



# SYDNEY BUS ROUTES

## Sydney Region route numbers

### Routes 475 – 499

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](mailto: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 475 – 499

|     |                            |
|-----|----------------------------|
| 475 | Rockdale-Sans Souci        |
| 475 | Taren Point-Miranda        |
| 475 | Rockdale-Brighton-le-Sands |
| 476 | Beverley Park-Kogarah      |
| 476 | Rockdale-Dolls Point       |
| 477 | Rockdale-Miranda           |
| 478 | Strathfield-Enfield        |
| 478 | Rockdale-Dolls Point       |
| 478 | Rockdale-Miranda           |
| 479 | Kogarah-Ramsgate Baths     |
| 479 | Rockdale-Kyeemagh          |
| 480 | City-Strathfield           |
| X80 | Strathfield-Enfield        |
| 481 | Annandale-Chullora         |

|      |                               |
|------|-------------------------------|
| 483  | City-Strathfield              |
| 484  | Strathfield-South Strathfield |
| 484  | Strathfield-Greenacre         |
| 485  | Strathfield-Bankstown         |
| 486  | Strathfield-Bankstown         |
| 486A | Bankstown-Chullora            |
| 487  | Canterbury-Bankstown          |
| 488  | Canterbury-Campsie, etc       |
| 490  | City-Earlwood-Drummoyne       |
| 490  | Drummoyne-Hurstville          |
| 491  | Drummoyne-Chiswick, etc       |
| 491  | Hurstville-Five Dock          |
| 492  | Drummoyne-Rockdale            |
| 492  | Campsie-Kingsgrove            |

|     |                              |
|-----|------------------------------|
| 493 | City-Rodd Point              |
| 493 | Rockdale-Chullora            |
| 493 | Rockdale-Kingsgrove          |
| 493 | Roselands-Rockdale           |
| 494 | Drummoyne-Rockdale           |
| 495 | City-Rodd Point              |
| 495 | Chiswick-State Sports Centre |
| 495 | Kingsgrove-Bexley North      |
| 496 | Hurstville-Chullora          |
| 497 | Rockdale-Chullora            |
| 498 | Drummoyne-Chullora           |
| 499 | Campsie-Ramsgate             |
| 499 | Auburn-Regents Pk-Berala     |
| 499 | Hurstville-Drummoyne         |

## Route 475

### **ROCKDALE – SANS SOUCI (Russell Av)■**

*(Routes 474-478 replaced trolley buses based on Rockdale Station. Trolley buses did not display route numbers. However, from the commencement of the Rockdale-Kogarah-Sans Souci-Dolls Point trolley bus system in 1937 until some point between 1947 & 1957, the routes were allocated arbitrary numbers, 1-4 and possibly 5, in published timetables. For convenience, histories of these trolley bus services are listed in the “Unnumbered” section of this website.)*

#### **Timeline**

**30 August 1959:** New peak hour route, supplementary to 478 (476 from 31 May 1965), commenced by Department of Government Transport as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses. By 1966 most trips ran Kogarah – Sans Souci (Russell Av).

**By 6 July 1980:** Times of service reduced to a school service (limited service).

**9 October 1983:** Ceased. All service provided by 476 & 477.

#### **Streets**

*From March 1966*

**From Rockdale** (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to Russell Av (Sans Souci). Reverse on return.

#### **Alterations**

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

#### **Timetable Summary**

*See 476*

## Route 475

### **TAREN POINT – MIRANDA■**

#### **Timeline**

**13 January 1992:** As part of takeover by State Transit Authority of NSW of private 130 [1925 route number] from Sutherland Bus (part of the Harris Park Transport group (Moore family)), temporary weekday service, Taren Point – Miranda renumbered from 130.

**28 January 1992:** Replaced by diversion of 478.

#### **Streets**

*From 13 January 1992*

**From Taren Point** (overbridge) via Old Taren Point Rd, Holt Rd, Taren Point Rd, Kingsway, Jackson A, Uringa Pde to Kiora Rd (Miranda).

**From Miranda** (Kiora Rd at Miranda Fair) (*likely route*) via Urunga Pde, Jackson Av, Kingsway, Taren Point Rd, Toorak Av, Woodlands Rd, overbridge, Old Taren Point Rd, Holt Rd to Taren Point Rd (Taren Point).

#### **Timetable Summary**

*13 January 1992*

| Destinations        | Off-peak trip time | Day | First trip  |        | Last trip |        | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|-------------|--------|-----------|--------|-------------------------|-------|
|                     |                    |     | From        | Time   | From      | Time   |                         |       |
| Taren Point-Miranda |                    | M-F | Taren Point | 8.40am | Miranda   | 3.45pm | 2 trips                 |       |
|                     |                    | Sat |             |        |           |        |                         |       |
|                     |                    | Sun |             |        |           |        |                         |       |

## Route 475

### **ROCKDALE PLAZA – KYEEMAGH – BRIGHTON-le-SANDS via Bestic St** ■

#### **Timeline**

**21 March 1994:** Monday-Saturday mainly off-peak service, Rockdale – Brighton-le-Sands, commenced by State Transit Authority of NSW. Shared some streets in Kyeemagh/Brighton-le-Sands area with 479.

**By July 2002:** Extended from Rockdale to Rockdale Plaza.

**1 January 2005:** Became part of Contract Region 6.

**21 March 2010:** Ceased as part of general service review of Contract Region 6 routes:

- 479 continued to serve Kyeemagh/Brighton-le-Sands area.
- Rockdale – Rockdale Plaza replaced by extended 479. Service along Bryant St replaced by extended 422.

#### **Streets**

##### **Rockdale – Brighton-le-Sands**

*From 21 March 1994 (based on 22 October 1995 timetable)*

**From Rockdale** (Geeves Av at Station) via Princes Hwy, King St, Market St, Bryant St, West Botany St, Bestic St, Mutch Av, Tancred Av (**Kyeemagh**), Jacobson Av, Bestic St, Reading Rd, Henson St, Moate Av, Gordon St, Francis St, Bay St to Moate Av (Brighton-le-Sands).

**From Brighton-le-Sands** (Bay St/Moate Av) via Moate Av, Henson St, Reading Rd, Bestic St, Mutch Av, Tancred Av, Jacobson Av, Bestic St, West Botany St, Bryant St, King St, George St, Bay St, Tramway Arcade to Rockdale Station.

##### **Rockdale Plaza – Brighton-le-Sands**

*By July 2002*

**From Rockdale Plaza** (shops) via Rockdale Plaza Rd, Princes Hwy, Tramway Arcade, Geeves Av, Princes Hwy, King St, Market St, Bryant St, then same route to Brighton-le-Sands.

**From Brighton-le-Sands** (Bay St/Moate Av) via same route to Market St, then Bay St, Tramway Arcade, Geeves Av, Princes Hwy, Rockdale Plaza Rd to Rockdale Plaza shops.

#### **Timetable Summary**

*22 October 1995*

| Destinations               | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                            |                    |     | From       | Time   | From      | Time   |                         |       |
| Rockdale-Brighton-le-Sands | 22                 | M-F | Reading Rd | 7.30am | Rockdale  | 2.50pm | A                       |       |
|                            |                    |     | Brighton   | 9.20am |           |        |                         |       |
|                            |                    | Sat |            | 9.20am |           | 2.50pm | 60                      |       |
|                            |                    | Sun |            |        |           |        |                         |       |

A – Morning peak hour, from Reading Rd/Bestic St to Rockdale. Day, Rockdale-Brighton-le-Sands 60.

## Route 476

### **BEVERLEY PARK (Rocky Point Rd/Wheeny St) – KOGARAH (INDUSTRIAL)** ■

#### **Timeline**

(?): Peak hour service commenced by Department of Government Transport for employees of Darrell Lea.

(?): Ceased.

## Route 476

**ROCKDALE – SANS SOUCI – SANDRINGHAM – DOLLS POINT (anti-clockwise loop from Rocky Point Rd/Russell Av & return to that point via Rocky Point Rd & Fontainebleau St, Sans Souci, then Sandringham & Dolls Point)■**

*(See note about trolley bus route numbers under route 475 above.)*

### Timeline

**30 August 1959:**

- New peak hour route, supplementary to 478, commenced by State Transit Authority of NSW as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- 476 followed the same route as 478, except that 476 did not run the short distance in Sans Souci from Fontainebleau St/Rocky Point Rd via Rocky Point Rd to Fraters Av & return.

**29 May 1965:**

- Altered to a full time route, replacing 478, which ceased due to altered traffic arrangements in Sans Souci upon opening of Captain Cook Bridge, which prevented 478 from running the short distance in Sans Souci from Fontainebleau St/Rocky Point Rd via Rocky Point Rd to Fraters Av & return..
- Supplemented by peak hour routes 474, 475 & 477.

**13 January 1992:**

- Generally every second trip during daylight hours Mondays to Saturdays replaced by 477 (when it was extended to Miranda).
- As a result, service between Sans Souci & Russell Av/Rocky Point Rd on trips *to* Rockdale at those times reduced from 15 minutes frequency to 30.
- When 477 commenced running on Sundays from 25 February 1996, its trips were additional to 476, so that frequency on 476 was maintained.

**1 January 2005:** Became part of Contract Region 6.

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

### Streets

*From 30 August 1959*

**From Rockdale** (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**), Fontainebleau St (**Sans Souci**), Napoleon St (**Sandringham**), Ida St, Clareville Av (**Dolls Point**), Russell Av, Rocky Point Rd, then reverse route to Rockdale.

### Alterations

- **Later:** Approached Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.
- **By February 1969:** Approached Rockdale from Princes Hwy via Tramway Arcade to Station. Reverse on return.
- **By 6 July 1980 (peak hour trips commencing from Kogarah):** From Kogarah (Railway Pde at Station) via Regent St, Montgomery St, Kensington St, Gray St (ceased by October 1983).
- **By 13 December 1985:** Approached Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale Station. Return from Geeves Av via Princes Hwy.
- **By 11 September 1988:** Ex Sans Souci from Gray St via Kensington St, Derby St, Railway Pde. Unaltered on return. Resumed previous route by April 2002.
- **By March 2001:**  
**Rockdale Plaza diversion (shopping hours):** Either direction from Princes Hwy via Rockdale Plaza Dr to shops, then return to Princes Hwy.

## Timetable Summary

March 1966

### Rockdale – Ramsgate – Sans Souci routes

474-477

| Destinations                                     | Off-peak trip time | Day | First trip |                    | Last trip           |                     | Av day freq/No of trips | Notes |
|--------------------------------------------------|--------------------|-----|------------|--------------------|---------------------|---------------------|-------------------------|-------|
|                                                  |                    |     | From       | Time               | From                | Time                |                         |       |
| 474: Rockdale-Ramsgate                           | †                  | M-F | Ramsgate   | 7.35amK            | Ramsgate            | 7.45amK             | Ph1                     |       |
|                                                  |                    | Sat | Rockdale   | 10.40amM           | Rockdale            | 12.56pmM            | A                       |       |
|                                                  |                    | Sun |            |                    |                     |                     |                         |       |
| 475: Rockdale-Sans Souci (Russell Av)            | 12                 | M-F | Russell Av | 7.43amK            | Kogarah             | 6.00pmU             | Ph2                     |       |
|                                                  |                    | Sat |            | 7.48amK            | Russell Av          | 6.41pmR             | MA                      |       |
|                                                  |                    | Sun |            |                    |                     |                     |                         |       |
| 476: Rockdale-Sans Souci-Sandringham-Dolls Point | 38 round trip      | M-F | Sans Souci | 4.37amK<br>5.37amR | Rockdale<br>Kogarah | 11.47pmD<br>1.03amD | B                       |       |
|                                                  |                    | Sat | Rockdale   | 5.08amD            | Rockdale            | 12.16amD            | AM 10-20<br>PM 20       | C     |
|                                                  |                    | Sun | Sans Souci | 6.43amR            |                     | 11.03pmD            | 20                      | C     |
| 477: Kogarah-Sans Souci (Wellington St)‡         | 15                 | M-F | Sans Souci | 5.38am             | Kogarah             | 6.00pm              | Ph3                     |       |
|                                                  |                    | Sat |            |                    |                     |                     |                         |       |
|                                                  |                    | Sun |            |                    |                     |                     |                         |       |

\* More frequent in peak hours.

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

‡ Selected trips extended to Rockdale.

A – Mid-morning & midday peak hour only.

B – Early morning & very late night, Kogarah-Dolls Point. Peak hours & day, Rockdale-Dolls Point 15\*. Night, Rockdale-Dolls Point. Plus short-working/s before first trip & after last trip shown.

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

D – To Dolls Point.

K – To Kogarah.

M – To Ramsgate.

MA – Morning & late afternoon service.

Ph1 – Morning peak hour only.

Ph2 – Peak hours only.

Ph3 – Peak hours only. Selected trips extended to Rockdale.

R – To Rockdale.

U – To Sans Souci (Russell Av).

6 July 1980

### Rockdale – Ramsgate – Sans Souci routes

476, 477

| Destinations                                     | Off-peak trip time | Day | First trip |         | Last trip  |         | Av day freq/No of trips | Notes |
|--------------------------------------------------|--------------------|-----|------------|---------|------------|---------|-------------------------|-------|
|                                                  |                    |     | From       | Time    | From       | Time    |                         |       |
| 476: Rockdale-Sans Souci-Sandringham-Dolls Point | 46 round trip      | M-F | Sans Souci | 5.40am  | Rockdale   | 11.43pm | 15*                     | A     |
|                                                  |                    | Sat |            | 5.17am  |            | 12.15am | AM 12<br>PM 20          | A     |
|                                                  |                    | Sun | Rockdale   | 7.43am  | Sans Souci | 8.31pm  | 30                      |       |
| 477: Kogarah-Sans Souci (Wellington St)‡         |                    | M-F | Rockdale   | 6.46amS | Kogarah    | 5.57pmS | Ph                      |       |
|                                                  |                    | Sat |            |         |            |         |                         |       |
|                                                  |                    | Sun |            |         |            |         |                         |       |

\* More frequent in peak hours.

‡ Selected morning peak hour trips extended to Rockdale.

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

Ph – Morning peak hour, Kogarah-Sans Souci (selected trips extended to Rockdale). Afternoon peak hour, Kogarah-Sans Souci.

R – To Rockdale.

S – To Sans Souci (Wellington St).

