



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 275 – 299

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, with route numbers in the geographically-based Sydney Region (sometimes called three-digit) route number system, initiated when Government bus routes were renumbered during the period 1938-44 and private bus routes similarly renumbered during the period 1981-2004

A work in progress. Corrections and comments welcome – robkit.henderson@bigpond.com

Timetable Summaries: Details are normally shown for Mondays to Fridays, Saturdays & Sundays. Times for Sundays typically also apply to Public Holidays. However, where first/last trips and/or frequencies on Public Holidays vary significantly from those on Sundays, times for Public Holidays (Hols) are also shown.

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

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

From 1 July 1980: Urban Transit Authority of NSW

From 16 January 1989: State Transit Authority of NSW

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

Summary of routes 275 – 299

275	Chatswood-Castlecrag
276	Terrey Hills-Warringah Mall
277	Chatswood-Castle Cove
278	Chatswood-Killarney Heights
279	Chatswood-Frenchs Forest
280	City-Lane Cove
280	Chatswood-Warringah Mall
281	Chatswood-Davidson
282	Chatswood-Davidson-Belrose
283	Chatswood-Belrose
284	City-Lane Cove (Johnston Cr)
284	Chatswood-Duffys Forest
285	City-Lane Cove River

285	City-Denistone East
285	Chatswood-Narrabeen, etc
285	City-Lane Cove West
286	City-Nth Ryde (Blenheim Rd)
286	City-Denistone East
287	City-North Ryde-Ryde
287	Milsons Pt-Nth Ryde-Ryde
288	City-N Ryde (Lane Cove Rd)
288	City-Epping
289	City-Nth Ryde (Balaclava Rd)
289	City-Epping
289	City-Lane Cove West
290	City-Epping

291	City-Epping
291	McMahons Point-Epping
292	City-Marsfield
293	City-Macquarie Centre, etc
293	City-Marsfield
294	City-Macquarie Centre, etc
295	City-Lane Cove West
295	Epping-Macquarie Centre
295	Epping-North Epping, etc
296	Epping-Macquarie Centre
297	Epping-Crows Nest-Chatsw'd
297	City-Denistone East

Route 275

CHATSWOOD – MIDDLE COVE – CASTLECRAG

CHATSWOOD – MIDDLE COVE – WILLOUGHBY DEPOT ■

Timeline

7 December 1970: Limited weekday off-peak service, Chatswood – Middle Cove – Willoughby Depot, commenced by Department of Government Transport.

13 August 1983: Days of operation extended to weekends.

2 September 1996:

- Rerouted/extended as Chatswood – Middle Cove – Castlecrag.
- Days of operation reduced to Mondays to Saturdays.

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

Chatswood – Middle Cove – Willoughby Depot

From 7 December 1970

From Chatswood (Victoria Av at Station) via Orchard Rd, Help St, Anderson St, Victoria Av (**North Willoughby**), Eastern Valley Way, Cawarra Rd, Rembrandt Dr (**Middle Cove**), Greenfield Av, Eastern Valley Way, McClelland St, First Av, Stan St to Willoughby Depot.

From Willoughby Depot (Stan St) via Stan St, First Av, McClelland St, Eastern Valley Way, Cawarra Rd, Rembrandt Dr (**Middle Cove**), Greenfield Av, Eastern Valley Way, Victoria Av to Chatswood Station.

Alterations

- **From 27 June 1977:** Ex Chatswood from Victoria Av via Penshurst St, Haig St, Douglas Av, Orara St, High St, Victoria Av. Reverse on return.
- **By May 1984:** Either direction from Victoria Av/High St via High St, Orara St, Douglas Av, Haig St, High St to Victoria Av (*not* via Penshurst St).
- **By May 1984:** Either direction from Eastern Valley Way via Greenfield Av, Rembrandt Dr (**Middle Cove**), Cawarra Rd to Eastern Valley Way
- **Circa 1988:** Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to old Interchange. Reverse on return.

Chatswood – Middle Cove – Castlecrag

From 2 September 1996

From Chatswood (old Interchange) via Orchard Rd, Endeavour St, Anderson St, Victoria Av, High St, Haig St, Douglas St, Orara St (**East Chatswood**), High St, Victoria Av, Eastern Valley Way, Greenfield Av, Rembrandt Dr (**Middle Cove**), Cawarra Rd, Eastern Valley Way, Edinburgh Rd to Linden Way (Castlecrag).

From Castlecrag (Edinburgh Rd at Linden Way) via Edinburgh Rd, Eastern Valley Way, Greenfield Av, Rembrandt Dr (**Middle Cove**), Cawarra Rd, Eastern Valley Way, Victoria Av, High St, Haig St, Douglas St, Orara St (**East Chatswood**), High St, Victoria Av, Anderson St, Endeavour St, Orchard Rd to Chatswood Interchange

Alteration

From 12 July 2008 (*opening of new Interchange*): Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Timetable Summary

7 December 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Middle Cove-Willoughby Depot	17	M-F	Will'by Depot	9.55am	Chatswood	3.00pm	2 trips	
		Sat						
		Sun						

May 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Middle Cove-Willoughby Depot	20	M-F	Will'by Depot	9.55am	Chatswood	3.00pm	2 trips	A
		Sat		9.02am		5.00pm	2 trips	
		Sun		10.02am		5.00pm	2 trips	

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

2 September 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Middle Cove-Castlecrag	24	M-F	Castlecrag	9.15am	Chatswood	2.42pm	60	
		Sat		7.15am		5.42pm	120	
		Sun						

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-Middle Cove-Castlecrag	24	M-F	Castlecrag	9.15am	Chatswood	2.45pm	120	
		Sat		8.15am		5.45pm	120	
		Sun						

Route 276

TERREY HILLS – BELROSE – FRENCHS FOREST – WARRINGAH MALL ■

Timeline

27 July 1992:

- Belrose (Wyatt Av) – Frenchs Forest – Warringah Mall commenced by Forest Coach Lines Pty Ltd (Royle family, proprietors) as part of a general reorganization of its routes.
- Shared Belrose – Frenchs Forest with 271 & 283.
- Shared Frenchs Forest – Warringah Mall with 280.

26 October 1998: Extended to run Belrose (Austlink Business Park) – Frenchs Forest – Warringah Mall.

28 April 2003: Extended to run Terrey Hills – Frenchs Forest – Warringah Mall.

1 January 2005: Became part of Contract Region 14.

24 November 2008: Ceased as a result of Ministry of Transport review of Contract Region 14:

- Service between Frenchs Forest & Warringah Mall replaced by increased frequency on 280.
- Service between Terrey Hills, Belrose & Frenchs Forest replaced by existing 270, 283 & 284.

Streets

Belrose – Warringah Mall

From 27 July 1992

From Belrose (Forest Way near Wyatt Av) via Forest Way, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall bus terminal inside.

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Allambie Rd, then Rodborough Rd, Warringah Rd, then reverse route to Ralston Av, then Cotentin Rd, Wyatt Av to Forest Way (Belrose).

By June 1997

Frenchs Forest (The Esplanade) diversion: From Forest Way one-way loop via Prince Charles Rd, The Esplanade, Carnarvon Dr, Epping Dr, Adams St to Forest Way.

Austlink Business Park – Warringah Mall

Alteration

From 26 October 1998: Extended from Wyatt Av & Forest Way via Forest Way, Garigal Rd, Narabang Way to Minna Close (Austlink). Reverse on return.

Terrey Hills – Warringah Mall

Alteration

From 28 April 2003: Extended from Austlink (Narabang Way at Minna Close) via Narabang Way, Garigal Rd, Forest Way, Myoora Rd to Booralie Rd (Terrey Hills). Return via Myoora Rd, Mona Vale Rd, Narabang Way, Garigal Rd, Forest Way.

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		
Belrose-Warringah Mall	33	M-F	Belrose	8.34am	Warr Mall	6.37pm	120	A
		Sat						
		Sun						

A – Extra trips Thursday night.

26 October 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Austlink-Belrose-Warringah Mall	Fr W Mall 35B 42A	M-F	Belrose	7.21amW	Warr Mall	6.37pmA	C	
			Austlink	8.52amW				
		Sat						
		Sun	Belrose	9.12amW		4.20pmB	2 trips	

A – To Austlink.

B – To Belrose.

C – Morning peak hour, Belrose-Warringah Mall. Day, Austlink-Warringah Mall 60. Extra trips Thursday night.

W – To Warringah Mall.

28 April 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Terrey Hills-Belrose-Warringah Mall	Fr W Mall 34B 42T	M-F	Belrose	7.20amW	Warr Mall	1.35pmT	A	
			Terrey Hills	10.38amW		6.37pmB		
		Sat						
		Sun	Belrose	9.10amW		4.20pmB	2 trips	

A – Peak hours, Belrose-Warringah Mall. Day, Terrey Hills-Warringah Mall 60. Extra trips Thursday night.

B – To Belrose.

T – To Terrey Hills.

W – To Warringah Mall.

Route 277

CHATSWOOD – CASTLE COVE

Timeline

27 July 1992: Renumbered from part of 56 [1925 route number], but rerouted in East Roseville. Monday-Saturday service operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

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

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 R14 & buses branded as CDC NSW.

31 March 2024: Days of service extended to Sundays.

Streets

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Penshurst St, Boundary St, Kendall Rd, Headland Rd, Neerim Rd, Allambie Rd, Deepwater Rd (**Castle Cove**), Neerim Rd, Headland Rd, Kendall Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Alterations

- **By January 1998:** Ex Castle Cove from Boundary St via Penshurst St (instead of Macquarie St), Ashley St. Unaltered ex Chatswood.
- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson 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		
Chatswood-Castle Cove	32 round trip	M-F	Chatswood	6.45am	Castle Cove	6.35pm	60*	
		Sat		8.40am		5.19pm	120	
		Sun						

* More frequent in peak hours.

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Castle Cove	33 round trip	M-F	Chatswood	6.36am	Castle Cove	6.42pm	60*	
		Sat		8.10am		6.30pm	120	
		Sun		8.10am		6.30pm	120	

* More frequent in peak hours.

Route 278

CHATSWOOD – FORESTVILLE – KILLARNEY HEIGHTS

- Includes “Killarney shuttle” (Forestville – Killarney Heights) (from 2003)

Timeline

27 July 1992:

- Chatswood – Killarney Heights, daily daytime service renumbered from equivalent part of 56 [1925 route number].
- Shares Chatswood – Forestville with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Forestville at different times with 270, 271, 273, 274 & L70 (later 270X).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

28 April 2003: Chatswood – Killarney Heights service replaced during weekday off-peak by more frequent “Killarney shuttle” (Forestville – Killarney Heights), connecting at Forestville with Chatswood & City buses.

1 January 2005: Became part of Contract Region 14.

30 June 2014:

- “Killarney shuttle” extended to operate also all day Saturdays & Sundays, replacing Chatswood – Killarney Heights service on those days.
- Connected at Forestville with Chatswood & City buses.
- Chatswood – Killarney Heights reduced to run weekday peak hours & weeknights only.

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

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 R14 & buses branded as CDC NSW.

31 March 2024: Early morning weekday service curtailed to run Forestville – Killarney Heights.

Streets

Chatswood – Killarney Heights

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), Warringah Rd, Starkey St (**Forestville**), Cannons Pde, Cook St, Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Cannons Pde, Starkey St, Warringah Rd, then reverse route to Chatswood Interchange.

Trips direct via Starkey St, Forestville (*peak hours*): Ex Chatswood, from Warringah Rd via Starkey St, Rathowen Pde.

Alterations

- **From 28 April 2003:** Ex Chatswood from Boundary St via Babbage Rd (*not* via Archbold Rd, Addison Av). Reverse on return.
- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Forestville – Killarney Heights (“Killarney shuttle”)

From 28 April 2003

From Forestville (Jamieson Sq, Starkey St at Warringah Rd) via Starkey St, Tyrone Av, Cook St, Starkey St, Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Bushland Av, Starkey St to Warringah Rd (Jamieson Sq, Forestville).

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		
Chatswood-Killarney Heights	48 round trip	M-F	Forestville	6.21amC	Killarney Hts	8.18pmH	60*	A
		Sat	Chatswood	7.50amL	Chatswood	5.30pmF	60	
		Sun		9.58amL	Killarney Hts	5.37pmH	4 trips	

* More frequent in peak hours.

A – Later service provided by 284 trip from Chatswood to Terrey Hills via Killarney Heights.

C – To Chatswood via Killarney Heights.

F – To Forestville via Killarney Heights.

H – To Chatswood.

K – To Forestville via Killarney Heights.

L – To Killarney Heights.

28 April 2003

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	48 round trip	M-F	Forestville	6.16amC	Killarney Hts	8.25pmH	PNs	A
		Sat	Chatswood	7.50amL	Chatswood	5.30pmK	60	
		Sun		9.45amL	Killarney Hts	5.36pmH	4 trips	
Forestville-Killarney Heights ("Killarney shuttle")	15 round trip	M-F	Forestville	8.40am	Killarney Hts	3.59pm	20	
		Sat						
		Sun						

A – Later service provided by 284 trip from Chatswood to Terrey Hills via Killarney Heights.

C – To Chatswood via Killarney Heights.

H – To Chatswood.

K – To Forestville via Killarney Heights.

L – To Killarney Heights.

PNs – Peak hours & nights, Chatswood-Killarney Heights. Off-peak service provided by "Killarney shuttle" (see lower panel).

30 June 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	48 round trip	M-F	Killarney Hts	6.11amH	Chatswood	9.15pmT	PNs	
		Sat						
		Sun						
Forestville-Killarney Heights ("Killarney shuttle")	15 round trip	M-F	Forestville	8.40am	Killarney Hts	3.55pm	20	
		Sat		8.15am		6.02pm	20	
		Sun		8.15am		6.02pm	20	

H – To Chatswood.

PNs – Peak hours & nights, Chatswood-Killarney Heights. Off-peak service provided by "Killarney shuttle" (see lower panel).

T – To Terrey Hills via Killarney Heights.

31 March 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Killarney Heights	43 round trip	M-F	Forestville	6.11amF 7.07amC	Chatswood	9.10pmK	PNs	
		Sat						
		Sun						
Forestville-Killarney Heights ("Killarney shuttle")	15 round trip	M-F	Forestville	8.40am	Killarney Hts	4.05pm	20	
		Sat		7.55am		6.02pm	20	
		Sun		7.55am		6.02am	20	

C – To Chatswood via Killarney Heights.

F – To Forestville via Killarney Heights.

PNs – Early morning, Forestville-Killarney Heights-Forestville, peak hours, Chatswood-Killarney Heights.

