



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 250 – 274

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 extended to private bus routes 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 250 – 274

250	Lane Cove-Taronga Zoo
251	City-St Leonards
251	City-Lane Cove
251	City-Lane Cove West
251	City-Lane Cove West
252	City-Gore Hill
252	City-Lane Cove West
252	City-Lane Cove-Gladesville
253	City-Lane Cove
253	City-Lane Cove West
254	Crows Nest-Balmoral
254	City-Lane Cove West, etc
254	City-Riverview
255	Willoughby-Balmoral
255	Chatswood-Chatswood West
256	Willoughby-Balmoral
256	Chatswood-Chatswood West
257	City-Balmoral Naval Depot
257	Chatswood-Balmoral
258	City-Balmoral Naval Depot
258	Chatswood-Taronga Zoo

258	Chatswood-Lane Cove West
259	Chatsw'd-L/Cove River C'van
259	Chatswood-Macquarie Ctr
260	City-Balmoral Beach
260	Lane Cove-Balmoral
260	St Leonards-Artarmon Ind'l
260	North Sydney-Terrey Hills
261	City-Neutral Bay
261	City-Lane Cove
262	City-Lane Cove-Chatswood
263	City-Cammeray, etc
264	Crows Nest-Cammeray
264	City-Cammeray
264	Chatswood-East Chatswood
264	Chatswood-Longueville
264	Chatsw'd-Chats W-Long'ville
264	City-Lane Cove-West Ryde
265	Cammeray-North Sydney
265	Crows Nest-Greenwich
265	McMahons Point-Lane Cove
266	Chatswood-Osborne Pk, etc

267	Chatswood-McMahons Point
267	Chatswood-Greenwich
268	Chatswood-East Chatswood
269	Wollstonecraft-Kirribilli
269	McMahons Point-Kirribilli
270	City-Chatswood
270	City-Crows Nest
270	City-Royal N Shore Hospital
270	Gordon-Duffys Forest
270	City-Terrey Hills, etc
270K	City-Killarney Heights
270X	City-Terrey Hills
L70	City-Terrey Hills
271	City-Willoughby
271	City-Austlink
272	City-Willoughby
273	City-Chatswood
273	City-Killarney Heights
274	City-Willoughby Depot, etc
274	City-Davidson, etc

Route 250

LANE COVE – TARONGA ZOO

- **Extended from Lane Cove (Blaxlands Corner) to Longueville (selected trips, Sundays, 1959)**
- **Extended in Lane Cove from shops to Blaxlands Corner (selected trips, 1958-60)**
- **Extended from Taronga Zoo to Athol Wharf (selected trips, 1960s-1980s)**
(Athol Wharf has been known as Taronga Zoo Wharf since 1987.)

Timeline

29 June 1958:

- Full-time route, Lane Cove – Taronga Zoo, commenced by Department of Government Transport as part of replacement of Lane Cove – Taronga Park Zoo tram service by buses.
- Base service terminated at Lane Cove shops, but trips operated by one-man buses extended in Lane Cove from shops to Blaxlands Corner, to provide temporary turning facilities for such buses.
- Shared Lane Cove – Crows Nest with 253.
- Shared Crows Nest – Mosman Junction with 257.

15 February 1959: 4 selected Sunday trips extended on trial from Lane Cove shops to Longueville (ceased after 2 months).

11 December 1960: All trips terminated at Lane Cove shops when the necessary streets at that location became available for bus traffic.

By 1962: At various times selected trips extended from Taronga Zoo (top gates) to Athol Wharf or vice-versa to supplement 238.

13 October 1985: Night service ceased.

11 September 1988:

- Reduced to a peak hour service.
- At other times 144 provided an alternative service over most of the route, when 144 was extended from St Leonards to Chatswood.
- Extension from Taronga Zoo (top gates) to Taronga Zoo Wharf ceased.

1 January 2005: Became part of Contract Region 7.

24 March 2005: Ceased. 144 continued to provide an alternative service over most of the route.

Streets

Lane Cove – Taronga Zoo

From 29 June 1958 (based on 8 January 1962 timetable)

From Lane Cove (Longueville Rd at shops) via Longueville Rd, Pacific Hwy (**Gore Hill, St Leonards, Crows Nest**), Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates).

From Taronga Zoo (top gates) via reverse route to Longueville Rd, then Little St, Central Av to Longueville Rd (Lane Cove).

Lane Cove (Blaxlands Corner) extension: From Lane Cove (Pacific Hwy) via Longueville Rd to River Rd (Blaxlands Corner). Reverse on return.

Lane Cove – Taronga Zoo (extended to Longueville on Sundays)

From 11 February 1959

Longueville extension: From Lane Cove (Blaxlands Corner) via Kenneth St, Stuart St, Arabella St, Lucretia St, Poole St to Stuart St. Return via Stuart St, Kenneth St.

Lane Cove – Taronga Zoo (extended to Athol Wharf)

By 1962

Athol Wharf extension: From Taronga Zoo (top gates) via Bradleys Head Rd, Athol Wharf Rd to Athol Wharf. Later, reverse on return.

Timetable Summary

29 June 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove shops-Taronga Zoo†	Fr Zoo 31L 33B	M-F	Blaxlands Cnr	5.43amZ	Blaxlands Cnr	11.28pmZ	A	
		Sat		6.06amZ		11.36pmZ	C	
		Sun		7.04amZ	Taronga Zoo	11.43pmB	30	D

Selected peak hour & other trips also ran on 249, but were not clearly identified separately in timetable.

* More frequent in peak hours.

† Selected trips extended to Lane Cove (Blaxlands Corner).

A – Early morning & night, Lane Cove (Blaxlands Corner)-Taronga Zoo. Day, Lane Cove shops-Taronga Zoo 30*.

B – To Lane Cove (Blaxlands Corner).

C – Early morning & night, Lane Cove (Blaxlands Corner)-Taronga Zoo. Day, Lane Cove shops-Taronga Zoo 30.

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

L – To Lane Cove shops.

Z – To Taronga Zoo.

8 January 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove shops-Taronga Zoo	32	M-F	Lane Cove	5.45am	Lane Cove	11.33pm	30*	A
		Sat		6.08am		11.33pm	30	
		Sun		7.03am	Taronga Zoo	11.25pm	30	B

* More frequent in peak hours.

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

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

13 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove shops-Taronga Zoo†	33	M-F	Taronga Zoo	6.20am	Taronga Zoo	6.32pm	30*	A
		Sat	Lane Cove	8.10am		6.13pm	30	B
		Sun		8.22am		6.24pm	30	C

* More frequent in peak hours.

† Selected trips extended to Athol Wharf.

A – Most trips between approx 10.00am & 5.00pm extended to/from Athol Wharf. Plus short-working/s before first trip shown.

B – Morning, extended to/from Athol Wharf. Afternoon extended to start from Athol Wharf.

C – Morning, extended to start from Athol Wharf.

11 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove shops-Taronga Zoo	36	M-F	Taronga Zoo	6.29am	Lane Cove	5.47pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Taronga Zoo, afternoon from Lane Cove).

Route 251

CITY (Wynyard) – ST LEONARDS

Timeline

29 June 1958: Peak hour route, supplementary to 253, commenced by Department of Government Transport as part of replacement of Wynyard – Lane Cove tram service by buses. Number allocated, but not clear whether any trips ran.

Possibly 11 December 1960: Ceased if trips ever ran. 253 and Epping Rd routes provided all service.

Streets

From 29 June 1958

Likely route

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**) to St Leonards Station.

From St Leonards (Pacific Hwy at Station) via Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Route 251

CITY (Wynyard) – LANE COVE (Blaxlands Corner) via Lane Cove shops■

Timeline

11 June 1979:

- Selected City (Wynyard) – Lane Cove peak hour trips on 253 extended from Lane Cove shops to Blaxlands Corner & renumbered 251.
- Shared route at different times between City & Lane Cove with other routes in the 251-254 & 285-297 ranges.
- Operated by Public Transport Commission (Bus Division).

11 September 1988: Ceased. 254 provided all service.

Streets

From 11 June 1979 (based on October 1980 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd to River Rd (Blaxlands Corner, Lane Cove).

From Lane Cove (Blaxlands Corner) (Longueville Rd at River Rd) via Longueville Rd, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **By November 1981:** Ex Lane Cove (Blaxlands Corner) from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Lane Cove (Blaxlands Corner) from Pacific Hwy via Arthur St, Mount St.

15 November 1981

See 253

Route 251

CITY (Queen Victoria Building) – LANE COVE WEST (Mars Rd) via Warringah Fwy■

Timeline

24 June 2001: Peak hour service commenced by State Transit Authority of NSW in the reorganisation that followed transfer of North & Western Bus Lines routes to the State Transit Authority of NSW, replacing 261 trips City (Queen Victoria Building) – Lane Cove West (Mars Rd), but rerouted via Warringah Fwy.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Renumbered 285 as part of general reorganisation of Lane Cove West/Riverview area routes.

Streets

From 24 June 2001

From City (Queen Victoria Building) (York St) via Druiitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

From Lane Cove West (Mars Rd) (eastern end) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Lane Cove West (Mars Rd)	25	M-F	Q Vic Bldg	6.25am	Mars Rd	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 251

CITY (various termini) – LANE COVE WEST (Cope St) via Warringah Fwy & Burns Bay Rd

Timeline

11 October 2009: As part of general reorganisation of Lane Cove West/Riverview area routes:

- City (Queen Victoria Building) – Lane Cove West (Cope St) via Warringah Fwy peak hour trips renumbered from 252.
- Shares Lane Cove shops – Lane Cove West via Burns Bay Rd with 252.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

4 October 2015: City terminus altered to Wynyard 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 (Queen Victoria Building) – Lane Cove West (Cope St) via Warringah Fwy

From 11 October 2009

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd, Cope St to Burns Bay Rd (Lane Cove West).

From Lane Cove West (Cope St) (at Burns Bay Rd) via Cope St, Penrose St, Burns Bay Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Wynyard) – Lane Cove West (Cope St) 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 York St to Wynyard Park (City). Return from York St at Wynyard Park via Erskine St, Clarence St.

Timetable Summary

11 October 2009

City – Lane Cove West (Cope St) routes

251, 252

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
251: City (Queen Vic Building)-Lane Cove West (Cope St)†	30	M-F	Cope St	6.53am	Q Vic Bldg	6.16pm	Ph	
		Sat						
		Sun						
252: City (Queen Vic Building)-Lane Cove West (Cope St)‡	38	M-F	Q Vic Bldg	5.42am	Q Vic Bldg	12.12am	30*	
		Sat	Cope St	6.24am		12.12am		
		Sun		7.02am		11.12pm		

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Pacific Hwy

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon from City (Queen Victoria Building)).

4 October 2015

City – Lane Cove West (Cope St) routes

251, 252

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
251: City (Wynyard)-Lane Cove West (Cope St)†	21	M-F	Cope St	6.53am	Wynyard	6.36pm	Ph	
		Sat						
		Sun						
252: City (King St Wharf)-Lane Cove West (Cope St)‡	36	M-F	King St Wharf	5.40am	King St Wharf	12.11am	30*	
		Sat	Cope St	6.24am		12.12am	30	
		Sun		7.02am		11.12pm	60	

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Pacific Hwy

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon from City (Wynyard)).

4 June 2017

City – Lane Cove West (Cope St) routes

251, 252

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
251: City (Wynyard)-Lane Cove West (Cope St)†	22	M-F	Cope St	7.01am	Wynyard	6.36pm	Ph	
		Sat						
		Sun						
252: City (King St Wharf)-Lane Cove West-Gladesville‡	Fr Glades 39N 51K	M-F	King St Wharf	5.40am	King St Wharf	12.07am	A	
		Sat	Gladesville	6.10am		12.32am	30	
		Sun		6.48am		11.33pm	30	

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Pacific Hwy

A – Peak hours, North Sydney-Gladesville. Other times, City (King St Wharf)-Gladesville 30*.

K – To City (King St Wharf).

N – To North Sydney.

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon from City (Wynyard)).

4 August 2024

City or North Sydney – Lane Cove West (Cope St) routes

251, 252

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
251: City (Wynyard)-Lane Cove West (Cope St)†	22	M-F	Cope St	6.25am	Wynyard	7.10pm	Ph	
		Sat						
		Sun						
252: North Sydney-Lane Cove West-Gladesville‡	41	M-F	Gladesville	5.45am	North Sydney	12.15am	30*	
		Sat		6.15am		12.55am	30	
		Sun		6.46am		12.00mn	30	

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Pacific Hwy

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon from City (Wynyard)).

Route 252

CITY (Wynyard) – GORE HILL (Greenwich Rd) ■

Timeline

29 June 1958: Peak hour route, supplementary to 253, commenced by Department of Government Transport as part of replacement of Wynyard – Lane Cove tram service by buses. Number allocated, but not clear whether any trips ran.

Possibly 11 December 1960: Ceased if trips ever ran. 253 and Epping Rd routes provided all service.

Streets

From 29 June 1958

Likely route

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**) to Greenwich Rd (Gore Hill).

From Gore Hill (Pacific Hwy at Greenwich Rd) via Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Route 252

CITY (Wynyard) – LANE COVE WEST (Cope St) via River Rd (EXPRESS) ■

Timeline

20 September 1976: Limited peak hour express commenced by Public Transport Commission (Bus Division), supplementing 254, but via a shorter route.

30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane*): Replaced by 254, but running via Warringah Fwy.

Streets

From 20 September 1976

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, River Rd, Warraroon Rd, Yallambee Rd (**Riverview**), Wangalla Rd, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Cope St to near Burns Bay Rd (Lane Cove West).

From Lane Cove West (Cope St) (at Burns Bay Rd) via Cope St, Penrose St, Burns Bay Rd, then reverse route to Shirley Rd, then Pacific Hwy, McLaren St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alteration

By October 1985: Ex Lane Cove West (Cope St) from Miller St via Pacific Hwy, Arthur St, Mount St. Unaltered on return.

Timetable Summary

October 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Lane Cove West (Cope St) via River Rd	30	M-F	Cope St	7.45am	Wynyard	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon, from City (Wynyard)).

Route 252

CITY (various termini) – LANE COVE WEST – GLADESVILLE via Pacific Hwy & Burns Bay Rd

Also:

- **City (Queen Victoria Building) – Lane Cove West (Cope St) via Warringah Fwy (peak hours, 2001-09)**

Timeline

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

City (Queen Victoria Building) – Lane Cove West (Cope St) via Pacific Hwy (Mondays-Saturdays)

City (Queen Victoria Building) – Lane Cove West (Cope St) via Warringah Fwy (peak hours)

1 January 2005: Became part of Contract Region 7.

11 October 2009: As part of general reorganisation of Lane Cove West/Riverview area routes:

- Peak hour trips via Warringah Fwy renumbered 251, leaving 252 as City (Queen Victoria Building) – Lane Cove West (Cope St) via Pacific Hwy.
- Days of operation of 252 extended from Mondays-Saturdays to every day.
- Shares Lane Cove shops – Lane Cove West (Cope St) with 251.

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

5 September 2016: Peak hour trips curtailed to run North Sydney – Lane Cove West (Cope St). Trips at other times unaltered.

4 June 2017: As part of rearrangement of Chatswood/Lane Cove/Gladesville routes:

- Extended from Lane Cove West (Cope St) to Gladesville, becoming:
North Sydney – Lane Cove West – Gladesville (peak hours)
City (King St Wharf) – Lane Cove West – Gladesville (all other times).
- Replaced Lane Cove – Gladesville part of 536 (other than in peak hours, when 536 continued).
- Shares Lane Cove – Lane Cove West (Cope St) with 251, 530 & 536.

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.

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

Curtailed to run North Sydney – Gladesville at all times. Replaced between North Sydney & City by extension of Metro over a similar route.

Streets

City (Queen Victoria Building) – Lane Cove West (Cope St)

From 24 June 2001

Via Pacific Hwy

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd, Cope St to Burns Bay Rd (Lane Cove West).

From Lane Cove West (Cope St) (at Burns Bay Rd) via Cope St, Penrose St, Burns Bay Rd, then reverse route to Longueville Rd, then Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Via Warringah Fwy

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd, then same route as via Pacific Hwy.

From Lane Cove West (Cope St) (at Burns Bay Rd) via Cope St, Penrose St, Burns Bay Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (King St Wharf) – Lane Cove West (Cope St)

Alteration

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

Approached City from York St via Erskine St, Shelley St, King St, Lime St (King St Wharf). Return from Erskine St at Shelley St via Erskine St, Sussex St, King St, Clarence St.

City (King St Wharf) – Lane Cove West – Gladesville

Alteration

From 4 June 2017: Extended from Lane Cove West (Burns Bay Rd/Penrose St) via Burns Bay Rd, Gladesville Rd (Hunters Hill), Ryde Rd, Park Rd, High St, Pittwater Rd to Victoria Rd (Gladesville). Reverse on return.

North Sydney – Lane Cove West – Gladesville

From 4 August 2024

From North Sydney (Blue St at Station) via Miller St, Pacific Hwy (Crows Nest, St Leonards, Gore Hill), Longueville Rd, Birdwood Av, Rosenthal Av (Lane Cove), Burns Bay Rd, Gladesville Rd (Hunters Hill), Ryde Rd, Park Rd, High St, Pittwater Rd to Victoria Rd (Gladesville).

From Gladesville (Pittwater Rd at Victoria Rd) via reverse route to Pacific Hwy, then Berry St, Miller St to Pacific Hwy (Victoria Cross, North Sydney).

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Lane Cove West (Cope St)†	37	M-F	Cope St	6.01am	Q Vic Bldg	6.21pm	30*	A
		Sat		8.06am		6.21pm	30	A
		Sun						A
City (Queen Victoria Building)-Lane Cove West (Cope St)‡	30	M-F	Cope St	6.53am	Q Vic Bldg	5.46pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Pacific Hwy & Burns Bay Rd.

‡ Via Warringah Fwy & Burns Bay Rd.

A – Night & Sunday service to most of route provided by 254.

Ph – Peak hours only (morning from Lane Cove West (Cope St), afternoon from City (Queen Victoria Building)).

Later dates

See 251

Route 253

CITY (Wynyard) – LANE COVE shops via Pacific Hwy■

- **Extended from Lane Cove shops to Blaxlands Corner (selected trips, 1958-60)**
- **Extended from Lane Cove shops to Lane Cove West (Cope St) via River Rd (selected peak hour & Saturday morning trips, 1960-61)**

Timeline

29 June 1958:

- Full-time route City (Wynyard) – Lane Cove Shops (selected trips extended to Lane Cove (Blaxlands Corner) commenced by Department of Government Transport as part of replacement of Wynyard – Lane Cove tram service by buses.
- Trips extended from Lane Cove shops to Lane Cove (Blaxlands Corner) provided temporary turning facilities at Blaxlands Corner for one-man buses.
- 253 supplemented by peak hour routes 251 & 252 (latter 2 numbers allocated but not clear if trips ran).
- Shared route at different times between City & Lane Cove with other routes in the 251-254 & 285-297 ranges.
- Shared route between Lane Cove & Crows Nest with 250 until 24 March 2005.

11 December 1960:

- Trips formerly terminating at Lane Cove (Blaxlands Corner) curtailed to terminate at Lane Cove shops, when the necessary streets at that location became available for bus traffic.
- At the same time selected peak hour & Saturday morning trips extended to run City (Wynyard) – Lane Cove West (Cope St), replacing 295.
- Service at night (Monday-Sunday) partly replaced by diversions of 286, 288 & 290 via Lane Cove shops. By February 1966 all service at night Monday to Saturday & all trips on Sundays were replaced by similar diversions.

30 June 1961: City (Wynyard) – Lane Cove West (Cope St) trips renumbered 254.

11 June 1979: Selected peak hour trips re-extended from Lane Cove shops to Blaxlands Corner & renumbered 251.
15 November 1981: Coincident with opening of Macquarie Centre shops, reduced to a peak hour service with service at other times replaced by diversions of 285-291 via Lane Cove shops.
11 September 1988: Renumbered 254.

Streets

City (Wynyard) – Lane Cove shops (selected trips extended to Lane Cove (Blaxlands Corner))

From 29 June 1958 (based on 11 December 1960 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd, Little St, Central Av to Longueville Rd (Lane Cove).

From Lane Cove (Central Av at Longueville Rd) via Longueville Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Lane Cove (Blaxlands Corner) extension (*terminal facilities for one-man buses*): From Lane Cove (Pacific Hwy) via Longueville Rd to River Rd (Blaxlands Corner). Reverse on return.

City (Wynyard) – Lane Cove shops (extended to Lane Cove West (Cope St) in peak hours)

From 11 December 1960

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd, Little St, Central Av to Longueville Rd (**Lane Cove shops**), River Rd West, Bridge St, Ross Smith Pde, Burns Bay Rd, Penrose St, Cope St to Burns Bay Rd (Lane Cove West)

From Lane Cove West (Cope St at Burns Bay Rd) via Burns Bay Rd, then reverse route to Pacific Hwy, then Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Trips terminating at Lane Cove shops: Approached Lane Cove shops from Longueville Rd via Little St, Central Av to Longueville Rd. Return via Longueville Rd.

City (Wynyard) – Lane Cove shops

From 30 June 1961 (based on 8 January 1962 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd, Little St, Central Av to Longueville Rd (Lane Cove).

From Lane Cove (Central Av at Longueville Rd) via Longueville Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations (*all refer to trips to City*)

- **By November 1964 (peak hours):** Ex Lane Cove from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Lane Cove from Longueville Rd via Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Lane Cove from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **By November 1981 (all times):** Ex Lane Cove from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Lane Cove from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992:** Ex Lane Cove from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

Timetable Summary

29 June 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
253: City (Wynyard)-Lane Cove shops†	Fr Wyn 26L 28B	M-F	Blaxlands Cnr	3.52amY	Wynyard	1.23amB	A	
		Sat		3.52amY		1.17pmB	A	
		Sun		5.23am		12.55am	30	C

* More frequent in peak hours.

† Selected trips extended to Lane Cove (Blaxlands Corner).

A – Early morning & night, City (Wynyard)-Lane Cove (Blaxlands Corner). Day, City (Wynyard)-Lane Cove shops 30.

B – To Lane Cove (Blaxlands Corner).

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

Y – To City (Wynyard).

8 January 1962

City – Lane Cove via Pacific Hwy routes

253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
253: City (Wynyard)-Lane Cove shops	26	M-F	Lane Cove	3.54am	Wynyard	1.29am	30*	A
		Sat		3.54am		1.29am	30	B
		Sun		5.25am		12.55am	AM 40 PM 30	A
254: City (Wynyard)-L/Cove shops-Lane Cove West (Cope St)	43	M-F	Wynyard	6.17am	Cope St	6.35pm	Ph	
		Sat		7.05am		1.28pm	30	
		Sun						

Average day frequencies along common route:

M-F City (Wynyard) – Lane Cove (253) 30.

Sat AM City (Wynyard) – Lane Cove (253, 254) 15.

Sat PM City (Wynyard) – Lane Cove (253) 30.

Sun AM City (Wynyard) – Lane Cove (253) 40.

Sun PM City (Wynyard) – Lane Cove (253) 30.

* More frequent in peak hours.

A – Some night trips provided by diversions of 290.

B – Some night trips provided by diversions of 290. Plus short-working/s after last trip shown.

Ph – Peak hours only (both directions).

February 1970

City – Lane Cove via Pacific Hwy routes

253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
253: City (Wynyard)- Lane Cove shops	29	M-F	Lane Cove	3.54am	Lane Cove	7.08pm	60*	A
		Sat		4.00am		7.20pm	30	A
		Sun		5.25am	Wynyard		10.20pm	MNs
254: City (Wynyard)- L/Cove shops-Lane Cove West (Cope St)	43	M-F	Wynyard	6.16am	Cope St	6.36pm	60*	C
		Sat		7.09am		1.32pm	30	
		Sun						

Average day frequencies along common route:

M-F City (Wynyard) – Lane Cove (253, 254) 30.
 Sat AM City (Wynyard) – Lane Cove (253, 254) 15.
 Sat PM City (Wynyard) – Lane Cove (253) 30.
 Sun AM City (Wynyard) – Lane Cove (diversions of 288, 290) 30.
 Sun PM City (Wynyard) – Lane Cove (diversions of 288, 290) 20.

* More frequent in peak hours.

A – Night service provided by diversions of 286 & 290.

B – Service at other times provided by diversions of 288 & 290.

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

MNs – Early morning & night service.