22 October 1995

# **Rockdale – Sans Souci routes**

**476, 477**

| Destinations                                            | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips# | Notes |
|---------------------------------------------------------|--------------------|-----|------------|--------|-----------|---------|--------------------------|-------|
|                                                         |                    |     | From       | Time   | From      | Time    |                          |       |
| <b>476:</b> Rockdale-Sans Souci-Sandringham-Dolls Point | 45 round trip      | M-F | Sans Souci | 5.13am | Rockdale  | 11.40pm | 30*                      | A     |
|                                                         |                    | Sat |            | 5.06am |           | 12.10am | 30                       | A     |
|                                                         |                    | Sun | Rockdale   | 7.29am |           | 11.42pm | 30                       | B     |
| <b>477:</b> Rockdale-Sans Souci-Miranda                 | 35                 | M-F | Rockdale   | 5.29am | Miranda   | 7.00pm  | 30                       |       |
|                                                         |                    | Sat |            | 8.24am |           | 4.11pm  | 30                       |       |
|                                                         |                    | Sun |            |        |           |         |                          |       |

# Average day frequencies along common route:

M-F **From** Rockdale **to** Sans Souci (476, 477) 15.

**From** Ramsgate **to** Rockdale (476, 477) 15.

Sat **From** Rockdale **to** Sans Souci (476, 477) 15.

**From** Ramsgate **to** Rockdale (476, 477) 15.

\* More frequent in peak hours.

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

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

April 1997

# **Rockdale – Sans Souci routes**

**476, 477**

| Destinations                                            | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips# | Notes |
|---------------------------------------------------------|--------------------|-----|------------|--------|-----------|---------|--------------------------|-------|
|                                                         |                    |     | From       | Time   | From      | Time    |                          |       |
| <b>476:</b> Rockdale-Sans Souci-Sandringham-Dolls Point | 45 round trip      | M-F | Sans Souci | 5.13am | Rockdale  | 11.40pm | 30*                      | A     |
|                                                         |                    | Sat |            | 5.06am |           | 12.10am | 30                       | A     |
|                                                         |                    | Sun | Rockdale   | 7.29am |           | 11.42pm | 30                       | B     |
| <b>477:</b> Rockdale-Sans Souci-Miranda                 | 35                 | M-F | Rockdale   | 5.29am | Miranda   | 7.00pm  | 30                       |       |
|                                                         |                    | Sat |            | 8.31am |           | 4.11pm  | 30                       |       |
|                                                         |                    | Sun |            | 9.01am |           | 4.41pm  | 60                       |       |

# Average day frequencies along common route:

M-F **From** Rockdale **to** Sans Souci (476, 477) 15.

**From** Ramsgate **to** Rockdale (476, 477) 15.

Sat **From** Rockdale **to** Sans Souci (476, 477) 15.

**From** Ramsgate **to** Rockdale (476, 477) 15.

Sun **From** Rockdale **to** Sans Souci (476, 477) 3 trips per hour.

**From** Ramsgate **to** Rockdale (476, 477) 3 trips per hour.

\* More frequent in peak hours.

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

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

## Route 477

### **ROCKDALE – SANS SOUCI – MIRANDA via Rocky Point Rd**

**Also:**

- **Rockdale – Sans Souci – Caringbah (1990-92)**

*(See note about trolley bus route numbers under route 475 above.)*

#### **Timeline**

**30 August 1959:** New peak hour route, Rockdale – Sans Souci (Fraters Av) (direct via Rocky Point Rd in both directions), supplementary to 478 (476 from 31 May 1965), commenced by Department of Government Transport as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.

**29 May 1965:** Sans Souci terminus altered from Fraters Av to Wellington St. At least by March 1966, most trips ran Kogarah – Sans Souci (Wellington St).

**By 7 September 1986:** In the timetable of this date, Rockdale or Kogarah – Sans Souci (Wellington St) peak hour trips direct via Rocky Point Rd appear to have been renumbered 476, but by at least the November 1987 timetable, they reverted to 477.

**5 August 1990:** Extended to run Rockdale – Sans Souci – Caringbah (peak hours only), replacing 302 & 303 peak hour extension between those points.

**13 January 1992:**

- Altered to run Rockdale – Sans Souci – Miranda.
- Hours of service increased to Mondays-Saturdays daylight hours.
- Replaced generally every second 476 trip at those times.
- Service to Caringbah replaced by limited service on new 474 (which was incorporated into 478 from 28 January 1992).

**25 February 1996:** Sunday service (additional to 476) commenced.

**1 January 2005:** Became part of Contract Region 6.

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

#### **Streets**

##### **Rockdale – Sans Souci (Fraters Av)**

*From 30 August 1959*

**From Rockdale** (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to Fraters Av (Sans Souci). Reverse on return.

##### **Alteration**

**Later:** Approached Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.

##### **Rockdale – Sans Souci (Wellington St)**

##### **Alterations**

- **From 29 May 1965** (*opening of Captain Cook Bridge*): Approached Sans Souci from Rocky Point Rd via Nelson St, Harris St, Wellington St to Rocky Point Rd. Return via Rocky Point Rd.
- **By February 1969:** Approached Rockdale from Princes Hwy via Tramway Arcade to Station. Reverse on return.
- **By 18 July 1971** (*morning trips only*): From Sans Souci (Nelson St at Rocky Point Rd) via Harris St, Water St, Rocky Point Rd.
- **By 6 July 1980** (*peak hour trips commencing from Kogarah*): From Kogarah (Railway Pde at Station) via Regent St, Montgomery St, Kensington St, Gray St (ceased by October 1983).
- **By 6 July 1980** (*morning trips only*): Resumed previous route at Sans Souci.
- **By 13 December 1985:** Approached Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale Station. Return from Geeves Av via Princes Hwy.
- **By 11 September 1988:** Ex Sans Souci from Gray St via Kensington St, Derby St, Railway Pde. Unaltered on return. Resumed previous route by April 2002.

## **Rockdale – Sans Souci (extended to Caringbah in peak hours)**

### **Alteration**

**From 5 August 1990** (based on route of 302 & 303 between Sans Souci & Caringbah prior to this date): From Sans **Caringbah extension**: Souci (Rocky Point Rd/Fontainebleau St/Wellington St) via Rocky Point Rd, Captain Cook Bridge, Taren Point Rd, Kingsway, Denman Av to Caringbah Station. Return via Banksia Rd, Kingsway, then reverse route.

## **Rockdale – Sans Souci – Miranda**

**From 13 January 1992** (based on 22 October 1995 timetable)

**From Rockdale** (Geeves Av at Station) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate, Sans Souci**), Captain Cook Bridge, Taren Point Rd, Box Rd, Erskine Rd, Parraweena Rd, Cawarra Rd, Captain Cook Dr, Taren Point Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield].

**From Miranda** (Kiora Rd at Miranda Fair) via Urunga Pde, Jackson Av, Kingsway, then reverse route to Gray St, then Kensington St, Derby St, Railway Pde, Regent St, Princes Hwy, Tramway Arcade to Rockdale Station.

### **Alterations**

- **By March 1998**  
**Rockdale Plaza diversion** (during shopping hours): Ex Rockdale from Princes Hwy via Rockdale Plaza Dr to shops, then Rockdale Plaza Dr, Harrow Rd, Railway Pde. Reverse on return (?).
- **By March 2001**  
**Rockdale Plaza diversion** (during shopping hours): Either direction from Princes Hwy via Rockdale Plaza Dr to shops, then return to Princes Hwy.
- **By October 2003**: Ex Miranda from Parraweena Rd via Taren Point Rd (*not* via Erskine Rd) (reverted to previous route by 21 March 2010). Unaltered on return.

## **Timetable Summary**

See 476

## **Route 478**

### **STRATHFIELD – ENFIELD (Chown Brothers, Cosgrove Rd) (INDUSTRIAL) ■**

#### **Timeline**

**1 February 1957**: Peak hour service commenced by Department of Government Transport.

**By August 1962**: Ceased.

## **Route 478**

### **ROCKDALE – SANS SOUCI – SANDRINGHAM – DOLLS POINT (anti-clockwise loop from Rocky Point Rd/Russell Av & return to that point via Rocky Point Rd to Sans Souci (Fraters Av), then Fontainebleau St, Sandringham & Dolls Point)■**

*(See note about trolley bus route numbers under route 475 above.)*

#### **Timeline**

**30 August 1959**:

- New full-time route commenced by Department of Government Transport as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- Supplemented by peak hour routes 474-477.

**29 May 1965**: Replaced by full time route 476, due to altered traffic arrangements in Sans Souci upon opening of Captain Cook Bridge, which prevented 478 from running along Rocky Point Rd south of Fontainebleau St to Sans Souci terminus at Fraters Av.

#### **Streets**

**From 30 August 1959**

**From Rockdale** (Seven Ways at Princes Hwy) via Princes Hwy, Regent St, Railway Pde (**Kogarah**), Gray St, Rocky Point Rd (**Ramsgate**) to Fraters Av (**Sans Souci**), u-turn, then Rocky Point Rd, Fontainebleau St, Napoleon St (**Sandringham**), Ida St, Clareville Av (**Dolls Point**), Russell Av, Rocky Point Rd, then reverse route to Rockdale.

### Alteration

*Later:* Approached Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.

## **Route 478**

### **ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE – MIRANDA**

#### **Timeline**

**25 September 1983:**

- Rockdale – Brighton-le-Sands – Ramsgate Baths renumbered from 318.
- Shared Rockdale – Brighton-le-Sands with 479 from 22 November 1993.
- Operated by Urban Transit Authority of NSW.

**28 January 1992:**

- Extended from Ramsgate Baths to Miranda on weekdays.
- Selected trips diverted via Taren Point, replacing temporary 475.

**1 January 2005:** Became part of Contract Region 6.

**21 March 2010:** Taren Point diversion shortened, but became part of standard route, as part of general service review of Contract Region 6 routes.

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

#### **Streets**

### **Rockdale – Ramsgate Baths**

*From 25 September 1983*

**From Rockdale** (Tramway Arcade at Station) via Bay St (**Brighton-le-Sands**), The Grand Pde (**Monterey**), Ramsgate Rd to near The Grand Pde (Ramsgate Baths).

**From Ramsgate Baths** (Ramsgate Rd at The Grand Pde) via Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Bay St, Tramway Arcade to Rockdale Station.

**Trips terminating at Brighton-le-Sands:** From The Grand Pde via Teralba Rd to Crawford Rd. Return via Crawford Rd, Kings Rd, Hercules Rd, Teralba Rd to The Grand Pde.

### Alteration

*By 13 December 1985:* Approached Rockdale from Princes Hwy via Tramway Arcade, Geeves Av to Rockdale Station. Return from Geeves Av via Princes Hwy.

### **Rockdale – Ramsgate – Miranda**

*From 28 January 1992 (based on 22 October 1995 timetable)*

**From Rockdale** (Geeves Av at Station) via Princes Hwy, Bay St (**Brighton-le-Sands**), The Grand Pde (**Monterey**), Ramsgate Rd (**Ramsgate**), Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Malua St (**Dolls Point**), Russell Av, Clareville St, Ida St, Napoleon St (**Sandringham**), Fontainebleau St, Rocky Point Rd (**Sans Souci**), Captain Cook Bridge, Taren Point Rd, Kingsway, Kiora Rd to Miranda Fair [now Westfield Miranda]

**From Miranda** (Kiora Rd at Miranda Fair) via Urunga Pde, Jackson Av, Kingsway, then reverse route to Malua St, then The Grand Pde, Ramsgate Rd, Alfred St to first turning bay, then Alfred St, Ramsgate Rd, The Grand Pde, Bay St, Tramway Arcade to Rockdale Station.

**Taren Point diversion** (*selected trips*): Either direction from Taren Point Rd/Toorak Av via Toorak Av, Woodlands Rd, overbridge, Old Taren Point Rd, Holt Rd to Taren Point Rd.

### Alteration

*From 21 March 2010*

**Taren Point diversion** (*all trips*): Either direction, rerouted from Taren Point Rd/Toorak Av via Toorak Av, Alexander Av, Smith St, Woodlands Rd, Toorak Av to Taren Point Rd.

## Timetable Summary

October 1983

| Destinations            | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|                         |                    |     | From       | Time   | From      | Time    |                         |       |
| Rockdale-Ramsgate Baths | Fr Rock 8B<br>16G  | M-F | Ramsgate   | 5.22am | Rockdale  | 11.06pm | 20*                     |       |
|                         |                    | Sat |            | 6.23am |           | 11.36pm | AM 15<br>PM 20          |       |
|                         |                    | Sun |            | 8.22am |           | 8.02pm  | A                       |       |

\* More frequent in peak hours.

A – **Summer Sundays:** Rockdale-Brighton-le-Sands 15, Rockdale-Ramsgate Baths 30.

**Winter Sundays:** Rockdale-Ramsgate Baths 30.

B – To Brighton-le-Sands.

G – To Ramsgate Baths.

22 October 1995

| Destinations              | Off-peak trip time | Day | First trip |         | Last trip |          | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
|                           |                    |     | From       | Time    | From      | Time     |                         |       |
| Rockdale-Ramsgate-Miranda | Fr Rock 16G<br>37M | M-F | Ramsgate   | 5.15amR | Miranda   | 2.42pmR  | A                       |       |
|                           |                    |     | Rockdale   | 8.10amM | Rockdale  | 11.53pmG |                         |       |
|                           |                    | Sat | Ramsgate   | 6.18amR |           | 11.53pmG | 20                      |       |
|                           |                    | Sun |            | 7.29amR |           | 11.10pmG | 30                      |       |

\* More frequent in peak hours.

A – Peak hours & night, Rockdale-Ramsgate Baths. Day, Rockdale-Ramsgate Baths 15\*, Rockdale-Miranda 60.

G – To Ramsgate Baths.

M – To Miranda.

R – To Rockdale.

April 2001

| Destinations              | Off-peak trip time | Day | First trip |         | Last trip |          | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
|                           |                    |     | From       | Time    | From      | Time     |                         |       |
| Rockdale-Ramsgate-Miranda | Fr Rock 16G<br>37M | M-F | Ramsgate   | 5.15amR | Miranda   | 3.50pmR  | A                       |       |
|                           |                    |     | Rockdale   | 8.10amM | Rockdale  | 11.53pmG |                         |       |
|                           |                    | Sat | Ramsgate   | 6.18amR |           | 11.53pmG | 15                      |       |
|                           |                    | Sun |            | 7.29amR |           | 11.10pmG | 20                      |       |

\* More frequent in peak hours.

A – Peak hours & night, Rockdale-Ramsgate Baths. Day, Rockdale-Ramsgate Baths 15\*, Rockdale-Miranda 60.

G – To Ramsgate Baths.

M – To Miranda.

R – To Rockdale.

## Route 479

### KOGARAH – RAMSGATE BATHS

#### Timeline

**30 August 1959:** New Summer Sunday (?) service commenced by Department of Government Transport, coincident with replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.

(?): Ceased.