Route 279

CHATSWOOD – FRENCHS FOREST (The Esplanade)

Timeline

27 July 1992:

- Limited service renumbered from equivalent part of 56 [1925 route number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008). Has shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70 (later 270X).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

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

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 R14 & buses branded as CDC NSW.

Streets

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way, Naree Rd, Rabbett St, Adams St, Dundilla Rd, The Esplanade, Burralloo St, Wearden Rd, Dundilla Rd to The Esplanade (Frenchs Forest).

From Frenchs Forest (The Esplanade) (at Dundilla Rd) via The Esplanade, Burralloo St, Wearden Rd, Dundilla Rd, Adams St, Forest Way, then reverse route to Chatswood Interchange.

Alterations

- **By 24 May 1993:** Ex Chatswood from Adams St via Dundilla Rd, Wearden Rd, Burralloo St, The Esplanade to Dundilla Rd. Reverse on return.
- **By 22 August 1994:** Ex Chatswood from Forest Way via Prince Charles Rd, The Esplanade, Carnarvon Dr, Epping Dr, Adams St to Forest Way. Return from The Esplanade & Prince Charles Rd via The Esplanade, then reverse route.
- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Timetable Summary

See 280

Route 280

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

Timeline

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

- Replaced tram service all day Sunday (later also after 2.00pm Saturdays).
- 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 080.

Streets

- Followed tram line as closely as possible.
- **Suburbs:** North Sydney, Crows Nest, St Leonards, Gore Hill, Lane Cove.

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)-Lane Cove		M-F						
		Sat						
		Sun	Lane Cove	6.29am	Lane Cove	10.19pm	30	

Route 280

CHATSWOOD – FRENCHS FOREST – WARRINGAH MALL

Timeline

27 July 1992:

- Renumbered from equivalent part of 56 [1925 route number].
- Shared Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008).
- Shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70 (later 270X).
- Shared Frenchs Forest – Warringah Mall with 276 until 24 November 2008.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

24 November 2008: Increased service on 280 replaced part of 276, as a result of Ministry of Transport review of Contract Region 14.

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

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 R14 & buses branded as CDC NSW.

31 March 2024:

- Transferred (temporarily?) to Keolis Downer Northern Beaches Pty Ltd (Contract Region 8), due to staff shortages in Contract Region 14.
- 137 (1 trip on weekdays) Chatswood – Frenchs Forest (House with No Steps) renumbered as part of 280. May have only operated in morning peak hour from Chatswood Station to Frenchs Forest (House with No Steps).

Streets

Chatswood – Frenchs Forest – Warringah Mall

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Naree Rd, Rabbett St, Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd, Cross St, Dale St to Warringah Mall (bus terminal inside).

From Warringah Mall (bus terminal inside) via Green St, Cross St, then reverse route to Allambie Rd then Rodborough Rd, Warringah Rd, Forest Way, Naree Rd, Rabbett St, Warringah Rd, then reverse route to Chatswood Interchange.

Brookvale (Old Pittwater Rd) diversion (*peak hours only*): Ex Chatswood from Condamine St via Old Pittwater Rd, Dale St. Ex Warringah Mall from Green St via Old Pittwater Rd, Condamine St.

Alterations

- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.
- **From 11 April 2016** (*in anticipation of opening of Northern Beaches Hospital*): Ex Chatswood from Naree Rd via Frenchs Forest Rd (**Northern Beaches Hospital**), Allambie Rd. Return from Allambie Rd via Frenchs Forest Rd, Rabbett St.

From 11 April 2016

Trips from Warringah Mall terminating at Frenchs Forest: From Frenchs Forest Rd via Wakehurst Pkwy, Warringah Rd, Forest Way to Forestway shops.

Chatswood – Frenchs Forest (House with No Steps)

From 31 March 2024

Chatswood – Frenchs Forest (House with No Steps) trip (*morning peak hour (only?)*): Same as normal route from Chatswood Station to Frenchs Forest (Warringah Rd/Forest Way), then Warringah Rd, Hilmer St, Primrose Av, Bantry Bay Rd, Grattan Cr to Ararat Reserve (House with No Steps, Frenchs Forest).

Timetable Summary

27 July 1992

Chatswood – Frenchs Forest routes

279-285

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	31	M-F	The Esplanade	7.07am	Chatswood	4.10pm	Ph	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.12am	Warr Mall	6.05pm	60*	
		Sat		7.20am		5.07pm	60	
		Sun						
281: Chatswood-Davidson	57 round trip	M-F	Davidson	5.50am	Chatswood	6.12pm	A	
		Sat		6.38am		4.50pmT	B	
		Sun		9.49am		3.30pm	120	E
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	7.02pmJ	Chatswood	11.30pmT	Ns1	
		Sat		5.15pmJ		12.00mnD	Ns2	
		Sun	Duffys Forest	7.36amC		9.00pmD	MNs	
283: Chatswood-Belrose‡	57 round trip	M-F	Terrey Hills	5.16am	Chatswood	6.43pm	F	
		Sat		6.00am		4.30pm	G	
		Sun	Chatswood	9.30am	Belrose	4.30pm	120	E
284: Chatswood-Duffys Forest	42	M-F	Duffys Forest	6.27amC	Chatswood	9.00pmT	9 trips	H
		Sat		7.17amC	Terrey Hills	10.11pmC	5 trips	H
		Sun		9.16amC	Duffys Forest	6.39pmC	5 trips	H
285: Chatswood-Narrabeen-Warriewood shops	57	M-F	Chatswood	7.11am	W'wood shops	5.33pm	120*	
		Sat		8.46am		4.51pm	4 trips	
		Sun						

Day frequencies along common route:

M-F Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Chatswood-Terrey Hills (284, 285) 60.

Frenchs Forest-Warringah Mall (276, 280) 30.

Sat Chatswood-Frenchs Forest (280, 281, 283-285) 15.

Chatswood-Terrey Hills (284, 285) 60-120.

Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

* More frequent in peak hours.

† Combined 281/283. Selected trips extended to Terrey Hills or Duffys Forest.

‡ Selected early morning trips extended to start from Terrey Hills.

A – Day, Chatswood-Davidson 60*. Night service provided by 282 (combined 281/283).

B – Day, Chatswood-Davidson 60*. Last trip ran from Chatswood to Terrey Hills. Night service provided by 282 (combined 281/283).

C – To Chatswood.

D – To Duffys Forest.

E – Night service provided by 282 (combined 281/283).

F – Early morning, from Terrey Hills to Chatswood via early morning route through Belrose. Day, Chatswood-Belrose 60*. Night service provided by 282 (combined 281/283).

G – Early morning, from Terrey Hills to Chatswood via early morning route through Belrose. Day, Chatswood-Belrose 60. Night service provided by 282 (combined 281/283).

H – Additional early morning & night service provided by extensions of 282 & 283.

MNs – Early morning, from Duffys Forest to Chatswood via Davidson & Belrose. Night service Chatswood-Davidson-Belrose (last trip extended to Duffys Forest).

Ns1 – Night service. Base service Chatswood-Davidson-Belrose. Last trip from Chatswood to Terrey Hills via Davidson & Belrose.

Ns2 – Night service. Base service Chatswood-Davidson-Belrose. Last trip from Chatswood to Duffys Forest via Davidson & Belrose.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

T – To Terrey Hills.

26 October 1998

Chatswood – Frenchs Forest routes

279-285

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	32	M-F	The Esplanade	7.05am	Chatswood	4.15pm	Ph	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.16am	Warr Mall	6.05pm	60*	
		Sat		7.20am		5.15pm	60	
		Sun		10.00am		1.15pm	A	
281: Chatswood-Davidson‡	57 round trip	M-F	Davidson	5.50am	Chatswood	6.12pm	60*	B
		Sat		6.38am		5.00pm	C	
		Sun						B
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.25pm	Chatswood	11.30pmT	Ns1	
		Sat		5.15pm		12.00mnD	Ns2	
		Sun	Duffys Forest	7.36am		9.00pmD	E	
283: Chatswood-Belrose‡	57 round trip	M-F	Terrey Hills	5.18am	Chatswood	6.28pm	F	
		Sat		6.02am		4.30pm	G	
		Sun						B
284: Chatswood-Duffys Forest	42	M-F	Duffys Forest	6.27am	Chatswood	9.00pm	120*	H
		Sat		7.17am	Duffys Forest	6.47pm	5 trips	H
		Sun	Chatswood	8.30am		6.35pm	5 trips	H
285: Chatswood-Narrabeen-Warriewood shops	Fr Chats 48N 57W	M-F	Chatswood	7.10am	W'wood shops	5.33pm	I	
		Sat		8.46am		4.51pm	4 trips	
		Sun						

Day frequencies along common route:

- M-F Chatswood-Frenchs Forest (280, 281, 283-285) 15.
Frenchs Forest-Warringah Mall (276, 280) 30.
- Sat Chatswood-Frenchs Forest (280, 281, 283-285) 15.
- Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

* More frequent in peak hours.

† Combined 281/283. Selected trips extended to Terrey Hills or Duffys Forest.

‡ Selected trips extended to/from Terrey Hills or Duffys Forest.

A – 3 trips from Chatswood, 2 trips from Warringah Mall. Plus short-workings with connections to/from Chatswood.

B – Night & Sunday service provided by 282 (combined 281/283).

C – Day, 60. 1 trip extended to Terrey Hills. Night service provided by 282 (combined 281/283).

D – To Duffys Forest.

E – Early morning, from Duffys Forest to Chatswood. Day, Chatswood-Davidson-Belrose 60. Last trip from Chatswood to Duffys Forest.

F – Morning peak hour, Terrey Hills-Belrose-Chatswood via early morning route through Belrose. Day, Chatswood-Belrose 60*. Night service provided by 282 (combined 281/283).

G – Early morning, Terrey Hills-Belrose-Chatswood via early morning route through Belrose. Day, Chatswood-Belrose 60*. Night service provided by 282 (combined 281/283).

H – Additional early morning & night service provided by extensions of 282 & 283.

I – Day, Chatswood-Narrabeen 120, selected trips extended to Warriewood shops. Plus short-working/s after last trips shown.

N – To Narrabeen.

Ns1 – Night service. Base service Chatswood-Davidson-Belrose. Last trip from Chatswood to Terrey Hills via Davidson & Belrose.

Ns2 – Night service. Base service Chatswood-Davidson-Belrose. Last trip from Chatswood to Duffys Forest via Davidson & Belrose.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

T – To Terrey Hills.

W – To Warriewood shops.

24 November 2008

Chatswood – Frenchs Forest routes

279-284

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	32	M-F	The Esplanade	7.05am	Chatswood	4.15pm	Ph	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	39	M-F	Chatswood	6.10am	Warr Mall	6.10pm	30*	A
		Sat		7.15am		4.30pm	30	
		Sun		8.15am		5.00pm	60	
281: Chatswood-Davidson	57 round trip	M-F	Davidson	5.50am	Chatswood	11.00pm	60*	
		Sat		6.38am		11.00pm	60	
		Sun		9.21am	Davidson	4.21pm	60	B
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.20pm	Chatswood	12.00mnT	Ns	
		Sat		5.30pm		3.00amT	NLs	
		Sun	Duffys Forest	7.36am		11.30pmD	MNs	
283: Chatswood-Belrose	57 round trip	M-F	Terrey Hills	5.16am	Chatswood	11.30pm	C	
		Sat		6.00am		11.30pm	E	
		Sun	Chatswood	9.30am	Belrose	4.52pm	60	B
284: Chatswood-Terrey Hills-Duffys Forest	42	M-F	Duffys Forest	6.21am	Chatswood	5.30pm	F	
		Sat	Chatswood	6.45am	Duffys Forest	6.02pm	4 trips	G
		Sun		8.30am		2.28pm	4 trips	G

Day frequencies along common route:

- M-F Chatswood-Frenchs Forest (280, 281, 283) 15.
- Sat Chatswood-Frenchs Forest (280, 281, 283, 284) 15.
- Sun Chatswood-Frenchs Forest (281, 283, 284) 30-60.

* More frequent in peak hours.

† Selected trips extended to Terrey Hills (283) or Duffys Forest 282 (combined 281/283).

A – Plus short-workings after last trip shown, including extra trips Thursday night.

B – Night service provided by 282 (combined 281/283).

C – Early morning, from Terrey Hills to Chatswood via early morning route through Belrose. Day, Chatswood-Belrose 60*. Last trip from Chatswood to Duffys Forest via Davidson & Belrose.

D – To Duffys Forest.

E – Early morning, from Belrose to Chatswood via early morning route. Day, Chatswood-Belrose 60.

F – Peak hours, Chatswood-Duffys Forest. Day, Terrey Hills-Duffys Forest 120. Plus short-working/s before first trip & after last trip shown. Last trip from Chatswood to Duffys Forest.

G – Additional trips provided by extensions of 282 (combined 281/283).

MNs – Early morning, first trip from Duffys Forest to Chatswood, then Davidson-Belrose-Chatswood 1 trip. Night, Davidson-Belrose-Chatswood. Last trip Chatswood to Duffys Forest via Davidson & Belrose.

NLs – Night & after midnight service. Base service Chatswood-Davidson-Belrose. Selected trips (including last trip) from Chatswood to Terrey Hills via Davidson & Belrose.

Ns – Night service. Base service Chatswood-Davidson-Belrose. Last trip from Chatswood to Terrey Hills via Davidson & Belrose.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

T – To Terrey Hills.

30 June 2014

Chatswood – Frenchs Forest routes

279-284

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	32	M-F	The Esplanade	7.00am	Chatswood	4.15pm	Ph1	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	Fr W Mall 17F 39C	M-F	Chatswood	6.00amW	Warringah Mall	6.05pmC 9.15pmF	A	
		Sat		7.15am		5.00pm	30	B
		Sun		7.15am		5.00pm	30	B
281: Chatswood-Davidson	57 round trip	M-F	Davidson	5.38am	Chatswood	6.12pm	60*	
		Sat		6.38am		11.00pm	60	
		Sun	Chatswood	9.00am	Davidson	6.00pm	60	H
282: Chatswood-Davidson-Belrose†	53 round trip	M-F	Chatswood	5.20pm	Chatswood	12.00mnT	Ns	
		Sat		12.00mn		3.00amT	Ls	
		Sun	Davidson	7.52amC		11.30pmD	MNs	
283: Chatswood-Belrose	57 round trip	M-F	Terrey Hills	5.13am	Chatswood	11.30pm	60*	E
		Sat		6.02am		11.52pm	60	E
		Sun	Chatswood	8.30am	Belrose	4.52pm	60	H
284: Chatswood-Terrey Hills-Duffys Forest (see also below)	40	M-F	Duffys Forest	6.16am	Chatswood	5.30pm	Ph2	
		Sat	Chatswood	6.45am	Duffys Forest	6.32pm	2 trips	
		Sun	Duffys Forest	7.35am	Chatswood	11.30pm	G	
284: Terrey Hills-Duffys Forest‡	7	M-F	Terrey Hills	10.22am	Duffys Forest	4.30pm	120	
		Sat		9.20am		3.35pm	120	
		Sun		9.20am		6.32pm	120	

Day frequencies along common route:

- M-F Chatswood-Frenchs Forest (280, 281, 283) 15.
- Sat Chatswood-Frenchs Forest (280, 281, 283) 15.
- Sun Chatswood-Frenchs Forest (280, 281, 283) 15.