15 November 1981

City – Lane Cove via Pacific Hwy routes

251, 253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
251: City (Wynyard)- Lane Cove (Blaxlands Corner)	29	M-F	Blaxlands Cnr	8.08am	Wynyard	5.30pm	Ph1	
		Sat						
		Sun						
253: City (Wynyard)- Lane Cove shops	27	M-F	Lane Cove	5.45am	Wynyard	5.47pm	Ph2	A
		Sat		5.16am			Ms	B
		Sun						
254: City (Wynyard)- L/Cove shops-Lane Cove West (Cope St)	41	M-F	Wynyard	6.16am	Wynyard	6.18pm	60*	D
		Sat	Cope St	7.07am	Cope St	12.55pm	30	E
		Sun						

Average day frequencies along common route:

M-F City (Wynyard) – Lane Cove (254, diversions of 290) 20.
 Sat AM City (Wynyard) – Lane Cove (254, diversions of 290) 15.
 Sat PM City (Wynyard) – Lane Cove (diversions of 288, 290) 30.
 Sun City (Wynyard) – Lane Cove (diversions of 288, 290) 30.

* More frequent in peak hours.

A – Day service provided by 254 & diversions of 290.

B – Morning service provided by 254 & diversion of 290. Afternoon service provided by diversions of 288 & 290.

Night service provided by diversions of 290.

C – Service provided by diversions of 288 & 290.

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

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

Ms – Early morning service.

Ph1 – Peak hours only (morning from Lane Cove (Blaxlands Corner), afternoon from City (Wynyard)).

Ph2 – Peak hours only (both directions).

Route 253

CITY (various termini) – RIVERVIEW – LANE COVE WEST (Ross Smith Pde) via Pacific Hwy or Warringah Fwy, then River Rd

(Riverview Loop refers to trips which extend beyond Tambourine Bay Rd via Riverview St, College Rd & Sofala Av.)

Timeline

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

- Daytime Monday to Saturday service, City (Queen Victoria Building) – Riverview *loop* – Lane Cove West (Ross Smith Pde), commenced.
- Base service ran via Pacific Hwy, with selected peak hour trips via Warringah Fwy.
- Shared City (Queen Victoria Building) – Riverview with 254.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

11 October 2009: As part of general reorganisation of Lane Cove West/Riverview area routes:

- 253 curtailed to run City (Queen Victoria Building) – Riverview via Warringah Fwy (peak hours). At Riverview either terminates at Tambourine Bay Rd/Sofala Av or runs via Riverview loop.
- Full time service City (Queen Victoria Building) – Riverview via Pacific Hwy renumbered 254.
- Part of route between Riverview & Ross Smith Pde replaced by selected extensions of 254.
- 253 & 254 share route between Lane Cove shops & Riverview.

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

5 September 2016 (*when 254 rerouted to McMahons Point instead of City (Wynyard)*): All trips run to/from Riverview loop.

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 (Queen Victoria Building) – Lane Cove West (Ross Smith Pde)

From 24 June 2001

Via Pacific Hwy

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd (**Lane Cove**), River Rd, Warraroon Rd, Yallambee Rd, Wangalla Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St (**Riverview**), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd, Bridge St, Ross Smith Pde to Matthews Av (Lane Cove West).

From Lane Cove West (Ross Smith Pde) (at Matthews Av) via Ross Smith Pde, Bridge St, River Rd, Wangalla Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St (**Riverview**), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd, Longueville Rd (**Lane Cove**), Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Via Warringah Fwy

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd, then same route as via Pacific Hwy.

From Lane Cove West (Ross Smith Pde) (at Matthews Av) via same as via Pacific Hwy to Longueville Rd, then reverser route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Queen Victoria Building) – Riverview via Warringah Fwy

From 11 October 2009

Riverview Loop trips

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), River Rd, Warraroon Rd, Yallambee Rd (**Riverview**), Wangalla Rd, Carranya Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St, College Rd, Sofala Av, Pengilly St, Hamilton St to Tambourine Bay Rd (Riverview).

From Riverview (Yallambee Rd/Wangalla Rd) via Wangalla Rd, Carranya Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St, College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd,

Longueville Rd (**Lane Cove**), Gore Hill Fwy, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Riverview (Tambourine Bay Rd) trips (selected peak hour, night & Sunday trips – **not** via Riverview loop)
Same as Riverview loop trips to Yallambee Rd, then via Tambourine Bay Rd to Sofala Av. Return from Tambourine Bay Rd/Sofala Av via Tambourine Bay Rd, River Rd.

City (Wynyard) – Riverview 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 York St to Wynyard Park (City). Return from York St at Wynyard Park via Erskine St, Clarence St.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Lane Cove (Ross Smith Pde)†	39	M-F	R/Smith Pde	6.50am	Q Vic Bldg	6.11pm	Ph	
		Sat						
		Sun						
City (Queen Victoria Building)-Lane Cove (Ross Smith Pde)‡	49	M-F	Q Vic Bldg	8.06am	Q Vic Bldg	6.52pm	60*	A
		Sat		6.58am		6.06pm	60	A
		Sun						A

* More frequent in peak hours.

† Via Warringah Fwy.

‡ Via Pacific Hwy.

A – Night & Sunday service to most of route provided by 254.

Ph – Peak hours only (mornings from Lane Cove (Ross Smith Pde), afternoon from City (Queen Victoria Building)).

11 October 2009

City – Riverview routes

253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
253: City (Queen Vic Bldg)-Riverview via Warringah Fwy	23	M-F	Riverv'w Loop	6.56am	Q Vic Bldg	6.12pm	Ph	A
		Sat						
		Sun						
254: City (Queen Victoria Building)-Riverview via Pacific Hwy†	Fr QVB 36T 45L	M-F	L/Cove shops	4.07amQ	R/Smith Pde	1.59pmQ	B	
			Riverv'w Loop	6.56amQ	Q Vic Bldg	6.49pmL		
			Q Vic Bldg	8.54amR		11.32pmT		
		Sat	Lane Cove	4.35amQ	R/Smith Pde	1.57pmQ	C	
			Riverv'w Loop	7.00amQ	Q Vic Bldg	5.34pmL		
			Q Vic Bldg	8.58amR		11.32pmT		
		Sun	Lane Cove	5.35amQ		10.32pmT	D	
Tamb Bay Rd	8.08amQ							

* More frequent in peak hours.

† Selected trips extended to Lane Cove West (Ross Smith Pde).

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

B – Early morning, from Lane Cove shops to City (Queen Victoria Building). Peak hours, City (Queen Victoria Building)-Riverview (Tambourine Bay Rd). Day, City (Queen Victoria Building)-Riverview loop 60*. Night, City (Queen Victoria Building)-Riverview (Tambourine Bay Rd). 3 trips extended from Riverview Loop to Lane Cove West (Ross Smith Pde).

C – Early morning, from Lane Cove to City (Queen Victoria Building). Day, City (Queen Victoria Building)-Riverview Loop 60. 3 trips extended from Riverview Loop to Lane Cove West (Ross Smith Pde).

D – Early morning, from Lane Cove to City (Queen Victoria Building). Day, City (Queen Victoria Building)-Riverview (Tambourine Bay Rd) 60. Night, City (Queen Victoria Building)-Riverview (Tambourine Bay Rd).

L – To Riverview Loop.

Ph – Peak hours only (mornings from Riverview (either terminus), afternoons from City (Queen Victoria Building) to Riverview (either terminus)).

Q – To City (Queen Victoria Building).

R – To Lane Cove West (Ross Smith Pde).

T – To Riverview (Tambourine Bay Rd).

5 September 2016

City & McMahons Point – Riverview routes

253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
253: City (Wynyard)-Riverview Loop via Warringah Fwy	29	M-F	Riverv’w Loop	6.54am	Wynyard	6.23pm	Ph	
		Sat						
		Sun						
254: McMahons Point-Riverview (either Tambourine Bay Rd or Loop) via Pacific Hwy†	Fr McM Pt 30T 39L	M-F	Tamb Bay Rd	6.33amM	R/Smith Pde	1.55pmM	A	
			Riverv’w Loop	8.52amM	McMahons Pt	6.45pmL		
			McMahons Pt	9.08amR		11.22pmT		
		Sat	Tamb Bay Rd	7.33amM	R/Smith Pde	2.14pmM	B	
			McMahons Pt	9.22amR	McMahons Pt	11.22pmT		
		Sun	Tamb Bay Rd	7.35amM		10.22pmT	60	

Day frequencies along common route:

- M-F McMahons Point-Lane Cove (254, 291) 2 trips per hour
- Sat McMahons Point-Lane Cove (254, 291) 2 trips per hour
- Sun McMahons Point-Lane Cove (254, 291) 2 trips per hour.

* More frequent in peak hours.

† Selected trips extended to Lane Cove West (Ross Smith Pde).

A – Peak hours & night, McMahons Point-Riverview (Tambourine Bay Rd). Day, McMahons Point-Riverview Loop 60*. 3 trips extended from Riverview to Lane Cove West (Ross Smith Pde).

B – Day, McMahons Point-Riverview (Tambourine Bay Rd) 60. Night, McMahons Point-Riverview (Tambourine Bay Rd). 3 trips extended from Riverview to Lane Cove West (Ross Smith Pde). Plus short-working/s before first trip shown.

L – To Riverview Loop.

M – To McMahons Point.

Ph – Peak hours only (morning from Riverview Loop, afternoon from City (Wynyard)).

R – To Lane Cove West (Ross Smith Pde).

T – To Riverview (Tambourine Bay Rd).

4 August 2024

City & McMahons Point – Riverview routes

253, 254

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
253: City (Wynyard)-Riverview Loop via Warringah Fwy	29	M-F	Riverv'w Loop	6.05am	Wynyard	7.07pm	Ph	
		Sat						
		Sun						
254: McMahons Point-Riverview (either Tambourine Bay Rd or Loop) via Pacific Hwy†	Fr McM Pt 37T MLr78 41R	M-F	McMahons Pt	7.23amL	R/Smith Pde	2.33pmM	A	
				9.09amR	Riverv'w Loop	7.34pmM		
					McMahons Pt	11.25pmT		
		Sat		7.08amT	R/Smith Pde	2.33pmM	B	
				10.02amR	Riverv'w Loop	5.35pmM		
				11.02amL	McMahons Pt	11.02pmT		
		Sun		Tamb Bay Rd	7.51amM		11.02pmT	60

Day frequencies along common route:

- M-F McMahons Point-Lane Cove (254, 291) 30
- Sat McMahons Point-Lane Cove (254, 291) 30
- Sun McMahons Point-Lane Cove (254, 291) 30.

* More frequent in peak hours.

† Selected trips extended to Lane Cove West (Ross Smith Pde).

A – Peak hours, McMahons Point-Riverview Loop or McMahons Point-Riverview (Tambourine Bay Rd). Day, McMahons Point-Riverview Loop 60 (3 trips extended to Lane Cove West (Ross Smith Pde)). Night, McMahons Point-Riverview (Tambourine Bay Rd).

B – Early morning & night, McMahons Point-Riverview (Tambourine Bay Rd). Day, McMahons Point-Riverview Loop 60 (3 trips extended to Lane Cove West (Ross Smith Pde)).

L – To Riverview Loop.

M – To McMahons Point.

MLr – Round trip McMahons Point-Riverview Loop-McMahons Point.

Ph – Peak hours only (morning from Riverview Loop, afternoon from City (Wynyard)).

R – To Lane Cove West (Ross Smith Pde).

T – To Riverview (Tambourine Bay Rd).

Route 254

CROWS NEST – BALMORAL BEACH ■

Timeline

29 June 1958: Peak hour route, supplementary to 257, commenced by Department of Government Transport as part of replacement of Chatswood – Balmoral Beach tram service by buses.

30 June 1961: Renumbered part of 255.

Route 254

CITY (various termini) – LANE COVE WEST – DRUMMOYNE (Lyons Rd) via Pacific Hwy or Warringah Fwy, then River Rd ■

- **Extended from Drummoyne (Lyons Rd) to Birkenhead Point shops (1990-92)**

Timeline

30 June 1961: City (Wynyard) – Lane Cove West (Cope St) via Pacific Hwy peak hour & Saturday morning service renumbered from equivalent trips on 253. Operated by Department of Government Transport. Shared City (Wynyard) – Lane Cove shops with 253.

11 September 1988: 253 (peak hour City (Wynyard) – Lane Cove shops) renumbered part of 254. Diversions of 285-291 via Lane Cove shops (other than in peak hours) (as noted under 253) to supplement 254, continued until 24 June 2001.

22 July 1990: Daytime trips Mondays-Saturdays extended to run City (Wynyard) – Drummoyne (Birkenhead Point shops).

30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane & extension of Warringah Fwy/Gore Hill Fwy to Lane Cove*):

- Extended in City from Wynyard to Queen Victoria Building.
- Base service altered/curtailed as City (Queen Victoria Building) – Lane Cove West (Cope St), with only selected peak hour trips extended from Lane Cove West (Cope St) to Drummoyne (Lyons Rd) – curtailed from Birkenhead Point shops. Service between Drummoyne (Lyons Rd) & Birkenhead Point shops replaced by extension of 491, 492 & 494.
- Selected trips rerouted via Warringah Fwy.
- 254 replaced 252, although by a different route.

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

- Base service Monday to Saturday service during daylight hours curtailed to run City (Queen Victoria Building) – Lane Cove West (Ross Smith Pde), but extended in Lane Cove West from Ross Smith Pde to Cope St at night (when 252 did not operate).
- Sunday service commenced, also running City (Queen Victoria Building) – Lane Cove West (Cope St).
- Extension of selected peak hour trips from Lane Cove West (Cope St) to Drummoyne (Lyons Rd) continued.

1 January 2005: Became part of Contract Region 7.

By 21 May 2006: Re-extended in Lane Cove West from Ross Smith Pde to Cope St at all times.

11 October 2009: As part of general reorganisation of Lane Cove West/Riverview area routes:

- Full time service altered to run City (Queen Victoria Building) – Riverview via Pacific Hwy, replacing 253 (other than in peak hours) over the same route (*see next entry*).
- Peak hour extension from Lane Cove West (Cope St) to Drummoyne ceased.
- All service to Lane Cove West (Cope St) provided by 251 & 252.

Streets

City (Wynyard) – Lane Cove West (Cope St)

From 30 June 1961 (based on 8 January 1962 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd (**Lane Cove**), River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Penrose St, Cope St to Burns Bay Rd (Lane Cove West).

From Lane Cove West (Cope St) (at Burns Bay Rd) via Burns Bay Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 23 September 1964:** Ex City (Wynyard) from River Rd via Warraroon Rd, Yallambee Rd, Wangalla Rd, River Rd. Unaltered on return.
- **By November 1964 (peak hours):** Ex Lane Cove West (Cope St) from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Lane Cove West (Cope St) from Longueville Rd via Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Lane Cove West (Cope St) from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 12 May 1969:** Ex Lane Cove West (Cope St) from River Rd via Wangalla Rd, Yallambee Rd, Warraroon Rd, River Rd.
- **From 18 May 1970:** Approached Lane Cove West from Burns Bay Rd via Cope St to near Burns Bay Rd. Return via Cope St, Penrose St, Burns Bay Rd (opposite direction of loop).
- **By November 1981 (all times):** Ex Lane Cove West (Cope St) from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Lane Cove West (Cope St) from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992:** Ex Lane Cove West (Cope St) from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Wynyard) – Lane Cove West – Drummoyne (Birkenhead Point)

By 12 July 1990

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy (**Crows Nest, St Leonards, Gore Hill**), Longueville Rd (**Lane Cove**), River Rd, Warraroon Rd, Yallambee Rd (**Riverview**), Wangalla Rd, Tambourine Bay Rd, River Rd,

Bridge St, Ross Smith Pde, Burns Bay Rd (**Lane Cove West**), Victoria Rd, Cary St to Birkenhead Point shops (Drummoyne).

From Drummoyne (Birkenhead Point) (Cary St at shops) via Dunlop Av (former street), Roseby St, Renwick St, Park Av, Victoria Rd, Burns Bay Rd, then reverse route to Pacific Hwy, then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Trips terminating at Lane Cove West (Cope St): Ex City (Wynyard) from Burns Bay Rd via Cope St to near Burns Bay Rd. Return via Cope St, Penrose St, Burns Bay Rd.

Trips terminating at Drummoyne (Lyons Rd): Ex City (Wynyard) from Victoria Rd via Westbourne St, Marlborough St, Lyons Rd to Victoria Rd. Return from Lyons Rd via Victoria Rd.

City (Queen Victoria Building) – Lane Cove West (Cope St) via Pacific Hwy (extended to Drummoyne (Lyons Rd) in peak hours)

From 30 August 1992

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonard, Gore Hill**), Longueville Rd (**Lane Cove**), River Rd, Warraroon Rd, Yallambee Rd (**Riverview**), Tambourine Bay Rd, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Cope St to near Burns Bay Rd (Lane Cove West).

From Lane Cove West (Cope St) (at Burns Bay Rd) via Cope St, Penrose St, Burns Bay Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Drummoyne extension: From Lane Cove West (Burns Bay Rd/Cope St) via Burns Bay Rd, Victoria Rd, Westbourne St, Marlborough St, Lyons Rd to Victoria Rd. Return from Lyons Rd via Victoria Rd.

Trips via Warringah Fwy: Ex City (Queen Victoria Building) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Gore Hill Fwy, Longueville Rd. Reverse on return.

Alteration

By March 2001: Ex Lane Cove West (Cope St) from Bridge St via River Rd, Wangalla Rd, Yallambee Rd, Tambourine Bay Rd, River Rd. Unaltered on return.

City (Queen Victoria Building) – Lane Cove West (Ross Smith Pde) (extended to Lane Cove West (Cope St) at night and on Sunday; extended to Drummoyne (Lyons Rd) in peak hours)

From 24 June 2001

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Longueville Rd (**Lane Cove**), River Rd, Warraroon Rd, Yallambee Rd (**Riverview**), Tambourine Bay Rd, River Rd, Bridge St, Ross Smith Pde to Matthews Av (Lane Cove West).

From Lane Cove West (Ross Smith Pde) (at Matthews Av) via Bridge St, River Rd, Wangalla Rd, Yallambee Rd (**Riverview**), Tambourine Bay Rd, River Rd, Longueville Rd (**Lane Cove**), Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Trips via Warringah Fwy: Ex City (Queen Victoria Building) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Gore Hill Fwy, Longueville Rd. Reverse on return.

Lane Cove West (Cope St) extension (nights & Sundays): From Lane Cove West (Ross Smith Pde/Matthews Av) via Burns Bay Rd, Cope St to near Burns Bay Rd. Return via Cope St, Penrose St, Burns Bay Rd, Ross Smith Pde.

Drummoyne extension (peak hours): From Lane Cove West (Burns Bay Rd/Cope St) via Burns Bay Rd, Victoria Rd to Lyons Rd. Return from Victoria Rd/Lyons Rd via Victoria Rd, Burns Bay Rd, Ross Smith Pde.

Timetable Summary

8 January 1962-15 November 1981

See 253

12 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Lane Cove West-Drummoyne (Birkenhead Point)	Fr Wyn 41C	M-F	Lyons Rd	6.15amY	Birkenhead Pt	5.37pmY	A	
			Birkenhead Pt	9.00amY	Wynyard	5.26pmL		
	48L	Sat		8.05amY		5.00pmB	60	
	51B	Sun						

* More frequent in peak hours.

A – Peak hours, City (Wynyard)-Drummoyne (Lyons Rd). Day, City (Wynyard)-Drummoyne (Birkenhead Point) 60*. Plus extra trips Thursday & Friday nights. Plus short-working/s after last trip.

B – To Drummoyne (Birkenhead Point).

C – To Lane Cove West (Cope St).

L – To Drummoyne (Lyons Rd).

Y – To City (Wynyard).

30 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Lane Cove West (Cope St)†	Fr QVB 39C 46L	M-F	Drummoyne	6.12amQ	Q Vic Bldg	5.07pmL 6.40pmC	A	
			Cope St	7.22amQ		6.30pmC	60	
		Sun						

* More frequent in peak hours.

† Extended to Drummoyne in peak hours.

A – Peak hours, City (Queen Victoria Building)-Drummoyne (Lyons Rd). Day, City (Queen Victoria Building)-Lane Cove West (Cope St) 60. Plus extra trips Thursday & Friday nights.

C – To Lane Cove West (Cope St).

L – To Drummoyne (Lyons Rd).

Q – To City (Queen Victoria Building).

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Lane Cove West (Ross Smith Pde)†	Fr QVB 43R	M-F	Drummoyne	6.13amQ	Drummoyne	6.16pmQ	A	
					Q Vic Bldg	12.32amC		
	46C	Sat	R/Smith Pde	6.34amQ		12.32amC	B	
	57L	Sun		8.36amQ		11.22pmC	D	

* More frequent in peak hours.

† Extended to Drummoyne in peak hours & to Lane Cove West (Cope St) at night & on Sundays.

A – Peak hours, City (Queen Victoria Building)-Drummoyne (Lyons Rd) (selected peak hour trips via Warringah Fwy). Day, City (Queen Victoria Building)-Lane Cove (Ross Smith Pde) via Pacific Hwy 60*. Night, City (Queen Victoria Building)-Lane Cove (Cope St) via Pacific Hwy.

B – Day, City (Queen Victoria Building)-Lane Cove (Ross Smith Pde) via Pacific Hwy 60. Night, City (Queen Victoria Building)-Lane Cove (Cope St) via Pacific Hwy.

C – To Lane Cove West (Cope St).

D – City (Queen Victoria Building)-Lane Cove shops 3 trips per hour, City (Queen Victoria Building)-Lane Cove West (Cope St) 30.

L – To Drummoyne (Lyons Rd).

Q – To City (Queen Victoria Building).

R – To Lane Cove West (Ross Smith Pde).

Route 254

CITY (various termini) – RIVERVIEW via Pacific Hwy

McMAHONS POINT – RIVERVIEW via Pacific Hwy

- **Extended from Riverview to Lane Cove West (Ross Smith Pde) (selected trips)**
(Riverview Loop refers to trips which extend beyond Tambourine Bay Rd via Riverview St, College Rd & Sofala Av.)

Timeline

11 October 2009: As part of general reorganisation of Lane Cove West/Riverview area routes:

- 254 altered to run City (Queen Victoria Building) – Riverview via Pacific Hwy (full time) (selected trips on Monday to Saturday extended from Riverview to Lane Cove West (Ross Smith Pde)).
- At Riverview, weekday off-peak, selected peak hour and Saturday trips until approx 6pm run via Riverview loop. At night & on Sundays, Riverview terminus is at Tambourine Bay Rd/Hamilton St.
- 253 & 254 share route between Lane Cove shops & Riverview.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

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

5 September 2016:

- Other than early morning trips, curtailed/rerouted as McMahons Point – Riverview via Pacific Hwy. 253 express trips continued to provide a service to the City in peak hours.
- Early morning trips from Lane Cove shops to City (Erskine St) (altered from King St Wharf) renumbered 290.

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.

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

- Most trips altered to run:
 - McMahons Point – Riverview Loop (continuous loop - daytime Mondays-Saturdays)
 - McMahons Point – Riverview Loop – Lane Cove West (Ross Smith Av) (selected off-peak & Saturday trips).
 - McMahons Point – Riverview (Tambourine Bay Rd/Sofala Av) (unaltered - nights & Sundays)
- Shares McMahons Point – Lane Cove with 291.

Streets

City (Queen Victoria Building) – Riverview via Pacific Hwy (selected trips extended from Riverview to Lane Cove West (Ross Smith Pde))

From 11 October 2009

Riverview Loop trips

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy (Crows Nest, St Leonards, Gore Hill), Longueville Rd (Lane Cove), River Rd, Warraroon Rd, Yallambee Rd (Riverview), Wangalla Rd, Carranya Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St, College Rd, Sofala Av, Pengilly St, Hamilton St to Tambourine Bay Rd (Riverview).

From Riverview (Yallambee Rd/Wangalla Rd) via Wangalla Rd, Carranya Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St, College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd, Longueville Rd (Lane Cove), Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Riverview (Tambourine Bay Rd) trips (selected peak hour trips, plus nights & Sundays – not via Riverview loop)

Same as Riverview loop trips to Yallambee Rd, then via Tambourine Bay Rd to Sofala Av. Return from Tambourine Bay Rd/Sofala Av via Tambourine Bay Rd, River Rd.