## Route 479

### **ROCKDALE – BRIGHTON-le-SANDS – KYEEMAGH via Bay St**

- **Extended from Rockdale Station to Rockdale Plaza (off-peak & Saturdays)**

#### **Also:**

- **Rockdale – Kyeemagh via Bestic St (1993-94)**

#### **Timeline**

**22 November 1993:**

- Monday-Saturday daytime routes commenced State Transit Authority of NSW when private 196 [1925 route number] transferred from Brighton Bus Lines (AH & J Jones) & renumbered:  
Rockdale – Kyeemagh via Bay St.  
Rockdale – Kyeemagh via Bestic St.
- Rockdale – Kyeemagh via Bay St shared Rockdale – Brighton-le-Sands with 478 & shared some streets in Kyeemagh/Brighton-le-Sands area with 475 from 21 March 1994 to 21 March 2010.

**28 January 1994:** Rockdale – Kyeemagh via Bestic St ceased, but revived as 475 from 21 March 1994.

**1 January 2005:** Became part of Contract Region 6.

**21 March 2010:** As part of general service review of Contract Region 6 routes:

- Extended from Rockdale to Rockdale Plaza in off-peak & Saturdays.
- Replaced part of ceased 475.

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

#### **Streets**

### **Rockdale – Kyeemagh**

*By 22 October 1995*

**From Rockdale** (Geeves Av at Station) via Princes Hwy, Bay St, Moate Av (**Brighton-le-Sands**), Henson St, Reading Rd, Bestic St, Mutch Av, Beehag St (**Kyeemagh**), Jacobson Av, General Holmes Dr, Bay St, Tramway Arcade to Rockdale Station.

### **Rockdale – Kyeemagh (extended to Rockdale Plaza in off-peak & Saturdays)**

#### **Alteration**

*From 21 March 2010;*

**Rockdale Plaza extension:** From Rockdale Station via Princes Hwy, Rockdale Plaza Dr to Rockdale Plaza shops. Return via Rockdale Plaza Dr, Princes Hwy, Tramway Arcade, Geeves Av to Rockdale Station.

#### **Timetable Summary**

*22 October 1995*

| Destinations      | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                   |                    |     | From       | Time   | From      | Time   |                         |       |
| Rockdale-Kyeemagh | 22 round trip      | M-F | Kyeemagh   | 6.00am | Rockdale  | 6.38pm | 60*                     |       |
|                   |                    | Sat | Rockdale   | 7.26am | Kyeemagh  | 5.31pm | 60                      |       |
|                   |                    | Sun |            |        |           |        |                         |       |

\* More frequent in peak hours.

*21 March 2010*

| Destinations            | Off-peak trip time | Day | First trip   |         | Last trip |         | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|--------------|---------|-----------|---------|-------------------------|-------|
|                         |                    |     | From         | Time    | From      | Time    |                         |       |
| Rockdale Plaza-Kyeemagh | 22RKr<br>30PKr     | M-F | Kyeemagh     | 6.00amR | Kyeemagh  | 2.48pmP | A                       |       |
|                         |                    |     | Rockdale Plz | 8.50amK | Rockdale  | 6.38pmK |                         |       |
|                         |                    | Sat | Kyeemagh     | 7.23amP | Kyeemagh  | 5.50pmP | 45                      |       |
|                         |                    |     |              |         |           |         |                         |       |

A – Peak hours, Rockdale-Kyeemagh. Day, Rockdale Plaza-Kyeemagh 45.

K – To Kyeemagh.

P – To Rockdale Plaza.

PKr – Round trip Rockdale Plaza-Kyeemagh-Rockdale Plaza.

R – To Rockdale.

RKr – Round trip Rockdale-Kyeemagh-Rockdale.

## Route 480

### **CITY (various termini) – ENFIELD – STRATHFIELD via Homebush Rd**

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

#### **Timeline**

**23 August 1943:**

- Full time feeder service, Annandale (Johnston St) – Strathfield, renumbered from 880
- Connected at Annandale (Johnston St) with Fort Macquarie trams.
- Operated by Department of Road Transport & Tramways.

**2 November 1947:** Extended from Annandale (Johnston St) to City (Hay St, Central Railway), making route City (Central Railway) – Strathfield, same as 880 prior to 1942.

**23 November 1952:** Sunday service curtailed to run:

*Mornings:* Strathfield – Enfield

*Afternoons:* Strathfield – Ashfield.

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

**By 10 October 1971:** Sunday service ceased.

**By August 1979:** City (Central Railway) terminus altered to Barlow St.

**19 December 1986:** City terminus altered to York St.

**6 September 1998:** City terminus altered to Pitt St between Bathurst & Park Sts.

**By June 2000:** City terminus altered to Queen Victoria Building.

**1 January 2005:** Became part of Contract Region 6.

**6 July 2008:** City terminus altered to Domain.

**1 January 2009:** City terminus altered to George St at Town Hall.

**11 March 2009:** City terminus (daylight hours) altered to Domain.

**20 May 2012:** City terminus (daylight hours) altered to George St at Town Hall, making route City (Town Hall area) – Strathfield at all times.

**30 January 2013:** City terminus altered to Domain.

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

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

#### **Streets**

##### **Annandale (Johnston St) – Strathfield**

*Circa 1946 (Gregory's Street Directory)*

**From Strathfield** [Strathfield Sq at Station] via The Boulevarde, Redmyre Rd, Homebush Rd, Liverpool Rd (**Enfield, Ashfield**), Parramatta Rd to Johnston St (Annandale).

##### **City (Hay St, Central Railway) – Strathfield**

*From 14 November 1949*

**From City (Hay St, Central Railway)** via Pitt St, Central [now Railway] Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield, Enfield**), Homebush Rd, Redmyre Rd, The Boulevarde to Strathfield Sq (Strathfield Station).

**From Strathfield** (Strathfield Sq at Station) via reverse route to Central [now Railway] Sq, then George St, Hay St (City).

##### **City (Parker St, Central Railway) – Strathfield**

###### **Alterations:**

- **From 20 May 1964:** Approached City from Railway Sq via George St, Rawson Pl, Pitt St, Barlow St, Parker St (City). Return via Hay St, George St, Railway Sq.
- **By 22 March 1972:** Approached Strathfield from Redmyre Rd via Raw Sq, Albert Rd to Strathfield Sq. Reverse on return.

## City (Barlow St, Central Railway) – Strathfield

### Alterations

- *By 9 December 1972 (after 6.00pm):* Approached City from Rawson Pl via Pitt St to Barlow St. Return via Hay St, George St.
- *Later:* Approached City from Pitt St via Barlow St to George St. Return via George St.

## City (York St) – Strathfield

### Alterations

- *From 19 December 1986:* Approached City from Railway Sq via George St to Queen Victoria Building. Return from York St via Druitt St, George St, Railway Sq.
- *By November 1988:* From Strathfield (Strathfield Sq) via Churchill Av, Raw Sq. Unaltered on return.

## City (Pitt St, Town Hall area) – Strathfield

*From 26 September 1998*

Alteration: City departure terminus altered to Pitt St between Bathurst & Park Sts.

## City (Domain) – Strathfield

### Alterations

- *From 6 July 2008:* Approached City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- *From 11 March 2009:* Approached City from George St via Park St, William St. Return via reverse route.
- *By 20 October 2013:* From City (Domain) (St Marys Rd at Cathedral St) via College St, Park St, George St. Unaltered on return.

## City (Pitt St, Town Hall area) – Strathfield

### Alteration:

*From 20 May 2012:* City terminus altered to George St outside Town Hall.

## City (Hay St, Central Railway) – Strathfield

### Alteration

*From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):*  
Approached City from Railway Sq via Pitt St to Hay St. Reverse on return.

## Timetable Summary

*14 November 1949*

## City (Hay St, Central Railway) – Enfield routes

**480, 483**

| Destinations                                                    | Off-peak trip time | Day | First trip  |        | Last trip     |         | Av day freq/No of trips# | Notes |
|-----------------------------------------------------------------|--------------------|-----|-------------|--------|---------------|---------|--------------------------|-------|
|                                                                 |                    |     | From        | Time   | From          | Time    |                          |       |
| <b>480:</b> City (Hay St, Cent Rly)-Strathfield via Homebush Rd | 46                 | M-F | Strathfield | 5.47am | Hay St, C/Rly | 12.12am | 20*                      | A     |
|                                                                 |                    | Sat |             | 5.47am |               | 12.12am | 20                       | A     |
|                                                                 |                    | Sun |             | 7.08am |               | 12.09am | 30                       | A     |
| <b>483:</b> City (Hay St, Cent Rly)-Strathfield via Ada Av      | 49                 | M-F | Strathfield | 6.38am | Hay St, C/Rly | 11.15pm | 20*                      | A     |
|                                                                 |                    | Sat |             | 6.38am |               | 11.15pm | 20                       | A     |
|                                                                 |                    | Sun |             | 7.20am |               | 10.45pm | 30                       | A     |

# Average day frequencies along common route:

M-F City (Hay St, Central Railway)-Enfield (480, 483) 10.  
Sat City (Hay St, Central Railway)-Enfield (480, 483) 10.  
Sun City (Hay St, Central Railway)-Enfield (480, 483) 15.

\* More frequent in peak hours.

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

October 1966

**City (Parker St, Central Railway) – Enfield routes  
480, 483**

| Destinations                                                              | Off-peak trip time    | Day  | First trip  |                     | Last trip              |          | Av day freq/No of trips# | Notes |
|---------------------------------------------------------------------------|-----------------------|------|-------------|---------------------|------------------------|----------|--------------------------|-------|
|                                                                           |                       |      | From        | Time                | From                   | Time     |                          |       |
| <b>480:</b> City (Parker St, Central Railway)-Strathfield via Homebush Rd | Fr Strath 28A 51P     | M-F  | Strathfield | 5.45amP             | Parker St, C/R         | 8.32pmS  | 30*                      | B     |
|                                                                           |                       | Sat  |             | 5.37amP             |                        | 10.47pmS | AM 30 PM 40              | B     |
|                                                                           |                       | Sun  |             | 1.26pmA             | Ashfield               | 6.27pmS  | 60                       |       |
|                                                                           |                       | Hols |             |                     |                        |          |                          |       |
| <b>483:</b> City (Parker St, Central Railway)-Strathfield via Ada Av      | Fr Strath 15E 27A 54P | M-F  | Strathfield | 6.38amP             | Parker St, C/R         | 11.05pmS | 30*                      | B     |
|                                                                           |                       | Sat  |             | 6.32amP             |                        | 11.32pmS | AM 30 PM 40              | B     |
|                                                                           |                       | Sun  |             | 7.36amE<br>12.56pmA | Ashfield               | 5.54pmS  | C                        |       |
|                                                                           |                       |      |             |                     | Enfield                | 10.05pmS |                          |       |
|                                                                           |                       | Hols | Enfield     | 5.59amS             | Parker St, Central Rly | 11.15pmS | D                        |       |
|                                                                           |                       |      | Strathfield | 8.56amP             |                        |          |                          |       |

# Average day frequencies along common route:

M-F City (Parker St, Central Railway)-Enfield (480, 483) 15.  
Sat AM City (Parker St, Central Railway)-Enfield (480, 483) 15.  
Sat PM City (Parker St, Central Railway)-Enfield (480, 483) 20.  
Sun PM Ashfield-Enfield (480, 483) 30.

\* More frequent in peak hours.

A – To Ashfield.

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

C – Morning, Enfield-Strathfield 60. Afternoon, Ashfield-Strathfield 60. Night, Enfield-Strathfield.

D – Morning, Enfield-Strathfield 30. Afternoon, City (Parker St, Central Railway)-Strathfield 30. Night, City (Parker St, Central Railway)-Strathfield.

E – To Enfield.

P – To City (Parker St, Central Railway).

S – To Strathfield.

August 1979

**City (Barlow St, Central Railway) – Enfield routes  
480, 483**

| Destinations                                                              | Off-peak trip time | Day | First trip             |        | Last trip      |         | Av day freq/No of trips# | Notes |
|---------------------------------------------------------------------------|--------------------|-----|------------------------|--------|----------------|---------|--------------------------|-------|
|                                                                           |                    |     | From                   | Time   | From           | Time    |                          |       |
| <b>480:</b> City (Barlow St, Central Railway)-Strathfield via Homebush Rd | 51                 | M-F | Strathfield            | 5.45am | Barlow St, C/R | 8.32pm  | 40*                      | A     |
|                                                                           |                    | Sat |                        | 5.37am |                | 6.32pm  | AM 30 PM 40              | B     |
|                                                                           |                    | Sun |                        |        |                |         |                          |       |
| <b>483:</b> City (Barlow St, Central Railway)-Strathfield via Wallis Av   | 54                 | M-F | Strathfield            | 6.37am | Barlow St, C/R | 11.05pm | 40*                      | A     |
|                                                                           |                    | Sat | Barlow St, Central Rly | 6.31am |                | 11.32pm | AM 30 PM 40              | B     |
|                                                                           |                    | Sun |                        |        |                |         |                          |       |

# Average day frequencies along common route:

M-F City (Barlow St, Central Railway)-Enfield (480, 483) 20.  
Sat AM City (Barlow St, Central Railway)-Enfield (480, 483) 15.  
Sat PM City (Barlow St, Central Railway)-Enfield (480, 483) 20.

\* More frequent in peak hours.

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

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

17 November 1985

**City (Barlow St, Central Railway) – Enfield routes  
480, 483**

| Destinations                                                              | Off-peak trip time | Day | First trip  |         | Last trip      |                    | Av day freq/No of trips# | Notes |
|---------------------------------------------------------------------------|--------------------|-----|-------------|---------|----------------|--------------------|--------------------------|-------|
|                                                                           |                    |     | From        | Time    | From           | Time               |                          |       |
| <b>480:</b> City (Barlow St, Central Railway)-Strathfield via Homebush Rd | 51                 | M-F | Strathfield | 6.08amB | Barlow St, C/R | 8.39pmS            | 40*                      | A     |
|                                                                           |                    | Sat |             | 6.51amB |                | 5.40pmS<br>7.39pmE | AM 40<br>PM 60           | C     |
|                                                                           |                    | Sun |             |         |                |                    |                          |       |
| <b>483:</b> City (Barlow St, Central Railway)-Strathfield via Wallis Av†  | 54                 | M-F | Strathfield | 5.38amB | Barlow St, C/R | 12.04amS           | 40*                      | A     |
|                                                                           |                    | Sat |             | 5.37amB |                | 12.04amS           | AM 40<br>PM 60           | A     |
|                                                                           |                    | Sun |             | 7.30amP | Park St        | 6.05pmS            | 60                       | D     |

# Average day frequencies along common route:

M-F City (Barlow St, Central Railway)-Enfield (480, 483) 20.  
Sat AM City (Barlow St, Central Railway)-Enfield (480, 483) 20.  
Sat PM City (Barlow St, Central Railway)-Enfield (480, 483) 30.  
Sun City (Park St)-Enfield (483) 60.

\* More frequent in peak hours.

† Extended to City (Park St) on Sundays.

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

B – To City (Barlow St, Central Railway).

C – Day, City (Barlow St, Central Railway)-Strathfield. Early evening, City (Barlow St, Central Railway) to Enfield Depot.