* More frequent in peak hours.

† Selected trips extended to Terrey Hills (283) or Duffys Forest (282).

‡ Additional to Chatswood-Duffys Forest trips above.

A – Peak hours & day, Chatswood-Warringah Mall 30*. Night, Warringah Mall-Frenchs Forest.

B – Plus short-workings after last trip shown.

C – To Chatswood.

D – To Duffys Forest.

E – Early morning, Terrey Hills-Belrose-Chatswood. Day, Chatswood-Belrose 60*. Later night service provided by 282 (combined 281/283).

F – To Frenchs Forest.

G – 1 trip from Duffys Forest, 2 trips from Chatswood.

H – Night service provided by 282 (combined 281/283).

Ls – After midnight service.

MNs – Morning from Davidson to Chatswood 1 trip. Night, Chatswood-Davidson-Belrose.

Ns – Night service.

Ph1 – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

Ph2 – Peak hours only.

T – To Terrey Hills.

W – To Warringah Mall.

20 December 2020

Chatswood – Frenchs Forest via Boundary St routes

160X, 279, 280, 284

(See also Chatswood – Frenchs Forest via Victoria Ave routes – under 281)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	32	M-F	The Esplanade	5.45am	The Esplanade	4.40pm	Ph	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	42	M-F	Chatswood	5.45am	Warr Mall	10.30pm	30*	A
		Sat		6.45am		11.30pm	30	
		Sun		6.45am		10.30pm	30	
284: Chatswood-Terrey Hills-Duffys Forest (see also below)	40	M-F	Terrey Hills	5.03amC	Chatswood	5.30pmD	PNs	
			Duffys Forest	6.06amC		11.15pmT		
		Sat		5.31amC		11.15pmD	MNs	
						2.00amT		
Sun		5.31amC		11.15pmD	MNs			
284: Terrey Hills-Duffys Forest‡	8	M-F	Duffys Forest	8.42am	Duffys Forest	6.20pm	120	
		Sat		7.35am		7.35pm	120	
		Sun		7.35am		7.35pm	120	

Day frequencies along common route (stopping patterns vary between routes):

- M-F Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.
- Sat Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.
- Sun Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.

* More frequent in peak hours.

‡ Additional to Chatswood-Duffys Forest trips above.

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

C – To Chatswood.

D – To Duffys Forest.

MNs – Early morning & late night service.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon both directions).

PNs – Peak hours & late night service, mainly Chatswood-Terrey Hills, selected trips extended to Duffys Forest (morning both directions, afternoon from Chatswood). Plus short-working/s before first trip shown.

T – To Terrey Hills.

31 March 2024

Chatswood – Frenchs Forest via Boundary St routes

279, 280, 284

(See also Chatswood – Frenchs Forest via Victoria Ave routes – under 281)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
279: Chatswood-Frenchs Forest (The Esplanade)	27	M-F	The Esplanade	6.20am	Chatswood	4.15pm	Ph	
		Sat						
		Sun						
280: Chatswood-Warringah Mall	42	M-F	Warr Mall	5.02am	Chatswood	11.45pm	30*	
		Sat		5.02am		11.45pm	30	
		Sun		6.02am		11.45pm	30	
284: Chatswood-Terrey Hills-Duffys Forest (see also below)	40	M-F	Chatswood	6.35amT	Chatswood	7.45amD	A	
			Duffys Forest	7.00amC		8.30amT		
		Sat						
Sun								
284: Terrey Hills-Duffys Forest‡	8	M-F	Duffys Forest	6.30am	Duffys Forest	6.30pm	B	
		Sat	Terrey Hills	7.20am		7.30pm	120	
		Sun		7.20am		7.30pm	120	

Day frequencies along common route (stopping patterns vary between routes):

- M-F Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.
- Sat Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.
- Sun Chatswood-Frenchs Forest via Boundary St (160X, 280) 8 trips per hour.

* More frequent in peak hours.

‡ Additional to Chatswood-Duffys Forest trips above.

A – Morning peak hour, mainly Chatswood to Terrey Hills (1 trip extended to Duffys Forest). Afternoon, 1 trip from Belrose to Chatswood). Plus short-working's before first trip shown.

B – 5 trips from Terrey Hills, 7 trips from Duffys Forest.

C – To Chatswood.

D – To Duffys Forest.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

T – To Terrey Hills.

Route 281

CHATSWOOD – FRENCHS FOREST – DAVIDSON

- **Extended to Duffys Forest (limited late night service)**

Timeline

27 July 1992:

- Renumbered from equivalent part of 56 [1925 route number].
- Shared Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008).
- Shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70 (later 270X).
- Some night & Sunday service provided by 282 (combined 281/283). 282 also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 to about 2003.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

24 November 2008: As a result of Ministry of Transport review of Contract Region 14:

- Most 282 (combined 281/283) trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Hours of service of 282 (combined 281/283) extended to after-midnight trips on Saturday night/early Sunday morning (last trip 3.00am from Chatswood).

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

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: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network in Contract Region 8:

- Rerouted between Chatswood & East Roseville via Victoria Av instead of Boundary St.
- Together with 282 & 283, this rerouting replaced equivalent part of State Transit 136.

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 R14 & buses branded as CDC NSW.

31 March 2024: Additional trips replaced ceased 282.

Streets

Chatswood – Davidson via Boundary St

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Pound Av, Kawana St, Prahran Av (**Davidson**), Sir Thomas Mitchell Dr, Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Terrey Hills/Duffys Forest extension: From Belrose (Glen St/Forest Way) via Forest Way, Myoora Rd (**Terrey Hills**), Booralie Rd, Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest).

Alteration

From 12 July 2008: Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Chatswood – Davidson via Victoria Av

Alteration

From 20 December 2020: From Chatswood Interchange via Endeavour St, Anderson St, Victoria Av, High St, Smith St (**East Chatswood**), Eastern Valley Way, Clive St, Babbage Rd. Return via reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Timetable Summary

27 July 1992 - 30 June 2014

See 280

20 December 2020

Chatswood – Frenchs Forest via Victoria Av routes

281-283

(See also Chatswood – Frenchs Forest via Boundary St routes – under 280)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
281: Chatswood-Davidson	76 round trip	M-F	Davidson	5.38am	Chatswood	10.53pm	60*	
		Sat		6.20am		10.55pm	60	
		Sun		6.20am		9.55pm	60	
282: Chatswood-Davidson-Belrose	Fr Chats 43B 92CB	M-F	Chatswood	5.05pm	Chatswood	11.53pm	PNs	
		Sat		11.55pm		2.55am	LN	
		Sun		10.55pm		11.25pm	LN	
283: Chatswood-Belrose	76 round trip	M-F	Belrose	5.16am	Chatswood	11.23pm	60*	
		Sat		5.52am	Belrose	12.01am	60	
		Sun		5.52am		10.01pm	60	

Day frequencies along common route:

- M-F Chatswood-Frenchs Forest (281, 283) 30
- Sat Chatswood-Frenchs Forest (281, 283) 30.
- Sun Chatswood-Frenchs Forest (281, 283) 30.

* More frequent in peak hours.

B – To Belrose via Davidson.

CB – Round trip, Chatswood-Davidson-Belrose-Chatswood.

LN – Late night service.

PN – Afternoon peak hour & night service.

31 March 2024

Chatswood – Frenchs Forest via Victoria Av routes

281, 283

(See also Chatswood – Frenchs Forest via Boundary St routes – under 280)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
281: Chatswood-Davidson	73 round trip	M-F	Davidson	5.38am	Davidson	11.24pm	60*	
		Sat		6.20am	Chatswood	1.55am	60	
		Sun		6.20am		10.55am	60	
283: Chatswood-Belrose	73 round trip	M-F	Belrose	4.55am	Chatswood	12.08am	60*	
		Sat		5.52am		2.15am	60	A
		Sun		5.52am		11.25pm	60	A

Day frequencies along common route:

- M-F Chatswood-Frenchs Forest (281, 283) 30
- Sat Chatswood-Frenchs Forest (281, 283) 30.
- Sun Chatswood-Frenchs Forest (281, 283) 30.

* More frequent in peak hours.

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

Route 282

CHATSWOOD – FRENCHS FOREST – DAVIDSON – BELROSE

- **Extended to Terrey Hills or Duffys Forest (limited early morning & late night service)**

Timeline

27 July 1992:

- Combined 281/283 trips, Chatswood – Davidson – Belrose, in the afternoon peak hour & at night renumbered from equivalent part of 56 [1925 route number]. Also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 until about 2003.
- Various night trips (mostly last trips from Chatswood) extended from Belrose to Terrey Hills or Duffys Forest. Such trips on Saturdays had ceased by 2008, those on weekdays by 2010 & those on Sundays by 2020.
- First trip on Sundays extended to start from Duffys Forest until 2010 (when replaced by a 284 trip).
- Shared Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008).
- Shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70 (later 270X).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

24 November 2008: As a result of Ministry of Transport review of Contract Region 14:

- Most 282 trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Afternoon peak hour service remained.
- Hours of service extended to after-midnight trips on Saturday night/early Sunday morning. Two trips at this time extended to Terrey Hills (last trip 3.00am from Chatswood to Terrey Hills).

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.

20 December 2020: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network in Contract Region 8:

- Rerouted between Chatswood & East Roseville via Victoria Av instead of Boundary St.
- Service reduced to afternoon peak hour on weekdays & late night trips on weekends (including after-midnight trips on Saturdays).
- Together with 281 & 283, this rerouting replaced equivalent part of State Transit 136.

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 R14 & buses branded as CDC NSW.

31 March 2024: Ceased. Replaced by additional trips on 281 & 283.

Streets

Chatswood – Davidson – Belrose via Boundary St

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary 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 (**Belrose**), Forest Way, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Terrey Hills/Duffys Forest extension: From Belrose (Wyatt Av/Forest Way) via Forest Way, Myoora Rd (**Terrey Hills**), Booralie Rd, Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest).

Alteration

From 12 July 2008: Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Chatswood – Davidson – Belrose via Victoria Av

Alteration

From 20 December 2020: From Chatswood Interchange via Endeavour St, Anderson St, Victoria Av, High St, Smith St (**East Chatswood**), Eastern Valley Way, Clive St, Babbage Rd. Return via reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Timetable Summary

27 July 1992 - 30 June 2014

See 280

20 December 2020

See 281

Route 283

CHATSWOOD – FRENCHS FOREST – BELROSE

- **Extended to start from Terrey Hills (*limited early morning service*)**

Timeline

27 July 1992:

- Renumbered from equivalent part of 56 [1925 route number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& 285 till 24 November 2008).
- Shared East Roseville – Frenchs Forest at different times with 270, 271, 273, 274, L70 (later 270X).
- Some night & Sunday service provided by 282 (combined 281/283). 282 also replaced most 281 & 283 trips during daytime Sunday from 26 October 1998 to about 2003.
- Early morning service on weekdays until 2024 & Saturdays until 2000 ran in reverse direction from Belrose to Frenchs Forest.
- Selected early morning trips extended to start from Terrey Hills (Kallaroo Rd) until 2001 (Saturdays) & 2020 (weekdays).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

24 November 2008: As a result of Ministry of Transport review of Contract Region 14:

- Most 282 (combined 281/283) trips on Monday-Saturday nights replaced by trips on individual routes 281 & 283.
- Hours of service of 282 (combined 281/283) extended to after-midnight trips on Saturday night/early Sunday morning (last trip 3.00am from Chatswood).

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

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: As part of introduction of Northern Beaches/Lower North Shore all-day frequent network in Contract Region 8:

- Rerouted between Chatswood & East Roseville via Victoria Av instead of Boundary St
- Together with 281 & 282, this rerouting replaced equivalent part of State Transit 136.

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 R14 & buses branded as CDC NSW.

31 March 2024: Additional trips replaced ceased 282.

Streets

Chatswood – Belrose via Boundary St (limited service extended to start from Terrey Hills)

From 27 July 1992

Normal route (other than Monday-Saturday early morning trips from Belrose)

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary 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, Warringah Rd, Babbage Rd, Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

Trips starting at Terrey Hills: From Terrey Hills (Booralie Rd at Kallaroo Rd) via Booralie Rd, Myoora Rd, Forest Way, Wyatt Av, then via “Monday-Saturday early morning” route to Chatswood.

Alterations

- **From 12 July 2008:** Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.
- **From 20 December 2020:** From Chatswood Interchange via Endeavour St, Anderson St, Victoria Av, High St, Smith St (**East Chatswood**), Eastern Valley Way, Clive St, Babbage Rd. Return via reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Monday-Friday early morning (& early Saturday morning until 2020) trips FROM Belrose From Belrose (Wyatt Av near Forest Way) via Wyatt Av, Cotentin Rd, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way (**Frenchs Forest**), Warringah Rd (**Forestville**), Babbage Rd (**East Roseville**), Boundary St, Archer St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood old Interchange.

Alteration

From 12 July 2008: Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Chatswood – Belrose via Victoria Av

Alteration

From 20 December 2020: From Chatswood Interchange via Endeavour St, Anderson St, Victoria Av, High St, Smith St (**East Chatswood**), Eastern Valley Way, Clive St, Babbage Rd. Return via reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Interchange.

Timetable Summary

27 July 1992 - 30 June 2014

See 280

20 December 2020 & later

See 281

Route 284

CITY (Wynyard) – LANE COVE (Johnston Cr) ■

Timeline

12 March 1956:

- Peak hour route, supplementary to 290, given separate number.
- Operated by Department of Government Transport.

19 September 1960 (*coincident with commencement of 289 via Kent Rd, North Ryde*): Renumbered part of 290.

Streets

From 12 March 1956 (based on 30 June 1958 timetable, as adjusted)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd, Parklands Av, Landers Rd, Epping Rd to Johnston Cr (west end) (Lane Cove).

From Lane Cove (Johnston Cr) (west end at Epping Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- **Circa June 1959** (when Epping Rd was extended eastwards to Longueville Rd): Ex City (Wynyard) from Longueville Rd via Epping Rd (**not** via Landers Rd). Reverse on return.