Lane Cove West (Ross Smith Pde) extension: From Riverview (Tambourine Bay Rd/Hamilton St) via Tambourine Bay Rd, River Rd, Bridge St, Ross Smith Pde to Burns Bay Rd (Lane Cove West). Return via reverse route to River Rd, then Wangalla Rd to Yallambee Rd (Riverview).

City (King St Wharf) – Riverview via Pacific Hwy (selected trips extended from Riverview to Lane Cove West (Ross Smith Pde))

Alteration

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

Approached City from York St via Erskine St, Shelley St, King St, Lime St (King St Wharf). Return from Erskine St at Shelley St via Erskine St, Sussex St, King St, Clarence St.

McMahons Point – Riverview via Pacific Hwy (selected trips extended from Riverview to Lane Cove West (Ross Smith Pde))

Alteration

From 5 September 2016: Ex Riverview from Miller St via Blues Point Rd, Henry Lawson Av to McMahons Point (wharf). Return via reverse route to Miller St, then Pacific Hwy, Longueville Rd.

McMahons Point – Riverview (Tambourine Bay Rd) or Riverview Loop via Pacific Hwy (selected trips extended from Riverview to Lane Cove West (Ross Smith Pde))

From 4 August 2024

Riverview loop trips

From McMahons Point Wharf via Henry Lawson Av, Blues Point Rd, Pacific Hwy, (North Sydney), Miller St, Pacific Hwy (Crows Nest, St Leonards, Gore Hill), Longueville Rd (Lane Cove), River Rd, Warraroon Rd, Yallambee Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St (Riverview), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd, Longueville Rd, Pacific Hwy, Berry St, Miller St, Blues Point Rd, Henry Lawson Av to McMahons Point Wharf.

Riverview loop trips extended to Lane Cove West (Ross Smith Pde)

From McMahons Point Wharf via same route to Hamilton St, then Tambourine Bay Rd, River Rd, Ross Smith Pde to Matthews Av (Lane Cove West).

From Lane Cove West (Ross Smith Pde) via Ross Smith Pde, River Rd, Wangalla Rd, Yallambee Rd, Romani Av, Miramont Av, Tambourine Bay Rd, Riverview St, College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, River Rd, Longueville Rd, Pacific Hwy, Berry St, Miller St, Blues Point Rd, Henry Lawson Av (McMahons Point) Wharf.

Riverview (Tambourine Bay Rd) trips

From McMahons Point Wharf via same route as Riverview Loop trips to Yallambee Rd, then Tambourine Bay Rd to Sofala Av (Riverview).

From Riverview (Tambourine Bay Rd) (at Sofala Av) via Tambourine Bay Rd, River Rd, then reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Henry Lawson Av to McMahons Point Wharf.

Timetable Summary

See 253

Route 255

WILLOUGHBY (Mowbray Rd, later Victoria Av) – BALMORAL BEACH ■

(Willoughby (Victoria Av) terminus has been known as North Willoughby since 1992.)

Timeline

29 June 1958: Peak hour route, Willoughby (Mowbray Rd) – Balmoral Beach, supplementary to 257, commenced by Department of Government Transport as part of replacement of Chatswood – Balmoral Beach tram service by buses.

13 June 1961: 256 renumbered part of 255, making route Willoughby (Victoria Av) – Balmoral Beach.

By February 1966: Service reduced to run in early morning and at night, mainly as various short-workings.

14 October 1985: Renumbered part of 257.

Streets

Willoughby (Mowbray Rd) – Balmoral Beach

From 29 June 1958 (based on February 1966 timetable)

From Willoughby (Penshurst St at Mowbray Rd) via Mowbray Rd, Willoughby Rd (Crows Nest), Falcon St, Military Rd (Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction), Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade) via reverse route to Willoughby Rd, then Penkivil St, Peshurst St to Mowbray Rd (Willoughby).

Willoughby (Victoria Av) – Balmoral Beach

From 13 June 1961

From Willoughby (Victoria Av at Peshurst St) via Peshurst St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Falcon St, Military Rd (**Neutral Bay Junction, Cremorne Junction, Spit Junction, Mosman Junction**), Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade) via reverse route to Peshurst St, then Harwood Av, High St, Victoria Av to Peshurst St (Willoughby).

Alterations

- **By September 1967:** From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade.
- **By 18 June 1968:** Approached Willoughby (Victoria Av) from Peshurst St via McMahon St (*not* Harwood Av), High St, Victoria Av to Peshurst St. Unaltered on return.
- **From August 1973:** Ex Balmoral Beach from Falcon St via Alexander St, Burlington St, Willoughby Rd. Unaltered on reverse.

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		
Willoughby (Victoria Av)-Balmoral Beach		M-F	Nth Syd Depot	6.15amS	Balmoral Bch	12.14amD	MNs	
		Sat	Balmoral Bch	11.46pmD	Taronga Zoo	12.04amD	MNs	
		Sun	Will'by Depot	7.19amB	Victoria Av	1.00amN	MNs	

B – To Balmoral Beach.

D – To Willoughby Depot.

MNs – Early morning & night service, mostly short-workings.

N – To Crows Nest.

S – To Spit Junction.

Route 255

CHATSWOOD – CHATSWOOD WEST (Colwell Cr)

Timeline

4 March 2001:

- Monday-Saturday daytime service commenced by State Transit Authority of NSW in the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW, fully replacing 532 from 24 June 2001.
- 255 shared the equivalent section of 532 from 4 March 2001 to 24 June 2001.

1 January 2005: Became part of Contract Region 7.

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

From 4 March 2001

From Chatswood (Victoria Av at Station) via Victoria Av, Pacific Hwy, Oliver Rd, Whitton Rd, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (Chatswood West).

From Chatswood West (Colwell Cr) (at Beaconsfield Rd) via reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St to Chatswood Station.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West (Colwell Cr)	10	M-F	Colwell Cr	6.50am	Chatswood	6.22pm	60*	
		Sat		9.23am		5.00pm	60	
		Sun						

* More frequent in peak hours.

26 March 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West (Colwell Cr)	10	M-F	Colwell Cr	6.50am	Chatswood	6.22pm	120*	
		Sat	Chatswood	9.10am	Colwell Cr	5.25pm	120	
		Sun						

* More frequent in peak hours.

5 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West (Colwell Cr)	10	M-F	Colwell Cr	7.05am	Chatswood	5.52pm	A	
		Sat		9.25am		5.10pm	120	
		Sun						

A – 6 trips from Chatswood, 8 trips from Chatswood West (Colwell Cr).

Route 256

WILLOUGHBY (Victoria Av) – BALMORAL BEACH ■

Timeline

29 June 1958: Peak hour route, supplementary to 257, commenced by Department of Government Transport as part of replacement of Chatswood – Balmoral Beach tram service by buses.

13 June 1961: Renumbered part of 255.

Route 256

CHATSWOOD – CHATSWOOD WEST (Hawthorne Av) (selected trips extended to Chatswood West (River Av))

Timeline

4 March 2001:

- Monday-Sunday daytime service commenced by State Transit Authority of NSW in the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW. Replaced diversions of 550 along same route. Shared part of route with 545 (259 from 6 May 2018, then 516 from 4 August 2024).
- Off-peak & Saturday trips (& Sunday trips until they ceased on 26 March 2006) generally ran to Hawthorne Av only; peak hour (& later selected off-peak) trips extended to River Av.

1 January 2005: Became part of Contract Region 7.

26 March 2006: Sunday service ceased.

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

Chatswood – Chatswood West (Hawthorne Av)

From 4 March 2001

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av (**Chatswood West**), (right) Fullers Rd, Help St, Railway St to Chatswood Station.

Alteration

Later: Chatswood Station departure point altered to Victoria Av.

Chatswood – Chatswood West (River Av)

From 4 March 2001

Morning peak hour

From Chatswood West (River Av) (at Fairyland Av) via River Av, Fullers Bridge, Millwood Av (to eastern intersection with Fullers Rd), then Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd, Help St, Railway St to Chatswood Station.

Off-peak, afternoon peak hour & weekends

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Fullers Rd, Bellevue St, Valerie Av, Louise Av, Hawthorne Av, (left) Fullers Rd, Fullers Bridge, River Av to Fairyland Av (**Chatswood West**), then River Av, Fullers Bridge, Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station.

Alteration

Later: Chatswood Station departure point altered to Victoria Av.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West†	17CHr 22CHRr	M-F	River Av	7.16amC	Chatswood	6.24pmR	A	
		Sat	Chatswood	9.39amH	Hawthorne Av	4.45pmC	120	
		Sun		9.39amH		4.45pmC	120	

† Destinations in Chatswood West:

Chatswood West (Hawthorne Av) (most weekday & all weekend trips)

Chatswood West (River Av) (peak hours)

A – Day, Chatswood-Hawthorne Av-Chatswood 60.

Peak hours, Chatswood-Hawthorne Av-River Av-Chatswood.

Plus short-working/s before first trip shown.

C – To Chatswood.

CHr – Round trip Chatswood-Hawthorne Av-Chatswood.

CHRr – Round trip Chatswood-Hawthorne Av-River Av-Chatswood.

H – To Hawthorne Av.

R – To River Av.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West†	17CHr 22CHRr	M-F	River Av	7.16amC	Chatswood	6.24pmR	A	
		Sat	Chatswood	9.38amH	Hawthorne Av	4.44pmC	60	
		Sun		9.38amH		4.44pmC	120	

† Destinations in Chatswood West:

Chatswood West (Hawthorne Av) (most weekday & all weekend trips)

Chatswood West (River Av) (mainly in peak hours)

A – Day, Chatswood- Hawthorne Av-Chatswood 60 (selected trips Chatswood-Hawthorne Av-River Av-Chatswood).

Peak hours, Chatswood-Hawthorne Av, then River Av-Chatswood.

Plus short-working/s before first trip shown.

C – To Chatswood.

CHr – Round trip Chatswood-Hawthorne Av-Chatswood.

CHRr – Round trip Chatswood-Hawthorne Av-River Av-Chatswood.

H – To Hawthorne Av.

R – To River Av.

26 March 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West†	17CHr 22CHRr	M-F	River Av	7.16amC	Chatswood	6.24pmR	A	
		Sat	Chatswood	8.48amH	Hawthorne Av	4.54pmC	120	
		Sun						

† Destinations in Chatswood West:

Chatswood West (Hawthorne Av) (most weekday & all Saturday trips)

Chatswood West (River Av) (mainly in peak hours)

A – Day, Chatswood-Hawthorne Av-Chatswood 120 (selected trips Chatswood-Hawthorne Av-River Av-Chatswood).

Peak hours, Chatswood-Hawthorne Av-River Av-Chatswood.

Plus short-working/s before first trip shown.

C – To Chatswood.

CHr – Round trip Chatswood-Hawthorne Av-Chatswood.

CHRr – Round trip Chatswood-Hawthorne Av-River Av-Chatswood.

H – To Hawthorne Av.

R – To River Av.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West†	17CHr 22CHRr	M-F	Hawthorne Av	6.50amC	River Av	6.38pmC	A	
			River Av	7.16amC				
		Sat	Chatswood	8.48amH	Hawthorne Av	4.54pmC	120	
		Sun						

† Destinations in Chatswood West:

Chatswood West (Hawthorne Av) (most weekday & all Saturday trips)

Chatswood West (River Av) (mainly in peak hours)

A – Morning peak hour, 1st trip Hawthorne Av to Chatswood, other trips River Av to Chatswood via Hawthorne Av.

Day, Chatswood-Hawthorne Av-Chatswood 2 trips, Chatswood-Hawthorne Av-River Av-Chatswood 1 trip.

Afternoon peak hour, Chatswood-Hawthorne Av-Chatswood or Chatswood-Hawthorne Av-River Av-Chatswood.

C – To Chatswood.

CHr – Round trip Chatswood-Hawthorne Av-Chatswood.

CHRr – Round trip Chatswood-Hawthorne Av-River Av-Chatswood.

H – To Hawthorne Av.

Route 257

CITY (Wynyard) – BALMORAL NAVAL DEPOT (INDUSTRIAL)■

Timeline

20 October 1941: Commenced by Department of Road Transport & Tramways (limited or peak hour service?).

By 30 June 1943: 257 & 258 ran over similar routes.

11 March 1944: One of either 257 or 258 rerouted via Crows Nest, the other continued to run via Miller & Falcon Sts direct.

(?): Ceased.

Route 257

CHATSWOOD – BALMORAL BEACH■

Timeline

29 June 1958:

- Full-time route commenced by Department of Government Transport as part of replacement of Chatswood – Balmoral Beach tram service by buses.
- Supplemented by peak hour or weekend routes 254-256.
- Shared Chatswood – Crows Nest with 273 (343 from 4 October 2015).
- Shared Crows Nest – Mosman Junction with 250 (until 24 March 2005).

13 October 1985: Night service ceased.

1 January 2005: Became part of Contract Region 7.

20 December 2020: Ceased as part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Chatswood – Crows Nest replaced by existing 343.
- Crows Nest – Balmoral replaced by new 114.

Streets

From 29 June 1958

From Chatswood (Victoria Av at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St (**North Willoughby**), Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Falcon St, Military Rd (**Neutral Bay Junction**, **Cremorne Junction**, **Spit Junction**, **Mosman Junction**), Raglan St, The Esplanade to Awaba St (Balmoral Beach).

From Balmoral Beach (The Esplanade) via reverse route to Penshurst St, then Victoria Av to Chatswood Station.

Alterations

- **September 1967:** From Balmoral Beach (The Esplanade at Awaba St) via Awaba St, Waitovu St, Mandolong Rd, The Esplanade.
- **From August 1973:** Ex Balmoral Beach from Falcon St via Alexander St, Burlington St, Willoughby Rd.
- **By September 1988:** Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to (old) Interchange. Reverse on return.
- **From 20 May 2001:** Ex Chatswood from Willoughby Rd via Albany St, Pacific Hwy, Falcon St. Unaltered on return.
- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Reverse on return.

Timetable Summary

29 June 1958

See also 255

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Balmoral Beach	37	M-F	Chatswood	6.44am	Balmoral Bch	12.15am	30	A
		Sat		6.16am		12.13am	30	B
		Sun		8.46am		11.10pm	30	B

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

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

13 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Balmoral Beach	41	M-F	Chatswood	6.43am	Chatswood	7.20pm	30	
		Sat		6.21am	Balmoral Bch	6.29pm	30	
		Sun	Balmoral Bch	8.09am		6.39pm	30	

Route 258

CITY (Wynyard) – BALMORAL NAVAL DEPOT (INDUSTRIAL)■

Timeline

By 30 June 1943: Commenced by Department of Road Transport & Tramways (limited or peak hour service?) over a similar route to 257, City (Wynyard) – Balmoral Naval Depot.

11 March 1944: One of either 257 or 258 rerouted via Crows Nest, the other continued to run via Miller & Falcon Sts direct.

(?): Ceased.

Route 258

CHATSWOOD – TARONGA ZOO■

Timeline

29 June 1958: Possibly commenced by Department of Government Transport to replace parts of Chatswood – Balmoral Beach & Lane Cove – Taronga Zoo tram services. Number allocated, but no record of timetabled trips.
(?): Ceased.

Route 258

CHATSWOOD – LANE COVE WEST (Mars Rd) via Mowbray Rd

Timeline

24 June 2001: Peak hour service renumbered from part of 534 in the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

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

From 24 June 2001

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

From Lane Cove West (Mars Rd) (eastern end) via reverse route to Epping Rd, then Centennial Av, Mowbray Rd, Orchard Rd, Help St, Railway St to Chatswood Station.

Alteration

By 2008: Approached Chatswood from Mowbray Rd via Pacific Hwy, Brown St, Railway St to Chatswood Station. Unaltered on return.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove West (Mars Rd)	21	M-F	Chatswood	6.30am	Mars Rd	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Chatswood, afternoon, from Lane Cove West (Mars Rd)).

21 May 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove West (Mars Rd)	21	M-F	Chatswood	8.00am	Mars Rd	5.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Chatswood; afternoon, from Lane Cove West (Mars Rd)).

Route 259

CITY (Wynyard) – BALMORAL NAVAL DEPOT (INDUSTRIAL)■

Timeline

Unnumbered period 1942

5 January 1942: Peak hour service commenced by Department of Road Transport & Tramways as an unnumbered route.

29 June 1942: Numbered 259.

Probably 26 April 1983: Renumbered 249.

Route 259

CHATSWOOD – LANE COVE RIVER CARAVAN PARK

Timeline

4 March 2001: Limited weekday off-peak school holiday service commenced by State Transit Authority of NSW in the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW. Replaced Lane Cove River Caravan Park diversions of private 550. Shared most of route with 545.

13 April 2001: Days of operation extended to Monday-Sunday during school holidays.

10 October 2001: Days of operation extended to all weekdays throughout the year & to every day during school holidays.

By January 2004: Reverted to school holidays only.

1 January 2005: Became part of Contract Region 7.

30 April 2006: Ceased. Most of route continued to be served by 545, but no replacement service to Lane Cove River Caravan Park.

Streets

From 4 March 2001

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av (**Chatswood West**), Fullers Bridge, Delhi Rd, Plassey Rd to Lane Cove River Caravan Park.

From Lane Cove River Caravan Park via reverse route to Fullers Rd, then Help St, Railway St to Chatswood Station.

Timetable Summary

13 April 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove River Caravan Park	20	M-F	L/C Riv C/Pk	8.30am	Chatswood	5.45pm	3 trips	A
		Sat		8.30am		5.45pm	3 trips	A
		Sun		8.30am		5.45pm	3 trips	A

A – School holidays only (morning from Lane Cove River Caravan Park, afternoon from Chatswood).

10 October 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove River Caravan Park (<i>school days</i>)	21	M-F	L/C Riv C/Pk	9.30am	Chatswood	4.30pm	2 trips	A
		Sat						
		Sun						
Chatswood-Lane Cove River Caravan Park (<i>school hols</i>)	21	M-F	L/C Riv C/Pk	8.30am	Chatswood	5.45pm	3 trips	A
		Sat		8.30am		5.45pm	3 trips	A
		Sun		8.30am		5.45pm	3 trips	A

A – Morning from Lane Cove River Caravan Park, afternoon from Chatswood.

By January 2004

Reverted to 13 April 2001 timetable.

Route 259

CHATSWOOD – MACQUARIE CENTRE via Fullers Bridge

Timeline

6 May 2018: Full time service commenced by State Transit Authority of NSW when 545 split into two routes. Part of Contract Region 7.

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.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*): Ceased. Partly replaced by new 516.

Streets

From 6 May 2018

From Chatswood (Victoria Av at Station) via Pacific Hwy, Fullers Rd, Millwood Av, Fullers Bridge (**Chatswood West**), Delhi Rd, Epping Rd, Lane Cove Rd, Fontenoy Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Fullers Rd, then Help St, Railway St to Chatswood Station.

Timetable Summary

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Macquarie Centre	23	M-F	Chatswood	5.00am	Chatswood	11.30pm	30*	
		Sat		6.30am	Macquarie Ctr	10.30pm	30	
		Sun		8.00am		8.30pm	60	

* More frequent in peak hours.

Route 260

CITY (Wynyard) – BALMORAL BEACH (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 060.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** North Sydney, Neutral Bay Junction, Cremorne Junction, Mosman Junction, Balmoral Beach.

Route 260

LANE COVE – BALMORAL BEACH■

Timeline

29 June 1958: Possibly commenced by Department of Government Transport as part of replacement of Chatswood – Balmoral Beach & Lane Cove – Taronga Zoo tram services. Number allocated, but no record of timetabled trips.

(?): Ceased.

Route 260

ST LEONARDS – ARTARMON Industrial Area Loop (INDUSTRIAL)■

Timeline

12 July 1990: Peak hour route commenced by State Transit Authority of NSW. Followed a similar route to part of private 192 [1925 route number], previously run by Artarmon Bus Service until circa 1989.

28 March 1991: Ceased without replacement.

Streets

From 12 July 1990

From St Leonards (Herbert St at Station) via Herbert St, Frederick St, Reserve Rd, Dickson St, Clarendon St (**Artarmon Industrial Area**), Hotham St, Pacific Hwy, Herbert St to St Leonards Station.

Timetable Summary

12 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Leonards-Artarmon Industrial Area	15 round trip	M-F	St Leonards	6.40am	St Leonards	5.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (all round trips).

Route 260

NORTH SYDNEY – TERREY HILLS (LIMITED STOPS)

Timeline

22 July 2013:

- New peak hour route commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Shares East Roseville – Terrey Hills with 270, L70 (until 31 March 2024) & 284.
- North Sydney – East Roseville limited stops, East Roseville – Terrey Hills all stops.
- Part of Contract Region 14.

19 December 2014: Forest Coach Lines Pty Ltd transferred to Next Capital (a private equity firm).

28 September 2018: Forest Coach Lines Pty Ltd transferred to ComfortDelGro Corporation.

21 May 2023:

- Forest Coach Lines Pty Ltd rebranded as CDC NSW (ComfortDelGro Corporation), coincident with consolidation of Contract Regions 12 & 14 as Contract Region 14.
- Operated by CDC NSW Region 14 Pty Ltd.

Streets

From 22 July 2013

From North Sydney (Blue St at Station) via Pacific Hwy, Miller St (**Cammeray**), Cammeray bridge, Strathallen Av (**Northbridge**), Sailors Bay Rd, Eastern Valley Way (**Castlecrag**), Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Miller St, then Blue St to North Sydney Station.

Timetable Summary

22 July 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Sydney-Terrey Hills	47	M-F	Terrey Hills	6.40am	North Sydney	6.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Terrey Hills, afternoon from North Sydney).

Route 261

CITY (various termini) – NEUTRAL BAY (Lindsay St)■

Timeline

20 August 1951:

- Peak hour route, City (Wynyard) – Neutral Bay (Lindsay St), supplementary to 263, given separate number.
- Operated by Department of Road Transport & Tramways.

30 June 1958: City terminus altered to Martin Pl, as a result of additional routes being terminated at Wynyard due to the replacement of North Sydney tram services by buses.

By 4 January 1972 (when the City terminus of 263 was altered to Gresham St): All service provided by 263.

Streets

City (Wynyard) – Neutral Bay (Lindsay St)

20 August 1951 (based on Gregory's street directory of circa 1946)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Walker St (**North Sydney**), Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St, Ben Boyd Rd to Lindsay St (Neutral Bay).

From Neutral Bay (Lindsay St) (at Ben Boyd Rd) via reverse route reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Martin Pl) – Neutral Bay (Lindsay St)

By 17 April 1961

From City (Martin Pl) (at Phillip St) via Martin Pl, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St, Ben Boyd Rd to Lindsay St (Neutral Bay).

From Neutral Bay (Lindsay St) (at Ben Boyd Rd) via reverse route to High St, then Alfred St, Mount St, Walker St, Pacific Hwy, Ennis Rd, Sydney Harbour Bridge on-ramp, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Alteration

By December 1964: Ex City (Martin Pl) from Alfred St via High St, Clark Rd, Rawson St, Montpelier St. Ex Neutral Bay (Lindsay St) from Montpelier St via reverse route to High St, then Alfred St, Ennis Rd, Sydney Harbour Bridge on-ramp, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Bridge St, Phillip St to Martin Pl (City).

Timetable Summary

17 April 1961

See 263

Route 261

CITY (various termini) – NORTHWOOD – LONGUEVILLE – LANE COVE

- **Extended from Lane Cove to Chatswood (daytime 1989-90, then mainly peak hours)**
- **Extended from Lane Cove to Gladesville (Monash Rd) (early morning & evenings, 1989-2001)**
- **Extended from Lane Cove to Lane Cove West (Mars Rd) (weekday daytime 1987-89, then peak hours until 2001)**
- **Extended from Lane Cove to Tambourine Bay (weekday daytime 1987-89, then peak hours until 1990)**

Timeline

7 September 1987:

- Monday-Saturday service City (Wynyard) – Northwood – Longueville – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd), renumbered from 169 [1925 route number], as part of reorganisation of Lane Cove Bus Service's routes.
- Operated by Lane Cove Bus Service (Macquarie Towns Bus Service, proprietor).

Circa November 1987: Transferred to Harbour City Coaches (Russell H Cohen, proprietor).

14 August 1989: Transferred to North & Western Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor)

30 October 1989:

- Extended to run City (Wynyard) – Northwood – Longueville – Chatswood. Extension from Lane Cove to Chatswood replaced equivalent part of 264.
- Service beyond Lane Cove to Lane Cove West (Mars Rd) & Tambourine Bay reduced to mainly weekday peak hours.
- Selected trips extended from Lane Cove or Tambourine Bay to Gladesville (Monash Rd depot).