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

P – To City (Park St).

S – To Strathfield.

7 October 1990

**City (York St) – Enfield routes  
480, 483**

| Destinations                                           | Off-peak trip time | Day | First trip  |         | Last trip |                    | Av day freq/No of trips# | Notes |
|--------------------------------------------------------|--------------------|-----|-------------|---------|-----------|--------------------|--------------------------|-------|
|                                                        |                    |     | From        | Time    | From      | Time               |                          |       |
| <b>480:</b> City (York St)-Strathfield via Homebush Rd | 56                 | M-F | Strathfield | 6.08amY | York St   | 8.35pmS            | 40*                      | A     |
|                                                        |                    | Sat |             | 6.51amY |           | 5.35pmS<br>7.35pmE | B                        |       |
|                                                        |                    | Sun |             |         |           |                    |                          |       |
| <b>483:</b> City (York St)-Strathfield via Wallis Av   | 59                 | M-F | Strathfield | 5.38am  | York St   | 12.00mn            | 40*                      | A     |
|                                                        |                    | Sat |             | 5.37am  |           | 12.00mn            | AM 40<br>PM 60           | A     |
|                                                        |                    | Sun |             | 7.35am  |           | 6.30pm             | 60                       | C     |

# Average day frequencies along common route:

M-F City (York St)-Enfield (480, 483) 20.  
Sat AM City (York St)-Enfield (480, 483) 20.  
Sat PM City (York St)-Enfield (480, 483) 30.  
Sun AM City (York St)-Enfield (483) 60.

\* More frequent in peak hours.

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

B – Morning, City (York St)-Strathfield 40. Afternoon, City (York St)-Strathfield 60. Early evening, from City (York St) to Enfield. Plus short-working/s before first trip shown.

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

E – To Enfield.

S – To Strathfield.

Y – To City (York St).

4 October 2015

**City (Hay St, Central Railway) – Enfield routes  
480, 483**

| Destinations                                                    | Off-peak trip time | Day | First trip  |        | Last trip     |         | Av day freq/No of trips# | Notes |
|-----------------------------------------------------------------|--------------------|-----|-------------|--------|---------------|---------|--------------------------|-------|
|                                                                 |                    |     | From        | Time   | From          | Time    |                          |       |
| <b>480:</b> City (Hay St, Cent Rly)-Strathfield via Homebush Rd | 52                 | M-F | Strathfield | 5.23am | Hay St, C/Rly | 8.48pm  | 40*                      | A     |
|                                                                 |                    | Sat |             | 6.45am |               | 7.50pm  | 40                       |       |
|                                                                 |                    | Sun |             |        |               |         |                          |       |
| <b>483:</b> City (Hay St, Cent Rly)-Strathfield via Wallis Av   | 55                 | M-F | Strathfield | 6.00am | Hay St, C/Rly | 12.19am | 40*                      |       |
|                                                                 |                    | Sat |             | 5.25am |               | 12.18am | 40                       |       |
|                                                                 |                    | Sun |             | 7.25am |               | 9.29pm  | 30                       |       |

# Average day frequencies along common route:

M-F City (Hay St, Central Railway)-Enfield (480, 483) 20.

Sat City (Hay St, Central Railway)-Enfield (480, 483) 20.

Sun City (Hay St, Central Railway)-Enfield (483) 30.

\* More frequent in peak hours.

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

25 October 2020

**City (Pitt St, Central Railway) – Enfield routes  
480, 483**

| Destinations                                                    | Off-peak trip time | Day | First trip  |        | Last trip      |         | Av day freq/No of trips# | Notes |
|-----------------------------------------------------------------|--------------------|-----|-------------|--------|----------------|---------|--------------------------|-------|
|                                                                 |                    |     | From        | Time   | From           | Time    |                          |       |
| <b>480:</b> City (Hay St, Cent Rly)-Strathfield via Homebush Rd |                    | M-F | Strathfield | 5.13am | Pitt St, C/Rly | 8.27pm  | 60*                      | A     |
|                                                                 |                    | Sat |             | 8.41am |                | 5.04pm  | 60                       | B     |
|                                                                 |                    | Sun |             |        |                |         |                          |       |
| <b>483:</b> City (Hay St, Cent Rly)-Strathfield via Wallis Av   |                    | M-F | Strathfield | 5.44am | Pitt St, C/Rly | 12.02am | 30*                      | B     |
|                                                                 |                    | Sat |             | 5.43am |                | 12.12am | 30                       | B     |
|                                                                 |                    | Sun |             | 7.17am |                | 9.29pm  | 30                       | A     |

# Average day frequencies along common route:

M-F City (Pitt St, Central Railway)-Enfield (480, 483) 3 trips per hour.

Sat City (Pitt St, Central Railway)-Enfield (480, 483) 3 trips per hour.

Sun City (Pitt St, Central Railway)-Enfield (483) 30.

\* More frequent in peak hours.

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

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

## Route X80

### **STRATHFIELD – ENFIELD (Australian Language Centre) (INDUSTRIAL) ■**

#### **Timeline**

7 October 1990: Peak hour service commenced by State Transit Authority of NSW.

11 April 1997: Ceased.

## Route 481

### **ANNANDALE (Johnston St) – CHULLORA Railway Workshops (INDUSTRIAL) ■**

#### **Timeline**

13 March 1944: Peak hour service commenced by Department of Road Transport & Tramways.

By 8 February 1993: Replaced by 025.

#### **Streets**

May 1988

**From Annandale** (Parramatta Rd at Johnston St) via Parramatta Rd, Liverpool Rd (**Ashfield, Enfield, South Strathfield**), Hume Hwy, Muir Rd to Elcar Workshops (Chullora). Reverse on return.

## Route 483

### **CITY (various termini) – ENFIELD – STRATHFIELD via Ada Av**

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

*(Until about 1976 timetables described the route as “via Ada Av”, but thereafter as “via Wallis Av”, even though the actual streets remained unchanged.)*

#### **Timeline**

**14 June 1943:** Monday-Saturday service, Strathfield – South Strathfield (Augusta St/Wallis Av) renumbered from 883. Operated by Department of Road Transport & Tramways.

**23 August 1943 or 20 December 1943:**

- Extended on Monday-Saturday off-peak (& peak hours?) in South Strathfield from Augusta St/Wallis Av in a loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St. Connected at Liverpool Rd/Homebush Rd with 480 Annandale (Johnston St) buses. Night service provided by 484.
- Selected trips further extended from South Strathfield to Enfield (Broadway).

**2 November 1947:** Extended to run City (Central Railway) – Strathfield, same as 883 prior to 1942, replacing 484.

**By 14 November 1949:**

- City (Central Railway) terminus altered to Hay St.
- Sunday service commenced.

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

**27 October 1974:** Sunday service ceased.

**17 November 1985:** Sunday service revived. Sunday City terminus altered to Park St.

**19 December 1986:** City terminus altered to York St.

**6 September 1998:** City terminus altered to Pitt St between Bathurst & Park Sts.

**1 January 2005:** Became part of Contract Region 6.

**6 July 2008:** City terminus altered to Domain.

**1 January 2009:** City terminus altered to George St at Town Hall.

**11 March 2009:** City terminus (daylight hours) altered to Domain.

**20 May 2012:** City terminus (daylight hours) again altered to George St at Town Hall.

**30 January 2013:** City terminus re-extended to Town Hall to Domain.

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

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

#### **Streets**

### **Strathfield – South Strathfield via Oxford Rd**

*Circa 1946 (Gregory's Street Directory)*

**From Strathfield** [Strathfield Sq at Station] via The Avenue [now Churchill Av], Oxford Rd, Todman St, Barker Rd, South St, Ada Av, Wallis Av, Liverpool Rd (**South Strathfield**), Homebush Rd, Augusta St, Wallis Av, then reverse route to Strathfield Station.

### **City (Hay St, Central Railway) – Strathfield**

*From 14 November 1949*

**From City (Hay St, Central Railway)** via Pitt St, Central [now Railway] Sq, Broadway, Parramatta Rd, Liverpool Rd (**Ashfield, Enfield**), Wallis Av, Ada Av, South St, Barker Rd, Todman Av, Oxford Rd, Homebush Rd, Albert Rd to Strathfield Sq (Strathfield).

**From Strathfield** (Strathfield Sq at Station) via reverse route to Central [now Railway] Sq, then George St, Hay St (City).

### **City (Parker St, Central Railway) – Strathfield**

#### **Alterations**

- **From 20 May 1964:** Approached City from Railway Sq via George St, Rawson Pl, Pitt St, Barlow St, Parker St (City). Return via Hay St, George St, Railway Sq.
- **By 22 March 1972:** Approached Strathfield from Redmyre Rd via Raw Sq, Albert Rd to Strathfield Sq. Reverse on return.

## City (Barlow St, Central Railway) – Strathfield

### Alterations

- *By 9 December 1972 (after 6.00pm):* Approached City from Rawson Pl via Pitt St to Barlow St. Return via Hay St, George St.
- *Later:* Approached City from Pitt St via Barlow St to George St. Return via George St.

## City (Barlow St, Central Railway) – Strathfield (*extended in City to Park St on Sundays*)

### Alteration

*From 17 November 1985 (Sundays only):* Extended in City from Railway Square via George St, Bathurst St, Castlereagh St to Park St. Return from George St at Bathurst St via George St to Railway Square.

## City (York St) – Strathfield

### Alterations

- *From 19 December 1986:* Approached City from Railway Sq via George St to Queen Victoria Building. Return from York St via Druitt St, George St, Railway Sq.
- *By November 1988:* From Strathfield (Strathfield Sq) via Churchill Av, Raw Sq. Unaltered on return.

## City (Pitt St, Town Hall area) – Strathfield

*From 26 September 1998*

**Alteration:** City (departure terminus) altered to Pitt St between Bathurst & Park Sts.

## City (Domain) – Strathfield

### Alterations

- *From 6 July 2008:* Approached City from George St via Park St, William St, Riley St to Haig St (Domain). Return from Crown St at Cathedral St via Crown St, William St, Park St, George St.
- *From 11 March 2009:* Approached City from George St via Park St, William St. Return via reverse route.
- *By 20 October 2013:* From City (Domain) (St Marys Rd at Cathedral St) via College St, Park St, George St. Unaltered on return.

## City (Hay St, Central Railway) – Strathfield

### Alteration

*From 4 October 2015 (commencement of light rail construction in George St, City/new CBD bus network):* Approached City from Railway Sq via Pitt St to Hay St. Reverse on return.

## **Timetable Summary**

*See 480*

## **Route 484**

### **STRATHFIELD – SOUTH STRATHFIELD (various termini) via Shortland Av**■

### **Timeline**

**14 June 1943:**

- Strathfield – South Strathfield (Augusta St/Wallis Av) renumbered from 884.
- Ran nights & Sundays, replacing service on 413 and/or 414 and/or 483 at those times.
- Operated by Department of Road Transport & Tramways.

**23 August 1943 or 20 December 1943:**

- Extended to run on Monday-Saturday nights Strathfield - South Strathfield (loop from Augusta St/Wallis Av in a loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St)
- Connected at Liverpool Rd/Homebush Rd with 480 Annandale (Johnston St) buses.
- Sunday service remained as Strathfield – South Strathfield (Augusta St/Wallis Av).

**19 October 1947 or 2 November 1947:** Replaced by extended hours on 414 & night service on 483.

## Streets

### Strathfield – South Strathfield (loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St)

From 29 September 1946

**From Strathfield** [Strathfield Sq at Station] via Clarendon [now Albert] Rd, Albert Rd, Homebush Rd, Oxford Rd, Heyde Av, Dickson St, Merley Rd, Francis St, Shortland Av, Marion St, Barker Rd, South St, Ada Av, Wallis Av, Liverpool Rd (**South Strathfield**), Homebush Rd, Augusta St, Wallis Av, then reverse route to Strathfield Station.

## Timetable Summary

29 September 1946

| Destinations                   | Off-peak trip time | Day | First trip  |         | Last trip    |          | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|-------------|---------|--------------|----------|-------------------------|-------|
|                                |                    |     | From        | Time    | From         | Time     |                         |       |
| Strathfield-South Strathfield† | 29 round trip      | M-F | Strathfield | 7.20pmL | Liverpool Rd | 12.08amS | Ns                      |       |
|                                |                    | Sat |             | 6.34pmL |              | 12.08amS | Ns                      |       |
|                                |                    | Sun |             | 6.31amA | Augusta St   | 10.46pmS | 30                      |       |

† Loop via Wallis Av, Liverpool Rd & Homebush Rd, South Strathfield.

A – To South Strathfield (Augusta St/Wallis Av).

L – To South Strathfield (loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St).

Ns – Night service.

S – To Strathfield.

## Route 484

### STRATHFIELD – ENFIELD – GREENACRE■

## Timeline

**18 September 1988:** Renumbered from part of 27 [1925 route number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 485 & 486. Operated by Bankstown-Strathfield Bus Service Pty Ltd (Treuer family).

**5 May 2003:** Transferred to Westway Bus & Coach Service (a division of Demeton Pty Ltd) (Threlkeld family).

**7 July 2003:** Operator's name changed to Transit First.

**1 January 2005:** Became part of Contract Region 13.

**18 September 2006:** Replaced by 914, as a result of Ministry of Transport review of Contract Region 13.

## Streets

From 18 September 1988

**From Strathfield** (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Liverpool Rd, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre).

**From Greenacre** (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Acacia Av, Juno Pde, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

## Alterations

By 1 May 1995:

- Ex Strathfield from Liverpool Rd via Margaret St, Jean St. Unaltered ex Greenacre.
- From Greenacre via Waterloo Rd, Wangee Rd, Roberts Rd.

## Timetable Summary

18 September 1988

| Destinations          | Off-peak trip time | Day | First trip |        | Last trip   |        | Av day freq/No of trips | Notes |
|-----------------------|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
|                       |                    |     | From       | Time   | From        | Time   |                         |       |
| Strathfield-Greenacre | 20                 | M-F | Greenacre  | 5.00am | Strathfield | 6.15pm | A                       |       |
|                       |                    | Sat |            |        |             |        |                         |       |
|                       |                    | Sun |            |        |             |        |                         |       |

A – 16 trips from Greenacre, 15 trips from Strathfield.

## Route 485

### **STRATHFIELD – ENFIELD – BANKSTOWN via Roberts Rd**

*(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)*

#### **Timeline**

**18 September 1988:** Renumbered from part of 27 [1925 route number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 484 & 486 and then most of route between there & Bankstown with 486. Operated by Bankstown-Strathfield Bus Service Pty Ltd (Treuer family).