Timetable Summary

30 June 1958

City (Wynyard) – North Ryde area (mainly peak hour, supplementary to 290) routes 284, 288, 289

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
284: City (Wynyard)- Lane Cove (Johnston Cr)		M-F	Johnston Cr	8.00am			Ph1	
		Sat						
		Sun						
288: City (Wynyard)- North Ryde (Lane Cove Rd)		M-F	Lane Cove Rd	5.18am	Wynyard	6.25pm	Ph2	
		Sat		9.12am		12.10pm	A	
		Sun						
289: City (Wynyard)- North Ryde (Balaclava Rd)		M-F	Balaclava Rd	6.25am	Wynyard	5.47pm	Ph3	
		Sat		7.32am	Balaclava Rd	9.12am	B	
		Sun						

A – 1 trip each way. Plus short-working/s after last trip shown.

B – 2 trips from North Ryde (Balaclava Rd) only.

Ph1 – Morning peak hour only (from Lane Cove (Johnston Cr)).

Ph2 – Peak hours only (morning from North Ryde (Lane Cove Rd), afternoon from City (Wynyard)).

Ph3 – Peak hours only. Morning, frequent service from North Ryde (Balaclava Rd). Afternoon, 1 trip from City (Wynyard).

Route 284

CHATSWOOD – FRENCHS FOREST – TERREY HILLS – DUFFYS FOREST via Boundary St

Timeline

27 July 1992:

- Renumbered from equivalent part of 56 [1925 route number].
- Shares Chatswood – Frenchs Forest with other routes in the 278-284 range (& from Chatswood to Terrey Hills with 285 till 24 November 2008). Has shared parts of East Roseville – Frenchs Forest – Belrose – Terrey Hills at different times with 270, 271, 273, 274, L70 (later 270X).
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

1 January 2005: Became part of Contract Region 14.

24 November 2008: Chatswood – Terrey Hills reduced to a limited service, when frequency on 270 City (Queen Victoria Building) – Terrey Hills increased on weekdays (& later on weekends).

30 June 2014:

- More regular shuttle service Terrey Hills – Duffys Forest commenced Monday-Sunday, connecting with 270 City (Queen Victoria Building) buses at Terrey Hills.
- Selected trips only continued to run Chatswood – Terrey Hills – Duffys Forest.

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

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 R14 & buses branded as CDC NSW.

Streets

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd, Booralie Rd (**Terrey Hills**), Thuddungra Rd, Wyong Rd to Birramal Rd (Duffys Forest). Reverse on return.

Alteration

From 12 July 2008: Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Timetable Summary

See 280

Route 285

CITY (Wynyard) – LANE COVE RIVER ■

Timeline

12 March 1956:

- Peak hour route, supplementary to 290, given separate number.
- Operated by Department of Government Transport.

19 September 1960 (*coincident with commencement of 289 via Kent Rd, North Ryde*): Number officially out of use, although 30 June 1958 timetable shows no trips.

Streets

From 12 March 1956 (based on 30 June 1958 timetable, as adjusted)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Epping Rd to Lane Cove River bridge.

From Lane Cove River (Epping Rd at bridge) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- *From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses):* Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- *Circa June 1959 (when Epping Rd was extended eastwards to Longueville Rd):* Ex City (Wynyard) from Longueville Rd via Epping Rd (*not* via Landers Rd). Reverse on return.

Route 285

CITY (Wynyard) – DENISTONE EAST via Wicks Rd ■

Timeline

22 November 1965:

- Peak hour trips on 286 already running via Wicks Rd given separate number.
- Selected trips on 285-291 diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Shared North Ryde – Denistone East with 286.
- Operated by Department of Government Transport.

19 October 1985: Ceased. Service along Wicks Rd not replaced. All service between City & Denistone East provided by 286.

Streets

From 22 November 1965

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**), Longueville Rd (**Lane Cove**), Epping Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Bridge Rd, Tallwood Av, North Rd, Lovell Rd to Colvin Cr (Denistone East).

From Denistone East (Lovell Rd at Colvin Cr) via Colvin Cr (anti-clockwise loop), Lovell Rd, then reverse route to Pacific Hwy, (then McLaren St (morning peak hour) *or* Berry St (afternoon peak hour), Miller St, Pacific Hwy), then Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Lane Cove shops diversion: From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

Alterations

- **From 17 April 1967:** Ex Denistone East from Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy) (all times):** Ex Denistone East 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 Denistone East from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.

Timetable Summary

October 1966

See also 286

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Denistone East via Wicks Rd	48	M-F	Denistone East	7.15am	Wynyard	5.47pm	Ph	
		Sat		7.20am		12.19pm	A	
		Sun						

A – 3 trips from Denistone East, 1 trip from City (Wynyard).

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

Route 285

CHATSWOOD – FRENCHS FOREST – TERREY HILLS – NARRABEEN – WARRIEWOOD – MONA VALE via Boundary St

Timeline

27 July 1992:

- New route, Chatswood – Terrey Hills – Narrabeen – Warriewood shops, following parts of 195, 196 & 284, as a result of reorganization of Forest Coach Lines' routes.
- Shared Chatswood – various points between Forestville and Terrey Hills with other routes in the 278-284 range. Shared East Roseville – Frenchs Forest – Terrey Hills with 270 & L70 (later 270X). Shared Terrey Hills – Elanora Heights – Narrabeen with 195 until 26 October 1998.
- Operated by Forest Coach Lines Pty Ltd (Royle family, proprietors).

28 April 2003:

- Extended to run Chatswood – Terrey Hills – Narrabeen – Warriewood – Mona Vale, replacing selected trips on 196 between Warriewood & Mona Vale.
- 196 rerouted via 285 through Elanora Heights & Narrabeen on Sundays (until 7 June 2004).

1 January 2005: Became part of Contract Region 14.

24 November 2008: Ceased as a result of Ministry of Transport review of Contract Region 14:

- Service between Narrabeen & Elanora Heights replaced by new 182 & extension of E83 from Narrabeen to Elanora Heights to provide a peak hour express service to the City (Contract Region 8).
- Service between Elanora Heights & Ingleside not replaced.
- Service between Ingleside & Terrey Hills replaced by existing 196.
- Service between Terrey Hills & Chatswood replaced by existing 284 (limited service) & a combination of 270 & 279-283.

Streets

Chatswood – Narrabeen – Warriewood shops

From 27 July 1992

From Chatswood (old Interchange) via Orchard Rd, Help St, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Myoora Rd, Booralie Rd (**Terrey Hills**), Mona Vale Rd, Manor Rd (**Ingleside**), Wattle Rd, Ingleside Rd, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd, Bristol Lane, Grenfell Av, Wakehurst Pkwy, Pittwater Rd, Albert St, Lagoon St, Waterloo St (**Narrabeen**), Pittwater Rd, Jacksons Rd to Warriewood shops.

From Warriewood shops (Jacksons Rd) via Jacksons Rd, Pittwater Rd, Albert St, Lagoon St, Waterloo St (Narrabeen), Pittwater Rd, Rickard Rd, then reverse route to Chatswood Interchange.

Alteration

By 24 May 1993: Ex Chatswood from Manor Rd via (right) Wattle Rd, Powder Works Rd. Reverse on return.

Chatswood – Narrabeen – Warriewood shops – Mona Vale

Alterations

- *From 28 April 2003:* Ex Chatswood from Mona Vale Rd via Powder Works Rd. Reverse on return.
- *From 28 April 2003:* Extended from Warriewood shops via Jacksons Rd, Garden St, Macpherson St, Ponderosa Pde, Mona Vale Rd, Pittwater Rd, Park St to Barrenjoey Rd (Mona Vale). Return via Barrenjoey Rd, Pittwater Rd, Mona Vale Rd, then reverse route.
- *From 12 July 2008:* Approached Chatswood from Orchard Rd to new Interchange. Return via Endeavour St, Anderson St.

Timetable Summary

See 280

Route 285

CITY (various termini) – LANE COVE WEST (Mars Rd) via Warringah Fwy

Timeline

11 October 2009:

- Peak hour service City (Queen Victoria Building) – Lane Cove West (Mars Rd) renumbered from 251, as part of general reorganisation of Lane Cove West/Riverview area routes.
- Operated by State Transit Authority of NSW.

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

5 June 2016: Morning trips from Lane Cove West (Mars Rd) & afternoon trips from City (Wynyard) rerouted via Mowbray Rd West & renumbered 289. Trips in opposite direction unaltered.

26 November 2017: Resumed running in both directions when part of 289 along Mowbray Rd West replaced by rerouted 292.

Streets

City (Queen Victoria Building) – Lane Cove West (Mars Rd)

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 (**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).

City (Wynyard) – Lane Cove West (Mars Rd)

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. Return from Wynyard (Clarence St at Margaret St) via Clarence St.

Timetable Summary

11 October 2009

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)-Lane Cove West (Mars Rd)	23	M-F	Q Vic Bldg	6.25am	Mars Rd	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

5 June 2016

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 (Mars Rd)	19	M-F	Wynyard	6.32am	Mars Rd	6.07pm	Ph	
		Sat						
		Sun						

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

26 November 2017

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 (Mars Rd)	20	M-F	Wynyard	6.32am	Wynyard	6.42pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 286

CITY (Wynyard) – NORTH RYDE (Blenheim Rd)■

Timeline

12 March 1956:

- Peak hour route, supplementary to 290, given separate number.
- Operated by Department of Government Transport.

19 September 1960 (*coincident with commencement of 289 via Kent Rd, North Ryde*): Number officially out of use, although 30 June 1958 timetable shows no trips.

Streets

From 12 March 1956 (based on 30 June 1958 timetable, as adjusted)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Epping Rd to Blenheim Rd (North Ryde).

From North Ryde (Blenheim Rd) (at Epping Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- *From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses)*: Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- *Circa June 1959 (when Epping Rd was extended eastwards to Longueville Rd)*: Ex City (Wynyard) from Longueville Rd via Epping Rd (*not* via Landers Rd). Reverse on return.

Route 286

CITY (various termini) – DENISTONE EAST via Blenheim Rd

Also:

- **City (Wynyard) – Denistone East via Wicks Rd (short period in 1965)**
- **Milsons Point – Denistone East via Blenheim Rd (peak hours, 1992-2009)**

Timeline

15 November 1965:

- New routes commenced by Department of Government Transport:
 - City (Wynyard) – Denistone East via Blenheim Rd (peak hours & Monday-Saturday nights)
 - City (Wynyard) – Denistone East via Wicks Rd (peak hours only)
- Selected trips diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Shared North Ryde – Denistone East with 285 (22 November 1965 to 19 October 1985) & has shared same part of route with 297 since 16 April 2007.

22 November 1965: City (Wynyard) – Denistone East via Wicks Rd renumbered 285.

19 June 1968: Express trips over normal route commenced.

15 November 1981: Saturday night trips ceased.

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.
- Weeknight trips ceased, leaving route as peak hours only. Night service City (Wynyard) – North Ryde area replaced by existing 288. Night service to Denistone East not replaced.
- Most City (Wynyard) – Denistone East peak hour trips rerouted via Warringah Fwy.
- Peak hour service Milsons Point – Denistone East commenced.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Peak hour service Milsons Point – Denistone East ceased.

4 October 2015: City (Wynyard) – Denistone East curtailed to run Milsons Point – Denistone East, 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 Contract Region 7.

Streets

City (Wynyard) – Denistone East via Wicks Rd

See 285.

City (Wynyard) – Denistone East via Blenheim Rd

From 15 November 1965

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**), Longueville Rd (**Lane Cove**), Epping Rd, (Pittwater Rd *from circa September 1966*), Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Bridge Rd, Tallwood Av, North Rd, Lovell Rd to Colvin Cr (Denistone East).

From Denistone East (Lovell Rd at Colvin Cr) via Colvin Cr (anti-clockwise loop), Lovell Rd, then reverse route to Pacific Hwy, (then McLaren St (morning peak hour) *or* Berry St (afternoon peak hour), Miller St, Pacific Hwy), then Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Lane Cove shops diversion: From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

Alterations

- **From 17 April 1967:** Ex Denistone East from Pacific Hwy direct.
- **From 18 June 1968** (*opening of Warringah Fwy*) (all times): Ex Denistone East 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 Denistone East from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Denistone East from Pacific Hwy via Arthur St, Mount St.

City (Queen Victoria Building) – Denistone East via Blenheim Rd

Alterations

- **From 30 August 1992** (*opening of Sydney Harbour Bridge bus-only lane*): Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St.
- **From 30 August 1992:** Ex City (Queen Victoria Building) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Gore Hill Fwy, Longueville Rd. Reverse on return.

Milsons Point – Denistone East via Blenheim Rd

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

From Milsons Point (Fitzroy St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, then same route as City (Wynyard) – Denistone East via Blenheim Rd. Reverse on return to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Alterations

- **Circa 1995:** From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (*not* via Lavender St, Arthur St). Unaltered on return.
- **From 4 October 2015** (commencement of light rail construction in George St, City/new CBD bus network): Same route.

Timetable Summary

15 November 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Denistone East†	41	M-F	Denistone East	6.36am	Denistone East	11.11pm	PNs	
		Sat	Wynyard	6.53pm		11.11pm	Ns	
		Sun						

† Via Wicks Rd *or* Blenheim Rd.

Ns – Night service, all via Blenheim Rd.

PNs – Peak hours, via either Blenheim Rd *or* Wicks Rd (morning from Denistone East, afternoon from City (Wynyard)). Night service, all via Blenheim Rd.

15 November 1981

See also 285

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Denistone East via Blenheim Rd	48	M-F	Denistone East	6.30am	Wynyard	10.48pm	PNs	
		Sat						
		Sun						

PNs – Peak hours (morning, 6 trips from Denistone East; afternoon, 13 trips from City (Wynyard)). Plus night service.

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 Bldg)-Denistone East via Blenheim Rd	51	M-F	Denistone East	6.20am	Q Vic Bldg	6.15pm	Ph1	
		Sat						
		Sun						
Milsons Point-Denistone East via Blenheim Rd	42	M-F	Denistone East	6.55am	Milsons Point	5.50pm	Ph2	
		Sat						
		Sun						

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

Ph2 – Peak hours only (morning from Denistone East, afternoon from Milsons Point).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-Denistone East via Blenheim Rd	42	M-F	Denistone East	6.22am	Milsons Point	6.27pm	Ph	
		Sat						
		Sun						

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

Route 287

CITY (Wynyard) – NORTH RYDE – RYDE – RYDE DEPOT (some trips EXPRESS) ■

Timeline

16 March 1959:

- New peak hour & Saturday morning route City (Wynyard) – North Ryde – Ryde commenced by Department of Government Transport.
- Some 287 trips were through-routed with 506 or 507. Some through-routed trips performed a circular trip City (Wynyard) – North Ryde – Ryde – City (Circular Quay or Railway). Also applied to 287 trips through-routed with Ryde – Ryde Depot trips on 506.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Shared Ryde – North Ryde with 506 & 507.
- Competed with private 205 [1925 route number] between Ryde and North Ryde.