23 July 1990: As part of general reorganization of North & Western Bus Lines' routes:

- Ceased running to/via Tambourine Bay. 264 provided a replacement service in Tambourine Bay.
- Most trips extended in City from Wynyard to Queen Victoria Building.
- Route now City (Queen Victoria Building) – Northwood – Longueville – Lane Cove (selected trips extended to Chatswood).
- Shared most of City (Queen Victoria Building) – Lane Cove with 530 (264 from 11 October 1993).

14 December 1999: Transferred to State Transit Authority of NSW.

30 April 2000: 261 retained for base service City (Queen Victoria Building) – Lane Cove & extensions to Lane Cove West (Mars Rd) & Gladesville (Monash Rd), but peak hour trips, City (Queen Victoria Building) – Lane Cove – Chatswood, renumbered 262.

24 June 2001: In stage 2 of “Better Buses” north-western suburbs service review that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW:

- Altered to run City (Queen Victoria Building) – Northwood – Longueville – Lane Cove (selected trips extended to Chatswood). Extension from Lane Cove to Chatswood replaced 262.
- Extension from Lane Cove to Gladesville (Monash Rd) replaced by existing 536.
- City (Queen Victoria Building) – Lane Cove West (Mars Rd) rerouted via Warringah Fwy & renumbered 251.

1 January 2005: Became part of Contract Region 7.

By 11 October 2009: Days of service of Chatswood extension reduced to school days only.

4 October 2015: City terminus altered to King St Wharf 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.

4 August 2024 (*planned opening date of extension of Sydney Metro from Chatswood to Sydenham, but deferred due to lack of necessary approvals*):

- Curtailed to run North Sydney – Lane Cove.
- Days of service extended to full time.
- Replaced between North Sydney & City by extension of Metro over a similar route.

Streets

City (Wynyard) – Northwood – Longueville – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd area)

From 7 September 1987

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd, Hamilton St (**Tambourine Bay**), Pengilly St, Fox St, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Sutherland St, Centennial Av, Gentle St, Hallam Av, Mars Rd [part now Banksia CI], Orion Rd to end (Lane Cove West).

From Lane Cove West (Mars Rd) (end of Orion Rd) via reverse route to Longueville Rd, then Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St, Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

City (Wynyard) – Northwood – Longueville – Lane Cove (selected trips extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd) or Chatswood)

From 30 October 1989

Same as City (Wynyard) – Lane Cove (above) to Lane Cove (Longueville Rd/Birdwood Av).

Chatswood extension: Extended from Lane Cove (Longueville Rd/Birdwood Av) via Longueville Rd, Pacific Hwy, Brown St, Railway St, Help St, Anderson St, Endeavour St to rear entrance Lemon Grove shops (Chatswood). Return via Endeavour St, Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Longueville Rd.

Lane Cove West (Mars Rd) extension: Extended from Lane Cove (Longueville Rd/Birdwood Av) via Longueville Rd, Epping Rd, Sam Johnson Way, Sirius Rd, Mars Rd to eastern end (Lane Cove West). Reverse on return.

Tambourine Bay extension: Extended from Lane Cove (Longueville Rd/Birdwood Av) via Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd, River Rd, Fox St, Pengilly St, Hamilton St to York's Corner (**Tambourine Bay**), returning via Tambourine Bay Rd, Burns Bay Rd, Rosenthal Av, Birdwood Av to Longueville Rd.

City (Queen Victoria Building) – Northwood – Longueville – Lane Cove – Chatswood
From 23 July 1990

From City (Queen Victoria Building) (York St) via York, Druitt, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St (**Longueville**), Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Pacific Hwy, Brown St, Railway St, Victoria Av to near Chatswood Station.

From Chatswood (Victoria Av near Station) via Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Alteration

Soon after 23 July 1990: Either direction from Arabella St via Lucretia Av, Poole St (**Longueville**), Stuart St.

City (Queen Victoria Building) – Lane Cove (selected trips extended to Chatswood or Gladesville (Monash Rd) or Lane Cove West (Mars Rd))

From 14 December 1999

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd to Central Av (Lane Cove).

From Lane Cove (Central Av at Longueville Rd) via Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Chatswood extension: From Lane Cove (Longueville Rd) via Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station. Return from Victoria Av at Station via Pacific Hwy, Longueville Rd.

Gladesville (Monash Rd) extension: From Lane Cove (Longueville Rd) via Birdwood Av, Rosenthal St, Burns Bay Rd, Gladesville Rd, Ryde Rd, Pittwater Rd, Victoria Rd to Monash Rd (Gladesville). Reverse on return.

Lane Cove West (Mars Rd) extension: From Lane Cove (Longueville Rd) via Longueville Rd, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West). Reverse on return.

Alteration

From 17 April 2000: Ex City (Queen Victoria Building) from Bradfield Hwy [Sydney Harbour Bridge] via Pacific Hwy, Blue St, Miller St, Pacific Hwy. Return from Shirley Rd via Pacific Hwy, Berry St, Miller St, Pacific Hwy.

City (Queen Victoria Building) – Lane Cove (selected trips extended to Lane Cove West (Mars Rd))

Lane Cove West (Mars Rd) extension:

From 30 April 2000

Mornings both directions & afternoons from Lane Cove West (Mars Rd)

From Lane Cove (Longueville Rd) via Longueville Rd, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West). Reverse on return.

Afternoons from Lane Cove

From Lane Cove (Longueville Rd) via Birdwood Av, Rosenthal St, Burns Bay Rd, Figtree St, Barwon Rd, Moore St, Epping Rd, Sam Johnson Way, Orion Rd, Sirius Rd, Mars Rd to eastern end (Lane Cove West).

City (Queen Victoria Building) – Lane Cove (selected trips extended to Chatswood)

From 24 June 2001

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd, Little St, Central Av to Longueville Rd (Lane Cove).

From Lane Cove (Central Av at Longueville Rd) via Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Chatswood extension: From Lane Cove (Longueville Rd) via Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station. Return from Victoria Av at Station via Pacific Hwy, Longueville Rd.

City (King St Wharf) – Lane Cove (selected school day trips extended to Chatswood)
Alteration

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

Approached City from York St via Erskine St, Shelley St, King St, Lime St (King St Wharf). Return from Erskine St at Shelley St via Erskine St, Sussex St, King St, Clarence St.

North Sydney – Lane Cove (selected school day trips extended to Chatswood)

From 4 August 2024

From North Sydney (Blue St at Station) via Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd to Central Av (Lane Cove).

From Lane Cove (Longueville Rd at Central Av) via Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Berry St, Miller St to Pacific Hwy (North Sydney).

Chatswood extension: From Lane Cove (Longueville Rd) via Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station. Return from Victoria Av at Station via Pacific Hwy, Longueville Rd.

Timetable Summary

September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Wynyard)- Tambourine Bay- Lane Cove West (Mars Rd)	Fr Wyn 30L	M-F	Tamb Bay	6.25amY	Wynyard	4.20pmM	60*	
			Mars Rd	7.10amY		7.30pmT		
	35T 45M	Sat	Lane Cove	7.40amY		2.40pmL	60	
		Sun						

* More frequent in peak hours.

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

T – To Tambourine Bay.

Y – To City (Wynyard).

30 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Wynyard)- Lane Cove- Chatswood†	Fr Wyn 33T 40C 46M	M-F	Lane Cove	5.55amY	Wynyard	4.10pmM	60*	A
			Tamb Bay	6.44amY		5.30pmC		
			Chatswood	7.25amY		9.25pmT		
	Sat	Chatswood	8.50amY		5.45pmC	60	B	
		Sun						

* More frequent in peak hours.

† Selected trips extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd)

A – Base service, City (Wynyard)-Chatswood. Selected trips extended from Lane Cove to Monash Rd depot,

Gladesville & (in peak hours) extended from Lane Cove to Tambourine Bay or Lane Cove West (Mars Rd).

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

C – To Chatswood.

M – To Lane Cove West (Mars Rd).

T – To Tambourine Bay.

Y – To City (Wynyard).

23 July 1990

City – Lane Cove via River Rd routes

261, 530

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)-Northwood-Lane Cove†	38	M-F	Wynyard	6.25amM 7.05amC	Lane Cove	8.46pmQ	Ph	
			Q Vic Bldg	8.35amL	Chatswood	4.05pmY		
		Sat	Lane Cove	8.02amY	Wynyard	5.35pmL	60	
		Sun						
530: City (Queen Victoria Building)-Lane Cove-West Ryde	73	M-F	West Ryde	6.07amY 7.22amQ	Q Vic Bldg	6.10pmW 9.10pmG	A	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended from Lane Cove to Lane Cove West (Mars Rd) or Chatswood.

A – Morning peak hour, mainly City (Wynyard) – West Ryde. Day, City (Queen Victoria Building) – West Ryde 60.
Afternoon peak hour, City (Queen Victoria Building) – West Ryde. Evening, mainly City (Queen Victoria Building) – Gladesville.

C – To Chatswood.

G – To Gladesville.

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

Ph – Peak hours only, mainly City (Wynyard or Queen Victoria Building) – Lane Cove. Selected trips extended from Lane Cove to Lane Cove West (Mars Rd). Selected trips extended from Lane Cove to Chatswood (morning from City (Wynyard), afternoon from Chatswood).

Q – To City (Queen Victoria Building).

W – To West Ryde.

Y – To City (Wynyard).

11 October 1993

City – Lane Cove via River Rd routes

261, 264

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)-Northwood-Lane Cove†	37QL	M-F	Q Vic Bldg	6.25amM 7.25amC	Chatswood	4.15pmQ	A	
					Mars Rd	5.35pmQ		
					Lane Cove	8.45pmQ		
		Sat	Lane Cove	7.50amQ	Q Vic Bldg	5.55pmL	60	
		Sun						
264: City (Queen Victoria Building)-Lane Cove-West Ryde	70	M-F	West Ryde	6.14amQ	Q Vic Bldg	5.35pmW 9.10pmG	Ph	
		Sat						
		Sun						

† Selected trips extended from Lane Cove to Lane Cove West (Mars Rd) or Chatswood.

A – Peak hours, City (Queen Victoria Building)-Lane Cove, selected trips extended from Lane Cove to Lane Cove West (Mars Rd), selected trips extended from Lane Cove to Chatswood. Day, City (Queen Victoria Building)-Lane Cove 60.

C – To Chatswood.

G – To Gladesville.

L – To Lane Cove.

Ph – Peak hours (morning peak hour mainly from West Ryde, afternoon both directions). Night, from City (Queen Victoria Building) to Gladesville.

M – To Lane Cove West (Mars Rd).

Q – To City (Queen Victoria Building).

QL – City (Queen Victoria Building)-Lane Cove.

W – To West Ryde.

30 April 2000

City – Lane Cove via River Rd routes

261, 262, 264

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)-Longueville-Lane Cove†	Fr QVB 39L 49M	M-F	Q Vic Bldg	6.25amM	Mars Rd	5.35pmQ	A	
		Sat	Lane Cove	7.50amQ	Q Vic Bldg	5.55pmL	60	
		Sun						
262: City (Queen Victoria Bldg)-Lane Cove-Chatswood	47	M-F	Q Vic Bldg	7.25am	Chatswood	4.15pm	Ph1	
		Sat						
		Sun						
264: City (Queen Victoria Building)-Lane Cove-West Ryde	70	M-F	Monash Rd	5.35amQ	Q Vic Bldg	5.35pmW	Ph2	
			West Ryde	6.14amQ		9.10pmG		
		Sat						
		Sun						

† Extended to Lane Cove West (Mars Rd) in peak hours.

A – Peak hours, City (Queen Victoria Building)-Lane Cove West (Mars Rd). Day, City (Queen Victoria Building)-Lane Cove 60.

G – To Gladesville (Monash Rd).

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

Ph1 – Peak hours only (morning from City (Queen Victoria Building), afternoon from Chatswood).

Ph2 – Early morning & late night, City (Queen Victoria Building)-Gladesville (Monash Rd). Peak hours, City (Queen Victoria Building)-West Ryde.

Q – To City (Queen Victoria Building).

W – To West Ryde.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)-Longueville-Lane Cove†	Fr QVB 37L 52C	M-F	Lane Cove	5.48amQ	Chatswood	4.13pmQ	A	
			Q Vic Bldg	7.20amC	Q Vic Bldg	9.03pmL		
		Sat		7.48amQ		6.03pmL	30	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Chatswood.

A – Peak hours & day, City (Queen Victoria Building)-Lane Cove 30*. Trips extended to Chatswood (morning 1 trip from Northwood, 1 trip from City (Queen Victoria Building), afternoon 2 trips from Chatswood).

C – To Chatswood.

L – To Lane Cove.

Q – To City (Queen Victoria Building).

27 March 2005

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Queen Victoria Building)-Longueville-Lane Cove†	Fr QVB 37L 52C	M-F	Lane Cove	5.48amQ	Chatswood	4.13pmQ	A	
			Q Vic Bldg	7.20amC	Q Vic Bldg	9.03pmL		
		Sat		7.48amQ		6.03pmL	60	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Chatswood.

A – Peak hours & day, City (Queen Victoria Building)-Lane Cove 60*. Trips extended to Chatswood (morning 1 trip from Northwood, 1 trip from City (Queen Victoria Building), afternoon 2 trips from Chatswood).

C – To Chatswood.

L – To Lane Cove.

Q – To City (Queen Victoria Building).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (King St Wharf)-Longueville-Lane Cove	39	M-F	Lane Cove	6.14am	King St Wharf	9.01pm	60*	
		Sat		7.44am		6.19pm	60	
		Sun						

* More frequent in peak hours.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: North Sydney-Longueville-Lane Cove	26	M-F	Lane Cove	6.14am	North Sydney	9.51pm	30*	
		Sat		7.55am		8.27pm	60	
		Sun		7.57am		8.26pm	60	

* More frequent in peak hours.

Route 262

CITY (Queen Victoria Building) – NORTHWOOD – LONGUEVILLE – LANE COVE – CHATSWOOD ■

Timeline

30 April 2000: Selected weekday trips renumbered from part of 261. Operated by State Transit Authority of NSW.

24 June 2001: Reverted to part of 261, as part of stage 2 of “Better Buses” north-western suburbs service review that followed transfer of North & Western Bus Lines’ routes to the State Transit Authority of NSW.

Streets

From 30 April 2000

From City (Queen Victoria Building) (York St) via Druiitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Pacific Hwy, Brown St, Railway St to Chatswood Station.

From Chatswood (Victoria Av at Station) via Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Timetable Summary

See 261

Route 263

CITY (various termini) – NEUTRAL BAY – CAMMERAY – CROWS NEST

- **Extended from Crows Nest to Waverton (1941-44)**
- **Extended from Crows Nest to Wollstonecraft (selected trips, 1944-85)**

Also:

- **Cammeray (Alan St) – North Sydney (Sundays, 1941-45, then 1975-80)**
- **City (Wynyard) – Cammeray via Miller & Falcon Sts (selected peak hour trips, 1940s)**

Timeline

10 September 1939:

- Full time service, City (Wynyard) – Neutral Bay – Cammeray, renumbered from 163 [195 route number], coincident with re-opening of Suspension [now Cammeray] Bridge.
- Cammeray terminus at Carter St/Stratford St (?).
- Operated by Department of Road Transport & Tramways.

15 September 1940: Extended (possibly selected trips) from Cammeray (Stratford St) to Crows Nest, replacing 264.

24 August 1941: New Sunday morning route, Cammeray (Alan St) – North Sydney Station, commenced.

13 October 1941: City (Wynyard) – Cammeray (selected trips extended to Crows Nest?) further extended from Crows Nest to Waverton.

27 September 1942:

- City service on Sundays curtailed to run as a feeder service, North Sydney – Cammeray, due to wartime conditions.
- Off-peak and Saturday afternoon services similarly curtailed from 12 October 1942.

(?): Selected peak hour trips rerouted via Miller & Falcon Sts instead of through Neutral Bay.

23 August 1943: Selected peak hour trips via Miller & Falcon Sts renumbered 264.

5 June 1944: Extension from Crows Nest to Waverton replaced by rerouted 267.

20 November 1944: Selected trips on City (Wynyard) – Cammeray (selected trips extended to Crows Nest?) further extended from Crows Nest to Wollstonecraft.

16 December 1945: Sunday morning trips, Cammeray (Alan St) – North Sydney Station renumbered 265.

5 May 1946: Off-peak & weekend North Sydney – Cammeray – Crows Nest trips re-extended from North Sydney to City (Wynyard).

By 9 January 1949: Extension from Crows Nest to Wollstonecraft ceased (when 266 routed via Wollstonecraft?).

13 July 1951: Extension of selected off-peak & Saturday morning trips from Crows Nest to Wollstonecraft recommenced, replacing part of 266, when rerouted via St Leonards Station.

20 August 1951: 263 retained for trips from City (Wynyard) to Cammeray, Crows Nest or Wollstonecraft, but short-workings City (Wynyard) – Neutral Bay (Lindsay St) renumbered 261.

30 June 1958: City terminus altered to Martin Pl, as a result of additional routes being terminated at Wynyard due to the replacement of North Sydney tram services by buses.

By December 1964: Cammeray terminus was at Miller St/Amherst St.

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 night trips (all night trips from 23 June 1974) extended in City from Gresham St to Park St.

After June 1975: 261 renumbered part of 263.

19 October 1975: Sunday morning trips, Cammeray (Alan St) – North Sydney (Ridge St), renumbered from 265.

By September 1980: Sunday morning trips, Cammeray (Alan St) – North Sydney (Ridge St) ceased.

13 October 1985: Extension from Crows Nest to Wollstonecraft replaced by extension of 269.

11 September 1988:

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

4 February 2002: As a result of introduction of 201, some morning peak hour trips on 263 curtailed to run from Neutral Bay Junction to City (Bridge St).

1 January 2005: Became part of Contract Region 8.

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

20 December 2020: Sunday service extended to run City (Bridge St) – Cammeray – Crows Nest.

31 October 2021: Transferred to Keolis Downer Northern Beaches Pty Ltd (a joint venture of Keolis (51%) & Downer (49%)), as a result of competitive tendering for privatisation of Contract Region 8.

19 January 2025: Most early morning & late afternoon trips daily curtailed to run City (Bridge St) – Neutral Bay Junction only.

December 2025: Operator rebranded as Keolis Australia when Keolis acquired Downer's share of the joint venture.

Streets

City (Wynyard) – Neutral Bay – Cammeray (Stratford St)

10 September 1939 (likely route based on DRTT 1939 map & later timetables)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Walker St (**North Sydney**), Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St (**Neutral Bay**), Ben Boyd Rd, Yeo St, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Waters Rd, Grasmere Rd, Young St, Earl St, Grafton St, Lambert St, Cammeray Rd, Carter St to Stratford St (Cammeray).

From Cammeray (Carter St at Stratford St) via reverse route to Waters Rd, then Military Rd, Ben Boyd Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

City (Wynyard) – Neutral Bay – Cammeray (Stratford St) (selected trips extended to Crows Nest)

Alterations

From 15 September 1940 (based on Gregory's street directory of circa 1946)

- **Crows Nest extension:** From Cammeray (Carter St at Stratford St) via Carter St, Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (Crows Nest).
- **Cremorne (Benelong Rd) loop (selected trips, later all trips):** Ex City (Wynyard) from Grasmere Rd via Benelong Rd, Brightmore St (clockwise loop) (**Cremorne**), Benelong Rd, Grasmere Rd. Reverse on return.

City (Wynyard) – Neutral Bay – Cammeray (Stratford St) (selected trips extended to Waverton)

Alterations

From 13 October 1941

Waverton extension: From Cammeray (Carter St at Stratford St) via Carter St, Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), [Pacific Hwy,] Bruce St, Sinclair St, Rocklands Rd, Morton St, Hazelbank Rd, King St, Carr St, Crows Nest Rd to Waverton Station.

City (Wynyard) – Neutral Bay – Cammeray (Avon St) (selected trips extended to Wollstonecraft)

Alterations

- *From 28 February 1944:* Base service extended in Cammeray from Carter St/Stratford St via Carter St to Avon St.
- *From 20 November 1944 (based on Gregory's street directory of circa 1946)*
Wollstonecraft extension: From Cammeray (Carter St at Avon St) via Carter St, Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), Shirley Rd, Milner Cr (clockwise loop) to Wollstonecraft Station. Return via Milner Cr (clockwise loop), Shirley Rd, then reverse route to Cammeray.

City (Wynyard) – Neutral Bay – Cammeray (Bellevue St) (selected trips extended to Wollstonecraft)

Alterations

- *From 12 December 1948:* Base service extended in Cammeray from Carter St/Avon St via Carter St to Bellevue St. Timetable of 9 January 1949 shows Cammeray terminus at Am herst St.
- *From 28 February 1949:* Trips around Benelong Rd loop followed the same direction (anti-clockwise) on trips in both directions.

City (Martin Pl) – Neutral Bay – Cammeray – Crows Nest (selected trips extended to Wollstonecraft)

From 30 June 1958

Likely route

From City (Martin Pl) (at Phillip St) via Martin Pl, Macquarie St, Cahill Expwy, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Walker St (**North Sydney**), Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St (**Neutral Bay**), Ben Boyd Rd, Yeo St, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Waters Rd, Grasmere Rd, Benelong Rd, Brightmore St (anti-clockwise loop) (**Cremorne**), Benelong Rd, Grasmere Rd, Young St, Earle St,

Grafton St, Cammeray Rd, Carter St, Palmer St, Miller St (**Cammeray**), Amherst St, West St, Chandos St, Alexander St, Burlington St to Willoughby Rd (Crows Nest).

From Crows Nest (Burlington St at Willoughby Rd) via Willoughby Rd, Ernest St, Alexander St, Chandos St, West St, Amherst St, Bellevue St, Carter St, Cammeray Rd, Grafton St, Earle St, Young St, Grasmere Rd, Benelong Rd, Brightmore St (anti-clockwise loop), Benelong Rd, Grasmere Rd, Waters Rd, Military Rd, Ben Boyd Rd, then reverse route to High St, then Alfred St, Bradfield Hwy [Sydney Harbour Bridge], Cahill Expwy, Macquarie St, Hunter St, Elizabeth St, Martin Pl to Phillip St (City).

Wollstonecraft extension: From Crows Nest (Alexander St) via Falcon St, Shirley Rd, Milner Cr (clockwise loop) to Wollstonecraft Station. Return via Milner Cr (clockwise loop), Shirley Rd, Falcon St, Alexander St, Burlington St.

Milsons Point (Ennis Rd) diversion (*peak hours to City*): From Alfred St via Ennis Rd, [former ramp,] Bradfield Hwy [Sydney Harbour Bridge].

North Sydney Station diversion (*peak hours from City*): From Pacific Hwy via Blue St, Miller St, Mount St.

Alterations

- **From 27 July 1964:** Ex City (Martin Pl) from Alfred St via High St, Clark Rd, Rawson St, Eaton St. Unaltered on return.
- **From 21 December 1964:** Ex Crows Nest from Montpelier St via Rawson St, Clark Rd, High St, Alfred St. Unaltered on return.
- **From 30 January 1968:** Ex City (Martin Pl) from Palmer St via Miller St, Rosalind St, West St. Unaltered on return.
- **From 4 November 1968:** Ex City (Martin Pl) from Pacific Hwy via Blue St, Miller St, Mount St.

City (Gresham St) – Neutral Bay – Cammeray – Crows Nest (selected day trips extended to Wollstonecraft)

Alteration

From 4 January 1972: Approached City from Cahill Expwy via Bridge St, Gresham St to Bent St. Return from Gresham St via Bent St, Loftus St, Bridge St, Cahill Expwy.