**5 May 2003:** Transferred to Westway Bus & Coach Service (a division of Demeton Pty Ltd) (Threlkeld family).

**7 July 2003:** Operator's name changed to Transit First.

**1 January 2005:** Became part of Contract Region 13.

**18 September 2006:** Replaced by parts of 900 & 913 as a result of Ministry of Transport review of Contract Region 13.

#### **Streets**

*From 18 September 1988*

**From Strathfield** (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Liverpool Rd, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Liverpool Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

**From Bankstown** (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

#### **Alteration**

*By 1 May 1995:* Ex Strathfield from Liverpool Rd via Margaret St, Jean St. Unaltered ex Bankstown.

#### **Timetable Summary**

*18 September 1988*

#### **Strathfield – Bankstown routes**

#### **485, 486**

| Destinations                                     | Off-peak trip time | Day | First trip  |        | Last trip   |         | Av day freq/No of trips# | Notes |
|--------------------------------------------------|--------------------|-----|-------------|--------|-------------|---------|--------------------------|-------|
|                                                  |                    |     | From        | Time   | From        | Time    |                          |       |
| <b>485:</b> Strathfield-Bankstown via Roberts Rd | 30                 | M-F | Bankstown   | 5.25am | Bankstown   | 9.35pm  | 60*                      | A     |
|                                                  |                    | Sat |             | 6.15am |             | 10.35pm | AM 45-50<br>PM 120       |       |
|                                                  |                    | Sun |             | 7.35am | Strathfield | 8.04pm  | 120                      |       |
| <b>486:</b> Strathfield-Bankstown via Rawson Rd  | 30                 | M-F | Bankstown   | 5.55am | Strathfield | 10.04pm | 60*                      | B     |
|                                                  |                    | Sat |             | 5.45am | Bankstown   | 9.35pm  | AM 45-50<br>PM 120       | A     |
|                                                  |                    | Sun | Strathfield | 8.04am |             | 7.35pm  | 120                      |       |

*485 & 486 generally ran alternately.*

# Average day frequencies along common route:

M-F Strathfield-Bankstown (485, 486) 30.  
Sat AM Strathfield-Bankstown (485, 486) 20-30.  
Sat PM Strathfield-Bankstown (485, 486) 60.  
Sun Strathfield-Bankstown (485, 486) 60.

\* More frequent in peak hours.

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

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

## Route 486

### **STRATHFIELD – ENFIELD – BANKSTOWN via Rawson Rd**■

*(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)*

#### **Timeline**

**18 September 1988:**

- Renumbered from part of 27 [1925 route number].
- Shared route between Strathfield and Hume Hwy/Roberts Rd with 484 & 485 and then most of route between there & Bankstown with 485.
- Operated by Bankstown-Strathfield Bus Service Pty Ltd (Treuer family).

**5 May 2003:** Transferred to Westway Bus & Coach Service (a division of Demeton Pty Ltd) (Threlkeld family).

**7 July 2003:** Operator's name changed to Transit First.

**1 January 2005:** Became part of Contract Region 13.

**18 September 2006:** Amalgamated with 860 and extended from Strathfield to Burwood as 900, Liverpool – Bankstown – Strathfield – Burwood, as a result of Ministry of Transport review of Contract Region 13.

#### **Streets**

*From 18 September 1988*

**From Strathfield** (Albert Rd at station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Liverpool Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Liverpool Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce to Bankstown station.

**From Bankstown** (North Tce at station) via Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, The Mall, Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield station.

#### **Timetable Summary**

See 485.

## Route 486A

### **BANKSTOWN – CHULLORA Business Park (INDUSTRIAL)**■

#### **Timeline**

**29 January 2002:** Peak hour industrial service commenced on trial by Bankstown-Strathfield Bus Service Pty Ltd (Treuer family).

**28 March 2002:** Ceased due to insufficient patronage.

#### **Streets**

*From 29 January 2002*

**From Bankstown** (North Tce at station) via Fetherstone St, The Mall, Chapel Rd, Hume Hwy, Muir Rd, Worth St (**Chullora Business Park**), Hume Hwy, Chapel Rd, The Mall, The Appian Way, North Tce to Bankstown station.

#### **Timetable Summary**

*29 January 2002*

| Destinations                     | Off-peak trip time   | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|----------------------------------|----------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                                  |                      |     | From       | Time   | From      | Time   |                         |       |
| Bankstown-Chullora Business Park | Approx 28 round trip | M-F | Bankstown  | 6.00am | Chullora  | 6.15pm | Ph                      |       |
|                                  |                      | Sat |            |        |           |        |                         |       |
|                                  |                      | Sun |            |        |           |        |                         |       |

Ph – Peak hours only.

## Route 487

### **CANTERBURY – BANKSTOWN via Canterbury Rd**

*(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)*

*(Trips via Fore St were referred to as via High St Loop in the 11 September 1988 timetable.)*

#### **Timeline**

**10 August 1941:**

- Full time service Canterbury – Punchbowl (Victoria Rd) renumbered from 187 [1925 route number].
- Operated by Department of Road Transport & Tramways.

**11 August 1946:**

- Extended to run Canterbury – Bankstown (Canterbury Rd/Chapel Rd) on Sundays.
- Rerouted via Canterbury Rd instead of Fore St area. Route in Fore St area replaced by new 488.

**12 September 1949:** Extended to run Canterbury – Bankstown (Chapel Rd) at all times.

**7 September 1957:** Extended to run Canterbury – Bankstown Hospital.

**21 September 1961:** Extended to run Canterbury – Bankstown Hospital – Bankstown Station.

**12 October 1965:** Rerouted via Roselands shops upon opening (originally during normal shopping hours, approx. 9am-6pm weekdays & 9am-12.30pm Saturdays).

**4 October 1966:** Extended to run Canterbury – Campsie – Bankstown Hospital – Bankstown Square shops.

**13 January 1972:** Hours of service on Thursdays extended to nights for late night shopping (most trips at that time ran Campsie – Roselands shops – Bankstown Hospital).

**27 October 1974:** Sunday service ceased.

**By 6 July 1980:** Curtailed to run Canterbury – Bankstown Station.

**8 April 1980:** Diversion via Fore St area replaced equivalent part of 488.

**By August 1984:** Saturday afternoon trips rerouted via Roselands shops.

**11 September 1988:** Canterbury – Bankstown Station via High St Loop (weekday daytime & Saturday morning) trips renumbered 488. Shared most of route with 488.

**By 1 October 1989:**

- 488 trips rerouted via & renumbered 487.
- Night service ceased.

**1 January 2005:** Became part of Contract Region 6.

**8 December 2008:** Re-extended to run Canterbury – Bankstown Centro shops, when Bankstown bus lane opened.

**21 March 2010:** Sunday service re-commenced as part of general service review of Contract Region 6 routes.

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

#### **Streets**

##### **Canterbury – Punchbowl (Victoria Rd)**

*From 11 August 1946*

**From Canterbury** (Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (Campsie), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd to Victoria Rd (Punchbowl).

##### **Canterbury – Bankstown (Chapel Rd)**

###### **Alteration**

*From 12 September 1949† (based on 23 November 1952 timetable):* From Punchbowl (Victoria Av) via Canterbury Rd to Chapel Rd (Bankstown).

† Also on Sundays from 11 August 1946.

##### **Canterbury – Bankstown Hospital**

*From 7 September 1957 (based on 1 December 1957 timetable)*

**From Canterbury** (Canterbury Rd at Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (Campsie), Beamish St, Claremont St, Tudor St, Canterbury Rd, Claribel St, Artagall St to Bankstown Hospital.

**From Bankstown Hospital** (Artagall St) via Eldridge Rd, Chspel Rd, Canterbury Rd, then reverse route to Canterbury.

## Canterbury – Bankstown Station

*From 21 September 1961 (based on 21 October 1962 timetable)*

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd, Chapel Rd, South Tce, railway bridge, Marion St, Chapel Rd, The Mall, The Appian Way, North Tce to Bankstown Station.

**From Bankstown** (North Tce at Station) via Railway bridge, South Tce, Restwell St, Greenfield Pde, Chapel Rd, Canterbury Rd, then reverse route to Canterbury Station.

**Trips via Bankstown Hospital:** Ex Canterbury from Canterbury Rd via Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Northam Sv, Calidore St, Chapel Rd, then to Bankstown Station. Return ex Bankstown Station from Chapel Rd via Eldridge Rd, Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd, Canterbury Rd, then to Canterbury Station.

**Trips from Canterbury terminating at Bankstown Hospital:** Ex Canterbury from Canterbury Rd via Claribel St, Artega St to Bankstown Hospital. Returning via Eldridge Rd, Chapel Rd, Canterbury Rd.

## Canterbury – Roselands – Bankstown Square

*From 4 October 1966 (based on July 1967 timetable)*

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd (**Punchbowl**), Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Northam Av, Calidore St, Chapel Rd, South Tce, railway bridge, Marion St, Chapel Rd, The Mall to Bankstown Square shops.

**From Bankstown Square** (shops, The Mall) via North Tce, railway bridge, South Tce, Restwell St, Greenfield Pde, Chapel Rd, Eldridge Rd, Northam Av, Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd, Canterbury Rd, then reverse route to Roselands shops, then Roseland Av, King Georges Rd, then reverse route to Canterbury Station.

**Trips from Canterbury or Campsie terminating at Bankstown Hospital:** From Canterbury Rd via Claribel St, Artega St (Bankstown Hospital). Return via Eldridge Rd, Chapel Rd, Canterbury Rd.

**Trips not via Roselands shops:** Direct via Canterbury Rd.

## Canterbury – Bankstown Station

*By 6 July 1980*

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Palmer St, Tudor St, Canterbury Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd (**Punchbowl**), Chapel Rd, Greenfield Pde, Restwell St to South Tce (Bankstown Station).

**From Bankstown** (South Tce at Station) via West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel Rd, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd, Tudor St, then reverse route to Canterbury.

**Canterbury (Fore St) diversion** (*peak hours & Saturday mornings*): Either direction from Canterbury Rd/Cooks Av via Cooks Av, High St, Fore St to Canterbury Rd.

**Trips not via Roselands shops:** Direct via Canterbury Rd.

**Trips via Bankstown Hospital:** Ex Canterbury from Canterbury Rd via Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Northam Sv, Calidore St, Chapel Rd, then to Bankstown Station. Return ex Bankstown Station from Chapel Rd via Eldridge Rd, Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd, Canterbury Rd, then to Canterbury Station.

**Trips from Canterbury or Campsie terminating at Bankstown Hospital:** From Canterbury Rd via Chapel Rd, Eldridge Rd, Northam Av, Claribel St, Artega St (Bankstown Hospital). Return via Eldridge Rd, Northam Av, Claribel St, Canterbury Rd.

## Alterations

- **By August 1984:** Either direction from Canterbury Rd/King Georges Rd via King Georges Rd, Roselands Dr to Roselands shops, then Roseland Av, King Georges Rd to Canterbury Rd.
- **By 17 November 1985:** Ex Canterbury from Claremont St via Thorncroft Pde, Canterbury Rd. Unaltered on return.
- **By 3 November 1996:** Ex Canterbury from Park St via South Pde. Reverse on return.
- **By September 2002:** Ex Canterbury from Canterbury Rd via Claribel St, Artega St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd. Reverse on return.

## Canterbury – Bankstown Central

### Alteration

**From 8 December 2008:** Approached Bankstown from Greenfield Pde via South Tce, bus lane over bridge, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Central bus terminal. Return via The Mall, The Appian Way, North Tce, bus lane over bridge, South Tce, West Tce, Raymond St, Restwell St, Greenfield Pde.

**From 9 February 2020**

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Wonga St, Redman St, Duke St, South Pde (Campsie), Beamish St, Claremont St, Thorncraft Pde, Canterbury Rd, Canarys Rd, King Georges Rd, Roselands Dr to Roselands bus terminal (Roselands shops), then Martin St, Violet St, Payten Av, Mount Av, Canterbury Rd (Punchbowl), Chapel Rd, Claribel St, Artagall St, Eldridge Rd, Chapel St, Greenfield Pde, Restwell St, South Tce, bus lane over bridge, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Central bus terminal.

**From Bankstown** (Bankstown Central bus terminal) via The Mall, The Appian Way, North Tce, bus lane over bridge, Restwell St, Greenfield Pde, South Tce, West Tce, Raymond St, Restwell St, Greenfield Pde, then reverse route to Martin St, then Roselands bus terminal, Roseland Av, King Georges Rd, Canarys Rd, Canterbury Rd, Tudor St, Claremont St, then reverse route to Wonga St, then Canterbury Rd, Jeffrey St, King St, John St, Broughton St to Canterbury Station.

**Trips not via Roselands shops:** Ex Canterbury direct via Canterbury Rd. Reverse on return.

### Alteration:

**From 25 October 2020:** All trips via Roselands shops.

### Timetable Summary

11 August 1946

#### Canterbury – Campsie routes

487, 488

| Destinations                             | Off-peak trip time    | Day | First trip  |         | Last trip   |          | Av day freq/No of trips# | Notes |
|------------------------------------------|-----------------------|-----|-------------|---------|-------------|----------|--------------------------|-------|
|                                          |                       |     | From        | Time    | From        | Time     |                          |       |
| 487: Canterbury-Punchbowl (Victoria Rd)† | Fr Cant<br>25V<br>33B | M-F | Victoria Rd | 6.25am  | Victoria Rd | 11.21pm  | 30                       |       |
|                                          |                       | Sat |             | 6.25am  |             | 11.21pm  | 30                       |       |
|                                          |                       | Sun | Chapel Rd   | 7.14amC | Canterbury  | 10.15pmB | 40                       | A     |
| 488: Canterbury-Campsie via Fore St      | 15                    | M-F | Campsie     | 6.13am  | Campsie     | 11.16pm  | 30                       |       |
|                                          |                       | Sat |             | 6.13am  |             | 11.16pm  | 30                       |       |
|                                          |                       | Sun |             | 8.17am  | Canterbury  | 11.01pm  | 30                       |       |

† Extended to Bankstown (Canterbury Rd/Chapel Rd) on Sundays.

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

B – To Bankstown (Canterbury Rd/Chapel Rd).

C – To Canterbury.

V – To Punchbowl (Victoria Rd).

12 September 1949

#### Canterbury – Campsie routes

487, 488

| Destinations                          | Off-peak trip time | Day | First trip |        | Last trip  |         | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
|                                       |                    |     | From       | Time   | From       | Time    |                         |       |
| 487: Canterbury-Bankstown (Chapel Rd) | 33                 | M-F | Chapel Rd  | 6.17am | Chapel Rd  | 11.36pm | 30                      | A     |
|                                       |                    | Sat |            | 6.17am |            | 11.36pm | 30                      | A     |
|                                       |                    | Sun |            | 6.32am | Canterbury | 10.14pm | 40                      | B     |
| 488: Canterbury-Campsie via Fore St   | 12                 | M-F | Campsie    | 6.11am | Campsie    | 11.34pm | 40                      |       |
|                                       |                    | Sat |            | 6.11am |            | 11.34pm | 40                      |       |
|                                       |                    | Sun |            | 8.51am |            | 11.34pm | 40                      |       |

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

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

### 1 December 1957

| Destinations                       | Off-peak trip time | Day  | First trip    |        | Last trip  |         | Av day freq/No of trips | Notes |
|------------------------------------|--------------------|------|---------------|--------|------------|---------|-------------------------|-------|
|                                    |                    |      | From          | Time   | From       | Time    |                         |       |
| 487: Canterbury-Bankstown Hospital | 37                 | M-F  | Bankst'n Hosp | 6.09am | Canterbury | 11.10pm | 30*                     | A     |
|                                    |                    | Sat  |               | 7.00am |            | 11.10pm | AM 30 PM 40             | A     |
|                                    |                    | Sun  | Canterbury    | 9.40am |            | 9.50pm  | 40                      |       |
|                                    |                    | Hols |               | 7.01am |            | 11.10pm | 30                      | A     |

\* More frequent in peak hours.