On or after 11 December 1960: Selected trips on 285-291 diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.

19 June 1968: Express trips over normal route commenced.

7 March 1988: 287 extended from Ryde to Ryde Depot, amalgamating the previous through-routing of 287 with 506 between Ryde & Ryde Depot.

30 August 1992 (opening of Sydney Harbour Bridge bus-only lane & extension of Warringah Fwy/Gore Hill Fwy to Lane Cove): Altered to Milsons Point – North Ryde – Ryde – Ryde Depot (*see next entry*).

Streets

City (Wynyard) – North Ryde – Ryde

From 16 March 1959 (based on 29 July 1963 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**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Epping Rd (Pittwater Rd *from circa September 1966*), Blenheim Rd, Coxs Rd, Wicks Rd (**North Ryde**), Twin Rd, Lane Cove Rd, Devlin St to Blaxland Rd (Ryde).

From Ryde (Blaxland Rd) via Lane Cove Rd, then reverse route to Pacific Hwy, then Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Lane Cove shops diversion: From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

Alterations

- **Circa June 1959 (when Epping Rd was extended eastwards to Longueville Rd):** Ex City (Wynyard) from Longueville Rd via Epping Rd (*not* via Landers Rd). Reverse on return.
- **By November 1964 (peak hours):** Ex Ryde from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Ryde from Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Ryde from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 23 June 1969:** Ex City (Wynyard) from Coxs Rd via Lane Cove Rd, Twin Rd, Goulding Rd, Lane Cove Rd. Reverse on return.
- **By November 1981 (all times):** Ex Ryde from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Ryde from Pacific Hwy via Arthur St, Mount St.

City (Wynyard) – North Ryde – Ryde – Ryde Depot

Alteration

From 7 March 1988 (based on 11 September 1988 timetable): Extended from Ryde (Devlin St) via Blaxland Rd, Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.

Timetable Summary

29 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Ryde-Ryde	47	M-F	Ryde	7.22am	Wynyard	5.40pm	Ph	
		Sat		7.53am		12.57pm	60	A
		Sun						

A – Selected trips through-routed with 506 to Ryde Depot or City (Circular Quay).

Ph – Peak hours only (morning from Ryde, afternoon from City (Wynyard)). Selected trips through-routed with 506 to Ryde Depot or City (Circular Quay). Plus short-working/s before first trip shown.

15 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- North Ryde-Ryde	51	M-F	Ryde	7.06am	Wynyard	5.45pm	Ph	
		Sat						
		Sun						

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

Route 287

MILSONS POINT – NORTH RYDE – RYDE – RYDE DEPOT

(Ryde is located in what is also referred to as Top Ryde.)

Timeline

30 August 1992:

- Route in previous entry altered to Milsons Point – North Ryde – Ryde – Ryde Depot.
- Shared route at different times between North Sydney & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by 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 30 August 1992

From Milsons Point (Alfred St) via Alfred St, Lavender St, Arthur St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Blaxland Rd, Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via Cressy Rd, Victoria Rd, Blaxland Rd, Lane Cove Rd, Goulding Rd, then reverse route to Pacific Hwy, then Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Alterations

- **Circa 1995:** From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (*not* via Lavender St, Arthur St). Unaltered on return.
- **From 11 October 2009:** Ex Milsons Point from Coxs Rd via Lane Cove Rd (*not* via Goulding Rd), Devlin St. Reverse on return.

Timetable Summary

30 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Milsons Point-North Ryde-Ryde Depot	52	M-F	Ryde Depot	6.34am	Milsons Point	5.45pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Ryde Depot, afternoon from Milsons Point).

Route 288

CITY (Wynyard) – NORTH RYDE (Lane Cove Rd)■

Timeline

12 March 1956:

- Peak hour route, supplementary to 290, given separate number.
- Operated by Department of Government Transport.

19 September 1960 (*coincident with commencement of 289 via Kent Rd, North Ryde*): Renumbered part of 290.

Streets

From 12 March 1956 (based on 30 June 1958 timetable, as adjusted)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Epping Rd to Lane Cove Rd (North Ryde).

From North Ryde (Lane Cove Rd) (at Epping Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- *From 29 June 1958 (coincident with replacement of tram services in the North Sydney area with buses)*: Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- *Circa June 1959 (when Epping Rd was extended eastwards to Longueville Rd)*: Ex City (Wynyard) from Longueville Rd via Epping Rd (*not* via Landers Rd). Reverse on return.

Timetable Summary

See 284

Route 288

CITY (various termini) – NORTH RYDE – EPPING via Blenheim Rd & Kent Rd

Timeline

11 March 1963:

- Full time service City (Wynyard) – Epping via Blenheim Rd & Kent Rd renumbered from 289.
- Selected trips diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by Department of Government Transport.

15 November 1981: Upon opening of Macquarie Centre shops:

- Rerouted via Macquarie Centre & Macquarie University.
- Early morning & late night trips which continued to run City (Wynyard) – Epping via Blenheim Rd & Kent Rd, but *not* via Macquarie Centre or Macquarie University, renumbered 289.

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.
- Selected peak & off-peak trips rerouted via Warringah Fwy. From 10 February 1997 *most* trips rerouted via Warringah Fwy.

24 June 2001: All trips rerouted via Warringah Fwy.

1 January 2005: Became 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 June 2016: City terminus altered to Sussex St at Erskine St (destination sign originally “City Sussex St”, but soon after changed to “City Erskine St”).

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 City (Erskine St) – North Ryde – Macquarie University.
- Macquarie University – Epping replaced by existing 291, 550 & Metro.
- Service on 288 & 292 between the City & Lane Cove together constitute a “frequent” service over that section of route.

Streets

City (Wynyard) – North Ryde – Epping

From 11 March 1963 (based on 15 July 1963 timetable)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, (Pittwater Rd *from circa September 1966*), Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Epping Rd, Langston Pl to Epping Station.

From Epping (Langston Pl at Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Lane Cove shops diversion: From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

Alterations

- **By November 1964 (peak hours):** Ex Epping from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Epping from Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy)** (all times): Ex Epping from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 23 February 1970 (afternoon peak hour from City):** Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Unaltered on return.
- **By 6 July 1980 (all trips in both directions):** Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Reverse on return.
- **By November 1981 (all times):** Ex Epping from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **From 15 November 1981 (opening of Macquarie Centre shops):** Ex City (Wynyard) from Epping Rd via Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Balaclava Rd to Epping Rd. Return from Balaclava Rd via Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Herring Rd to Epping Rd.
- **By October 1985:** Ex Epping from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992:** Ex Epping from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Queen Victoria Building) – North Ryde – Epping

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

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**), Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping)

From Epping (Langston Pl) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building, City).

Alteration

From 30 May 2015: Ex Epping from Balaclava Rd via University Av (*not* Macquarie Dr), Herring Rd. Unaltered ex City (Queen Victoria Building).

City (King St Wharf) – North Ryde – Epping

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 (Erskine St) – North Ryde – Epping

Alteration

From 5 June 2016: Approached City from York St via Margaret St, Napoleon St, Sussex St to Erskine St. Return via Sussex St, King St, Clarence St.

City (Erskine St) – North Ryde – Macquarie University

Alteration

From 4 August 2024: Ex City (Erskine St) from University Av to Macquarie University. Reverse on return.

Timetable Summary

15 July 1963

City – Epping routes

288-290

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
288: City (Wynyard)-North Ryde-Epping via Blenheim Rd	50	M-F	Herring Rd	6.38amY	Epping	3.53pmY	A	
			Wynyard	9.37amE	Vimiera Rd	11.08pmY		
		Sat		8.40amE	Wynyard	6.10pmE	B	
		Sun	Epping	12.25pmY	Wynyard	6.10pmE	60	C
289: City (Wynyard)-North Ryde-Epping via Wicks Rd	50	M-F	Herring Rd	6.19amY	Wynyard	2.27pmE	D	
			Epping	9.13amY		5.47pmH		
		Sat		7.41amY		12.14pmV	F	
		Sun						
290: City (Wynyard)-Epping via Epping Rd	45	M-F	Epping	6.07am	Epping	12.44am	30*	G
		Sat		5.55am		12.44am	AM 20-40 PM 60	G
		Sun	Wynyard	8.08am	Wynyard	11.55pm	60	

Average day frequencies along common route:

M-F City (Wynyard) – Epping (288-290) 30.
 Sat AM City (Wynyard) – Epping (288-290) 20.
 Sat PM City (Wynyard) – Epping (288, 290) 30.
 Sun City (Wynyard) – Epping (288, 290) 30.

* More frequent in peak hours.

A – Most peak hour trips, City (Wynyard)-North Ryde (Herring Rd). Day, infrequent trips City (Wynyard)-Epping. Night, City (Wynyard)-Eastwood (Vimiera Rd).

B – Morning, infrequent service. Afternoon, City (Wynyard)-Epping 30. Night, City (Wynyard)-Eastwood (Vimiera Rd).

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

D – Selected peak hour & day trips.

E – To Epping.

F – Selected peak hour & day trips. Plus short-working/s before first trip shown.

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

H – To Eastwood (Herring Rd).

V – To Eastwood (Vimiera Rd).

Y – To City (Wynyard).

15 November 1981

City – Epping routes

288-291

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
288: City (Wynyard)- Macquarie Centre- North Ryde-Epping	59	M-F	Epping	7.45am	Wynyard	6.20pm	30	A
		Sat	Wynyard	7.28am		6.10pm	AM 30 PM 60	
		Sun		8.05am		6.05pm	60	
289: City (Wynyard)- North Ryde-Epping†	45	M-F	Epping	7.32am	Epping	10.24pm	PNs1	
		Sat		6.43pm		10.37pm	Ns	
		Sun					B	
290: City (Wynyard)- Macquarie Centre- Epping via Epping Rd	56	M-F	Wynyard	7.06am	Epping	12.14am	30*	C
		Sat		7.55am		11.16pm	AM 30 PM 20/40	C
		Sun		7.35am		10.06pm	60	
291: City (Wynyard)- Epping via Epping Rd†	Fr Wyn 40V 46E	M-F	Epping	6.06amY	Wynyard	6.35pmE 11.18pmV	PNs2	
		Sat		6.02amY		12.10amV	MNs1	
		Sun		7.40amY		11.05pmV	MNs2	

Average day frequencies along common route:

M-F City (Wynyard) – Epping (288, 290) 15.
 Sat AM City (Wynyard) – Epping (288, 290) 15.
 Sat PM City (Wynyard) – Epping (288, 290) 20.
 Sun City (Wynyard) – Epping (288, 290) 30.

* More frequent in peak hours.

† *Not* via Macquarie Centre.

A – Plus short-working/s before first trip shown. Extra trips Thursday night North Ryde-Macquarie Centre-Epping.

B – Short-workings only.

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

E – To Epping.

MNs1 – Early morning, City (Wynyard)-Epping. Late night, City (Wynyard)-Eastwood (Vimiera Rd). Plus short-working/s before first trip shown.

MNs2 – Early morning & late night, City (Wynyard)-Eastwood (Vimiera Rd) or Epping. Plus short-working/s before first trip shown.

Ns – Night service.

PNs1 – Morning peak hour & night service.

PNs2 – Peak hours, City (Wynyard)-Epping. First morning trip & late night, City (Wynyard)-Eastwood (Vimiera Rd). Plus short-working/s before first trip shown.

V – To Eastwood (Vimiera Rd).

Y – To City (Wynyard).

30 August 1992

City – Epping & Marsfield routes

288-294

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
288: City (Queen Victoria Building)-North Ryde-Epping	Fr QVB 47F 62H	M-F	Epping	6.59am	Q Vic Bldg	8.05pm	30	A
		Sat		7.04am		6.39pm	30	A
		Sun		9.22am		10.18pm	60	B
289: City (Queen Victoria Building)-North Ryde-Epping†	48	M-F	Q Vic Bldg	9.05pm	Q Vic Bldg	11.48pm	MNs1	
		Sat		5.33am		3.08am	MNs2	
		Sun	Epping	7.15am		8.48pm	MNs2	
290: City (QVB)-Macq Centre-Epping via Epping Rd	59	M-F	Epping	6.44am	Q Vic Bldg	12.18am	60	
		Sat		7.49am		12.18am	60	
		Sun	Q Vic Bldg	8.14am		11.18pm	60	
290: Milsons Point-Epping via Epping Rd	48	M-F	Epping	7.07am	Milsons Point	6.00pm	Ph1	
		Sat						
		Sun						
291: City (Queen Vic Building)-Epping via Epping Rd†	50	M-F	Epping	5.30am	Q Vic Bldg	6.58pm	MNs3	
		Sat		6.08am		1.14am	MNs4	
		Sun	Q Vic Bldg	7.14am		4.34pm	MNs5	
292: City (Queen Victoria Building)-Marsfield	60	M-F	Marsfield	9.17am	Q Vic Bldg	8.45pm	60	D
		Sat		8.17am		6.15pm	60	
		Sun		9.05am		6.14pm	60	
293: City (Queen Victoria Building)-Marsfield (<i>express</i>)	33	M-F	Marsfield	6.17am	Q Vic Bldg	6.25pm	Ph2	
		Sat						
		Sun						
294: City (Queen Victoria Building)-Macquarie Centre via Talavera Rd‡	Fr QVB 45C 51M 61E	M-F	Q Vic Bldg	6.11amU 6.59amM 8.07amE	Marsfield	5.22pmQ	Ph3	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Queen Victoria Building) – Macquarie University (288, 290, 292) 4 trips per hour.
City (Queen Victoria Building) – Epping (288, 290) 3 trips per hour.
- Sat City (Queen Victoria Building) – Macquarie University (288, 290, 292) 15.
City (Queen Victoria Building) – Epping (288, 290) 3 trips per hour.
- Sun City (Queen Victoria Building) – Macquarie University (288, 290, 292) 3 trips per hour.
City (Queen Victoria Building) – Epping (288, 290) 2 trips per hour.

* More frequent in peak hours.

† *Not* via Macquarie Centre.

‡ Selected trips extended to Epping or Marsfield.

A – Generally alternate trips ran via Pacific Hwy & via Warringah Fwy. Extra trips Thursday night North Ryde-Macquarie Centre-Epping.