City (Gresham St) – Neutral Bay – Cammeray – Crows Nest (selected day trips extended to Wollstonecraft & night trips extended to City (Park St))

Alterations

- **From 1 October 1972**
City (Park St) extension (*nights*): Ex Crows Nest or Cammeray from Bridge St via George St, Park St (City). Return via Park St, Castlereagh St, Bligh St, Bent St, Loftus St, Bridge St.
- **By August 1973 (all trips):** Ex City from Pacific Hwy via Blue St, Miller St, Mount St.
- **By August 1973:** Ex Crows Nest from Military Rd via Wycombe Rd, Yeo St, Ben Boyd Rd. Unaltered on return.
- **From 2 January 1974:** Ex City (Gresham St) from West St via Ernest St, Alexander St.
- **From 2 August 1974:** Ex City (Wynyard) from Military Rd via Winnie St, Waters Rd. Ex Crows Nest from Grasmere Rd via Winnie St, Gerard St, Waters Rd, Military Rd, Wycombe Rd, Yeo St, Ben Boyd Rd.
- **By February 1976:** Ex Crows Nest from Winnie St via Military Rd.
- **By February 1976:** Ex City (Gresham St) from Palmer St via Miller St, Ernest St, Alexander St. Unaltered on return.
- **By August 1979:** From Crows Nest via Ernest St, West St, Amherst St. Unaltered on return.
- **By September 1980:** Approached Crows Nest from Ernest St via Alexander St, Burlington St. Return via Willoughby Rd, Ernest St.
- **By September 1980**
Wollstonecraft extension: From Crows Nest (Burlington St) via Willoughby Rd, Clarke St, Hume St, Nicholson St, Shirley Rd. Return from Shirley Rd via Falcon St, Alexander St, Burlington St.
- **By 1983:** Ex Crows Nest from Willoughby Rd via Holtermann St, Alexander St, Ernest St. Unaltered on return.
- **From 13 October 1985:** Approached Crows Nest from Ernest St via Alexander St, Holtermann St, Willoughby Rd, Burlington St to Willoughby Rd. Return via Burlington St, Alexander St, Ernest St.
- **From 13 October 1985:** Wollstonecraft extension ceased.
- **From 13 October 1985:** Ex City (Gresham St) from Blue St via Miller St, Pacific Hwy, Arthur St, Mount St. Unaltered on return.
- **By 5 April 1987**
City (Park St) extension: From Bridge St via George St, Bathurst St, Pitt St to Park St. Return via Park St, George St, Bridge St, Gresham St.

City (Wynyard) – Neutral Bay – Cammeray – Crows Nest

From 11 September 1988

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Arthur St, Mount St, Alfred St, High St, Clark Rd, Rawson St, Eaton St, Montpelier St, Spruson St, Phillips St (**Neutral Bay**), Ben Boyd Rd, Yeo St, Wycombe Rd, Military Rd (**Neutral Bay Junction**), Winnie St, Waters Rd, Grasmere Rd, Benelong Rd, Brightmore St (anti-clockwise loop) (**Cremorne**), Benelong Rd, Grasmere Rd, Young St, Earle St, Grafton St, Cammeray Rd, Carter St, Palmer St, Miller St (**Cammeray**), Ernest St, Alexander St, Holtermann St, Willoughby Rd, Burlington St to near Willoughby Rd (Crows Nest).

From Crows Nest (Burlington St at Willoughby Rd) via Alexander St, Ernest St, West St, Amherst St, Bellevue St, Carter St, then reverse route to High St, then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **By 12 May 1990:** Ex City (Wynyard) from Miller St via Pacific Hwy, High St. Ex Crows Nest from High St via Bradfield Hwy [Sydney Harbour Bridge].
- **By 20 November 1994:** From City (York St at Wynyard Park) via Barrack St, Clarence St.
- **By February 1998:** From City (York St at Wynyard Park) via Erskine St, Clarence St.
- **By May 2008:** Ex Crows Nest from High St via Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge]. Unaltered on return.
- **By 5 December 2010:** From City (Carrington St) via Margaret St, Clarence St.

City (Bridge St) – Neutral Bay – Cammeray – Crows Nest

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].
- (*Morning peak hour trips – may have been in force for only a short time, if at all*): 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.

Timetable Summary

9 January 1949

City – Neutral Bay – Cammeray routes

263, 264

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
263: City (Wynyard)-Neutral Bay-Cammeray-Crows Nest†	Fr Wyn 32C 39N 43W	M-F	Wynyard	5.48amC	Wollstonecraft	3.38pmY	A	
				6.54amN	Crows Nest	8.50pmY		
				9.31amW	Wynyard	12.32amC		
		Sat		5.46amC	Crows Nest	11.20pmY	B	
				6.38pmN	Wynyard	12.32amC		
		Sun		Cammeray	7.57amY	Crows Nest	8.50pmY	D
Wynyard	2.01pmN			Wynyard	12.01amC			
264: City (Wynyard)-Cammeray via Miller St & Falcon St‡	Fr Wyn 27C 34N	M-F	Crows Nest	7.51amY	Wynyard	5.15pmN 5.46pmC	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Wollstonecraft.

‡ Limited service extended from Cammeray to Crows Nest.

A – Peak hours & night, City (Wynyard)-Cammeray, selected trips extended to Crows Nest. Day, City (Wynyard)-Crows Nest 30, City (Wynyard)-Wollstonecraft 60.

B – Day, City (Wynyard)-Cammeray 30 (most trips extended to Crows Nest). Night, City (Wynyard)-Cammeray 30 (selected trips extended to Crows Nest).

C – To Cammeray shops.

D – Morning, City (Wynyard)-Cammeray 30. Afternoon, City (Wynyard)-Cammeray 30, 8 trips extended to Crows Nest.

N – To Crows Nest.

Ph – Peak hours only (mornings from Cammeray, limited service extended to start from Crows Nest; afternoons, from City (Wynyard) to Cammeray, limited service extended from Cammeray to Crows Nest).

W – To Wollstonecraft.

Y – To City (Wynyard).

17 April 1961

City – Neutral Bay – Cammeray routes

261, 263

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
261: City (Martin Pl)-Neutral Bay (Lindsay St)	20	M-F	Lindsay St	6.33am	Martin Pl	5.33pm	Ph	
		Sat						
		Sun						
263: City (Martin Pl)-Neutral Bay-Cammeray-Crows Nest†	Fr M Pl 33C 39N 43W	M-F	Cammeray	5.10amM	Wollstonecraft	3.43pmM	A	
			Crows Nest	7.36amM	Martin Pl	7.10pmN		
			Martin Pl	9.16amW		11.50pmC		
		Sat	Cammeray	6.15amM	Wollstonecraft	11.25amM	B	
			Crows Nest	7.10amM	Crows Nest	11.14pmM		
			Martin Pl	8.21amW	Martin Pl	12.30amC		
		Sun	Cammeray	7.50amM		11.10pmC	40	

† Selected trips extended to Wollstonecraft.

A – Peak hours, mainly City (Martin Pl)-Crows Nest. Day, City (Martin Pl)-Cammeray 30, selected trips extended to Wollstonecraft. Night, City (Martin Pl)-Cammeray.

B – Morning, City (Martin Pl)-Crows Nest 30, selected trips extended to Wollstonecraft. Afternoon, mainly City (Martin Pl)-Cammeray 40, selected trips extended to Crows Nest. Night, mainly City (Martin Pl)-Cammeray.

C – To Cammeray.

M – To City (Martin Pl).

N – To Crows Nest.

Ph – Peak hours only (morning from Neutral Bay (Lindsay St), afternoon from City (Martin Pl)).

W – To Wollstonecraft.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
263: City (Gresham St)-Neutral Bay-Cammeray-Crows Nest†	Fr Gres St 34C 40N 44W	M-F	Cammeray	5.10amG	Wollstonecraft	3.42pmG	A	
			Crows Nest	7.44amG	Gresham St	4.33pmN		
			Gresham St	9.16amW		9.10pmC		
		Sat	Cammeray	6.22amG		10.40amW	B	
			Gresham St	8.05amN	Crows Nest	12.56pmG		
				8.30amW	Park St	7.56pmC		
		Sun	Cammeray	7.50amG	Gresham St	7.56pmC	D	

* More frequent in peak hours.

† Night trips extended to City (Park St) & selected day trips extended to Wollstonecraft.

A – Peak hours, mainly City (Gresham St)-Crows Nest. Day, City (Gresham St)-Cammeray 30, selected trips extended to Wollstonecraft. Night, City (Park St)-Cammeray (first trip 6.25pm from Cammeray, last trip 9.06pm from City (Park St)).

B – Morning, City (Gresham St)-Crows Nest 30, selected trips extended to Wollstonecraft. Afternoon, City (Gresham St)-Cammeray 60. Night, City (Park St)-Cammeray (6.50pm from Cammeray, 7.56pm from City (Park St)).

C – To Cammeray shops.

D – Day, City (Gresham St)-Cammeray 60. Night, City (Park St)-Cammeray (6.50pm from Cammeray, 7.56pm from City (Park St)).

G – To City (Gresham St).

N – To Crows Nest.

W – To Wollstonecraft.

3 February 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
263: City (Wynyard)- Cammeray-Crows Nest	Fr Wyn 30C 36N	M-F	Wynyard	6.50amN	Crows Nest	5.35pmY	A	
					Wynyard	8.26pmC		
		Sat	Cammeray	7.00amY	Crows Nest	6.05pmY	B	
			Wynyard	7.30amN	Wynyard	7.36pmC		
		Sun	Cammeray	8.11amY		7.36pmC	60	

* More frequent in peak hours.

A – Peak hours & day, City (Wynyard)-Crows Nest 45*. Night, City (Wynyard)-Cammeray. Plus short-working/s before first trip shown.

B – Early morning & late afternoon, City (Wynyard)-Cammeray. Day, City (Wynyard)-Crows Nest 45.

C – To Cammeray.

N – To Crows Nest.

Y – To City (Wynyard).

20 December 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
263: City (Bridge St)- Cammeray-Crows Nest	Fr Bge St 28C 33N	M-F	Cammeray	6.04amB	Crows Nest	5.37pmB	A	
			Bridge St	6.40amN	Bridge St	8.20pmN		
		Sat	Crows Nest	6.32amB		8.20pmN	60	
		Sun		7.32amB		7.20pmN	60	

* More frequent in peak hours.

A – Early morning & night, City (Bridge St)-Cammeray. Day, City (Bridge St)-Crows Nest 45*.

B – To City (Bridge St).

C – To Cammeray.

N – To Crows Nest.

19 January 2025

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
263: City (Bridge St)- Cammeray-Crows Nest	Fr Bge St 17J 31C 39N	M-F	Neut Bay Jun	6.05amB	Crows Nest	5.41pmB	A	
			Bridge St	6.30amN	Bridge St	7.30pmC 8.30pmJ		
		Sat	Neut Bay Jun	7.00amB		6.20pmN	D	
			Bridge St	8.20amN		8.30pmJ		
		Sun	Neut Bay Jun	7.55amB		6.20pmN	D	
			Bridge St	8.26amN		7.30pmJ		

* More frequent in peak hours.

A – Peak hours, most trips City (Bridge St)-Neutral Bay Junction, selected trips extended to run City (Bridge St)-Cammeray or Crows Nest. Day, City (Bridge St)-Crows Nest 45*. Night, City (Bridge St)-Neutral Bay Junction.

B – To City (Bridge St).

C – To Cammeray.

D – Early morning & late afternoon, City (Bridge St)-Neutral Bay Junction. Day, City (Bridge St)-Crows Nest 45.

J – To Neutral Bay Junction.

N – To Crows Nest.

Route 264

CROWS NEST – CAMMERAY■

Timeline

11 December 1939: Crows Nest – Cammeray (Stratford St) commenced by Department of Road Transport & Tramways, replacing part of 67 between Cammeray shops & Cammeray (Stratford St), which had ceased on 10 September 1939.

15 September 1940: Replaced by extension of 263.

Route 264

CITY (Wynyard) – CAMMERAY (various termini) via Miller St & Falcon St■

- **Extended from Cammeray to Crows Nest (*limited service*)**

Timeline

23 August 1943:

- Peak hour trips on 263 which ran via Miller & Falcon Sts instead of Neutral Bay given separate number 264.
- Operated by Department of Road Transport & Tramways.

29 June 1958 (*coincident with replacement of trams in Miller St & Falcon St by buses*): Replaced by 263 other than in Miller St & Falcon St. Replaced by 244-248 in Miller St & Falcon St.

Streets

City (Wynyard) – Cammeray (Stratford St)

From 23 August 1943 (based on 9 January 1949 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Miller St, Falcon St, Military Rd (**Neutral Bay Junction**), Waters Rd, Grasmere Rd, Benelong Rd, Brightmore St (anti-clockwise loop) (**Cremorne**), Benelong Rd, Grasmere Rd, Young St, Earle St, Grafton St, Lambert St, Cammeray Rd, Carter St to Stratford St (Cammeray).

Crows Nest extension (*likely route, same as equivalent part of 263*): From Cammeray (Carter St at Stratford St) via Carter St, Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (Crows Nest).

City (Wynyard) – Cammeray (Avon St)

Alteration

From 28 February 1944: Extended in Cammeray from Carter St/Stratford St via Carter St to Avon St.

City (Wynyard) – Cammeray (Avon St)

Alteration

From 12 December 1948: Extended in Cammeray from Carter St/Avon St via Carter St to Bellevue St.

City (Wynyard) – Cammeray (Amherst St)

Alteration

By 9 January 1949: Extended in Cammeray from Bellevue St via Palmer St, Miller St to Amherst St. Return via Amherst St, Bellevue St, Carter St.

Timetable Summary

See 263

Route 264

CHATSWOOD – EAST CHATSWOOD (Smith St) (INDUSTRIAL)■

Timeline

23 February 1970: Peak hour service commenced by Department of Government Transport. 268 served the same area.

7 July 1972: Ceased. 268 continued to serve the same area.

Streets

Circa 1971

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26 May 2026

Sydney Region route histories 250-274

From Chatswood (Victoria Av at Orchard Rd at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Short St, Gibbes St, Smith St to Eastern Valley Way (East Chatswood).

From East Chatswood (Smith St/Eastern Valley Way) via reverse route to High St, then Victoria Av to Chatswood Station.

Route 264

CHATSWOOD – NORTHWOOD – LONGUEVILLE

Timeline

7 September 1987:

- Monday-Saturday service Chatswood – Chatswood West (Colwell Cr) – Northwood – Longueville renumbered from 52 & 127 [1925 route numbers] as part of reorganisation of Lane Cove Bus Service's routes.
- Operated by Lane Cove Bus Service (Macquarie Towns Bus Service, proprietor).

Approx November 1987: Transferred to Harbour City Coaches (Russell H Cohen, proprietor).

February 1989: Split into two services, other than after 6.00pm weekdays & all day Saturdays (when they remained combined):

- Chatswood – Chatswood West (Colwell Cr) loop.
- Chatswood – Northwood – Longueville via Pacific Hwy.

14 August 1989: Transferred to North & Western Bus Lines (KA (Ken) Butt, proprietor).

30 October 1989:

- Shortened to Chatswood – Chatswood West (Colwell Cr) (*not* a loop service).
- Chatswood – Northwood – Longueville via Pacific Hwy transferred to 261.

23 July 1990: As part of general reorganization of North & Western Bus Lines' routes, amalgamated with 53 [1925 route number] as 264, Chatswood – Chatswood West (Colwell Cr) – Riverview (*see next entry*), replacing 261 in Tambourine Bay.

Streets

Chatswood – Chatswood West (Colwell Cr) – Northwood – Longueville

From 7 September 1987

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd, then reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St to Chatswood Station.

Chatswood – Chatswood West (Colwell Cr) Loop

From February 1989

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station.

Chatswood – Northwood – Longueville via Pacific Hwy

From February 1989

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Longueville Rd (**Lane Cove**), Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd, Pacific Hwy, Brown St, Railway St to Chatswood Station.

Chatswood – Chatswood West (Colwell Cr)

From 30 October 1989

From Chatswood (Endeavour St at Lemon Grove shops) via Endeavour St, Orchard Rd, Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**).

From Chatswood West (Beaconsfield Rd at Colwell Cr) via reverse route to Centennial Av, then Pacific Hwy, Brown St, Railway St, Help St, Anderson St, Endeavour St to Lemon Grove shops (Chatswood).

Timetable Summary

September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chats West-Northwood-Longueville	25	M-F	Northwood	6.50am	Chatswood	7.15pm	60*	
		Sat	Chatswood	8.30am		2.05pm	60	
		Sun						

* More frequent in peak hours.

February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northwood-Longueville†	20	M-F	Northwood	6.50am	Chatswood	8.25pm	60*	A
		Sat		7.35am		3.50pm	60	A
		Sun						
Chatswood-Chatswood West (Colwell Cr) Loop	20 round trip	M-F	Colwell Cr	6.40am	Chatswood	5.35pm	60*	B
		Sat						B
		Sun						

* More frequent in peak hours.

† Via Pacific Hwy direct.

A – Late afternoon/early evening & all Saturday trips diverted via Chatswood West (Colwell Cr).

B – Service in late afternoon/early evening & all day Saturday provided by diversions of Chatswood-Northwood-Longueville trips.

30 October 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatswood West (Colwell Cr)	8	M-F	Colwell Cr	7.10am	Chatswood	6.15pm	120*	
		Sat	Chatswood	9.28am	Colwell Cr	1.36pm	3 trips	
		Sun						

* More frequent in peak hours.

Route 264

CHATSWOOD – CHATSWOOD WEST (Colwell Cr) – RIVERVIEW ■

Timeline

23 July 1990: As part of general reorganization of North & Western Bus Lines' routes:

- Monday-Saturday service Chatswood – Chatswood West (Colwell Cr) in previous entry amalgamated with 53 [1925 route number] as 264 Chatswood – Chatswood West (Colwell Cr) – Riverview.
- Replaced 261 in Tambourine Bay.
- Operated by to North & Western Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).

5 April 1993: Renumbered 532.

Streets

From 23 July 1990

From Chatswood (Railway St at Station) via Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Beresford Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Ralston St, Murray St, Stokes St, Nundah St, Parklands Av, Longueville Rd (**Lane Cove**), Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd (**Tambourine Bay**), Yallambee Rd, Wangalla Rd, Carranya Rd, Romani Av (**Riverview**), Miramont Av, Tambourine Bay Rd, Riverview St (loop), College Rd, Sofala Av, Pengilly St, Hamilton St, Tambourine Bay Rd, Burns Bay Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatsw'd West (Colwell Cr)- Riverview	35	M-F	Riverview	6.45am	Chatswood	6.25pm	120*	
		Sat		8.41am		1.20pm	2 trips	A
		Sun						

* More frequent in peak hours.

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

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatsw'd West (Colwell Cr)- Riverview	35	M-F	Riverview	7.01am	Chatswood	5.49pm	65*	A
		Sat		7.45am		1.05pm	60	
		Sun						

* More frequent in peak hours.

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

Route 264

CITY (Queen Victoria Building) – LANE COVE – GLADESVILLE – WEST RYDE

Timeline

11 October 1993:

- Peak hour service renumbered from 530.
- Operated by North & Western Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).

14 December 1999: Transferred to State Transit Authority of NSW. Shared most of route with 261.

4 June 2001: Ceased as part of stage 2 of "Better Buses" north-western suburbs service review that followed transfer of North & Western Bus Lines' routes to the State Transit Authority of NSW. City – Lane Cove continued to be served by 261. No direct replacement service between Lane Cove, Gladesville & West Ryde, although covered by other routes.

Streets

From 11 October 1993

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd, Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Pittwater Rd (**Gladesville**), Victoria Rd, Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via West Pde, Victoria Rd, then reverse route to Shirley Rd, then Pacific Hwy, Arthur St, Mount St, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

From 14 December 1999

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest**), Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Longueville Rd (**Lane Cove**), Birdwood Av, Rosenthal St, Burns Bay Rd, Gladesville Rd, Ryde Rd, Pittwater Rd (**Gladesville**), Victoria Rd, Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Longueville Rd, then Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St, Lucretia Av, Poole St (**Longueville**), Stuart St, Kenneth St, Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Trips direct via Northwood Rd (*not* via Northwood & Longueville): Ex City (Queen Victoria Building) from River Rd via Northwood Rd, Longueville Rd. Reverse on return.

Timetable Summary

See 261

Route 265

CAMMERAY (Alan St) – NORTH SYDNEY (various termini) (Sundays) ■

(North Sydney Catholic Church is located at the corner of Ridge St & Miller St.)

Timeline

16 December 1945:

- Sunday morning service, Cammeray (Alan St) – North Sydney Station, renumbered from part of 263.
- Operated by Department of Road Transport & Tramways.

After 9 January 1949: Curtailed to run Cammeray (Alan St) – North Sydney (Ridge St).

10 August 1952: Renumbered part of 202.

Route continued as 202 until further renumbering.

1 December 1957: Cammeray (Alan St) – North Sydney (Ridge St) renumbered back from part of 202.

19 October 1975: Renumbered part of 263.

Streets

From 1 December 1957 (based on February 1966 timetable)

From Cammeray (Alan St) (in Cammeray Rd) via Cammeray Rd, Carter St, Palmer St, Miller St, Carlow St, West St, Ridge St to Miller St (North Sydney).

From North Sydney (Ridge St/Miller St) via Miller St, Palmer St, Carter St, Cammeray Rd to Alan St (Cammeray).

Timetable Summary

9 January 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cammeray (Alan St)- North Sydney Station		M-F						
		Sat						
		Sun	Alan St	8.47am	Nth Sydney Stn	11.02am	3 trips	

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cammeray (Alan St)- North Sydney (Ridge St)		M-F						
		Sat						
		Sun	Alan St	8.48am	Ridge St	11.06am	A	

A – 1 trip from Cammeray (Alan St), 2 trips from North Sydney (Ridge St).

Route 265

CROWS NEST – GREENWICH ■

Timeline

22 July 1990:

- Weekday service transferred from North & Western Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor) to State Transit Authority of NSW & renumbered from 99 [1925 route number], as part of general reorganisation of North & Western Bus Lines' routes.
- Crows Nest terminus altered from Willoughby Rd to Burlington St.

9 March 1998: 265-267 & 269 rearranged as:

265 McMahons Point – Crows Nest – Greenwich – Osborne Park – Lane Cove (*see next entry*).

267 Chatswood – Northbridge – Crows Nest

269 McMahons Point – North Sydney – Kirribilli

Streets

From 23 July 1990

From Crows Nest (Burlington St at Willoughby Rd) via Willoughby Rd, Clarke St, Hume St, Pacific Hwy (**St Leonards**), Greenwich Rd, Manns Av, George St, Mitchell St, Richard St, Lower Serpentine Rd to Greenwich Wharf.
From Greenwich (Lower Serpentine Rd at Wharf) via Mitchell St, then reverse route to Pacific Hwy, then Falcon St, Alexander St, Burlington St to Willoughby Rd (Crows Nest).

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Crows Nest-Greenwich	12	M-F	Greenwich	7.07am	Crows Nest	5.54pm	A	
		Sat						
		Sun						

A – 12 trips from Crows Nest, 11 trips from Greenwich. Plus short-working/s before first trip & after last trip shown.

Route 265

McMAHONS POINT – CROWS NEST – GREENWICH – OSBORNE PARK – LANE COVE shops ■

NORTH SYDNEY – CROWS NEST – OSBORNE PARK – LANE COVE shops

Timeline

9 March 1998:

- Monday-Saturday daytime route commenced by State Transit Authority of NSW as a result of rearrangement of 265-267 & 269.
- 265 replaced the whole of (old) 265 Crows Nest – Greenwich, the Crows Nest – Osborne Park – Lane Cove shops part of 266, the Crows Nest – North Sydney – McMahons Point part of 267 & the Crows Nest – Wollstonecraft part of 269.

1 January 2005: Became part of Contract Region 7.

4 June 2017: Curtailed to run North Sydney – Greenwich – Osborne Park – Lane Cove. Service between North Sydney & McMahons Point already being provided by 254, 269 & 291.

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.

4 August 2024 (*originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham*): Ceased to run via Greenwich, becoming North Sydney – Crows Nest – Osborne Park – Lane Cove shops. Service to Greenwich replaced by extension of 267.

Streets

McMahons Point – Greenwich – Osborne Park – Lane Cove

From 9 March 1998

From McMahons Point (wharf) via Henry Lawson Av, Blues Point Rd, Blue St (**North Sydney**), Pacific Hwy, Miller St, Blues Point Rd, Union St, Woolcott St, Bay Rd (**Waverton**), Crows Nest Rd, Carr St, King St, Hazelbank Rd, Ivy St, Rocklands Rd, Morton St, Newlands St, Shirley Rd, Milner Cr (clockwise loop) (**Wollstonecraft**), Shirley Rd, Newlands St, Morton St, Rocklands Rd, Pacific Hwy (**Crows Nest, St Leonards**), Greenwich Rd, Manns Av, George St, Mitchell St, Richard St, Lower Serpentine Rd (**Greenwich**), Mitchell St, George St, Manns Av, Greenwich Rd, River Rd, St Vincents Rd, Kingslangley Rd, Balfour St, Innes Rd, Ronald Av, Osborne Rd, Second Av, Campbell Av, Richardson St (**Osborne Park**), Third Av, Second Av, Fourth Av, First Av, Phoenix St, Longueville Rd to Central Av (Lane Cove).