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

### 21 October 1962

| Destinations                      | Off-peak trip time | Day | First trip    |         | Last trip     |          | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|---------------|---------|---------------|----------|-------------------------|-------|
|                                   |                    |     | From          | Time    | From          | Time     |                         |       |
| 487: Canterbury-Bankstown Station | Fr Cant 34H 39B    | M-F | Bankst'n Hosp | 6.11amC | Bankstown Stn | 5.48pmC  | A                       |       |
|                                   |                    |     | Canterbury    | 8.28amB | Canterbury    | 11.16pmH |                         |       |
|                                   |                    | Sat | Bankst'n Hosp | 6.58amC | Bankstown Stn | 12.52pmC | D                       |       |
|                                   |                    |     | Canterbury    | 7.34amB | Canterbury    | 11.16pmH |                         |       |
|                                   |                    | Sun |               | 9.56amH | Bankst'n Hosp | 10.06pmC | 40                      | E     |

\* More frequent in peak hours.

A – Early morning & night, Canterbury-Bankstown Hospital. Day, Canterbury-Bankstown Station 30\* (alternate trips ran via Bankstown Hospital). Plus short-working/s before first trip & after last trip shown.

B – To Bankstown Station.

C – To Canterbury.

D – Morning, Canterbury-Bankstown Station 30 (alternate trips ran via Bankstown Hospital). Afternoon & night, Canterbury-Bankstown Hospital. Plus short-working/s before first trip & after last trip shown.

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

H – To Bankstown Hospital.

### March 1969

| Destinations                     | Off-peak trip time | Day | First trip    |         | Last trip     |                  | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|---------------|---------|---------------|------------------|-------------------------|-------|
|                                  |                    |     | From          | Time    | From          | Time             |                         |       |
| 487: Canterbury-Bankstown Square | Fr Cant 42H 52B    | M-F | Bankst'n Hosp | 6.07amC | Bankstown Sq  | 5.53pmC          | A                       |       |
|                                  |                    |     | Canterbury    | 8.28amB | Canterbury    | 7.56pmH          |                         |       |
|                                  |                    |     |               |         | Campsie       | 11.37pmH         |                         |       |
|                                  |                    | Sat |               | 7.31amB | Canterbury    | 12.09pmB 7.56pmH | D                       |       |
|                                  |                    |     |               |         | Campsie       | 11.37pmH         |                         |       |
|                                  |                    | Sun |               | 9.56amH | Canterbury    | 5.29pmH          | E                       |       |
|                                  |                    |     |               |         | Bankst'n Hosp | 10.06pmP         |                         |       |

\* More frequent in peak hours.

A – Morning peak hour & night, Canterbury-Bankstown Hospital. Day & afternoon peak hour, Canterbury-Bankstown Square 30\*. Day trips ran via Roselands shops. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown Square.

C – To Canterbury.

D – Morning, Canterbury-Bankstown Square 30. Afternoon, Canterbury-Bankstown Hospital 30. Night, Campsie-Bankstown Hospital. Morning trips ran via Roselands shops. Plus short-working/s before first trip & after last trip shown.

E – Day, Canterbury-Bankstown Hospital 40. Night, Campsie-Bankstown Hospital.

H – To Bankstown Hospital.

P – To Campsie.

11 September 1988

**Canterbury – Bankstown routes**

**487, 488**

| Destinations                                  | Off-peak trip time           | Day | First trip    |         | Last trip     |         | Av day freq/No of trips# | Notes |
|-----------------------------------------------|------------------------------|-----|---------------|---------|---------------|---------|--------------------------|-------|
|                                               |                              |     | From          | Time    | From          | Time    |                          |       |
| 487: Canterbury-Bankstown Station             | Fr Cant<br>23R<br>42H<br>50B | M-F | Bankst'n Hosp | 6.04amC | Bankstown Stn | 5.42pmC | A                        |       |
|                                               |                              |     | Canterbury    | 8.37amB | Canterbury    | 7.17pm  |                          |       |
|                                               |                              | Sat | Bankstown Stn | 8.19amC | Bankstown Stn | 4.19pmC | D                        |       |
|                                               |                              |     |               |         | Canterbury    | 5.22pmH |                          |       |
|                                               |                              | Sun |               |         |               |         |                          |       |
| 488: Canterbury-Bankstown Station via Fore St | 51                           | M-F | Bankst'n Hosp | 7.03amC | Bankstown Stn | 4.44pm  | E                        |       |
|                                               |                              |     | Canterbury    | 9.13amB | Canterbury    | 5.22pm  |                          |       |
|                                               |                              | Sat | Bankstown Stn | 7.52am  |               | 12.18pm | 60                       |       |
|                                               |                              |     |               |         |               |         |                          |       |
|                                               |                              | Sun |               |         |               |         |                          |       |

# Average day frequencies along common route:

M-F Canterbury-Bankstown (487, 488) 30.

Sat AM Canterbury-Bankstown (487, 488) 30.

Sat PM Canterbury-Bankstown (487) 60.

\* More frequent in peak hours.

A – Morning peak hour, Canterbury – Bankstown Hospital. Day & afternoon peak hour, Canterbury – Bankstown Station 60\*. Extra trips Thursday & Friday nights (last trip on Thursday 8.53pm from Bankstown Hospital to Campsie).

B – To Bankstown Station.

C – To Canterbury.

D – Morning, Canterbury-Bankstown Station 60. Afternoon, Canterbury-Roselands 30, Canterbury-Bankstown Station 60. Last 2 trips from Canterbury to Bankstown Hospital.

E – Morning peak hour, Canterbury-Bankstown Hospital. Day & afternoon peak hour, Canterbury-Bankstown Station 60\*. Last trip from Canterbury to Bankstown Hospital.

H – To Bankstown Hospital.

R – To Roselands.

1 October 1989

| Destinations                      | Off-peak trip time    | Day | First trip    |         | Last trip     |         | Av day freq/No of trips | Notes |
|-----------------------------------|-----------------------|-----|---------------|---------|---------------|---------|-------------------------|-------|
|                                   |                       |     | From          | Time    | From          | Time    |                         |       |
| 487: Canterbury-Bankstown Station | Fr Cant<br>23R<br>50B | M-F | Bankst'n Hosp | 6.28amC | Bankstown Stn | 5.52pmC | A                       |       |
|                                   |                       |     | Canterbury    | 8.22amB |               |         |                         |       |
|                                   |                       | Sat |               | 8.22amB |               | 4.22pmC | D                       |       |
|                                   |                       |     |               |         |               |         |                         |       |
|                                   |                       | Sun |               |         |               |         |                         |       |

A – Morning peak hour, Canterbury-Bankstown Hospital. Day, Canterbury-Roselands 30, Canterbury-Bankstown Square 60. Extra trips Thursday night. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

C – To Canterbury.

D – Canterbury-Roselands 30, Canterbury-Bankstown 60. Plus short-working/s before first trip & after last trip shown.

R – To Roselands.

3 November 1996

| Destinations                      | Off-peak trip time | Day | First trip    |        | Last trip     |        | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|---------------|--------|---------------|--------|-------------------------|-------|
|                                   |                    |     | From          | Time   | From          | Time   |                         |       |
| 487: Canterbury-Bankstown Station | 53                 | M-F | Canterbury    | 6.05am | Bankstown Stn | 5.47pm | 30                      | A     |
|                                   |                    | Sat | Bankstown Stn | 7.52am |               | 4.22pm | 30                      | A     |
|                                   |                    | Sun |               |        |               |        |                         |       |

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

21 March 2010

| Destinations                     | Off-peak trip time | Day | First trip      |        | Last trip       |        | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|-----------------|--------|-----------------|--------|-------------------------|-------|
|                                  |                    |     | From            | Time   | From            | Time   |                         |       |
| 487: Canterbury-Bankstown Centro | 57                 | M-F | Canterbury      | 6.04am | Bankst'n Centro | 6.30pm | 30                      | A     |
|                                  |                    | Sat | Bankst'n Centro | 7.44am | Canterbury      | 5.15pm | 30                      | A     |
|                                  |                    | Sun |                 | 9.00am |                 | 5.00pm | 60                      |       |

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

## Route 488

### **CANTERBURY – CAMPSIE via Fore St**

- **Extended from Campsie to Bankstown (Chapel Rd) (Sundays, 1940s?)**

**Also:**

- **Canterbury – Campsie – Bankstown Station via High St Loop (1988-89)**

*(Part of route in Fore St area was referred to as High St Loop in the 11 September 1988 timetable.)*

### **Timeline**

**11 August 1946:**

- Canterbury – Campsie via Fore St commenced by Department of Road Transport & Tramways when 487 rerouted via Canterbury Rd instead of Fore St.
- (Then or later) extended from Campsie to Bankstown (Chapel Rd) on Sundays (ceased by 12 September 1949).
- Canterbury – Campsie service ran full time by 12 September 1949.

**6 August 1951:** Ceased.

*Service ceased for a period.*

**22 September 1952:** Monday-Saturday service, Canterbury – Campsie, recommenced on an extended route via Moore St, Campsie

**16 July 1954:** Additional trips made service run throughout daytime on Fridays. Unaltered at other times.

**8 April 1980:** Reduced to a school service (but listed in timetable). Service in the Fore St area replaced by diversions of 487 at similar times.

**By August 1984:**

- 488 no longer shown in 487 timetable.
- Service in the Moore St area not replaced.

*Service ceased for a period until rearranged & recommenced.*

**11 September 1988:** Recommenced as Canterbury – Bankstown Station via High St Loop (weekday daytime & Saturday morning), being mostly alternate trips on 487 renumbered. Shared most of route with 487.

**By 1 October 1989:** Ceased. Service to High St Loop not replaced.

### **Streets**

#### **Canterbury – Campsie via Fore St**

*From 11 August 1946*

**From Canterbury** (Station, Jeffrey St at Canterbury Rd) via Canterbury Rd, Fore St, High St, Cooks Av, Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Beamish St to Campsie Station.

**From Campsie** (Beamish St at Station) via South Pde, Duke St, Evaline St, then reverse route to Canterbury Station.

#### **Canterbury – Campsie via Fore St & Moore St**

*By 17 January 1955*

**From Canterbury** (Station, Jeffrey St at Canterbury Rd) via Canterbury Rd, Fore St, High St, Cooks Av, Canterbury Rd, Wonga St, Wairoa St, Nowra St, Bellomby St, Moore St, Clissold Pde, Beamish St, South Pde, Duke St (selected trips ran via Harold St instead of Duke St), Evaline St to Beamish St (Campsie).

**From Campsie** (Evaline St at Beamish St) via Beamish St, then reverse route to Canterbury Station.

**By 6 July 1980 (school trips only)**

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Wonga St, Wairoa St, Nowra St, Bellombi St, Moore St, Brighton Av, Beamish St, South Pde, Duke St, Evaline St to Harold St (Campsie).

**From Campsie** (Evaline St at Harold St) via Evaline St, Beamish St, then reverse route to Wonga St, then Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Jeffrey St to near Canterbury Rd (Canterbury Station).

## **Canterbury – Campsie – Bankstown Station via High St**

**By 11 September 1988**

**From Canterbury** (Broughton St at Station) via Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Thorncraft St, Canterbury Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canterbury Rd (**Punchbowl**), Chapel Rd, Greenfield Pde, Restwell St to South Tce (Bankstown Station).

**From Bankstown** (South Tce at Station) via West Tce, Raymond St, Restwell St, Greenfield Pde, Chapel Rd, Canterbury Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canterbury Rd, Tudor St, Palmer St, Claremont St, then reverse route to Wonga St, then Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Broughton St to Canterbury Station.

**Trips not via Roselands shops:** Direct via Canterbury Rd.

**Trips from Canterbury terminating at Bankstown Hospital:** From Canterbury Rd via Chapel Rd, Eldridge Rd, Northam Av, Claribel St, Artegall St (Bankstown Hospital). Return via Eldridge Rd, Northam Av, Claribel St, Canterbury Rd.

## **Timetable Summary**

**11 August 1946**

See 487

**12 September 1949**

| Destinations                   | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|                                |                    |     | From       | Time   | From      | Time    |                         |       |
| Canterbury-Campsie via Fore St | 12                 | M-F | Campsie    | 6.11am | Campsie   | 11.34pm | 40                      |       |
|                                |                    | Sat |            | 6.11am |           | 11.34pm | 40                      |       |
|                                |                    | Sun |            | 8.51am |           | 11.34pm | 40                      |       |

**22 September 1952**

| Destinations                   | Off-peak trip time | Day | First trip |        | Last trip  |         | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
|                                |                    |     | From       | Time   | From       | Time    |                         |       |
| Canterbury-Campsie via Fore St | 15                 | M-F | Campsie    | 7.30am | Campsie    | 6.10pm  | 40                      | A     |
|                                |                    | Sat |            | 8.50am | Canterbury | 12.30pm | 40                      |       |
|                                |                    | Sun |            |        |            |         |                         |       |

A – Gap in service middle of the day.

**January 1966**

| Destinations                   | Off-peak trip time | Day | First trip |        | Last trip  |         | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
|                                |                    |     | From       | Time   | From       | Time    |                         |       |
| Canterbury-Campsie via Fore St | 15                 | M-F | Campsie    | 7.26am | Canterbury | 5.55pm  | 40                      | A     |
|                                |                    | Sat |            | 8.51am |            | 12.35pm | 40                      |       |
|                                |                    | Sun |            |        |            |         |                         |       |

A – Gap in service.

**11 September 1988**

See 487

## Route 490

### **CITY (various termini) – EARLWOOD – CAMPSIE – DRUMMOYNE**

#### **Also:**

- **Campsie – Marrickville (Woollen Mills) (INDUSTRIAL, 1953-?)**

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

#### **Timeline**

**14 June 1943:**

- Full time feeder service, Dulwich Hill – Earlwood – Drummoyne, renumbered from 990.
- Connected at Dulwich Hill with Circular Quay trams.
- Operated by Department of Road Transport & Tramways.

