (Cremorne Rd) diversion: Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Hodgson Av, Murdoch St.

Timetable Summary

See 225

Note re Cremorne (Cremorne Rd) diversion: *Trips along this diversion were variously operated by buses on 222, 224, 225 & 227.*

Route 222

PYRMONT (Allen St Carpark) – DARLING PARK (IBM) (INDUSTRIAL) ■

Timeline

May 1990: Peak hour service commenced under contract by Department of Government Transport.

6 March 1992: Ceased.

Route 222

BONDI & BAY EXPLORER (TOURIST SERVICE) ■

BONDI EXPLORER (TOURIST SERVICE) ■

Timeline

22 August 1993: “Bondi & Bay Explorer” hop on-hop off tourist loop commenced by State Transit Authority of NSW.

June 2003: Relaunched as “Bondi Explorer”.

27 November 2010: Ceased. Replaced by existing private “City Sightseeing” tourist service.

Streets

From 22 August 1993

From City (Circular Quay) via Young St, Bridge St, Phillip St, Bent St, Cahill Expwy, Cowper Wharf Rd (**Woolloomooloo**), Wylde St, Macleay St (**Potts Point**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), Ward Av, Kings Cross Rd, New South Head Rd (**Rushcutters Bay**), New Beach Rd, Thornton St (**Darling Point**), Darling Point Rd, New South Head Rd (**Edgecliff, Double Bay, Rose Bay**), Lyne Park internal roads to/from Rose Bay Wharf, New South Head Rd, Vaucluse Rd, Wentworth Rd (**Vaucluse**), Chapel Rd, Fitzwilliam Rd, Hopetoun Av, Robertson Rd, Military Rd to **Watsons Bay**, then Military Rd, Robertson Rd, Old South Head Rd (**Vaucluse**), Kobada Rd, Military Rd (**Dover Heights, North Bondi**), Campbell Pde (**Bondi Beach**), Bondi Rd, Syd Einfield Dr (**Bondi Junction**), Oxford St, Greens Rd (**Paddington**), Moore Park Rd, Driver Av, Lang Rd (**Moore Park**), Anzac Pde, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Phillip St to Circular Quay (City).

By May 1997

From City (Circular Quay) (Alfred St) via George St, Bridge St, Macquarie St, Cahill Expwy, Cowper Wharf Rd (**Woolloomooloo**) Wylde St, Macleay St (**Potts Point**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), Ward Av, Kings Cross Rd, New South Head Rd (**Rushcutters Bay**), New Beach Rd, Thornton St (**Darling Point**), Darling Point Rd, Greenoaks Av, Ocean Av, Cross St, New South Head Rd (**Double Bay, Rose Bay**), Lyne Park internal roads to/from Rose Bay Wharf, New South Head Rd, Vaucluse Rd, Wentworth Rd (**Vaucluse**), Chapel Rd, Fitzwilliam Rd, Hopetoun Av, Robertson Rd, Military Rd to **Watsons Bay**, then Military Rd, Robertson Rd, Old South Head Rd (**Vaucluse**), Kobada Rd, Military Rd (**Dover Heights, North Bondi**), Campbell Pde (**Bondi Beach**), Bondi Rd, Sandridge St, Alexander St, Gaerloch Av, Pacific Av, Tamarama Marine Dr (**Tamarama**), Bronte Marine Dr, Bayview St, Hewlett St (**Bronte**), Murray St, Bronte Rd, Leichhardt St, Arden St (**Coogee**), Coogee Bay Rd, Belmore Rd (**Randwick**), Alison Rd, Anzac Pde (**Moore Park**), (?), Oxford St, College St, Macquarie St, Bridge St, Phillip St, Alfred St to Circular Quay (City).

Timetable Summary

May 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Bondi loop (<i>Bondi & Bay Explorer</i>)	120	M-F	Hours of service: 9.15am – 6.15pm				30	
		Sat					30	
		Sun					30	

Route 223

CREMORNE WHARF – SPIT JUNCTION ■

Timeline

29 April 1956:

- Peak hour & Saturday morning route, supplementary to 222 (225 from 27 May 1956), commenced by Department of Government Transport, as part of replacement of Cremorne Wharf – The Spit tram service by buses.
- Shared route between Cremorne Wharf & Cremorne Junction at different times with other routes the 221-225 range & 227.

30 January 1968: Most trips replaced by new 224 & 227, but limited service continued as peak hour short-workings of those routes.

By 1 June 1987: Ceased. Peak hour & Saturday morning service continued to be provided by 224 & 227.

Streets

From 29 April 1956 (based on later timetables)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St (**Cremorne Junction**), Military Rd, (?) to Brady St (Spit Junction).

From Spit Junction (Brady St) via (?), Military Rd, Spofforth St, Florence St, Murdoch St, Milson Rd to Cremorne Wharf.

Alteration

From 23 July 1956 (or 5 December 1960?): Approached Spit Junction from Military Rd via Gouldsbury St, The Crescent, Myahgah Rd to Military Rd. Return via Military Rd.

Timetable Summary

See 225

Route 224

CREMORNE WHARF – BEAUTY POINT ■

Timeline

30 January 1968:

- Peak hour & Saturday morning service commenced by Department of Government Transport, replacing Spit Junction – Beauty Point section of 236.
- Shared Cremorne Wharf – Cremorne Junction at different times with other routes in the 221-225 range & 227. Shared Cremorne Wharf – Spit Junction with 227.

6 September 1987:

- Ceased.
- Peak hour service replaced by new 249 from City (Wynyard).
- Saturday morning service not replaced.

Streets

From 30 January 1968

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St (**Cremorne Junction**), Military Rd (**Spit Junction**), Spit Rd (**Mosman**), Medusa St, Pindari Av, Beauty Point Rd, Pearl Bay Av to Moss Lane (Beauty Point). Reverse on return.

Alteration

From 29 May 1958

Cremorne (Cremorne Rd) diversion: Ex Cremorne Wharf from Milson Rd via Wharf Rd, Cremorne Rd, Hodgson Av, Murdoch St.

Timetable Summary

See 225

Note re Cremorne (Cremorne Rd) diversion: Trips along this diversion were variously operated by buses on 222, 224, 225 & 227.

Route 224

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

Timeline

19 December 1988:

- Weekday daytime service renumbered from 204 [1925 route number].
- Operated by Cremorne Bus Service (EM (Eddie) Hayman, proprietor).

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

3 July 1995:

- Transferred to State Transit Authority of NSW.
- Reorganised & renumbered as:
 - 243 Wynyard – North Cremorne – Spit Junction
 - 244 Wynyard – Middle Head (Balmoral Naval Depot) via Military Rd
- Cremorne Wharf – Cremorne Junction replaced by existing 225.

Streets

19 December 1988

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

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

By 15 January 1990

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

Timetable Summary

19 December 1988

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

* More frequent in peak hours.

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

C – To Cremorne Wharf.

M – To Middle Head (Balmoral Naval Depot).

S – To Spit Junction.