B – All trips via Pacific Hwy. Plus short-working/s after last trip shown.

C – To Macquarie Centre.

D – Off-peak & night service. Peak hour service provided by 293.

E – To Epping.

F – To Epping via Warringah Fwy.

H – To Epping via Pacific Hwy.

M – To Marsfield.

MNs1 – Early morning (short-working) & night service. Extra trips Friday night (last trip 3.08am from City (Queen Victoria Building)).

MNs2 – Early morning & night service.

MNs3 – Early morning & night service. Extra trips Friday night. Plus short-working/s before first trip shown.

MNs4 – Early morning (short-working) & night service.

MNs5 – Early morning (short-working) & late afternoon service.

Ph1 – Peak hours only (morning from Epping, afternoon from Milsons Point).

Ph2 – Peak hours only (morning from Marsfield, afternoon from City (Queen Victoria Building)).

Ph3 – Peak hours only (morning from City (Queen Victoria Building), afternoon from Macquarie Centre, selected trips extended from Macquarie Centre to Epping or Marsfield).

Q - To City (Queen Victoria Building).

U – To Macquarie University.

4 October 2015

City – Epping & Marsfield routes

288, 290, 292-294

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
288: City (King St Wharf)-North Ryde-Epping	Fr K St Whf 43M 51E	M-F	Macquarie Ctr	5.15amK	King St Wharf	12.06am	A	
			King St Wharf	6.00amE				
		Sat		5.40amE		12.50amE 2.25amM	B	
		Sun	Epping	6.45am		11.30pm	30	
290: City (King St Wharf)-Macq Centre-Epping via Epp Rd	58	M-F	King St Wharf	4.35am	King St Wharf	12.30am	C	
				5.10am				
		Sun	Epping	6.05am		12.15am	60	
292: City (King St Wharf)-Marsfield	48	M-F	Marsfield	6.00am	King St Wharf	11.21pm	30	D
				6.47am				
		Sun		7.28am		10.03pm	60	
293: City (Wynyard)-Marsfield	35	M-F	Marsfield	6.45am	Wynyard	6.40pm	Ph1	
		Sun						
294: City (Wynyard)-Macquarie Centre via Talavera Rd	31	M-F	Wynyard	6.42am	Macquarie Ctr	5.00pm	Ph2	
		Sun						

Average day frequencies along common route:

M-F City (King St Wharf) – Macquarie University (288, 290, 292) 7 trips per hour.

City (King St Wharf) – Epping (288, 290) 3 trips per hour.

Sat City (King St Wharf) – Macquarie University (288, 290, 292) 6 trips per hour.

City (King St Wharf) – Epping (288, 290) 3 trips per hour.

Sun City (King St Wharf) – Macquarie University (288, 290, 292) 15.

City (King St Wharf) – Epping (288, 290) 3 trips per hour.

* More frequent in peak hours.

A – Early morning & night City (King St Wharf)-Epping. Day, City (King St Wharf)-Macquarie Centre 15*, City (King St Wharf)-Epping 30*.

B – Early morning & night City (King St Wharf)-Epping. Day, City (King St Wharf)-Macquarie Centre 15, City (King St Wharf)-Epping 30.

C – Most trips, City (King St Wharf)-Epping 60*, except morning peak hour **from** Epping to North Sydney & afternoon peak hour **from** North Sydney to Epping.

D – Extra trip Friday night.

Ph1 – Peak hours only (morning from Marsfield, afternoon from City (Wynyard)).

Ph2 – Peak hours only (both directions).

5 June 2016

City – Epping & Marsfield routes

288, 290, 292-294

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
288: City (Erskine St)-North Ryde-Epping	Fr K St Whf 42M 53E	M-F	Macquarie Ctr	5.15amY	Erskine St	12.06amE	A	
			Epping	6.20amY				
		Sat	Erskine St	5.40amE		11.35amE 2.25amM	B	
		Sun	Epping	6.45amY		11.30pmE	30	
290: City (King St Wharf)-Macq Centre-Epping via Epp Rd	58	M-F	King St Wharf	4.35am	King St Wharf	12.30am	60*	
		Sat		5.10am		3.18am	60	
		Sun	Epping	6.05am		12.15am	60	
292: City (Erskine St)-Marsfield	53	M-F	Marsfield	6.00am	Marsfield	10.50pm	30	C
		Sat		6.50am	Erskine St	11.50pm	30	
		Sun		7.46am		10.00pm	30	
293: City (Wynyard)-Marsfield	34	M-F	Marsfield	6.42am	Wynyard	6.42pm	Ph1	
		Sat						
		Sun						
294: City (Wynyard)-Macquarie Centre or Uni via Talavera Rd	31	M-F	Wynyard	6.42amM	Macquarie Uni	5.00pmY	Ph2	
		Sat						
		Sun						

Average day frequencies along common route:

- M-F City (Erskine St or King St Wharf) – Macquarie University (288, 292) 6 trips per hour.
City (King St Wharf) – Epping (288) 30.
- Sat City (Erskine St) – Macquarie University (288, 292) 5 trips per hour.
City (King St Wharf) – Epping (288, 290) 30
- Sun City (Erskine St or King St Wharf) – Macquarie University (288, 292) 15.
City (Erskine St) – Epping (288) 30.

* More frequent in peak hours.

A – Early morning from Macquarie University to City (Erskine St). Day, City (Erskine St)-Macquarie Centre 15, Erskine St)-Epping 30. Night, City (Erskine St)-Epping. Extra trips Fridays, last 2.28am City (Erskine St) to Macquarie Centre.

B – City (Erskine St)-Macquarie Centre 15, City (Erskine St)-Epping 30. Night, City (Erskine St)-Epping. Late night, from City (Erskine St) to Macquarie Centre.

C – Extra trip Friday night.

E – To Epping.

M – To Macquarie Centre.

Ph1 – Peak hours only (morning from Marsfield, afternoon from City (Wynyard)).

Ph2 – Peak hours only (morning from City (Wynyard), afternoon from Macquarie University).

Y – To City (Wynyard).

4 August 2024

City or McMahons Point – Macquarie Centre routes

288, 290-292

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
288: City (Erskine St)-North Ryde-Macquarie University via Freeway	46	M-F	Macquarie Ctr	4.34amE	Erskine St	12.40amU	20*	A
			Erskine St	5.50amU				
		Sat		5.34amU	Macquarie Uni	1.35amE		
		Sun	Macquarie Uni	6.56amE		11.30pmU	20	
290: City (Erskine St)-Macq Ctr-Epping via Pacific Hwy		M-F	Erskine St	4.35am	Erskine St	5.54am	D	
		Sat		4.54am		3.20am	F	
		Sun		6.04am		7.04am	G	
291: McMahons Pt-Macq Ctr-Epping via Pac Hwy & Epp Rd	51	M-F	Epping	5.32am	McMahons Pt	11.55pm	60*	
		Sat		6.12am		12.02am	60	
		Sun		7.06am		12.02am	60	
292: City (Erskine St)-Marsfield via Fwy & Mowbray Rd	56	M-F	Marsfield	4.54am	Erskine St	11.55pm	H	
		Sat		6.44am		1.00am	20	
		Sun		7.28am		10.58pm	20	

Average day frequencies along common route:

- M-F City (Erskine St) – Lane Cove via Freeway (288, 292) 10.
- Sat City (Erskine St) – Lane Cove via Freeway (288, 292) 10.
- Sun City (Erskine St) – Lane Cove via Freeway (288, 292) 10.

* More frequent in peak hours.

A – Some morning peak hour trips ran from Macquarie Centre to City (Erskine St) & other short-workings. Extra trips on Friday nights from City (Erskine St) to Macquarie Centre.

B – Last 2 trips from City (Erskine St) to Macquarie Centre.

C – To Macquarie Centre.

D – Early morning service. Extra trips late Friday night/early Saturday morning (last trip 2.50am from City (Erskine St) to Epping.

E – To City (Erskine St).

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

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

H – Peak hours, City (Erskine St)-Marsfield & various short-workings. Day, City (Erskine St)-Marsfield 20.

U – To Macquarie University.

Route 289

CITY (Wynyard) – NORTH RYDE (Balaclava Rd)■

(Balaclava Rd, North Ryde terminus is now on the boundary of Marsfield & Macquarie Park.)

Timeline

12 March 1956:

- Peak hour route, supplementary to 290, given separate number.
- Operated by Department of Government Transport.

19 September 1960 (coincident with commencement of 289 via Kent Rd, North Ryde): Renumbered part of 290.

Streets

From 12 March 1956 (based on 30 June 1958 timetable, as adjusted)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney, Crows Nest, St Leonards), Longueville Rd (Lane Cove), Parklands Av, Landers Rd, Epping Rd to Balaclava Rd (North Ryde).

From North Ryde (Balaclava Rd) (in Epping Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (coincident with replacement of tram services in the North Sydney area with buses): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- **Circa June 1959** (when Epping Rd was extended eastwards to Longueville Rd): Ex City (Wynyard) from Longueville Rd via Epping Rd (**not** via Landers Rd). Reverse on return.

Timetable Summary

See 284

Route 289

CITY (various termini) – NORTH RYDE – EPPING via Blenheim Rd or Wicks Rd, then Kent Rd■

Timeline

19 September 1960:

- Mainly peak hour service, City (Wynyard) – Eastwood (Vimiera Rd) via *either* Blenheim Rd (limited service) *or* Wicks Rd, then Kent Rd, commenced by Department of Government Transport.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.

11 December 1960: Selected trips diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.

By 5 November 1962:

- Extended to run City (Wynyard) – Epping.
- Times of service extended to operate throughout Mondays to Saturdays.

11 March 1963: City (Wynyard) – Epping via Blenheim Rd & Kent Rd renumbered 288, leaving 289 as City (Wynyard) – Epping via Wicks Rd & Kent Rd, mainly early morning & late night service.

15 November 1981: Upon opening of Macquarie Centre shops:

- 289 altered to denote early morning & night trips which continued to run City (Wynyard) – Epping via Blenheim Rd & Kent Rd (**not** via Macquarie Centre or Macquarie University) renumbered from 288.
- Service along Wicks Rd ceased, except for peak hour trips on 285 City (Wynyard) – Denistone East, which continued to run via Wicks Rd until 19 October 1985.

30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane*): Extended in City from Wynyard to Queen Victoria Building.

By 24 June 2001: Rerouted via Macquarie Centre, but **not** via Macquarie University.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Ceased. Other routes provided similar service.

Streets

City (Wynyard) – North Ryde – Epping Via Wicks Rd

From 19 September 1960 (based on 7 December 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**), Longueville Rd (**Lane Cove**), Epping Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Epping Rd, Langston Pl to Epping Station.

From Epping (Langston Pl at Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Via Blenheim Rd

From 19 September 1960 (based on 7 December 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**), Longueville Rd (**Lane Cove**), Epping Rd, (Pittwater Rd *from circa September 1966*), Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Epping Rd, Langston Pl to Epping Station.

From Epping (Langston Pl at Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

From 11 December 1960

- **Lane Cove shops diversion:** From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.
- **By November 1964 (peak hours):** Ex Epping from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Epping from Pacific Hwy direct.
- **From 18 June 1968 (opening of Warringah Fwy) (all times):** Ex Epping from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 23 February 1970 (afternoon peak hour from City):** Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Unaltered on return.
- **By 6 July 1980 (all trips in both directions):** Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Reverse on return.
- **By November 1981 (all times):** Ex Epping from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **By October 1985:** Ex Epping from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992:** Ex Epping from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Wynyard) – North Ryde – Epping via Blenheim Rd

From 15 November 1981

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**), Longueville Rd (**Lane Cove**), Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Epping Rd, Langston Pl to Epping Station.

From Epping (Langston Pl at Station) via reverse route to Pacific Hwy, then McLaren St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **By October 1985:** Ex Epping from Pacific Hwy via Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **By 30 August 1992:** Ex Epping from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Queen Victoria Building) – North Ryde – Epping via Blenheim Rd

Alteration

From 30 August 1992 (opening of Sydney Harbour Bridge bus-only lane): Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St.

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, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd to **Macquarie Centre** bus terminal, then Herring Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via 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).

Timetable Summary

See 288

Route 289

CITY (Wynyard) – LANE COVE WEST (Mars Rd) via Warringah Fwy & Mowbray Rd West

Timeline

5 June 2016:

- Morning peak hour trips *from* Lane Cove West (Mars Rd) & afternoon peak hour route trips (with some additional trips) *from* City (Wynyard) on 285 rerouted via Mowbray Rd West & renumbered 289.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

26 November 2017: Ceased. Service between City (Wynyard) & Mowbray Rd West service replaced by rerouted 292.

Streets

From 5 June 2016

From City (Wynyard) (York St at Wynyard Park) via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Centennial Av, Mowbray Rd West (**Lane Cove North**), 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 Wynyard Park (City).

Timetable Summary

5 June 2016

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 (Mars Rd)†	33	M-F	Mars Rd	6.30am	Wynyard	6.47pm	Ph	
		Sat						
		Sun						

† Via Mowbray Rd West.

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

Route 290

CITY (various termini) – EPPING via Epping Rd (some trips EXPRESS)

Also:

- **Milsons Point – Epping via Epping Rd (peak hours, 1992-2001)**

Timeline

28 November 1943:

- City (Wynyard) – Epping via Epping Rd (Mondays-Saturdays) renumbered from 900.
- Sunday service, Epping – Crows Nest amalgamated with 267 Crows Nest – Chatswood, as 297 Epping – Crows Nest – Northbridge – Chatswood.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by Department of Road Transport & Tramways.

25 May 1946: 297 ceased and Sunday service renumbered 290 (same as Mondays-Saturdays).

1 October 1950: Sunday morning service curtailed to run as a feeder service, Crows Nest – Epping (restored to run to City (Wynyard) by 4 February 1951).

12 March 1956: 290 retained for trips over full route, City (Wynyard) – Epping, but peak hour supplementary routes renumbered:

- 284 City (Wynyard) – Lane Cove (Johnston Cr)
- 285 City (Wynyard) – Lane Cove River
- 286 City (Wynyard) – North Ryde (Blenheim Rd)
- 288 City (Wynyard) – North Ryde (Lane Cove Rd)
- 289 City (Wynyard) – North Ryde (Balaclava Rd)

19 September 1960 (*commencement of 289 via Kent Rd, North Ryde*):

- Peak hour supplementary routes 284-286, 288 & 289 renumbered back to part of 290 (although at least 284 & 286 were out of use by 1958).
- Selected peak hour trips on 290 rerouted via Kent & Wicks Rds, North Ryde (in addition to 289), until 11 December 1960, when they were renumbered 289.