From Lane Cove (Longueville Rd at Central Av) via Longueville Rd, Dorritt St, Phoenix St, First Av, Fourth Av, Second Av, Campbell Av, Richardson St (**Osborne Park**), Third Av, Second Av, Osborne Rd, then reverse route to Mitchell St (towards Greenwich), then Richard St, Lower Serpentine Rd (**Greenwich**), Mitchell St, George St, Manns Av, Greenwich Rd, Pacific Hwy, then reverse route to Shirley Rd (towards Wollstonecraft), then Milner Cr (clockwise loop) (**Wollstonecraft**), Shirley Rd, Newlands St, Morton St, Rocklands Rd, Ivy St, then reverse route to Union St, then Blues Point Rd, Blue St (**North Sydney**), Pacific Hwy, Miller St, Blues Point Rd, Henry Lawson Av to McMahons Point wharf.

Alterations

- **By July 2003:** Ex McMahons Point from Pacific Hwy via Alexander St, Burlington St (**Crows Nest**), Willoughby Rd, Clarke St, Hume St, Pacific Hwy. Unaltered on return.
- **By July 2003:** Approached Lane Cove from Longueville Rd via Little St, Central Av to Longueville Rd. Return from Central Av at Longueville Rd via Longueville Rd.
- **From 11 October 2009:** Ex McMahons Point from Osborne Rd via Second Av, Fourth Av (**not** via Richardson St). Reverse on return.
- **By 2015:** Approached Lane Cove from Phoenix St via Longueville Rd to Central Av (**not** via Little St). Return via Longueville Rd, Dorritt St.

North Sydney – Greenwich – Osborne Park – Lane Cove

Alteration

From 4 June 2017: Ex Lane Cove from Union St via Blues Point Rd, Blue St to North Sydney Station. Return via Pacific Hwy, Miller St, Blues Point Rd, Union St.

North Sydney – Osborne Park – Lane Cove

From 4 August 2024

From North Sydney (Blue St at Station) via Pacific Hwy, Miller St, Blues Point Rd, Union St, Woolcott St, Bay Rd (**Waverton**), Crows Nest Rd, Carr St, King St, Hazelbank Rd, Ivy St, Rocklands Rd, Morton St, Newlands St, Shirley Rd, Milner Cr (clockwise loop) (**Wollstonecraft**), Shirley Rd, Newlands St, Morton St, Rocklands Rd, Pacific Hwy (**Crows Nest, St Leonards**), Greenwich Rd, River Rd, St Vincents Rd, Kingslangley Rd, Balfour St, Innes Rd, Ronald Av, Osborne Rd, Second Av (**Osborne Park**), Fourth Av, First Av, Phoenix St, Longueville Rd to Central Av (Lane Cove Shops).

From Lane Cove (Shops, Longueville Rd at Central Av) via Longueville Rd, Dorritt St, Phoenix St, then reverse route to Pacific Hwy (approaching Crows Nest), then Rocklands Rd, Morton St, Newlands St, Shirley Rd, Milner Cr (clockwise loop), Shirley Rd, Newlands St, Morton St, Rocklands Rd, Ivy St, then reverse route to Blues Point Rd, then Blue St to North Sydney Station.

Timetable Summary

McMahons Point – North Sydney routes

265, 269

9 March 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
265: McMahons Pt-Greenwich-Osborne Park-Lane Cove	53	M-F	Lane Cove	5.55am	McMahons Pt	5.46pm	60*	A
		Sat		8.28am		4.31pm	60	B
		Sun						
269: McMahons Point-North Sydney-Kirribilli	5M 18K	M-F	McMahons Pt	8.24amK	McMahons Pt	2.01pmK	C	
			North Sydney	8.42amM	North Sydney	3.45pmM		
		Sat						
		Sun						

Average day frequencies along common route:

M-F McMahons Point-North Sydney (265, 269) 30.

* More frequent in peak hours.

A – Additional trips McMahons Point-North Sydney in peak hours. Plus short-working/s before first trip & after last trip shown.

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

C – Most trips ran separately:

- From McMahons Point to Kirribilli then North Sydney (as per trip time K) 60. Plus short-working/s from North Sydney after last trip shown (last trip 5.06pm).
- From North Sydney to McMahons Point direct (as per trip time M) 60 - normally **not** through-routed with trips from McMahons Point via Kirribilli.

K – From McMahons Point to Kirribilli, then North Sydney.

M – From North Sydney to McMahons Point direct.

McMahons Point – North Sydney routes

265, 269

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
265: McMahons Pt- Greenwich-Osborne Park-Lane Cove	52	M-F	Lane Cove	5.53am	McMahons Pt	6.05pm	60*	A
		Sat		8.50am		4.58pm	60	B
		Sun						
269: McMahons Point-North Sydney- Kirribilli	5M 18K	M-F	McMahons Pt	8.39amK	McMahons Pt	2.28pmK	C	
			North Sydney	9.14amM	North Sydney	2.14pmM		
		Sat						
		Sun						

Average day frequencies along common route:

M-F McMahons Point-North Sydney (265, 269) 30.

* More frequent in peak hours.

A – Additional trips McMahons Point-North Sydney in peak hours. Plus short-working/s before first trip & after last trip shown.

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

C – All trips run separately:

- From McMahons Point to Kirribilli then North Sydney (as per trip time K) 60. Plus short-working/s from North Sydney after last trip shown (last trip 5.07pm).
- From North Sydney to McMahons Point direct (as per trip time M) 4 trips - *not* through-routed with trips from McMahons Point via Kirribilli.

K – From McMahons Point to Kirribilli, then North Sydney.

M – From North Sydney to McMahons Point direct.

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
265: North Sydney- Greenwich-Osborne Park-Lane Cove	46	M-F	Lane Cove	5.55am	North Sydney	6.10pm	60*	A
		Sat	North Sydney	8.59am		5.03pm	60	A
		Sun						

* More frequent in peak hours

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

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
265: North Sydney- Osborne Park-Lane Cove	34	M-F	Lane Cove	6.01am	North Sydney	7.08pm	60*	A
		Sat	North Sydney	8.53am	Lane Cove	5.15pm	60	B
		Sun						

* More frequent in peak hours

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

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

Route 266

CHATSWOOD – NORTHBRIDGE – CROWS NEST – OSBORNE PARK ■

- **Extended from Osborne Park to Lane Cove shops (off-peak & Saturday mornings, 1954-98)**

Timeline

26 November 1945: Monday-Saturday service Crows Nest – Wollstonecraft – Ronald Park commenced by Department of Road Transport & Tramways.

1 April 1946: Limited Monday-Saturday service extended from Crows Nest to Northbridge (Bonds Corner) via Kameruka Rd.

10 March 1947: Extended from Ronald Park to Osborne Park.

17 November 1947: Extended in Northbridge from Bonds Corner to Dalmeny Rd (The Knoll).

11 July 1951: Rerouted via St Leonards instead of Wollstonecraft. Crows Nest – Wollstonecraft replaced by extension of 263.

10 June 1952: Curtailed to run Osborne Park – Crows Nest – Northbridge (Bonds Corner). Ran weekdays & Saturday mornings.

10 November 1952: Curtailed to run Osborne Park – Crows Nest.

8 December 1952: Extended from Crows Nest to Chatswood via 267. Shared Chatswood – Crows Nest with 267.

21 June 1954: Selected trips extended from Osborne Park to Lane Cove shops.

9 March 1998: Replaced by parts of new 265 & 267 when 265-267 & 269 rearranged as:

265 McMahons Point – Crows Nest – Greenwich – Osborne Park – Lane Cove

267 Chatswood – Northbridge – Crows Nest

269 McMahons Point – North Sydney – Kirribilli.

Streets

Ronald Park – Wollstonecraft – Crows Nest – Northbridge (Bonds Corner)

From 1 April 1946 (based on Gregory's street directory of circa 1948)

From Ronald Park [at eastern S-bend in Ronald Av, Lane Cove] via Ronald Av, Innes Rd, Balfour St, Kingslangley St, St Vincents Rd, River Rd, Russell St, Milner Cr (clockwise loop) (**Wollstonecraft**), Shirley Rd, Willoughby Rd (**Crows Nest**), Ernest St, Alexander St, Chandos St, West St, Amherst St, Miller St (**Cammeray**), Cammeray bridge, Strathallen Av, Sailors Bay Rd, Harden Av, Kameruka Rd to Neeworra Rd (Bonds Corner, Northbridge).

Osborne Park – Wollstonecraft – Crows Nest – Northbridge (The Knoll)

From 17 November 1947 (based on 9 January 1949 timetable)

From Osborne Park (Richardson St) via Third Av, Second Av, Osborne Rd, Ronald Av, Innes Rd, Balfour St, Kingslangley Rd, St Vincents Rd, River Rd, Russell St, Milner St (**Wollstonecraft**), Shirley Rd, Willoughby Rd, Ernest St (**Crows Nest**), Alexander St, Chandos St, West St, Amherst St (**Cammeray**), Miller St, Cammeray Bridge, Strathallen Av, Sailors Bay Rd, Harden Av, Kameruka Rd, Sailors Bay Rd to Dalmeny St (Northbridge, The Knoll).

Osborne Park – St Leonards – Crows Nest – Northbridge (Bonds Corner)

From 10 June 1952

From Osborne Park (Richardson St) via Third Av, Second Av, Osborne Rd, Ronald Av, Innes Rd, Balfour St, Kingslangley Rd, St Vincents Rd, River Rd, Greenwich Rd, Pacific Hwy (**St Leonards**), Willoughby Rd (**Crows Nest**), Ernest St, Alexander St, Chandos St, West St, Amherst St, Miller St (**Cammeray**), Cammeray Bridge, Strathallen Av, Sailors Bay Rd, Harden Av, Kameruka Rd, Sailors Bay Rd, Weetawa Rd, Neeworra Rd to Kameruka Rd (Bonds Corner, Northbridge).

From Northbridge (Bonds Corner) via reverse route to Second Av, then Campbell Av, Richardson St (Osborne Park).

Chatswood – Northbridge – Crows Nest – Osborne Park (extended to Lane Cove shops in off-peak & Saturday mornings)

From circa 1954 (based on February 1965 timetable)

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Mowbray Rd (**Willoughby**), High St, Edinburgh Rd (**Castlecrag**), Eastern Valley Way, Sailors Bay Rd (**Northbridge**), Strathallen Av, Cammeray Bridge, Miller St, Amherst St, West St, Chandos St, Alexander St, Burlington St* (**Crows Nest**), Willoughby Rd*, Ernest St*, Alexander St, Falcon St, Pacific Hwy (**St Leonards**), Greenwich Rd, River Rd, St Vincents Rd, Kingslangley Rd, Balfour St, Innes Rd, Ronald Av, Osborne Rd, Second Av, Campbell Av, Richardson St (Osborne Park).

From Osborne Park (Richardson St between Campbell Av & Third Av) via Third Av, Second Av, then reverse route to Pacific Hwy, then Falcon St, Alexander St, Burlington St (**Crows Nest**), Willoughby Rd, Ernest St, Alexander St, then reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Lane Cove shops extension: From Osborne Park (Richardson St) via Third Av, Second Av, Fourth Av, First Av, Phoenix St, Longueville Rd, Little St, Central Av to Longueville Rd (Lane Cove shops). Return via Longueville Rd, Phoenix St, First Av, Fourth Av, Second Av, Campbell Av, Richardson St to Osborne Park.

* Route unclear from timetable, but likely route.

Alterations

- **From 30 January 1968:** Ex Chatswood from Cammeray Bridge via Miller St, Rosalind St, West St, Chandos St. Ex Osborne Park from Falcon St via Alexander St.
- **From 2 January 1974:** Ex Chatswood from West St via Ernest St, Alexander St.
- **By February 1976:** Ex Chatswood from Cammeray Bridge via Miller St, Ernest St, Alexander St.
- **By 6 July 1980:** Ex Chatswood from Ernest St via Alexander St, Burlington St, Willoughby Rd, Clarke St, Hume St, Pacific Hwy. Ex Osborne Park from Ernest St via West St, Amherst St, Miller St.
- **By 6 July 1980:** Ex Chatswood from Mowbray Rd via Alpha Rd (*not* via High St), Edinburgh Rd. Reverse on return.
- **By September 1988:** Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to old Interchange.
- **By 28 January 1993:** From Lane Cove (Central Av at Longueville Rd) via Longueville Rd, Little St, Dorritt St, Phoenix St.

Timetable Summary

10 June 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Osborne Park-Northbridge (Bonds Corner)	Fr Osb Pk 17N 35B	M-F	Crows Nest	6.40amO	Bonds Corner	3.10pmO	A	
			Osborne Park	9.50amB	Osborne Park	6.33pmN		
		Sat		8.19amB	Bonds Corner	1.00pmO	80	C
		Sun						

A – Peak hours, Osborne Park-Crows Nest. Day, Osborne Park-Northbridge (Bonds Corner) 80.

B – To Northbridge (Bonds Corner).

C – Plus early night trip, Crows Nest-Osborne Park. Plus short-working/s before first trip & after last trip shown.

N – To Crows Nest.

O – To Osborne Park.

February 1965

13 October 1985

See 267

Route 267

CHATSWOOD – NORTHBRIDGE – CROWS NEST – GREENWICH

CHATSWOOD – NORTHBRIDGE – CROWS NEST – McMAHONS POINT ■

Timeline

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

- Monday-Saturday service Chatswood – Northbridge – Crows Nest – Cammeray – McMahons Point (via Pacific Hwy between Crows Nest & North Sydney) commenced by Department of Road Transport & Tramways.
- Replaced Chatswood – Willoughby part of 47 & most of 67 McMahons Point – Crows Nest – Cammeray.
- Selected trips at school start & finish times ran Willoughby (Willoughby Rd/Mowbray Rd) – Northbridge (The Knoll) via Oakville Rd, High St, McClelland St, Fourth Av, replacing extension of 47 from Willoughby (Frenchs Rd) to Northbridge (The Knoll) (when ceased?).
- Shared Chatswood – Crows Nest with 266 from 8 December 1952 to 9 March 1998.

28 November 1943: Sunday service between Crows Nest & Chatswood provided by extension of Epping – Crows Nest part of 900 (renumbered 290 at the same time) to Chatswood as 297 Epping – Crows Nest – Northbridge – Chatswood.

5 June 1944: Rerouted between Crows Nest & North Sydney via Waverton Station instead of Pacific Hwy, replacing extension of 263 from Crows Nest to Waverton. Service along Pacific Hwy continued to be provided by Wynyard – Chatswood & Wynyard – Lane Cove tram services.

25 May 1946: 297 Sunday service replaced by trips on individual routes 267 & 290.

By 25 October 1952: Monday-Saturday night, Saturday afternoon & Sunday service ceased.

1 August 1991: Rerouted via Wollstonecraft in off-peak & Saturdays, partly duplicating 269 (weekday service) in the same area until 9 March 1998.

9 March 1998: 265-267 & 269 rearranged as:

265 McMahons Point – Crows Nest – Greenwich – Osborne Park – Lane Cove

267 Chatswood – Northbridge – Crows Nest

269 McMahons Point – North Sydney – Kirribilli.

1 January 2005: Became part of Contract Region 7.

26 November 2017: Sunday service recommenced.

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.

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

Extended to run Chatswood – Northbridge – Crows Nest – Greenwich, replacing the Greenwich part of 265.

Streets

Chatswood – Northbridge – Crows Nest – McMahons Point via Pacific Hwy between Crows Nest & North Sydney

From 11 September 1939

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Laurel St, Penshurst St, Mowbray Rd (**Willoughby**), High St, Edinburgh Rd (**Castlecrag**), Eastern Valley Way, Sailors Bay Rd (**Northbridge**), Strathallen Av, Cammeray Bridge, Miller St (**Cammeray**), Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), Pacific Hwy, Walker St, Blue St (**North Sydney**), Blues Point Rd, wharf approach road [later Cliff Av, now Henry Lawson Av] to McMahons Point wharf.

From McMahons Point (wharf) via reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Chatswood – Northbridge – Crows Nest – Waverton – McMahons Point

From 5 June 1944 (based on 4 February 1951 timetable):

From Chatswood (Orchard Rd at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Mowbray Rd (**Willoughby**), High St, Edinburgh Rd (**Castlecrag**), Eastern Valley Way, Sailors Bay Rd (**Northbridge**), Strathallen Av, Cammeray Bridge, Miller St (**Cammeray**), Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), Pacific Hwy, Bruce St, Sinclair St, Rocklands Rd, Morton St, Hazelbank Rd, King St, Carr St, Crows Nest Rd, Balls Head [now Bay] Rd (**Waverton**), Woolcott St, Union St, Blues Point Rd, Blue St (**North Sydney**), Pacific Hwy, Miller St, Blues Point Rd, wharf approach [later Cliff Av, now Henry Lawson Av] to McMahons Point wharf.

From McMahons Point (wharf) via wharf approach [later Cliff Av, now Henry Lawson Av], Blues Point Rd, Blue St, Pacific Hwy, Miller St, Blues Point Rd, Union St, then reverse route to Sinclair St, then Shirley Rd, Willoughby Rd, then reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Alterations

- **By 8 June 1952:** Ex McMahons Point from Hazelbank Rd via Ivy St, Rocklands Rd. Unaltered on return.
- **By 9 July 1962:** Ex Chatswood from Rocklands Rd via Ivy St, Hazelbank Rd. Unaltered on return.
- **By February 1965:** Ex McMahons Point from Shirley Rd via Falcon St, Alexander St, Burlington St (**Crows Nest**), Willoughby Rd, Ernest St. Ex Chatswood from Alexander St via Burlington St (**Crows Nest**), Willoughby Rd, Pacific Hwy.
- **From 30 January 1968:** Ex Chatswood from Cammeray Bridge via Miller St, Rosalind St, West St, Chandos St. Ex McMahons Point from Falcon St via Alexander St.
- **From 2 January 1974:** Ex Chatswood from West St via Ernest St, Alexander St.
- **By February 1976:** Ex Chatswood from Cammeray Bridge via Miller St, Ernest St, Alexander St.
- **By 6 July 1980:** Ex Chatswood from Miller St via Ernest St, Alexander St, Burlington St, Willoughby Rd, Clarke St, Hume St, Nicholson St, Sinclair St. Ex McMahons Point from Sinclair St via Nicholson St, Hume St, Pacific Hwy, Falcon St, Alexander St, Burlington St, Willoughby Rd.
- **By 6 July 1980:** Ex Chatswood from Mowbray Rd via Alpha Rd (*not* via High St), Edinburgh Rd. Reverse on return.
- **By September 1988:** Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to old Interchange.

Chatswood – Northbridge – Crows Nest – Wollstonecraft – Waverton – McMahons Point

Alterations

- **From 1 August 1991** (*off-peak & Saturdays*): Ex Chatswood from Rocklands Rd via Morton St, Newlands St, Shirley Rd, Milner Cr (clockwise loop) (**Wollstonecraft**), Shirley Rd, Newlands St, Morton St to Rocklands Rd.
- **By 28 January 1993**: Either direction from Blues Point Rd/Lavender St/Union St via Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Blues Point Rd to Blues Point Rd/Lavender St/Union St.
- **By June 1997**: Ex McMahons Point from Rocklands Rd via Pacific Hwy, Shirley Rd, Nicholson St.

Chatswood – Northbridge – Crows Nest

From 9 March 1998

From Chatswood (old Interchange) via Orchard Rd, Endeavour St, Anderson St, Victoria Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Mowbray Rd (**Willoughby**), Alpha Rd, Edinburgh Rd (**Castlecrag**), Eastern Valley Way, Sailors Bay Rd (**Northbridge**), Strathallen Av, Cammeray Bridge, Miller St (**Cammeray**), Ernest St, Alexander St, Holtermann St, Willoughby Rd, Burlington St to near Willoughby Rd (Crows Nest).

From Crows Nest (Burlington St at Willoughby Rd) via Alexander St, Ernest St, West St, Amherst St, Miller St, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Alterations

- **By February 2003**: Ex Chatswood from Victoria Av via Neridah St, Albert Av, Archer St. Unaltered on return.
- **From 12 July 2008** (*opening of new Interchange*): Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Chatswood – Northbridge – Crows Nest – Greenwich

From 4 August 2024

From Chatswood (Interchange) via Endeavour St, Anderson St, Victoria Av, Neridah St, Albert Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Mowbray Rd (**Willoughby**), Alpha Rd, Edinburgh Rd (**Castlecrag**), Eastern Valley Way, Sailors Bay Rd (**Northbridge**), Strathallen Av, Cammeray Bridge, Miller St (**Cammeray**), Ernest St, Alexander St (**Crows Nest**), Pacific Hwy (**St Leonards**), Greenwich Rd, Manns Av, George St, Mitchell St, Richard St, Lower Serpentine Rd to Greenwich Wharf.

From Greenwich (Lower Serpentine Rd at Wharf) via Mitchell St, then reverse route to Pacific Hwy, then Falcon St, Alexander St, Ernest St, West St, Amherst St, Miller St, then reverse route to Archer St, then Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Timetable Summary

11 September 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-McMahons Point	Fr McM Pt 5S 10N 39C	M-F	McMahons Pt	6.55amC	Chatswood McMahons Pt	8.07pmM 11.43pmN	A	
		Sat		6.54amC		1.25pmC 11.43pmN	B	
		Sun						

* More frequent in peak hours.

A – Peak hours & day, McMahons Point-North Sydney 15, McMahons Point-Chatswood 30. Night, McMahons Point-Crows Nest. Extra trips Friday night.

B – Morning, McMahons Point-North Sydney 15, McMahons Point-Chatswood 30. Afternoon, McMahons Point-Crows Nest 30. Night, McMahons Point-Crows Nest. Plus short-working/s after last trip shown.

C – To Chatswood.

M – To McMahons Point.

N – To Crows Nest.

S – To North Sydney.

5 June 1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-McMahons Point	Fr Chats 25N 40M	M-F	McMahons Pt	6.55amC	McMahons Pt	7.24pmC	30	A
		Sat		6.55amC		1.54pmC	B	
			Crows Nest		8.07pmC			
Sun							D	

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

B – Morning, Chatswood-McMahons Point 30. Afternoon, Chatswood-Crows Nest 60. Plus short-working/s after last trip shown.

C – To Chatswood.

D – Sunday service, Chatswood-Crows Nest, provided by 297.

M – To McMahons Point.

N – To Crows Nest.

4 February 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-McMahons Point	45	M-F	McMahons Pt	6.45am	McMahons Pt	7.42pm	30	A
		Sat		6.48am		11.32pm	30	B
		Sun		8.32am		8.32pm	60	

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

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

8 June 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-McMahons Point	48	M-F	McMahons Pt	6.39am	McMahons Pt	7.46pm	A	
		Sat		6.31am		11.30pm	B	
		Sun		8.45am		8.45pm	60	C

A – Day, Chatswood-Crows Nest 30, Chatswood-McMahons Point 60. Plus short-working/s before first trip & after last trip shown.

B – Morning, Chatswood-Crows Nest 30, Chatswood-McMahons Point 60. Afternoon, Chatswood-McMahons Point 60. Plus short-working/s before first trip & after last trip shown.

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

February 1965

Chatswood – Northbridge – Crows Nest routes

266, 267

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
266: Chatswood-Northbridge-Osborne Park†	13NO Fr Chats 38O 43L	M-F	Osborne Park	6.59amN	Chatswood	2.22pmL	A	
			Chatswood	8.41amL	Crows Nest	5.36pmO		
		Sat		8.22amC 9.11amL	Lane Cove	12.13pmC	B	
		Sun						
267: Chatswood-Northbridge-McMahons Point	43	M-F	McMahons Pt	6.38am	Chatswood	6.53pm	60*	D
		Sat	Chatswood	7.53am		12.41pm	60	D
		Sun						

Average day frequencies along common route:

M-F Chatswood-Crows Nest (266, 267) 30.

Sat AM Chatswood-Crows Nest (266, 267) 30.

* More frequent in peak hours.

† Extended to Lane Cove shops in off-peak & Saturday mornings.

A – Peak hours, Crows Nest-Osborne Park. Day, Chatswood-Lane Cove 60*.

B – Early morning, Chatswood-Osborne Park. Later morning, Chatswood-Lane Cove 60*. Plus short-working/s after last trip shown.

C – To Chatswood.

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

L – To Lane Cove.

N – To Crows Nest.

NO – Crows Nest-Osborne Park (peak hours).

O – To Osborne Park.