**30 November 1947:** Restored as City (York St) – Earlwood – Drummoyne full time.

**23 July 1950:** Sunday mornings & nights service curtailed to run as a feeder service Dulwich Hill – Earlwood – Drummoyne, connecting at Dulwich Hill with Circular Quay trams. Similarly curtailed on weeknights & Saturday afternoons from 23 November 1952.

**22 June 1953:** City terminus altered to Park St.

**4 September 1953:** Campsie – Marrickville (Woollen Mills) industrial service commenced (when ceased?).

**15 December 1957:** Rerouted via Rodd Point on trial (later made permanent).

**10 July 1960:** City terminus altered back to York St.

**7 September 1986:** Curtailed to run City (York St) – Campsie. Five Dock – Rodd Point – Drummoyne replaced by rerouted 494. Route in Croydon area not replaced.

**16 April 1989:** Ceased. Mostly replaced by rerouted 412 between Dulwich Hill & Campsie. Other routes covered Parramatta Rd & Dulwich Hill areas.

#### **Streets**

**Dulwich Hill – Earlwood – Drummoyne** via Lyons Rd between Drummoyne & Ingham Av  
*Circa 1946 (Gregory's Street Directory)*

**From Drummoyne** (Lyons Rd/Victoria Rd) via Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av to Arthur St (**Rodd Point**), then First Av, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St, Hennessey St, Meta St (**Croydon**), The Strand, Dickinson Av, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Northcote St, Bexley Rd, William St, Homer St (**Earlwood**), Earlwood Av, Delwood Av, Permanent Av, Prince Edward Av, Wardell Rd, Marrickville Rd to New Canterbury Rd (Dulwich Hill tram terminus).

**City (York St) – Earlwood – Drummoyne** via Lyons Rd between Drummoyne & Ingham Av  
*By 23 February 1948*

**From City (York St)** (Queen Victoria Building) via Druitt St, George St, Hay St, Pitt St, Railway Sq, Broadway, Parramatta Rd, West St (**Lewisham**), Railway Tce, Gordon St, New Canterbury Rd, Wardell Rd, Frazer St, New Canterbury Rd, Marrickville Rd (**Marrickville**), Wardell Rd, Permanent Av, Delwood Av, Prince Edward Av, Earlwood Av, Homer St (**Earlwood**), William St, Kingsgrove [now Bexley] Rd, Northcote St, Canterbury Rd, Beamish St (**Campsie**), Brighton Av (**Croydon Park**), Georges River Rd, Greenhills St, Liverpool Rd, Dickinson Av, The Strand, Meta St (**Croydon**), Hennessey St, Edwin St, Elizabeth St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av to Arthur St, then First Av, Heath St, Barnstaple Rd, Ingham Av, Lyons Rd to Victoria Rd (Drummoyne).

**From Drummoyne** (Lyons Rd/Victoria Rd) via reverse route to Railway Sq, then George St, Market St, York St to Queen Victoria Building (City).

#### **Alterations**

- **By 26 November 1950:** Ex City (York St) from Edwin St via Anthony St, Croydon Rd. Unaltered on return.
- **From 15 December 1957:** Ex City (York St) from First Av via Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd. Reverse on return.
- **From 8 February 1965:** Extended in Drummoyne from Lyons Rd/Victoria Rd via Lyons to Wrights Rd (bus turning area). Reverse on return.

## City (York St) – Earlwood – Rodd Point – Drummoyne

*From December 1966*

**From City (York St)** (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, West St (**Lewisham**), Railway Tce, Gordon St, New Canterbury Rd, Wardell Rd, Frazer St, New Canterbury Rd, Marrickville Rd (**Marrickville**), Wardell Rd, Permanent Av, Delwood Av, Prince Edward Av, Earlwood Av, Homer St (**Earlwood**), William St, Bexley Rd, Northcote St, Canterbury Rd, Beamish St (**Campsie**), Brighton Av (**Croydon Park**), Georges River Rd, Greenhills St, Liverpool Rd, Dickinson Av, The Strand, Meta St (**Croydon**), Hennessy St, Edwin St, Anthony St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av, Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd to Wrights Rd (Drummoyne bus turning area).

**From Drummoyne** (bus turning area, Lyons Rd/Wrights Rd) via reverse route to George St, then Market St, York St to Queen Victoria Building (City).

### Alterations

- **By July 1981**  
**Kingsgrove Depot trips:** From Bexley Rd/William St via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- **By 17 November 1985:** Ex City (York St) from Canterbury Rd via Orissa St, Fletcher St, Beamish St. Unaltered on return.

## City (York St) – Earlwood – Campsie

### Alteration

**7 September 1986:** Ex City. terminated at Campsie from Beamish St via Evaline St, Duke St, South Pde, Beamish St to Campsie Station. Return via Beamish St.

### Timetable Summary

*22 February 1948*

| Destinations                                               | Off-peak trip time       | Day  | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|------------------------------------------------------------|--------------------------|------|------------|--------|-----------|---------|-------------------------|-------|
|                                                            |                          |      | From       | Time   | From      | Time    |                         |       |
| City (York St)-<br>Dulwich Hill-<br>Earlwood-<br>Drummoyne | Fr York St<br>56C<br>85D | M-F  | Drummoyne  | 6.18am | York St   | 11.10pm | 30*                     | A     |
|                                                            |                          | Sat  |            | 6.08am |           | 10.55pm | AM 15<br>PM 30          | A     |
|                                                            |                          | Sun  |            | 8.08am |           | 10.25pm | B                       |       |
|                                                            |                          | Hols |            | 6.08am |           | 10.55pm | C                       |       |

*Short-workings ran every day from Kingsgrove Depot to various termini in the morning & similar return trips in the late afternoon & late at night.*

\* More frequent in peak hours.

A – Various short-workings before first trip & after last trip shown.

B – Morning, City (York St)-Drummoyne 30. Afternoon, City (York St)-Campsie 15, City (York St)-Drummoyne 30. Night, City (York St)-Drummoyne. Plus various short-workings before first trip & after last trip shown.

C – City (York St)-Earlwood 15, City (York St)-Drummoyne 30. Night, City (York St)-Drummoyne. Plus various short-workings before first trip & after last trip shown.

## 26 November 1950

| Destinations                                               | Off-peak trip time       | Day | First trip |                     | Last trip |                     | Av day freq/No of trips | Notes |
|------------------------------------------------------------|--------------------------|-----|------------|---------------------|-----------|---------------------|-------------------------|-------|
|                                                            |                          |     | From       | Time                | From      | Time                |                         |       |
| City (York St)-<br>Dulwich Hill-<br>Earlwood-<br>Drummoyne | Fr York St<br>56C<br>85D | M-F | Drummoyne  | 6.38amY             | York St   | 11.10pmD            | A                       |       |
|                                                            |                          | Sat |            | 6.08amY             |           | 10.50pmD            | B                       |       |
|                                                            |                          | Sun |            | 8.23amH<br>12.08pmY |           | 8.25pmD<br>12.01amH | E                       |       |

*Short-workings ran every day from Kingsgrove Depot to various termini in the morning & similar return trips in the late afternoon & late at night.*

\* More frequent in peak hours.

A – Peak hours, various short-workings, including Dulwich Hill-Campsie (Bexley Rd/William St). Other times, City (York St)-Drummoyne 30\*

B – Early mornings & late nights, various short-workings. Morning & late afternoon, City (York St)-Campsie 15, City (York St)-Drummoyne 30. Night, City (York St)-Drummoyne.

C – To Campsie.

D – To Drummoyne.

E – Early morning & late night, various short-workings. Morning, Dulwich Hill-Drummoyne 30. Afternoon, City (York St)-Campsie 15, City (York St)-Drummoyne 30. Night, Dulwich Hill-Drummoyne.

H – To Dulwich Hill.

Y – To City (York St).

## December 1966

| Destinations                                               | Off-peak trip time     | Day | First trip |         | Last trip    |          | Av day freq/No of trips | Notes |
|------------------------------------------------------------|------------------------|-----|------------|---------|--------------|----------|-------------------------|-------|
|                                                            |                        |     | From       | Time    | From         | Time     |                         |       |
| City (York St)-<br>Dulwich Hill-<br>Earlwood-<br>Drummoyne | Fr Drumm<br>54D<br>86Y | M-F | Drummoyne  | 6.41amY | York St      | 6.06pmD  | A                       |       |
|                                                            |                        |     |            |         | Dulwich Hill | 10.45pmD |                         |       |
|                                                            |                        | Sat |            | 6.06amY | York St      | 2.09pmD  | B                       |       |
|                                                            |                        |     |            |         | Dulwich Hill | 11.42pmD |                         |       |
|                                                            |                        | Sun |            | 7.26amH | Drummoyne    | 11.54pmH | 30                      | C     |

*Short-workings ran every day from Kingsgrove Depot to various termini in the morning & similar return trips in the late afternoon & late at night.*

\* More frequent in peak hours.

A – Early morning, various short-workings. Peak hours & day, City (York St)-Drummoyne 30\*. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Dulwich Hill 15, City (York St)-Drummoyne 30. Afternoon, Dulwich Hill-Drummoyne 30. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

C – Extra early morning trips on Public Holidays. Plus short-working/s before first trip & after last trip shown.

D – To Drummoyne.

H – To Dulwich Hill.

Y – To City (York St).

**8 September 1980**

| Destinations                                               | Off-peak trip time     | Day | First trip |         | Last trip    |          | Av day freq/No of trips | Notes |
|------------------------------------------------------------|------------------------|-----|------------|---------|--------------|----------|-------------------------|-------|
|                                                            |                        |     | From       | Time    | From         | Time     |                         |       |
| City (York St)-<br>Dulwich Hill-<br>Earlwood-<br>Drummoyne | Fr Drumm<br>59D<br>94Y | M-F | Drummoyne  | 6.39amY | York St      | 6.31pmD  | A                       |       |
|                                                            |                        |     |            |         | Drummoyne    | 11.42pmH |                         |       |
|                                                            |                        | Sat |            | 6.07amY | York St      | 2.15pmD  | B                       |       |
|                                                            |                        |     |            |         | Dulwich Hill | 11.12pmD |                         |       |
|                                                            |                        | Sun | Campsie    | 8.14amH |              | 6.41pmC  | 60                      | E     |
|                                                            |                        |     |            |         |              |          |                         |       |

\* More frequent in peak hours.

A – Early morning, various short-workings. Peak hours & day, City (York St)-Drummoyne 30\*. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

B – Morning, City (York St)-Drummoyne 30, plus short-workings Campsie-Earlwood. Afternoon, Dulwich Hill-Drummoyne 30. Night, Dulwich Hill-Drummoyne. Plus short-working/s before first trip & after last trip shown.

C – To Campsie.

D – To Drummoyne.

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

H – To Dulwich Hill.

Y – To City (York St).

**7 September 1986**

| Destinations                                | Off-peak trip time     | Day | First trip |                    | Last trip |          | Av day freq/No of trips | Notes |
|---------------------------------------------|------------------------|-----|------------|--------------------|-----------|----------|-------------------------|-------|
|                                             |                        |     | From       | Time               | From      | Time     |                         |       |
| City (York St)-<br>Dulwich Hill-<br>Campsie | Fr Camps<br>30H<br>62Y | M-F | Campsie    | 6.00amY            | York St   | 6.10pmC  | A                       |       |
|                                             |                        |     |            |                    | Campsie   | 11.07pmH |                         |       |
|                                             |                        | Sat |            | 5.38amH<br>7.08amY | York St   | 5.10pmC  | B                       |       |
|                                             |                        |     |            |                    | Campsie   | 11.38pmH |                         |       |
|                                             |                        | Sun |            | 8.28amH            |           | 6.38pmH  | 60                      | E     |
|                                             |                        |     |            |                    |           |          |                         |       |

\* More frequent in peak hours.

A – Peak hours & day, City (York St)-Campsie 30\*. Night, Dulwich Hill-Campsie. Plus short-working/s before first trip & after last trip shown.

B – Early morning & night, Dulwich Hill-Campsie. Morning, City (York St)-Campsie 30. Afternoon, Dulwich Hill-Campsie 30, City (York St)-Campsie 60. Plus short-working/s before first trip & after last trip shown.

C – To Campsie.

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

H – To Dulwich Hill.

Y – To City (York St).

## Route 490

### **DRUMMOYNE – BURWOOD – CAMPSIE – HURSTVILLE**

#### **Timeline**

**21 March 2010:** As part of general service review of Contract Region 6:

- Replaced 494 between Kingsgrove & Campsie & 499 along Queens Rd, Hurstville & between Campsie & Drummoyne.
- Shared most of Kingsgrove – Drummoyne with 492.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 6.

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

#### **Streets**

**From 21 March 2010**

**From Drummoyne** (bus turning area, Lyons Rd/Wrights Rd) via Lyons Rd, Brent St, Henley Marine Dr (**Rodd Point**), First Av, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St (**Croydon**), Queen St, Victoria St, Shaftesbury Rd, Wilga St, Burwood Rd, Clarence St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St

(Campsie), Canterbury Rd, Kingsgrove Rd (**Kingsgrove**), Stoney Creek Rd, Croydon Rd, Dora St, McMahon St, Forest Rd to Hurstville Station.

**From Hurstville** (Forest Rd at Station) via Forest Rd, Park Rd, Queens Rd, then reverse route to Burwood Rd, then Victoria St, then reverse route to Lyons Rd/Wrights Rd (Drummoyne bus turning area).

#### Alterations

- **From 11 April 2011** (opening of Hurstville interchange): Approached Hurstville from Dora St via Barratt St to Hurstville interchange. Return from Hurstville interchange via Forest Rd, Park Rd.
- **By 19 March 2017:** Ex Hurstville from Kingsgrove Rd via Harp St, Charlotte St, Thorncraft Pde, Claremont St, Beamish St. Reverse on return.

#### Timetable Summary

21 March 2010

#### Drummoyne – Kingsgrove routes

490, 492

| Destinations                             | Off-peak trip time            | Day | First trip |         | Last trip  |          | Av day freq/No of trips# | Notes |
|------------------------------------------|-------------------------------|-----|------------|---------|------------|----------|--------------------------|-------|
|                                          |                               |     | From       | Time    | From       | Time     |                          |       |
| <b>490:</b> Drummoyne-Burwood-Hurstville | Fr Hurst<br>27C<br>44B<br>71D | M-F | Hurstville | 6.34amD | Drummoyne  | 6.43pmH  | A                        |       |
|                                          |                               |     |            |         | Hurstville | 10.49pmC |                          |       |
|                                          |                               | Sat |            | 8.04amD | Drummoyne  | 6.42pmH  | E                        |       |
|                                          |                               |     |            |         | Hurstville | 10.49pmC |                          |       |
|                                          |                               | Sun | Burwood    | 8.03amH | Burwood    | 6.03pmH  | F                        |       |
|                                          |                               |     |            |         | Hurstville | 9.50amC  |                          |       |
| <b>492:</b> Drummoyne-Burwood-Rockdale   | 72                            | M-F | Rockdale   | 5.37am  | Drummoyne  | 11.20pm  | 30*                      | G     |
|                                          |                               | Sat |            | 5.44am  |            | 11.20pm  | 30                       | G     |
|                                          |                               | Sun |            | 6.24am  |            | 11.20pm  | 30                       | G     |

# Average day frequencies along common route:

M-F Drummoyne-Kingsgrove (490, 492) 15.