11 December 1960: Selected trips diverted via Lane Cove shops, replacing 253 (later 254) until 30 July 1995.

28 February 1967: Selected trips diverted via Macquarie University upon its opening.

19 June 1968: Express trips over normal route commenced.

15 November 1981: Upon opening of Macquarie Centre shops:

- Most trips rerouted via Macquarie Centre & Macquarie University.
- Trips which continued to run City (Wynyard) – Epping via Epping Rd direct (*not* via Macquarie Centre or Macquarie University) renumbered 291.

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.
- New peak hour route, Milsons Point – Epping, commenced.
- Epping – Macquarie Centre trips renumbered 295.

30 July 1995: 286-294 ceased to divert via Lane Cove shops other than early morning and late night. Replaced by extra services on 254.

By 24 June 2001: Milsons Point – Epping ceased.

1 January 2005: Became part of Contract Region 7.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus during weekday off-peak & evenings & on weekends altered from Queen Victoria Building to King St Wharf.
- Weekday peak hour trips curtailed to run North Sydney – Epping.

5 September 2016:

- Hours of operation reduced to early morning & late night.
- City terminus altered to Sussex St at Erskine St.
- Trips at other times rerouted to McMahons Point (instead of City (King St Wharf)) & renumbered 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.

Streets

CITY – EPPING

City (Wynyard) – Epping

From 28 November 1943 (based on later timetables & contemporary street directories)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney, Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Epping Rd (**North Ryde**), Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Wynyard Park (City).

Alterations

- **From 29 June 1958** (*coincident with replacement of tram services in the North Sydney area with buses*): Ex City (Wynyard) from Pacific Hwy via Blue St (**North Sydney**), Miller St, Pacific Hwy. Unaltered on return.
- **Circa June 1959** (*when Epping Rd was extended eastwards to Longueville Rd*): Ex City (Wynyard) from Longueville Rd via Epping Rd (*not* via Landers Rd). Reverse on return.
- **From 11 December 1960** (*Lane Cove shops diversion*): From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.
- **By December 1962:** Approached Epping from Epping Rd via Langston Pl. Reverse on return.
- **By November 1964** (*peak hours*): Ex Epping from Pacific Hwy via McLaren St (morning) *or* Berry St (afternoon), Miller St, Pacific Hwy.
- **From 17 April 1967:** Ex Epping from Pacific Hwy direct.
- **From 18 June 1968** (*opening of Warringah Fwy*) (*all times*): Ex Epping from Pacific Hwy via Berry St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- **From 23 February 1970** (*afternoon peak hour from City*): Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Unaltered on return.

- **By 6 July 1980** (all trips in both directions): Approached Epping from Epping Rd via Pembroke St to Langston Pl (Epping Station). Reverse on return.
- **By November 1981** (all times): Ex Epping from Pacific Hwy via McLaren St, Miller St, Pacific Hwy, Walker St, Mount St.
- **From 15 November 1981** (opening of Macquarie Centre shops): Ex City (Wynyard) from Epping Rd via Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, University Av, Balaclava Rd to Epping Rd. Return from Balaclava Rd via Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Herring Rd to Epping Rd.
- **By October 1985**: Ex Epping from Pacific Hwy via Arthur St, Mount St.
- **By 30 August 1992**: Ex Epping from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.
- (?) Approached Epping from Epping Rd via Langston Pl to Epping Station. Reverse on return.

City (Queen Victoria Building) – Epping

Alterations

- **From 30 August 1992** (opening of Sydney Harbour Bridge bus-only lane): Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St.
- **From 30 May 2015**: Ex Epping from Balaclava Rd via University Av (**not** Macquarie Dr), Waterloo Rd, Herring Rd. Unaltered ex City (Queen Victoria Building).

City (Erskine St) – Epping

Alteration

From 5 September 2016: Approached City from York St via Margaret St, Napoleon St, Sussex St to Erskine St. Return via Sussex St, King St, Clarence St.

City (King St Wharf) – Epping

Alteration

From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network) (weekday off-peak & evenings & all day weekends): 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.

MILSONS POINT/NORTH SYDNEY – EPPING

Milsons Point – Epping

From 30 August 1992 (opening of Sydney Harbour Bridge bus-only lane)

From Milsons Point (Fitzroy St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd (**North Ryde**), Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Herring Rd, Epping Rd, Longueville Rd, Pacific Hwy, Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St, Fitzroy St (Milsons Point).

Alterations

- **Circa 1995**: From Milsons Point (Alfred St) via Alfred St, Pacific Hwy (**not** via Lavender St, Arthur St). Unaltered on return.
- **From 30 May 2015**: Ex Epping from Balaclava Rd via University Av (**not** Macquarie Dr), Herring Rd. Unaltered ex Milsons Point.

North Sydney – Epping

From 4 October 2015 (peak hours - as a result of light rail construction in George St, City/new CBD bus network):

From North Sydney (Blue St at Station) via Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd (**North Ryde**), Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via reverse route to Pacific Hwy, then Berry St, Miller St to Victoria Cross (North Sydney).

Timetable Summary

9 January 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Epping	49	M-F	Epping	5.57am	Wynyard	11.31pm	30*	A
		Sat		5.57am		12.00mn	30	A
		Sun	Wynyard	7.43am		11.05pm	30	A

* More frequent in peak hours.

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

1 October 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Epping		M-F	Epping	5.57am	Wynyard	11.31pm	30*	A
		Sat		5.57am		12.00mn	30	A
		Sun	Crows Nest	6.54amE		11.05pmE	B	
			Epping	12.40pmY				

* More frequent in peak hours.

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

B – Morning, Crows Nest-Epping 30. Afternoon, City (Wynyard)-Epping 30. Night, City (Wynyard)-Epping. Plus short-working/s after last trip shown.

E – To Epping.

Y – To City (Wynyard).

30 June 1958

See also 284-289

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Epping	Fr Epp 35N 48Y	M-F	Epping	6.02amY	Wynyard	11.55pmE	30*	A
		Sat		5.55amY		5.58pmE	B	
			Epping		1.09amN			
		Sun		8.39amY	Wynyard	5.58pmE	C	
			Epping		11.28pmN			

* More frequent in peak hours.

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

B – Day, City (Wynyard)-Epping 30. Night, Crows Nest-Epping. Plus short-working/s before first trip & after last trip shown.

C – Day, City (Wynyard)-Epping 30. Night, Crows Nest-Epping. Plus short-working/s before first trip shown.

E – To Epping.

N – To Crows Nest.

Y – To City (Wynyard).

15 July 1963-4 October 2015

See 288

5 September 2016

See also 291

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Erskine St)-Epping	40	M-F	Epping	4.55am	Erskine St	11.50pm	MNs	A
		Sat		5.15am		3.18am	MNs	A
		Sun		6.05am		12.15am	MNs	A

A – Extra trips Friday night. Plus short-workings (from Lane Cove shops to City (Erskine St)) before first trip shown.

MNs – Early morning & late night service.

Route 291

CITY (various termini) – EPPING via Epping Rd direct (not via Macquarie Centre)■

Timeline

15 November 1981:

- Upon opening of Macquarie Centre shops, selected early morning & late night trips on 290 which continued to run City (Wynyard) – Epping via Epping Rd direct (*not* via Macquarie Centre or Macquarie University) renumbered from 290.
- Selected trips on 285-291 diverted via Lane Cove shops, replacing 253 (later 254) until 24 June 2001.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by Urban Transit Authority of NSW.

24 May 1982: Selected trips rerouted via Warringah Fwy.

30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane*): Extended in City from Wynyard to Queen Victoria Building.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Ceased. Other routes provided similar service.

Streets

City (Wynyard) – Epping

From 15 November 1981

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**), Longueville Rd (**Lane Cove**), Epping Rd (**North Ryde**), Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via reverse route to Pacific Hwy, then McLaren St, Miller St, Pacific Hwy, Walker St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Lane Cove shops diversion: From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

Alterations

- *By October 1985:* Ex Epping from Pacific Hwy via Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge].
- *By 30 August 1992:* Ex Epping from Pacific Hwy via Berry St, Miller St, Arthur St, Mount St.

City (Queen Victoria Building) – Epping

Alteration

From 30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane*): Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St.

Timetable Summary

15 November 1981

30 August 1992

See 288

Route 291

McMAHONS POINT – EPPING via Epping Rd & Macquarie Centre

Timeline

5 September 2016:

- Most 290 trips (Mondays-Sundays) extended/rerouted to McMahons Point (instead of North Sydney or City (King St Wharf)) & renumbered 291.
- Shared route at different times between North Sydney & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Shared McMahons Point – Lane Cove with 254.
- Operated by State Transit Authority of NSW.
- 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 5 September 2016

From McMahons Point (wharf) via Henry Lawson Av, Blues Point Rd, Miller St (**North Sydney**), Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd (**North Ryde**), Pembroke St to Langston Pl (Epping Station).

From Epping (Langston Pl at Station) via reverse route to Pacific Hwy, then Berry St, Miller St, Blues Point Rd, Henry Lawson Av to McMahons Point wharf.

Timetable Summary

5 September 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
McMahons Point-Epping	53	M-F	Epping	6.01am	McMahons Pt	10.57pm	60*	
		Sat		5.58am		10.52pm	60	
		Sun		7.00am		9.52pm	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.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
McMahons Point-Epping	51	M-F	Epping	5.32am	McMahons Pt	11.55pm	60*	
		Sat		6.12am		12.02am	60	
		Sun		7.06am		12.02am	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.

Route 292

CITY (various termini) – MARSFIELD via various routes (some trips EXPRESS)

Timeline

27 February 1984:

- Selected peak hour trips, City (Wynyard) – Eastwood (Vimiera Rd) (expresses in morning), extended to become City (Wynyard) – Marsfield via Epping Rd (*not* via Macquarie Centre or Macquarie University) & renumbered from 291.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by Urban Transit Authority of NSW.

22 July 1990: Hours of operation expanded to run all-day weekdays & weekends, coincident with general reorganisation of North & Western's routes, especially 85 [1925 route number].

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.
- Peak hour trips rerouted via Warringah Fwy & renumbered 293, leaving 292 to run weekdays (except for peak hours) & all weekend.

24 June 2001: Rerouted via Fontenoy Rd, Macquarie Park in the reorganisation that followed transfer of North & Western Bus Lines' routes to the State Transit Authority.

1 January 2005: Became 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 June 2016: City terminus altered to Sussex St at Erskine St (destination sign originally “City Sussex St”, but soon after changed to “City Erskine St”).

26 November 2017: Rerouted via Mowbray Rd West, Lane Cove North, replacing 289.

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*): Service on 288 & 292 between the City & Lane Cove together constitute a “frequent” service over that section of route.

Streets

City (Wynyard) – Marsfield

From 27 February 1984

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**), Longueville Rd (**Lane Cove**), Epping Rd (**North Ryde**), Vimiera Rd, Waterloo Rd, Culloden Rd to Talavera Rd (Marsfield).

From Marsfield (Culloden Rd at Talavera Rd) via reverse route to Pacific Hwy, then McLaren St, Miller St, Pacific Hwy, Alfred St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Alterations

- **By 22 July 1990:** Extended in Marsfield from Culloden Rd/Talavera Rd via Talavera Rd to Busaco Rd. Reverse on return.
- **By 22 July 1990** (*Lane Cove shops diversion*): From Epping Rd/Longueville Rd via Longueville Rd, Little St, Central Av, Longueville Rd to Epping Rd.

City (Queen Victoria Building) – Marsfield

Alterations

- **From 30 August 1992** (*opening of Sydney Harbour Bridge bus-only lane*): Extended from City (Wynyard) via York St to Queen Victoria Building. Return via Druitt St, Clarence St.
- **From 30 August 1992:** Extended in Marsfield from Talavera Rd/Busaco Rd via Busaco Rd to end. Reverse on return.
- **From 24 June 2001:** Ex City (Queen Victoria Building) from Epping Rd via Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd. Return from Epping Rd via Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then reverse route.
- **From 30 May 2015:** Ex Marsfield from Balaclava Rd via University Av (*not* via Macquarie Dr), Waterloo Rd, Herring Rd. Unaltered on return.

City (King St Wharf) – Marsfield

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 (Erskine St) – Marsfield

Alteration

From 5 June 2016: Approached City from York St via Margaret St, Napoleon St, Sussex St to Erskine St. Return via Sussex St, King St, Clarence St.

City (Erskine St) – Marsfield via Mowbray Rd West

From 26 November 2017

From City (Sussex St) (at Erskine St) via Sussex St, King St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Longueville Rd (**Lane Cove**), Epping Rd, Centennial Av, Mowbray Rd (**Lane Cove North**), Epping Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield).

From Marsfield (end of Busaco Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Margaret St, Napoleon St, Sussex St to Erskine St (City).

Timetable Summary

27 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Marsfield	45	M-F	Marsfield	6.55am	Wynyard	5.12pm	Ph	
		Sat						
		Sun						

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

22 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)- Marsfield	55	M-F	Marsfield	6.45am	Wynyard	6.20pm	60*	
		Sat		8.20am		6.04pm	60	
		Sun		9.05am		5.49pm	60	

* More frequent in peak hours.

Later dates

See 288

Route 293

CITY (Wynyard) – MACQUARIE CENTRE via Talavera Rd ■

- **Extended from Macquarie Centre to Epping (selected trips)**
- **Extended from Macquarie Centre to Marsfield (selected trips)**

Timeline

12 September 1988:

- Peak hour service commenced by Urban Transit Authority of NSW, serving new part of Macquarie Park industrial area. Ran from City (Wynyard) in the morning and from Macquarie Centre in the afternoon.
- Selected trips extended from Macquarie Centre to Epping. By 22 July 1990, limited service extended to start from Marsfield.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.

30 August 1992 (opening of Sydney Harbour Bridge bus-only lane): Renumbered 294, so that the two City (Queen Victoria Building) – Marsfield routes could have adjacent numbers (292 & 293).

Streets

City (Wynyard) – Macquarie Centre (selected trips extended to Epping)

From 12 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 (Crows Nest, St Leonards), Longueville Rd (Lane Cove), Epping Rd (North Ryde), Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Pacific Hwy, then Alfred St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Wynyard Park (City).

Epping extension: From Macquarie Centre bus terminal via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station). Return via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

City (Wynyard) – Macquarie Centre (selected trips extended to Epping or Marsfield)

From 22 July 1990

Marsfield extension: From Marsfield (Talavera Rd/Busaco Rd) via Talavera Rd, Culloden Rd, Waterloo Rd, Vimiera Rd, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

Timetable Summary

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)- Macquarie Centre†	Fr Wyn 40M 50E	M-F	Wynyard	6.15amM	Macquarie Ctr	5.33pmY	Ph	
		Sat						
		Sun						

† Selected trips extended to Epping.