13 October 1985

Chatswood – Northbridge – Crows Nest routes

266, 267

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
266: Chatswood-Northbridge-Osborne Park†	13NO Fr Chats 38O 43L	M-F	Lane Cove	7.47amC	Chatswood	2.27pmL	A	
					Crows Nest	5.40pmO		
		Sat	Chatswood	8.27amL	Chatswood	11.27amL	60	B
		Sun						
267: Chatswood-Northbridge-McMahons Point	42	M-F	McMahons Pt	6.37am	Chatswood	5.48pm	60*	D
		Sat	Chatswood	7.57am		4.05pm	60	
		Sun						

Average day frequencies along common route:

M-F Chatswood-Crows Nest (266, 267) 30.

Sat AM Chatswood-Crows Nest (266, 267) 30.

Sat PM Chatswood-Crows Nest (267) 60.

* More frequent in peak hours.

† Extended to Lane Cove shops in off-peak & Saturday mornings.

A – Peak hours, Crows Nest-Osborne Park. Day, Chatswood-Lane Cove 60. Plus short-working/s before first trip & after last trip shown.

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

C – To Chatswood.

D – Plus short-working/s before first trip & after last trip shown. Extra trips on Thursday nights.

L – To Lane Cove.

N – To Crows Nest.

NO – Crows Nest-Osborne Park (peak hours).

O – To Osborne Park.

9 March 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-Crows Nest	24	M-F	Chatswood	6.38am	Crows Nest	6.10pm	60*	A
		Sat	Crows Nest	7.50am		5.50pm	60	
		Sun						

* More frequent in peak hours.

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

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-Crows Nest	28	M-F	Crows Nest	6.39am	Crows Nest	6.40pm	60*	A
		Sat		7.47am	Chatswood	7.10pm	60	
		Sun		8.53am		6.15pm	60	

* More frequent in peak hours.

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

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
267: Chatswood-Northbridge-Crows Nest-Greenwich	Fr Green 15N 43C	M-F	Greenwich	5.54amC	Chatswood	9.30pmG	A	
					Crows Nest	11.56pmG		
		Sat		7.24amC	Greenwich	9.14pmC	B	
					Crows Nest	11.56pmG		
		Sun		8.24amC	Greenwich	7.14pmC	B	
					Crows Nest	10.53pmG		

* More frequent in peak hours.

A – Peak hours & day, Chatswood-Greenwich 60*. Night, Crows Nest-Greenwich. Plus short-working/s from Crows Nest to Greenwich before first trip shown.

B – Day, Chatswood-Greenwich 60. Night, Crows Nest-Greenwich. Plus short-working/s from Crows Nest to Greenwich before first trip shown.

C – To Chatswood.

G – To Greenwich.

N – To Crows Nest.

Route 268

CHATSWOOD – EAST CHATSWOOD (various termini) (INDUSTRIAL)■

Timeline

23 January 1950: Peak hour service Chatswood – East Chatswood (Smith St/Gibbes St) commenced by Department of Road Transport & Tramways.

27 November 1965: Extended in East Chatswood from Smith St/Gibbes St to Deepwater Rd/Eastern Valley Way.

264 also provided a similar peak hour service from 23 February 1970 to 7 July 1972.

16 November 1981: Ceased.

No service provided for the intervening period.

14 October 1985: Peak hour service, Chatswood – East Chatswood reinstated. East Chatswood termini were Smith St/Gibbes St (arriving) & Short St/High St (departing).

Sometime after 3 March 1991: Replaced by rerouted 136 [Sydney Region route number].

Streets

Circa 1971

From Chatswood (Victoria Av at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Smith St, Eastern Valley Way [to Deepwater Rd] (East Chatswood).

From East Chatswood (Smith St/Eastern Valley Way) via Smith St, High St, Victoria Av to Chatswood Station.

By April 1989

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, High St, Short St, Alleyne Av, Smith St to Gibbes St (East Chatswood).

From East Chatswood (Short St/High St) via Short St, Gibbes St, Smith St, High St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Route 269

WOLLSTONECRAFT – CROWS NEST – KIRRIBILLI ■

Timeline

29 September 1958: Weekday route Crows Nest – Milsons Point commenced by Department of Government Transport, to provide a service which the Wynyard – Lane Cove & Wynyard – Chatswood tram services had provided prior to 29 June 1958, but which the equivalent replacement bus services were unable to provide due to road layout.

30 July 1973: Extended to run Crows Nest – Kirribilli.

13 October 1985: Extended to run Wollstonecraft – Crows Nest – Kirribilli, replacing part of 263. 267 was also rerouted via Wollstonecraft from 1 August 1991 in the off-peak & on Saturdays, partly duplicating 269 in the same area until 9 March 1998.

9 March 1998: 265-267 & 269 rearranged as:

265 McMahons Point – Crows Nest – Greenwich – Osborne Park – Lane Cove

267 Chatswood – Northbridge – Crows Nest

269 McMahons Point – North Sydney – Kirribilli (*see next entry*).

Streets

Crows Nest – Milsons Point

29 September 1958

From Crows Nest (Burlington St) via Willoughby Rd, Pacific Hwy, Miller St, Blues Point Rd, Lavender St, Alfred St, Fitzroy St (**Milsons Point**), Broughton St, Ennis Rd, Pacific Hwy, Alexander St, Burlington St (Crows Nest).

Alterations

- **From 20 May 1965:** Ex Crows Nest from Pacific Hwy (approaching Milsons Point) via Ennis Rd, Broughton St (**Milsons Point**), Fitzroy St, Alfred St, Lavender St, Blues Point Rd, Miller St, Pacific Hwy.
- **From 19 July 1966:** Ex Crows Nest from Pacific Hwy (approaching Milsons Point) via Mount St, Alfred St, High St, Broughton St [which then extended to High St].

Crows Nest – Kirribilli

From 30 July 1973

From Crows Nest (Burlington St at Willoughby Rd) via Willoughby Rd, Ernest St, Alexander St, Pacific Hwy, Berry St, Miller St (**North Sydney**), Mount St, Alfred St, Clark Rd, Broughton St, Willoughby St (**Milsons Point**), Carabella St (**Kirribilli**), Kirribilli Av, Broughton St, Burton St, Alfred St, Lavender St, Blues Point Rd, Miller St, Pacific Hwy, Alexander St, Burlington St to Willoughby Rd (Crows Nest).

Alterations

- **By July 1976:** Ex Crows Nest from Pacific Hwy via McLaren St (*not* Berry St), Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Burton St (**Milsons Point**), Carabella St.
- **By November 1980:** Ex Crows Nest from Alfred St via Fitzroy St (*not* via Burton St), Broughton St, Burton St, Carabella St, Kirribilli Av, Broughton St, Fitzroy St, Alfred St.
- **By 26 April 1983:** Approached Crows Nest from Alexander St via Holtermann St to Willoughby Rd. Return via Willoughby Rd, Burlington St, Alexander St.

Wollstonecraft – Crows Nest – Kirribilli

As at 13 October 1985

From Wollstonecraft (Milner Cr at Station) via Milner Cr (clockwise loop), Shirley Rd, Nicholson St, Hume St, Clarke St, Willoughby Rd, Burlington St (**Crows Nest**), Alexander St, Pacific Hwy, Blue St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Fitzroy St (**Milsons Point**), Broughton St, Burton St, Carabella St (**Kirribilli**), Kirribilli Av, Broughton St, Fitzroy St, Alfred St, Lavender St, Blues Point Rd, Miller St (**North Sydney**), Pacific Hwy, Alexander St, Burlington St (**Crows Nest**), then reverse route to Shirley Rd, then Milner Cr (clockwise loop) to Wollstonecraft Station.

Alterations (all refer to trips **from** Wollstonecraft):

- **By April 1988:** From Pacific Hwy via Miller St, Blues Point Rd.
- **By 30 August 1992:** From Pacific Hwy via Berry St, Miller St, Blues Point Rd.

Timetable Summary

30 July 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Crows Nest-Kirribilli	28 round trip	M-F	Crows Nest	10.05am	Kirribilli	3.57pm	3 trips	
		Sat						
		Sun						

13 October 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollstonecraft-Crows Nest-Kirribilli	28CKr 6CW	M-F	Kirribilli	8.28amC	Crows Nest	5.05pmK	A	
			Crows Nest	9.43amW				
		Sat						
		Sun						

A – 5 trips from Kirribilli to Crows Nest, 4 trips from Crows Nest to Kirribilli. Plus 4 trips Crows Nest-Wollstonecraft-Crows Nest. Some trips through-routed between Kirribilli & Wollstonecraft.

C – To Crows Nest.

CKr – Round trip Crows Nest-Kirribilli-Crows Nest.

CW – Crows Nest to Wollstonecraft.

K – To Kirribilli.

W – To Wollstonecraft.

Route 269

McMAHONS POINT – NORTH SYDNEY – KIRRIBILLI

Timeline

9 March 1998: Weekday route commenced by State Transit Authority of NSW, as a result of rearrangement of 265-267 & 269. Shared McMahons Point – North Sydney with 265 until 4 June 2017. Also shared McMahons Point – North Sydney with 254 & 291 from 5 September 2016.

1 January 2005: Became part of Contract Region 7.

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.

4 August 2024 (originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham): Curtailed to run North Sydney – Kirribilli. McMahons Point – North Sydney replaced by existing 254 & 291.

Streets

McMahons Point – North Sydney – Kirribilli

From 9 March 1998

From McMahons Point (wharf) via Henry Lawson Av, Blues Point Rd, Blue St (**North Sydney**), Pacific Hwy, High St, Clark Rd, Broughton St, Burton St, Carabella St (**Kirribilli**), Kirribilli Av, Olympic Dr (**Milsons Point**), Alfred St, Pacific Hwy, Miller St (**North Sydney**), Blues Point Rd, Henry Lawson Av to McMahons Point wharf.

Alteration

By 11 October 2009: Ex McMahons Point from Broughton St via Willoughby St, Carabella St.

North Sydney – Kirribilli

4 August 2024

From North Sydney (Blue St at Station) via Pacific Hwy, High St, Clark Rd, Broughton St, Burton St, Willoughby St, Carabella St (**Kirribilli**), Kirribilli Av, Olympic Dr (**Milsons Point**), Alfred St, Pacific Hwy, Miller St, Blue St to North Sydney Station.

Timetable Summary

9 March 1998 - 20 October 2013

See 265

4 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-Kirribilli	14 round trip	M-F	North Sydney	8.38am	North Sydney	5.19pm	120	
		Sat						
		Sun						

Route 270

CITY (Wynyard) – CHATSWOOD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■

Timeline

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

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

23 July 1949: Renumbered 060.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** North Sydney, Crows Nest, Naremburn, Willoughby, Chatswood.

Timetable Summary

11 July 1948 (advertised example)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Chatswood		M-F						
		Sat						
		Sun	Chatswood	6.38am	Chatswood	12.36 am	30	A

A – Plus all-night midnight-to-dawn service, City (Wynyard)-Willoughby (Victoria Av).

Route 270

CITY (Wynyard) – CROWS NEST■

Timeline

5 July 1958: Saturday-only route, supplementary to 273, commenced by Department of Government Transport as part of replacement of Wynyard - Chatswood tram service by buses.

13 August 1960: Ceased. All service provided by 253 & 273.

Streets

From 29 June 1958 (based on later timetables)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Falcon St, Alexander St, Burlington St to Willoughby Rd (Crows Nest).

From Crows Nest (Burlington St at Willoughby Rd) via Willoughby Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Route 270

GORDON – TERREY HILLS – DUFFYS FOREST ■

Timeline

2 February 1982:

- Weekday daytime route commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Shared Terrey Hills – Duffys Forest with equivalent part of 56 [1925 route number].
- Described as “a joint development of the Urban Transit Authority of NSW and the Bus & Coach Association (NSW)”.

27 July 1992: Ceased as a route in a reorganization of Forest Coach Lines Pty Ltd’s routes. Pymble – Terrey Hills replaced by parts of new 196 [Sydney Region route number] and by Terrey Hills – Duffys Forest part of 284 (renumbered from part of 56 [1925 route number] from this date).

Streets

From 2 February 1982

From Gordon (Interchange) via Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd (**St Ives**), Myoora Rd, Booralie Rd (**Terrey Hills**), Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest).

From Duffys Forest (Wyong Rd at Birramal Rd) via reverse route to Pacific Hwy, then St Johns Av to Gordon Interchange.

Timetable Summary

2 February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-Duffys Forest	32	M-F	Duffys Forest	7.13am	Gordon	5.58pm	7 trips	A
		Sat						
		Sun						

A – Includes some short-workings.

Route 270

CITY (Queen Victoria Building) – ST LEONARDS (Royal North Shore Hospital) **(“CITYLINK”)** ■

Timeline

3 October 1989: Off-peak route City (Queen Victoria Building) – Crows Nest commenced by State Transit Authority of NSW. Also ran on Saturdays until 20 January 1990.

10 January 1990: Extended from Crows Nest to St Leonards (Royal North Shore Hospital).

30 March 1990: Ceased. Other routes provided similar service.

Streets

City (Queen Victoria Building) – Crows Nest

From 3 October 1989

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Erskine St, York St, Wynyard St, Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy to Crows Nest.

From Crows Nest via Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

City (Queen Victoria Building) – St Leonards (Royal North Shore Hospital)

From 10 January 1990

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St (*not* via Carrington St), Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Reserve Rd to Royal North Shore Hospital (St Leonards).

From St Leonards (Royal North Shore Hospital) via Reserve Rd, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Timetable Summary

10 January 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Bldg)-St Leonards (RNS Hospital)		M-F	Operating times between 9.30am & 2.00pm				15	
		Sat						
		Sun						

Route 270

CITY (various termini) – TERREY HILLS via various routes

Also:

- **City (various termini) – Killarney Heights (numbered 270K for a period) (limited service, 1994-2016)**
- **City (various termini) – Frenchs Forest (The Esplanade) (limited service, from 1997)**

Route 270K

CITY (various termini) – KILLARNEY HEIGHTS ■

Route L70

Route 270X

CITY (various termini) – TERREY HILLS (LIMITED STOPS)

Timeline

27 July 1992: Weekday route 270 City (Queen Victoria Building) – Belrose – Terrey Hills commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors), following passage of 1990 Passenger Transport Act. Shares East Roseville – various points in Forestville, Frenchs Forest & Belrose with routes in the 278-284 range (& 285 until 24 November 2008).

17 February 1993: Selected trips to/from/diversions via Davidson commenced.

By 22 August 1994: Limited service to/from/diversions via Killarney Heights commenced. Shared East Roseville – Killarney Heights with 278.

By 29 May 1995: Selected City (Queen Victoria Building) – Terrey Hills trips ran direct via Forest Way (*not* via Pringle Av, Belrose area).

By June 1997

- Limited service from Frenchs Forest (The Esplanade) to City (Queen Victoria Building) commenced.
- Shared East Roseville – Frenchs Forest (The Esplanade) with 279.
- For a period circa 2004 a limited afternoon peak hour service ran City (Queen Victoria Building) – Killarney Heights – Austlink Business Park via Frenchs Forest (The Esplanade).

By January 1998: Selected trips to/from/diversions via Austlink Business Park commenced.

1 January 2005: Became part of Contract Region 14.

3 April 2006:

- Selected City (Queen Victoria Building) – Terrey Hills peak-hour trips altered to limited stops & renumbered L270 (originally as per timetable) or L70 (as per destination sign and later as per timetable).
- L70 shared City – various points in Forestville, Frenchs Forest & Belrose with 270, 271, 274 (from 22 July 2013) & (from 11 April 2016) 273. Shared East Roseville – various points as far as Terrey Hills with routes in the 278-284 range.

22 July 2013:

- 270 rearranged as:
 - 270 City (Queen Victoria Building) – Terrey Hills direct via Forest Way (full time service at an increased frequency)
 - 271 City (Queen Victoria Building) – Belrose – Austlink Business Park (full time service)
 - 274 City (Queen Victoria Building) – Davidson – Belrose (peak hours only)
- Limited services remained as 270:
 - Frenchs Forest (The Esplanade) to City (Queen Victoria Building) (morning peak hour)
 - City (Queen Victoria Building) – Killarney Heights (peak hours). From about this date, destination signs on trips from City to Killarney Heights displayed 270K.
- Early morning (until 30 September 2018) & night service to Terrey Hills provided by extension of 271.

- 270 & L70 share City – various points in Forestville, Frenchs Forest & Belrose with 271, 274 & (from 11 April 2016) 273.

19 December 2014: Forest Coach Lines Pty Ltd transferred to Next Capital (a private equity firm).

4 October 2015: City termini of both 270 & L70 altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network.

11 April 2016: 270 (or 270K) trips City (York St or Clarence St) – Killarney Heights renumbered 273 (route unaltered).

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

20 December 2020: L70 renumbered 270X.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Operator’s incorporated name altered to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW & buses branded as CDC NSW.

31 March 2024: 270X ceased. All service provided by 270.

Streets

ROUTE 270

City (Queen Victoria Building) – Belrose – Terrey Hills

From 27 July 1992

From City (Queen Victoria Building) (York St) via Druitt St, George St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

By 22 August 1994

Trips terminating at Belrose, then returning to City: Ex City (Queen Victoria Building) from Wyatt Av (**Belrose**) via Forest Way, Warringah Rd, then return City (Queen Victoria Building).

By 29 May 1995

Trips direct via Forest Way: Ex City (Queen Victoria Building) from Warringah Rd via Forest Way, Myoora Rd. Reverse on return.

Alteration

From 11 September 2000: From City (Queen Victoria Building) via York St, Druitt St, Clarence St (*not* George St). Unaltered to City.

From approx 2002

Trips to/from/diversions via Austlink Business Park:

- Ex Queen Victoria Building (City) from Forest Way via Garigal Rd, Narabang Way to Minna Cl (**Austlink**), then reverse route to Forest Way.
- Ex Terrey Hills from Myoora Rd via Mona Vale Rd, Narabang Way (**Austlink**), Garigal Rd to Forest Way.

Alterations

- **From 24 November 2008 (daytime trips from Terrey Hills to City):** From Myoora Rd via Forest Way, Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd.
- **From March 2010 (daytime trips from Terrey Hills to City):** From Myoora Rd via Forest Way, Warringah Rd.

Davidson – City (Queen Victoria Building)

From 17 February 1993 (mornings only)

From Frenchs Forest (Blackbutts Rd near Pringle Av) via 281 (**Davidson**) to Forest Way, then 270 to Queen Victoria Building (City).

City (Queen Victoria Building) – Davidson – Belrose – Terrey Hills

From 17 February 1993

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills (above) to Glen St, then Pringle Av, Blackbutts Rd, then 282 to Wyatt Av (**Belrose**), then 270 to Terrey Hills.

Alteration

By 29 May 1995: From Glen St via Lockwood Av, Blackbutts Rd.

City (Queen Victoria Building) – Killarney Heights

By 22 August 1994

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills to Starkey St/Warringah Rd, then 278 through Killarney Heights.

From Killarney Heights via 278 to Starkey St/Warringah Rd, then 270 to Queen Victoria Building (City).

City (Queen Victoria Building) – Frenchs Forest (The Esplanade)

By June 1997

From City (Queen Victoria Building) (York St) via 270 City-Terrey Hills to Frenchs Forest, then 279 to Frenchs Forest (The Esplanade).

From Frenchs Forest (The Esplanade) via 279 to Forest Way, then 270 to Queen Victoria Building (City).

City (Queen Victoria Building) – Terrey Hills via Forest Way direct

From 22 July 2013

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Austlink diversion (*afternoon peak hour & weeknights*): Ex Terrey Hills from Myoora Rd via Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

City (York St or Clarence St) – Frenchs Forest (The Esplanade)

City (York St or Clarence St) – Killarney Heights (or numbered 270K?)

City (York St or Clarence St) – Terrey Hills via Forest Way direct

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 York St to Market St. Return from Clarence St at Market St via Clarence St.

ROUTE 270K

City (Queen Victoria Building) – Killarney Heights (probably trips from City only)

From circa 2013

From City (Queen Victoria Building) (York St) via 270 to Forestville (Warringah Rd), then 278 via Killarney Heights to Jamieson Sq (Warringah Rd/Starkey St) (Forestville).

City (York St or Clarence St) – Killarney Heights (or numbered 270?) (probably trips from City only)

Alteration

From 4 October 2015 (as a result of light rail construction in George St, City/new CBD bus network): From City (Clarence St at Market St) via Clarence St.

ROUTES L70, LATER 270X

City (Queen Victoria Building) – Terrey Hills

From 3 April 2006

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd to Booralie Rd (Terrey Hills).

From Terrey Hills (Myoora Rd at Booralie Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (York St or Clarence St) – Terrey Hills

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 York St to Market St. Return from Clarence St north of Market St via Clarence St.

Timetable Summary

27 July 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)- Belrose-Terrey Hills	Fr QVB 59B 69T	M-F	Terrey Hills	6.26amQ	Q Vic Bldg	5.50pmT	A	
		Sat						
		Sun						

Trial timetable, dependent on patronage.

A – Peak hours, City (Queen Victoria Building) – Terrey Hills. Day, City (Queen Victoria Building) – Belrose, 4 trips.

B – To Belrose.

Q – To City (Queen Victoria Building).

T – To Terrey Hills.

June 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)- Belrose†	Fr QVB 45B 57T	M-F	Belrose	6.10amQ	Q Vic Bldg	6.50pmT	60*	A
			Terrey Hills	6.23amQ				
			Killarney Hts	7.15amQ				
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Terrey Hills. Limited service City (Queen Victoria Building)- Killarney Heights.

A – Day, City (Queen Victoria Building)-Belrose 60*. Selected peak hour trips extended to Terrey Hills. Selected peak hour trips from or via Davidson. Afternoon peak hour service to Killarney Heights provided by diversion of a Terrey Hills trip.

B – To Belrose.

Q – To City (Queen Victoria Building).

T – To Terrey Hills.

December 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)-Belrose-Terrey Hills†	Fr QVB 48B 55T	M-F	Belrose	6.10amQ	Q Vic Bldg	8.00pmT	A	
			Terrey Hills	6.23amQ				
		Sat		7.35amQ		5.35pmT	C	
		Sun						

* More frequent in peak hours.

† Selected trips ran to or via Davidson.

A – Morning peak hour, City (Queen Victoria Building)-Austlink or Terrey Hills. Day, City (Queen Victoria Building)-Belrose or Austlink 60. Afternoon peak hour, City (Queen Victoria Building)-Terrey Hills. Selected trips ran from or via Davidson.

B – To Belrose.

C – City (Queen Victoria Building)-Belrose 6 trips, City (Queen Victoria Building)-Terrey Hills 2 trips.

Q – To City (Queen Victoria Building).

T – To Terrey Hills.

24 November 2008

City – Terrey Hills routes

270, L70

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)-Belrose-Terrey Hills†	57TQ 66QDT 85QBr	M-F	Belrose	5.52amQ	Q Vic Bldg	8.00pmT	A	
			Terrey Hills	6.15amQ				
		Sat		7.53amQ		7.15pmT	B	
		Sun		7.35amQ		5.30pmT	C	
L70: City (Queen Victoria Bldg)-Terrey Hills (limited stops)	51	M-F	Terrey Hills	6.45amQ	Q Vic Bldg	6.20pmT	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips ran to or via Davidson.

A – Peak hours, City (Queen Victoria Building)-Belrose or Terrey Hills. Day, City (Queen Victoria Building)-Belrose 30, City (Queen Victoria Building) 60. Selected trips ran from or via Davidson.

B – City (Queen Victoria Building)-Belrose 60, City (Queen Victoria Building)-Terrey Hills (2 trips to City, 1 trip from City).

C – City (Queen Victoria Building)-Belrose 6 trips, City (Queen Victoria Building)-Terrey Hills 2 trips.

Ph – Peak hours only (morning from Terrey Hills, afternoon from City (Queen Victoria Building)).

Q – To City (Queen Victoria Building).

QBr - Round trip, City (Queen Victoria Building)-Belrose -City (Queen Victoria Building).

QDT – From City (Queen Victoria Building) to Terrey Hills via Davidson.

T – To Terrey Hills.

TQ – From Terrey Hills to City (Queen Victoria Building).