E – To Epping.

M – To Macquarie Centre.

Ph – Peak hours only (morning from City (Wynyard), afternoon from Macquarie Centre, selected trips extended to/from Epping).

Y – To City (Wynyard).

Route 293

CITY (various termini) – MARSFIELD via Warringah Fwy (EXPRESS)

Timeline

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

- Peak hour express trips renumbered from 292. City terminus at Queen Victoria Building.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Rerouted via Lane Cove tunnel.

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) – Marsfield

From 30 August 1992

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**), Epping Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield).

From Marsfield (end of Busaco Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

Alteration

From 11 October 2009: Ex City (Queen Victoria Building) from Gore Hill Fwy via Lane Cove tunnel, Epping Rd. Reverse on return.

City (Wynyard) – Marsfield

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. Return from Wynyard Park via Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge].

Timetable Summary

See 288

Route 294

CITY (various termini) – MACQUARIE CENTRE via Talavera Rd■

- **Extended from Macquarie Centre to Epping (selected trips, 1992-2009)**
- **Extended from Macquarie Centre to Marsfield (selected trips, 1992-2009)**

Also:

- **Milsons Point – Macquarie University via Talavera Rd (peak hours, 1996-2009)**

Timeline

30 August 1992 (*opening of Sydney Harbour Bridge bus-only lane*):

- Peak hour service renumbered from 293.
- Base service City (Queen Victoria Building) – Macquarie Centre. For varying periods between this date and 1999, selected peak hour trips extended from Macquarie Centre to Macquarie University, Eastwood (Vimiera Rd), Marsfield or Epping.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Operated by State Transit Authority of NSW.

By March 1996: Selected morning peak hour trips rerouted via Warringah Fwy.

20 October 1996: Morning peak hour service *from* Milsons Point to Macquarie University via Talavera Rd commenced.

17 October 1999: Afternoon peak hour service curtailed/alterd to run *from* Macquarie University to City (Queen Victoria Building) via Warringah Fwy.

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

- All morning peak hour trips from City (Queen Victoria Building) rerouted via Warringah Fwy.
- Morning peak hour trips from Milsons Point remained unaltered.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Following opening of Epping – Chatswood Rail Link on 23 February 2009:

- Service reduced to a limited service, City (Queen Victoria Building) – Macquarie University, all trips via Warringah Fwy.
- Service to/from Milsons Point ceased.

4 October 2015: As a result of light rail construction in George St, City/new CBD bus network:

- City terminus altered to Wynyard.
- Route altered to run (still limited peak hour service only) City (Wynyard) – Macquarie Centre. Also short-workings from Lane Cove (Mowbray Rd West/Epping Rd) to City (Wynyard) in morning peak hour.

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. Replaced by existing Epping Rd routes 288, 291 & 292 & Metro line.

Streets

City (Queen Victoria Building) – Macquarie Centre (selected trips extended to Epping or Marsfield)

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 Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Pacific Hwy, then Alfred St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Queen Victoria Building (City).

Epping extension (*morning peak hour only*): From Macquarie Centre bus terminal via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station).

Marsfield extension: From Macquarie Centre bus terminal via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield). Return via reverse route to Balaclava Rd, then Macquarie Dr, University Av, Herring Rd to Macquarie Centre bus terminal.

Alterations

- **By March 1996** (via Warringah Fwy trips, initially selected trips, later most trips): Ex City (Queen Victoria Building) from Bradfield Hwy [Sydney Harbour Bridge] via Warringah Fwy, Gore Hill Fwy, Longueville Rd. Reverse on return.
- **From 30 May 2015:** From Macquarie University via University Av (*not* Macquarie Dr), Herring Rd. Unaltered ex City (Queen Victoria Building).

City (Wynyard) – Macquarie Centre

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. Return from Wynyard (Clarence St at Margaret St) via Clarence St.

Milsons Point – Macquarie University

From 20 October 1996

From Milsons Point (Alfred St) via Alfred St, Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Longueville Rd (**Lane Cove**), Epping Rd, Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av to Macquarie University.

Timetable Summary

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)-Macquarie Centre†	Fr QVB	M-F	Q Vic Bldg	6.11am	Macquarie Ctr	5.36pm	Ph	
	45C	Sat						
	51M 61E	Sun						

† Selected trips extended to Epping or Marsfield.

C – To Macquarie Centre.

E – To Epping.

M – To Marsfield.

Ph – Peak hours only (morning from City (Queen Victoria Building), afternoon from Macquarie Centre, selected trips extended from Macquarie Centre to Epping or Marsfield or intermediate termini).

10 February 1997

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)-Macquarie Centre†	Fr QVB	M-F	Q Vic Bldg	6.10am	Macquarie Uni	5.42pm	Ph	
	48C	Sat						
	56M	Sun						
Milsons Point-Macquarie University	47	M-F	Milsons Point	7.12am	Milsons Point	8.34am	5 trips	A
		Sat						
		Sun						

† Selected trips extended to Epping or Marsfield.

A – From Milsons Point only.

C – To Macquarie Centre.

M – To Marsfield.

Ph – Peak hours only (morning from City (Queen Victoria Building) via Warringah Fwy, afternoon from Macquarie Centre via Pacific Hwy, most morning trips extended from Macquarie Centre to Marsfield).

Later dates

See 288

Route 295

CITY (various termini) – LANE COVE WEST (Cope St) via River Rd

Timeline

9 October 1950: Peak hour & Saturday morning service, City (Wynyard) – Lane Cove West (Cope St), commenced by Department of Road Transport & Tramways, replacing private 53 City (Wynyard) – Riverview [1925 route number].

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

30 June 1961: Replaced by extension of 253, although running via Lane Cove shops.

Streets

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

From 9 October 1950

From City (Wynyard) (Barrack St) via Barrack St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney, Crows Nest, St Leonards), Greenwich Rd, River Rd, Northwood Rd (**Blaxlands Corner, 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, Barrack St (Wynyard, City).

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

From 30 June 1958

From City (Phillip St) (at Martin Pl) via Phillip St, Hunter St, Macquarie St, Circular Quay overhead roadway [now Cahill Expwy], Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (North Sydney, Crows Nest, St Leonards), Greenwich Rd, River Rd, Northwood Rd (**Blaxlands Corner, 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 Hunter St, then Elizabeth St, Martin Pl, Phillip St to Martin Pl (City)

Timetable Summary

9 October 1950

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)	34	M-F	Cope St	7.15am	Barrack St	6.21pm	Ph	A
		Sat		7.30am		1.06pm	30	A
		Sun						

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

Ph – Peak hours only.

30 June 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Phillip St)-Lane Cove West (Cope St)	34	M-F	Cope St	6.33am	Phillip St	6.21pm	Ph	A
		Sat		7.27am	Cope St	1.16pm	30	B
		Sun						

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

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

Ph – Peak hours only.

Route 295

EPPING – MACQUARIE CENTRE ■

Timeline

30 August 1992:

- Weekday peak hour service, supplementary route to 290, given separate number.
- Shared route at different times along Epping Rd with other routes in the 288-296 range.
- Operated by State Transit Authority of NSW.

4 March 2001: Renumbered 296, which became a short-working of new 295 (Macquarie Park – Epping – North Epping) (*see next entry*).

Streets

From 30 August 1992

From Epping (Langston Pl at Station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping Station).

Timetable Summary

30 August 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-Macquarie Centre	11	M-F	Epping	8.03am	Macquarie Ctr	6.02pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Epping, afternoon from Macquarie Centre). Plus additional trips during Macquarie University semesters.

Route 295

MACQUARIE PARK – EPPING – NORTH EPPING

Timeline

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

- Compared with 547, Epping – North Epping extended to run Macquarie Park (weekdays) or Macquarie Centre (weekends) – North Epping,
- Replaced 547 (Mondays-Saturdays) & 529 (Sundays).
- Service ran daytime & early evening (weekdays) & daytime (weekends).
- Epping – Macquarie Centre trips in previous entry became supplementary short-workings of this route until 24 June 2001.
- Shared route between Epping & Macquarie Park via Epping Rd at different times with other routes in the 288-296 range until 4 June 2017.
- Operated by State Transit Authority of NSW.

24 June 2001: Short-workings Epping – Macquarie Centre renumbered 296.

1 January 2005: Became part of Contract Region 7.

11 October 2009:

- Curtailed to run Macquarie Centre – Epping – North Epping.
- Rerouted via Herring Rd (*not* via Macquarie University).

4 June 2017:

- Curtailed to run Epping – North Epping (same as 547 before 4 March 2001).
- Hours of operation extended to full time.
- Service between Macquarie Centre & Epping continued to be provided by 288, 290, 291 & M54.

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

Macquarie Park – North Epping

From 4 March 2001

From Macquarie Park (Waterloo Rd at Eden Park Dr) via Waterloo Rd, Lane Cove Rd, Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St (**Epping**), Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St (**Epping**), Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then reverse route to Macquarie Park.

Alteration

By 20 November 2005: Ex North Epping from Oxford St via Pembroke St.

Macquarie Centre – North Epping

From 11 October 2009

From Macquarie Centre (bus terminal) via Herring Rd, Epping Rd, Pembroke St, Cambridge St (**Epping**), Chester St, Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St (**Epping**), Pembroke St, Epping Rd, Herring Rd to Macquarie Centre bus terminal.

Epping – North Epping

From 4 June 2017

From Epping (Cambridge St at Station) via Cambridge St, Chester St, Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St to Epping Station.

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		
Macquarie Park-North Epping	45CNr 54PNr	M-F	North Epping	5.56amP	Macquarie Pk	6.19pmN	A	
					Macquarie Ctr	9.02pmN		
		Sat	Macquarie Ctr	8.19am		7.42pm	60	
		Sun		8.52am		6.12pm	60	

* More frequent in peak hours.

A – Morning, Macquarie Centre-North Epping-Macquarie Park. Day, Macquarie Park-North Epping-Macquarie Park 60*. Afternoon peak hour, Macquarie Park-North Epping-Macquarie Centre. Night, Macquarie Centre-North Epping-Macquarie Centre. Plus short-working/s before first trip & after last trip shown.

CNr – Round trip Macquarie Centre-North Epping-Macquarie Centre (evenings & weekends).

N – To North Epping.

P – To Macquarie Park.

PNr – Round trip Macquarie Park-North Epping-Macquarie Park (peak hours & off-peak).

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-North Epping	44 round trip	M-F	Macquarie Ctr	5.53am	Macquarie Ctr	9.05pm	60*	A
					North Epping	7.38pm		
		Sun		8.54am		6.08pm	60	

* More frequent in peak hours.

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

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	19 round trip	M-F	Epping	6.01am	North Epping	10.22pm	60*	
		Sat		7.33am		9.39pm	60	
		Sun		8.34am		8.39pm	60	

* 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		
Epping-North Epping	23 round trip	M-F	Epping	5.59am	North Epping	10.52pm	60*	
		Sat		7.29am		10.35pm	60	
		Sun		8.28am		10.34pm	60	

Route 296

EPPING – MACQUARIE CENTRE ■

Timeline

24 June 2001:

- Weekday peak hour service renumbered from part of 295. Supplementary route to 295.
- Shared route at different times between Epping & Macquarie Centre with other routes in the 288-296 range.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Ceased following opening of Epping – Chatswood Rail Link on 23 February 2009, which provided a faster trip over a similar route.

Streets

From 24 June 2001

From Epping (Langston Pl at Station) via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St to Langston Pl (Epping 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		
Epping-Macquarie Centre	12	M-F	Epping	8.32am	Macquarie Ctr	6.08pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Epping to Macquarie University or Macquarie Centre, afternoon from Macquarie University or Macquarie Centre to Epping). Plus additional trips during Macquarie University semesters.

Route 297

EPPING – CROWS NEST – NORTHBRIDGE – CHATSWOOD (Sundays only) ■

Timeline

28 November 1943: Coincident with renumbering 900 as 290:

- Sunday service on 290 (which ran only Epping – St Leonards) amalgamated with the Crows Nest – Northbridge – Chatswood part of 267, as 297 Epping – Crows Nest – Northbridge – Chatswood.
- Buses ran “Special” between St Leonards & Crows Nest.
- Operated by Department of Road Transport & Tramways.

25 May 1946: Sunday service resumed running as separate routes, 267 & 290.

Streets

From 28 November 1943 (based on streets for 290 in Gregory's street directory of circa 1946)

From Epping (Langston Pl at Station) via Pembroke St, Epping Rd (**North Ryde**), Landers Rd, Parklands Av, Longueville Rd, Pacific Hwy (**Crows Nest**), Willoughby Rd, Ernest St, Alexander St, Chandos St, West St, Amherst St, Miller St (**Cammeray**), [Cammeray bridge,] Strathallen Av (**Northbridge**), [Sailors Bay Rd,] Eastern Valley Way, Edinburgh Rd, High St, Mowbray Rd (**Willoughby**), Sydney St, Fry St, Stanley St, Johnson St, Archer St, Victoria Av, Orchard Rd to Chatswood Station.

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av then reverse route to Epping Station.

Route 297

CITY (various termini) – DENISTONE EAST via Warringah Fwy & Lane Cove Tunnel (EXPRESS)

Timeline

16 April 2007 (*opening of Lane Cove tunnel*):

- Selected peak hour trips on 286 City (Queen Victoria Building) – Denistone East rerouted via Warringah Fwy & Lane Cove Tunnel & renumbered 297.
- Shared route at different times between City & various points along Pacific Hwy & Epping Rd with other routes in the 251-254 & 285-297 ranges.
- Shares North Ryde – Denistone East with 286.
- Operated by State Transit Authority of NSW.

1 January 2005: Became 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) – Denistone East

From 16 April 2007

From City (Queen Victoria Building) (York St) via Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, Epping Rd, Pittwater Rd, Blenheim Rd, Coxs Rd, Lane Cove Rd, Kent Rd (**North Ryde**), Herring Rd, Bridge Rd, Tallwood Av, North Rd, Lovell Rd to Colvin Cr (Denistone East).

From Denistone East (Lovell Rd at Colvin Cr) via Colvin Cr (anti-clockwise loop), Lovell Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St to Queen Victoria Building (City).

City (Wynyard) – Denistone East

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. Return from York St via Erskine St, Clarence St.

Timetable Summary

16 April 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Queen Victoria Building)-Denistone East†	40	M-F	Denistone East	6.43am	Q Vic Bldg	6.15pm	Ph	
		Sat						
		Sun						

† Via Lane Cove Tunnel.

Ph – Peak hours only (morning from Denistone East, afternoon from City (Queen Victoria Building)).