22 July 2013

City (Queen Victoria Building) – Frenchs Forest routes

270, L70, 271, 274

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
270: City (Queen Victoria Building)-Terrey Hills†	47	M-F	Terrey Hills	6.15am	Q Vic Bldg	8.30pm	30*	A
		Sat		7.53am		8.00pm	30	A
		Sun		7.53am		6.15pm	60	A
L70: City (Queen Victoria Bldg)-Terrey Hills (limited stops)†	52	M-F	Terrey Hills	6.54am	Q Vic Bldg	6.20pm	Ph1	
		Sat						
		Sun						
271: City (Queen Vic Building)-Belrose-Austlink Bus/Park‡	51	M-F	Terrey Hills	5.16amQ	Q Vic Bldg	11.30pmT	C	
		Sat		7.00amQ		1.00amT	D	
		Sun		7.15amQ		9.00pmT	E	
274: City (Queen Victoria Building)-Davidson§	59	M-F	Frenchs Forest	6.38amQ	Q Vic Bldg	6.30pmB	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Queen Victoria Building)-Frenchs Forest (270, 271) 15.
- Sat City (Queen Victoria Building)-Frenchs Forest (270, 271) 15.
- Sun City (Queen Victoria Building)-Frenchs Forest (270, 271) 30.

* More frequent in peak hours.

† Via Forest Way direct.

‡ Extended to Terrey Hills in early morning & night.

§ Extended to Belrose in afternoon peak hour.

A – Early morning & night service provided by 271.

B – To Belrose.

C – Early morning, from Terrey Hills to City (Queen Victoria Building). Day & early night, City (Queen Victoria Building)-Austlink 30*. Later night, City (Queen Victoria Building)-Terrey Hills. Extra trips on Friday night (last trip from City (Queen Victoria Building) at 1.00amT).

D – Early morning, from Terrey Hills to City (Queen Victoria Building). Day & early night, City (Queen Victoria Building)-Austlink 30. Later night, City (Queen Victoria Building)-Terrey Hills.

E – Early morning, from Terrey Hills to City (Queen Victoria Building). Day, City (Queen Victoria Building)-Austlink 60. Night, City (Queen Victoria Building)-Terrey Hills

Ph1 – Peak hours only (morning from Terrey Hills, afternoon from City (Queen Victoria Building)).

Ph2 – Peak hours only (morning from Frenchs Forest, afternoon from City (Queen Victoria Building) to Belrose).

Q – To City (Queen Victoria Building).

T – To Terrey Hills.

30 September 2018

City (York St or Clarence St) – Frenchs Forest routes

270, L70, 271, 274

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
270: City (York St or Clarence St)-Terrey Hills†	47	M-F	Terrey Hills	5.15am	Clarence St	9.00pm	30*	A
		Sat		6.23am		9.15pm	30	A
		Sun		7.53am		9.15pm	30	A
L70: City (York St or Clarence St)-Terrey Hills (limited stops)†	52	M-F	Terrey Hills	6.54am	Clarence St	6.20pm	Ph1	
		Sat						
		Sun						
271: City (York St or Clarence St)-Belrose-Austlink‡	51	M-F	Austlink	5.19amY	Clarence St	1.15amT	C	
			Terrey Hills	8.15pmY				
		Sat	Austlink	6.03amY		12.45amT	D	
			Terrey Hills	8.45pmY				
		Sun	Austlink	6.03amY		11.45pmT	D	
			Terrey Hills	8.45pmY				
274: City (York St or Clarence St)-Davidson§	59	M-F	Frenchs Forest	6.20amY	Clarence St	7.40pmB	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

M-F City (York St or Clarence St)-Frenchs Forest (270, 271) 15.

Sat City (York St or Clarence St)-Frenchs Forest (270, 271) 15.

Sun City (York St or Clarence St)-Frenchs Forest (270, 271) 15.

* More frequent in peak hours.

† Via Forest Way direct.

‡ Extended to Terrey Hills in late night.

§ Extended to Belrose in afternoon peak hour.

A – Later night service provided by 271. Plus short-working/s before first trip shown

B – To Belrose.

C – Day & early night, City (York St or Clarence St)-Austlink 30*. Later night, City (York St or Clarence St)-Terrey Hills.

D – Day & early night, City (York St or Clarence St)-Austlink 30. Later night, City (York St or Clarence St)-Terrey Hills.

Ph1 – Peak hours only (morning from Terrey Hills, afternoon from City (Clarence St)).

Ph2 – Peak hours only (morning from Frenchs Forest, afternoon from City (Clarence St) to Belrose).

T – To Terrey Hills.

Y – To City (York St).

Route 271

CITY (Wynyard) – WILLOUGHBY (Mowbray Rd) – WILLOUGHBY DEPOT■

Timeline

29 June 1958: New peak hour route, City (Wynyard) – Willoughby (Mowbray Rd), supplementary to 273, commenced by Department of Government Transport as part of replacement of Wynyard – Chatswood tram service by buses.

By February 1983: Extended to run City (Wynyard) – Willoughby Depot, replacing City (Wynyard) – Willoughby Depot trips on 274.

14 October 1985: 271 City (Wynyard) – Willoughby (Mowbray Rd) renumbered part of 272.

By March 1986: City (Wynyard) – Willoughby Depot renumbered part of 273.

Streets

City (Wynyard) – Willoughby (Mowbray Rd)

From 29 June 1958 (based on February 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Willoughby Rd (**Crows Nest, Naremburn**), Penkivil St, Penshurst St to Mowbray Rd (Willoughby)

From Willoughby (Mowbray Rd) (in Penshurst St) via Mowbray Rd, Willoughby Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **By November 1964 (peak hours):** Ex Willoughby Depot from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Willoughby Depot from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From August 1973:** Ex City from Miller St via Pacific Hwy, Alexander St, Burlington St, Willoughby Rd. Reverse on return.
- **By November 1981 (all times):** Ex Willoughby Depot from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.

City (Wynyard) – Willoughby Depot

By 26 April 1983

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Willoughby Rd (**Crows Nest, Naremburn, Willoughby**), Mowbray Rd, Penshurst St, Forsyth St, High St, Stan St to Willoughby Depot.

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

Alteration

By October 1985: Ex Willoughby Depot from Pacific Hwy via Arthur St, Mount St.

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 (Wynyard)-Willoughby (Mowbray Rd)	21	M-F	Mowbray Rd	7.42am	Wynyard	5.01pm	Ph	
		Sat						
		Sun						

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

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Willoughby Depot	21	M-F	Will'by Depot	5.52am	Wynyard	11.13pm	A	
		Sat		4.54am		12.43am	B	
		Sun		6.00am		11.15pm	C	

A – 4 trips from Willoughby Depot, 3 trips from Wynyard. Extra trip from City (Wynyard) Friday night.

B – 1 trip from Willoughby Depot, 2 trips from City (Wynyard).

C – 5 trips from Willoughby Depot, 1 trip from City (Wynyard).

Route 271

CITY (various termini) – BELROSE – AUSTLINK Business Park

- **Extended to Terrey Hills (*early morning & night*)**

Timeline

22 July 2013: As part of rearrangement of 270:

- City (Queen Victoria Building) – Belrose – Austlink replaced most trips on 270 to Belrose and Austlink at an increased frequency.
- Extended from Austlink area to Terrey Hills in early morning (until 30 September 2018) & at night, replacing 270 at those times.
- Shares City – various points in Forestville, Frenchs Forest & Belrose with 270, 274, L70 & (from 11 April 2016) 273. Shares East Roseville – various points in Forestville, Frenchs Forest & Belrose with routes in the 278-284 range.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Part of Contract Region 14.

19 December 2014: Forest Coach Lines Pty Ltd transferred to Next Capital (a private equity firm).

4 October 2015: City termini altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Operator’s incorporated name altered to CDC NSW Region 14 Pty Ltd.
- Traded as CDC NSW & buses branded as CDC NSW.

Streets

City (Queen Victoria Building) – Belrose – Austlink Business Park (*selected trips extended to Terrey Hills*)

From 22 July 2013

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Garigal Rd, Narabang Way to Minna Close (Austlink).

From Austlink (Narabang Way at Minna Close) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Terrey Hills extension:

Every night

Extended from Belrose (Wyatt Av) via Forest Way, Myoora Rd to Booralie Rd (Terrey Hills).

Early mornings & weekend nights

From Terrey Hills (Myoora Rd at Booralie Rd) via Myoora Rd, Forest Way.

Weeknights

From Terrey Hills (Myoora Rd at Booralie Rd) via Myoora Rd, Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

City (York St or Clarence St) – Belrose – Austlink Business Park (*selected trips extended to Terrey Hills*)

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 York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

See 270

Route 272

CITY (various termini) – WILLOUGHBY (Victoria Av) (some trips EXPRESS) ■

- **Extended from North Willoughby to Chatswood (off-peak express trips, 1995-2006)**

Also:

- **City (Wynyard) – Willoughby (Victoria Av) via Miller & Falcon Sts (midnight-to-dawn service, 1958-circa 1973)**
(Willoughby (Victoria Av) terminus has been known as North Willoughby since 1992.)

Timeline

29 June 1958:

- New route, City (Wynyard) – Willoughby (Victoria Av), supplementary to 273, commenced by Department of Government Transport as part of replacement of Wynyard – Chatswood tram service by buses.
- Hours of operation: peak hours (via normal route); midnight-to-dawn (via Miller & Falcon Sts).

18 June 1968: Selected peak hour (later all) trips altered to run express via Warringah Fwy.

By October 1973: Midnight-to-dawn trips via Miller & Falcon Sts ceased.

14 October 1985: 271 City (Wynyard) – Willoughby (Mowbray Rd) renumbered part of 272.

By 12 March 1995: Off-peak express trips City (Wynyard) – Chatswood via Warringah Fwy commenced.

1 January 2005: Became part of Contract Region 7.

10 September 2006: Off-peak express trips City (Wynyard) – Chatswood via Warringah Fwy ceased. All 272 trips then ran in peak hours only, City (Wynyard) – North Willoughby express via Warringah Fwy. Has shared route with M40 since 18 July 2010.

24 January 2021: Replaced by new “frequent” 120.

Streets

City (Wynyard) – Willoughby (Victoria Av) via North Sydney

From 29 June 1958 (based on February 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy, Willoughby Rd (Crows Nest, Naremburn), Mowbray Rd, Penshurst St, Harwood Av, High St, Victoria Av to Penshurst St (Willoughby).

From Willoughby (Victoria Av) (at Penshurst St) via Penshurst St, Mowbray Rd, Willoughby Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Trips via Miller & Falcon Sts (midnight-to-dawn): Ex City (Wynyard) from Miller St/Pacific Hwy via Miller St, Falcon St, Willoughby Rd. Reverse on return.

Alterations

- **By November 1964 (peak hours):** Ex Willoughby (Victoria Av) from Pacific Hwy via McLaren St (morning) or Berry St (afternoon), Miller St, Pacific Hwy.
- **From 18 June 1968 (opening of Warringah Fwy) (all times):** Ex Willoughby (Victoria Av) from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From August 1973 (non-Freeway trips):** Ex City from Miller St via Pacific Hwy, Alexander St, Burlington St, Willoughby Rd. Reverse on return.
- **By November 1981 (all times):** Ex Willoughby (Victoria Av) from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Willoughby (Victoria Av) from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992:** Ex North Willoughby from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Wynyard) – Willoughby (Victoria Av) via Warringah Fwy

From 18 June 1968 (opening of Warringah Fwy)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Chandos St, Willoughby Rd (Naremburn, Willoughby), Mowbray Rd, Penshurst St, McMahon St, High St, Victoria Av to Penshurst St (Willoughby).

From 6 July 1980

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

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 York St to north of Margaret St (Wynyard).
Return from Wynyard (York St) via Erskine St, Clarence St.

City (Wynyard) – Chatswood via Warringah Fwy

By 12 March 1995

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Willoughby Rd (**Naremburn, Willoughby**), Mowbray Rd, Penshurst St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood (old Interchange)

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

Timetable Summary

29 June 1958

See 273

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Willoughby (Victoria Av)	26	M-F	Victoria Av	7.27am	Wynyard	6.00pm	A	
		Sat		8.36am		8.20pm	B	
		Sun					C	

A – Peak & off-peak, 14 trips from Willoughby (Victoria Av), 5 trips from City (Wynyard). Plus midnight-to-dawn trips via Miller & Falcon Sts.

B – Day, 4 trips from Willoughby (Victoria Av), 5 trips from City (Wynyard). Plus midnight-to-dawn trips via Miller & Falcon Sts.

C – Midnight-to-dawn trips via Miller & Falcon Sts.

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Willoughby (Victoria Av)†	22	M-F	Victoria Av	6.37am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

† Most trips via Warringah Fwy.

Ph – Peak hours only (both directions).

12 March 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Willoughby- Chatswood via Warringah Fwy	Fr Wyn 18V 28C	M-F	N Willoughby	6.37amY	Wynyard	3.38pmC	A	
			Wynyard	9.10amC		6.37pmV		
		Sat						
		Sun						

A – Peak hours, City (Wynyard) – North Willoughby (morning from North Willoughby, afternoon from City (Wynyard)). Day, City (Wynyard) – Chatswood 30.

C – To Chatswood.

V – To North Willoughby.

Y – To City (Wynyard).

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Willoughby via Warringah Fwy	18	M-F	N Willoughby	6.40am	Wynyard	5.50pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 273

CITY (Wynyard) – CHATSWOOD (some trips EXPRESS)■

Also:

- **City (Wynyard) – Willoughby Depot (circa 1986-2015)**
- **Chatswood – Willoughby Depot (circa 1995-2015)**

Timeline

29 June 1958:

- New full-time route commenced by Department of Government Transport as part of replacement of Wynyard – Chatswood tram service by buses.
- 273 supplemented by peak hour routes 270-272.
- Shares route between Chatswood & Crows Nest with 257.
- From 18 July 2010 also shared Chatswood – Naremburn with M40.

19 November 1960: Chatswood – Willoughby Depot trips renumbered 274.

(?): Peak hour express trips commenced via normal route.

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

By March 1986: City (Wynyard) – Willoughby Depot trips renumbered from 271.

By 12 March 1995: Chatswood – Willoughby Depot trips renumbered from 274.

1 January 2005: Became part of Contract Region 7.

4 October 2015: 273 & 343 amalgamated as 343 Kingsford – Rosebery – City – Chatswood as a result of light rail construction in George St, City/new CBD bus network. Compared with 273, 343 was rerouted in the City area, with main City stop being altered from Wynyard to Bridge St.

Streets

City (Wynyard) – Chatswood

From 29 June 1958

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy, Willoughby Rd (Crows Nest, Naremburn, Willoughby), Mowbray Rd, Penshurst St, Victoria Av to Chatswood Station.

From Chatswood (Victoria Av at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St, Mowbray Rd, Willoughby Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **By November 1964 (peak hours):** Ex Chatswood from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Chatswood from Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy) (all times):** Ex Chatswood from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 18 June 1968 (opening of Warringah Fwy) (afternoon peak hour express trips):** Ex City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Chandos St, Willoughby Rd.
- **From August 1973:** Ex City (Wynyard) from Miller St via Pacific Hwy, Alexander St, Burlington St, Willoughby Rd. Reverse on return.
- **By November 1981 (all times):** Ex Chatswood from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Chatswood from Pacific Hwy via Arthur St, Mount St.
- **By September 1988:** Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to old Interchange.
- **By 30 August 1992:** Ex Chatswood from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

- **From 12 July 2008 (opening of new Interchange):** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

City (Wynyard) – Willoughby Depot

From March 1986

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Willoughby Rd (**Crows Nest, Naremburn, Willoughby**), Mowbray Rd, Penshurst St, Forsyth St, High St, Stan St to Willoughby Depot.

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

Chatswood – Willoughby Depot

From 12 March 1995

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St (**North Willoughby**), Forsyth St, High St, Stan St to Willoughby Depot.

From Willoughby Depot (Stan St) via reverse route to Penshurst St, then Victoria Av to Chatswood Station.

Timetable Summary

29 June 1958

City (Wynyard) – Willoughby routes

272, 273

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
272: City (Wynyard)-Willoughby (Victoria Av)	26	M-F	Victoria Av	7.29am	Wynyard	6.18pm	30*	A
		Sat		8.34am		1.04pm	B	
		Sun						
273: City (Wynyard)-Chatswood	31	M-F	Chatswood	5.04am	Wynyard	12.51am	30*	
		Sat		5.04am		12.51am	AM 15 PM 30	
		Sun	Wynyard	6.21am		10.52pm	AM 20 PM 15	
272 or 273: City (Wynyard)-Chatswood via Miller & Falcon Sts		Mon	Victoria Av	3.06amY	Wynyard	4.28amC	MDs	
		Tu-Fr	Chatswood	12.59am	Victoria Av	4.06amY	MDs	
		Sat	Wynyard	12.51amC	Wynyard	4.27amC	MDs	
		Sun		12.21amC		5.31amV	MDs	

Day frequencies along common route:

M-F City (Wynyard)-Willoughby (272, 273) 15.
 Sat AM City (Wynyard)-Willoughby (272, 273) 7-15.
 Sat PM City (Wynyard)-Willoughby (273) 30.
 Sun City (Wynyard)-Willoughby (273) 15.

* More frequent in peak hours.

A – Midnight-to-dawn service provided by 272 or 273 trips via Miller & Falcon Sts.

B – Frequent service. Midnight-to-dawn service provided by 272 or 273 trips via Miller & Falcon Sts.

C – To Chatswood.

MDs – Midnight-to-dawn service.

V – To Willoughby (Victoria Av).

Y – To City (Wynyard).

February 1966

See also 271, 272 & 274

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Chatswood	31	M-F	Chatswood	5.04am	Chatswood	12.12am	15*	
		Sat		5.04am	Wynyard	12.40am	AM 10 PM 30	
		Sun	Wynyard	6.18am		10.52pm	AM 30 PM 15	

* More frequent in peak hours.

December 1976

See also 271, 272 & 274

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Chatswood	31	M-F	Chatswood	5.04am	Wynyard	12.09am	15*	
		Sat		5.04am	Chatswood	12.12am	AM 15 PM 30	
		Sun	Wynyard	6.23am		10.40pm	30	

* More frequent in peak hours.

6 October 1996

See also 272

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Chatswood	38	M-F	Chatswood	5.13am	Wynyard	12.17am	10	A
		Sat		5.10am		12.37am	15	B
		Sun	Wynyard	6.08am		11.37pm	20	C

A – Extra trip Friday night.

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

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

Route 273

CITY (York St or Clarence St) – KILLARNEY HEIGHTS

Timeline

11 April 2016:

- Peak hour service City (York St or Clarence St) – Killarney Heights renumbered from part of 270 (buses on trips *from* City had displayed 270K).
- Shares City – Forestville with 270, 271, 274 & L70. Shares East Roseville – Forestville with routes in the 278-284 range.
- Operated by Forest Coach Lines Pty Ltd (Next Capital, a private equity firm).
- Part of Contract Region 14.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

By 8 August 2022: Times of service reduced to morning peak hour only.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Operator’s incorporated name altered to CDC NSW Region 14 Pty Ltd.
- Buses branded as CDC NSW.

Streets

From 11 April 2016

From City (Clarence St) (at Market St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd, Starkey St (**Forestville**), Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St to Warringah Rd (Jamieson Sq, Forestville).

From Forestville (Jamieson Sq, Starkey St at Warringah Rd) via Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St, Warringah Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Market St (City).

11 April 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St or Clarence St)- Killarney Heights	56	M-F	Killarney Hts	6.50am	Clarence St	6.25pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Killarney Heights, afternoon from City (Clarence St)).

8 August 2022

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killarney Heights-City (York St)	65	M-F	Killarney Hts	7.10am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Killarney Heights).

Route 274

CHATSWOOD – WILLOUGHBY DEPOT ■

CITY (Wynyard) – WILLOUGHBY DEPOT ■

Timeline

By 19 August 1959: New mainly peak hour route, City (Wynyard) – Willoughby Depot, supplementary to 273, commenced by Department of Government Transport.

19 November 1960: Chatswood – Willoughby Depot renumbered from 273.

26 April 1983: City (Wynyard) – Willoughby Depot renumbered 271.

By 12 March 1995: Chatswood – Willoughby Depot renumbered part of 273.

Streets

City (Wynyard) – Willoughby Depot

From 29 June 1958 (based on February 1966 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy, Willoughby Rd (**Crows Nest, Naremburn, Willoughby**), Mowbray Rd, Penshurst St, Forsyth St, High St, Stan St to Willoughby Depot.

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

Alterations

- **By November 1964 (peak hours):** Ex Willoughby Depot from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Willoughby Depot from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From August 1973:** Ex City (Wynyard) from Miller St via Pacific Hwy, Alexander St, Burlington St, Willoughby Rd. Reverse on return.
- **By November 1981 (all times):** Ex Willoughby Depot from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.

Chatswood – Willoughby Depot

From 19 November 1960 (based on February 1966 timetable)

From Chatswood (Victoria Av at Station) via Orchard Rd, Help St, Anderson St, Victoria Av, Penshurst St (**North Willoughby**), Forsyth St, High St, Stan St to Willoughby Depot.

From Willoughby Depot (Stan St) via reverse route to Penshurst St, then Victoria Av to Chatswood Station.

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 (Wynyard)-Willoughby Depot	28	M-F	Will'by Depot	4.47am	Wynyard	8.10pm	Ph	
		Sat		4.50am	Will'by Depot	4.44pm	A	
		Sun		5.47am	Wynyard	11.18pm	B	
Chatswood-Willoughby Depot	10	M-F	Will'by Depot	5.50am	Chatswood	6.42pm	4 trips	
		Sat		5.19am	Will'by Depot	7.54am	C	
		Sun		10.37am	Chatswood	11.39pm	D	

A – 7 trips from Willoughby Depot.

B – Morning, 2 trips from Willoughby Depot. Afternoon, 1 trip from City (Wynyard).

C – Morning, 3 trips from Willoughby Depot.

D – 2 trips from Willoughby Depot, 4 trips from Chatswood.

Ph – Peak hours only (both directions).

26 April 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Willoughby Depot	10	M-F	Will'by Depot	4.30am	Chatswood	6.53pm	Ph	
		Sat		5.24am		11.20pm	A	
		Sun		6.28am		11.24pm	B	

A – Morning, 4 trips from Willoughby Depot. Night, 1 trip from Chatswood.

B – Morning, 1 trip from Willoughby Depot. Night, 2 trips from Chatswood.

Ph – Morning, 3 trips from Willoughby Depot. Afternoon, 4 trips from Chatswood.

Route 274

CITY (various termini) – DAVIDSON – BELROSE

Timeline

22 July 2013: As part of rearrangement of 270:

- Trips on 270 between City (Queen Victoria Building) & Davidson reduced to peak hours only & rearranged as:

Morning peak hour: From Frenchs Forest to City (Queen Victoria Building) via Davidson,

Afternoon peak hour: From City (Queen Victoria Building) to Davidson & Belrose.

- Travel between the City & Davidson at other times requires a change of bus at Forestway shops.
- Shares City – Frenchs Forest with 270, 271, L70 & (from 11 April 2016) 273. Shares East Roseville – various points in Forestville, Frenchs Forest, Davidson & Belrose with routes in the 278-284 range.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).
- Part of Contract Region 14.

19 December 2014: Forest Coach Lines Pty Ltd transferred to Next Capital (a private equity firm).

4 October 2015: City termini altered to York St at Market St (arriving) or Clarence St at Market St (departing), as a result of light rail construction in George St, City/new CBD bus network.

28 September 2018:

- Transferred to CDC NSW, an “umbrella branding” of the NSW operations of ComfortDelGro Corporation Ltd, also known as ComfortDelGro Australia.
- Continued to trade as & buses branded as Forest Coach Lines.

21 May 2023:

- Contract Regions 12 & 14 consolidated as Contract Region 14 (an option offered when tenders were invited in 2022).
- Operator's incorporated name altered to CDC NSW Region 14 Pty Ltd.
- Buses branded as CDC NSW.

Streets

City (Queen Victoria Building) – Davidson – Belrose

From 22 July 2013

Morning peak hour (from Frenchs Forest to City (Queen Victoria Building) via Davidson)

From Frenchs Forest (Blackbutts Rd at Pringle Av) via Blackbutts Rd, Pound Av, Kawana St, Prahran Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Clive St, Eastern Valley Way, Edinburgh Rd, Alpha Rd, Flat Rock Dr, Brook St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Afternoon peak hour (from City (Queen Victoria Building) to Belrose)

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Brook St, Flat Rock Dr, Alpha Rd, Edinburgh Rd, Eastern Valley Way, Clive St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Blackbutts Rd, Pound Av, Kawana St, Prahran Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av to Forest Way (Belrose).

City (York St or Clarence St) – Davidson – Belrose

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 York St to Market St. Return from Clarence St at Market St via Clarence St.

Timetable Summary

See 270