Sat Drummoyne-Kingsgrove (490, 492) 15.

Sun Burwood-Kingsgrove (490, 492) 3 trips per hour.

\* More frequent in peak hours.

A – Peak hours & day, Hurstville-Drummoyne 30. Night, Hurstville-Campsie. Plus short-working/s before first trip shown.

B – To Burwood.

C – To Campsie

D – To Drummoyne.

E – Day, Hurstville-Drummoyne 30. Night, Hurstville-Campsie. Plus short-working/s before first trip shown.

F – Day, Hurstville-Burwood 60. Night, Hurstville-Campsie.

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

H – To Hurstville.

## Route 491

### **DRUMMOYNE – CHISWICK**

- **Extended from Drummoyne to Birkenhead Point (1979-90 & 1991-97)**

#### **Also:**

- **Burwood – Five Dock – Chiswick (*INDUSTRIAL, selected trips*)**
- **Five Dock (Coranto St) – Chiswick (*peak hours only?*)**

#### **Timeline**

**26 March 1944:** Renumbered from 991:

- Drummoyne – Chiswick (full time base service).
- Five Dock (Coranto St) – Chiswick (peak hours only?) (when ceased?).
- Five Dock (Parramatta Rd) – Chiswick (selected trips).
- Chiswick – Burwood Station (limited service, partly based on 2 December 1934 & 19 December 1937 timetables of 991) (then or later an industrial service).
- Shared route with 540 & 541 from 28 July 1957, then 504 from 9 February 1987.
- Operated by Department of Road Transport & Tramways.

**By July 1971:** Chiswick – Burwood Station curtailed to run Chiswick – Burwood Depot.

**By March 1977:** Chiswick – Burwood Depot ceased.

**By 31 January 1979:** Saturday night & Sunday service ceased.

**26 July 1979:** Selected off-peak trips extended from Drummoyne to Birkenhead Point.

**7 September 1986:**

- Days/hours of service of extension from Drummoyne to Birkenhead Point extended to all off-peak trips & Saturday trips after 8.30am.
- Weeknight service ceased.
- Chiswick – Burwood renumbered 071 in the industrial series.

**7 October 1990:** Replaced by existing 504.

*Service provided by 504 until 491 reinstated.*

**15 April 1991:** Infrequent off-peak service, Birkenhead Point – Chiswick, reinstated. Existing 504 continued to run.

**16 September 1997:** Replaced again by existing 504.

#### **Streets**

### **Drummoyne – Chiswick**

*Circa 1946 (Gregory's Street Directory)*

**From Drummoyne** (Lyons Rd/Victoria Rd) via Lyons Rd, Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd to Chiswick St (Chiswick).

#### **Alterations**

- **From 8 February 1965:** Approached Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.
- **By May 1967:** Approached Chiswick from Blackwall Point Rd via Riverview St. Reverse on return.
- **From 30 April 1973:** Approached Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.

### **Chiswick – Five Dock (Parramatta Rd/Great North Rd) (*selected trips extended to start from Burwood Station*)**

**By 26 November 1950**

**From Chiswick** via Parkview Rd, Margaret St, Hampden Rd, Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av to Arthur St (**Rodd Point**), then First Av, Great North Rd to Parramatta Rd (Five Dock).

**Trips from Burwood Station** via route 492, First Av to Arthur St (**Rodd Point**), then First Av, Great, Heath St, Barnstaple Rd, Ingham Av, Lyons Rd, Hampden Rd (**Russell Lea**), Margaret St, Parkview Rd, Blackwall Point Rd (Chiswick).

## Drummoyne – Chiswick (selected trips extended from Drummoyne to Birkenhead Point)

### Alterations

#### Birkenhead Point extension

- **From 26 July 1979** (based on 25 May 1981 timetable): From Drummoyne (Lyons Rd/Wrights Rd) via Lyons Rd, Renwick St, Cary St to Birkenhead Point shops.
- **By 7 September 1986:** From Birkenhead Point shops via (?), Victoria Rd, Lyons Rd. Unaltered on trips to Birkenhead Point shops.
- **By 15 February 1989:** From Drummoyne (Lyons Rd) via Victoria Rd, (?) to Birkenhead Point shops. Reverse on return.

## Birkenhead Point – Drummoyne – Chiswick

From 15 April 1991

**From Birkenhead Point** (shops) via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd (Drummoyne), Lyons Rd, Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

**From Chiswick** (Blackwall Point Rd at Bortfield Dr) via reverse route to Victoria Rd, then Cary St to Birkenhead Point shops.

### Timetable Summary

22 February 1948

| Destinations                                       | Off-peak trip time | Day  | First trip    |         | Last trip |         | Av day freq/No of trips | Notes |
|----------------------------------------------------|--------------------|------|---------------|---------|-----------|---------|-------------------------|-------|
|                                                    |                    |      | From          | Time    | From      | Time    |                         |       |
| Drummoyne-Chiswick                                 | 12                 | M-F  | Chiswick      | 5.15am  | Drummoyne | 12.37am | 30*                     |       |
|                                                    |                    | Sat  |               | 5.15am  | Chiswick  | 12.25am | 30                      |       |
|                                                    |                    | Sun  | Drummoyne     | 12.30pm | Drummoyne | 11.46pm | 30                      | A     |
|                                                    |                    | Hols |               | 5.15am  |           | 12.22am | 30                      |       |
| Chiswick-Five Dock (Parramatta Rd/Great North Rd)† |                    | M-F  | Burwood       | 6.27am  | Chiswick  | 12.51am | PNs                     |       |
|                                                    |                    | Sat  | P'mta/Gt N Rd | 6.32am  |           | 7.23am  | 2 trips                 |       |
|                                                    |                    | Sun  |               |         |           |         |                         |       |

\* More frequent in peak hours.

† Selected trips extended to start from Burwood Station,

A – Extra trip 10.30am from Chiswick.

PNs – Limited peak hour and late night service.

26 November 1950

| Destinations                                       | Off-peak trip time | Day | First trip    |         | Last trip |         | Av day freq/No of trips | Notes |
|----------------------------------------------------|--------------------|-----|---------------|---------|-----------|---------|-------------------------|-------|
|                                                    |                    |     | From          | Time    | From      | Time    |                         |       |
| Drummoyne-Chiswick                                 | 12                 | M-F | Chiswick      | 5.15am  | Drummoyne | 12.37am | 30*                     |       |
|                                                    |                    | Sat |               | 5.15am  | Chiswick  | 12.25am | 30                      |       |
|                                                    |                    | Sun | Drummoyne     | 12.30pm | Drummoyne | 11.46pm | 30                      | A     |
| Chiswick-Five Dock (Parramatta Rd/Great North Rd)† |                    | M-F | Burwood Stn   | 6.27am  | Chiswick  | 12.51am | PNs                     |       |
|                                                    |                    | Sat | P'mta/Gt N Rd | 6.32am  |           | 11.45pm | PNs                     |       |
|                                                    |                    | Sun |               |         |           |         |                         |       |

\* More frequent in peak hours.

† Selected trips extended to start from Burwood Station,

A – Extra trip 10.30am from Chiswick.

PNs – Limited peak hour and late night service.

### May 1967

| Destinations       | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
|                    |                    |     | From       | Time   | From      | Time    |                         |       |
| Drummoyne-Chiswick | 12                 | M-F | Chiswick   | 5.14am | Drummoyne | 11.18pm | 30                      | A     |
|                    |                    | Sat | Drummoyne  | 6.34am |           | 11.27pm | 30                      |       |
|                    |                    | Sun | Chiswick   | 7.40am | Chiswick  | 10.38pm | 30                      | B     |
| Burwood-Chiswick   |                    | M-F | Burwood    | 6.27am | Chiswick  | 11.32pm | PNs                     |       |
|                    |                    | Sat |            |        |           |         |                         |       |
|                    |                    | Sun |            |        |           |         |                         |       |

A – Most peak hour service provided by 540 & 541.

B – Gap in service in morning.

PNs – Limited peak hour and late night service.

### 25 May 1981

| Destinations        | Off-peak trip time | Day | First trip |          | Last trip     |          | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|----------|---------------|----------|-------------------------|-------|
|                     |                    |     | From       | Time     | From          | Time     |                         |       |
| Drummoyne-Chiswick† | 13                 | M-F | Drummoyne  | 6.18amC  | Birkenhead Pt | 12.11pmC | A                       |       |
|                     |                    |     | Chiswick   | 10.05amB | Drummoyne     | 10.19pmC |                         |       |
|                     |                    | Sat |            | 6.29am   | Chiswick      | 6.08pm   | 30                      |       |
|                     |                    | Sun |            |          |               |          |                         |       |
| Burwood-Chiswick    |                    | M-F | Burwood    | 6.27am   | Chiswick      | 11.02pm  | PNs                     |       |
|                     |                    | Sat |            |          |               |          |                         |       |
|                     |                    | Sun |            |          |               |          |                         |       |

† Limited service extended from Drummoyne to Birkenhead Point shops.

A – Early morning & night, Drummoyne-Chiswick. Day, Drummoyne-Chiswick 30, Birkenhead Point-Chiswick 2 trips. Most peak hour service provided by 540 & 541.

B – To Birkenhead Point.

C – To Chiswick.

PNs – Limited peak hour and late night service.

### 7 September 1986

| Destinations                        | Off-peak trip time | Day | First trip    |                 | Last trip     |         | Av day freq/No of trips | Notes |
|-------------------------------------|--------------------|-----|---------------|-----------------|---------------|---------|-------------------------|-------|
|                                     |                    |     | From          | Time            | From          | Time    |                         |       |
| Birkenhead Point-Drummoyne-Chiswick | Fr Chis 13D 17B    | M-F | Drummoyne     | 6.18amC         | Chiswick      | 4.05pmB | A                       |       |
|                                     |                    |     | Birkenhead Pt | 9.18amC         | Drummoyne     | 7.21pmC |                         |       |
|                                     |                    | Sat | Chiswick      | 6.45amD 8.40amB | Birkenhead Pt | 5.40pmC | E                       |       |
|                                     |                    | Sun |               |                 |               |         |                         |       |

A – Peak hours, morning from Drummoyne, afternoon from Chiswick. Day, Birkenhead Point-Chiswick 30. Most peak hour service provided by 540 & 541.

B – To Birkenhead Point.

C – To Chiswick.

D – To Drummoyne.

E – Early morning, Chiswick-Drummoyne. Morning, Chiswick-Birkenhead Point 30. Afternoon, Chiswick-Birkenhead Point 40.

### 15 April 1991

| Destinations                        | Off-peak trip time | Day | First trip |        | Last trip     |        | Av day freq/No of trips | Notes |
|-------------------------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
|                                     |                    |     | From       | Time   | From          | Time   |                         |       |
| Birkenhead Point-Drummoyne-Chiswick | 17                 | M-F | Chiswick   | 9.30am | Birkenhead Pt | 2.05pm | A                       |       |
|                                     |                    | Sat |            |        |               |        |                         |       |
|                                     |                    | Sun |            |        |               |        |                         |       |

A – 3 trips from Chiswick, 6 trips from Birkenhead Point shops.

## Route 491

### HURSTVILLE – EARLWOOD – ASHFIELD – FIVE DOCK ■

#### Timeline

**21 March 2010:** As part of general service review of Contract Region 6:

- Replaced 499 between Hurstville & Earlwood, 471 & 472 between Earlwood & Ashfield & 409 between Ashfield & Five Dock.
- Part of Contract Region 6.
- Operated by State Transit Authority of NSW.

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

#### Streets

**From 21 March 2010**

**From Hurstville** (Forest Rd at Station) via Park Rd, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St, John St, Preddys Rd, Alston St, Staples St, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, Thompson St, Caroline St, Woolcott St, Fore St, Canterbury Rd, Jeffrey St (**Canterbury**), King St (**Ashbury**), Palace St, Holden St, Brown St (**Ashfield**), Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd to First Av (Five Dock).

**From Five Dock** (Great North Rd/First Av) via reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville Station.

#### Alteration

**From 11 April 2011** (opening of Hurstville interchange): Approached Hurstville from Dora St via Barratt St to Hurstville interchange. Return from Hurstville interchange via Forest Rd, Park Rd.

#### Timetable Summary

**21 March 2010**

| Destinations                  | Off-peak trip time     | Day | First trip |         | Last trip  |          | Av day freq/No of trips | Notes |
|-------------------------------|------------------------|-----|------------|---------|------------|----------|-------------------------|-------|
|                               |                        |     | From       | Time    | From       | Time     |                         |       |
| Hurstville-Earlwood-Five Dock | Fr Hurst<br>28E<br>61F | M-F | Five Dock  | 6.04amH | Five Dock  | 8.04pmH  | A                       |       |
|                               |                        |     |            |         | Hurstville | 10.22pmE |                         |       |
|                               |                        | Sat |            | 6.45amH | Five Dock  | 7.20pmH  | B                       |       |
|                               |                        |     |            |         | Hurstville | 10.20pmE |                         |       |
|                               |                        | Sun | Hurstville | 7.55amF | Five Dock  | 7.57pmH  | C                       |       |
|                               |                        |     |            |         | Hurstville | 10.20pmE |                         |       |

A – Peak hours & day, Hurstville-Five Dock 30. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

B – Day, Hurstville-Five Dock 30. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

C – Day, Hurstville-Five Dock 60. Night, Hurstville-Earlwood. Plus short-working/s before first trip shown.

E – To Earlwood.

F – To Five Dock.

H – To Hurstville.

## Route 492

### **DRUMMOYNE – BURWOOD – ROCKDALE**

- **Extended from Drummoyne to Birkenhead Point (1979-98)**

#### **Also:**

- **Campsie – Ramsgate Baths (Sundays, 1952-?)**

#### **Timeline**

**26 March 1944:**

- Drummoyne – Rockdale renumbered from 992.
- Shared parts of route:
  - Most of route with 494 until 20 December 1996.
  - Most of Rockdale – Campsie with 494 until 21 March 2010.
  - Most of Drummoyne – Campsie with 499 from 20 December 1996 to 21 March 2010.
  - Most of Drummoyne – Kingsgrove with 490 from 21 March 2010.
- Operated by Department of Road Transport & Tramways.

**30 November 1952:** Sunday service, Campsie – Rockdale – Ramsgate Baths, renumbered from 499 (still listed as a route as at 1 September 1953, when ceased?).

**26 July 1979:** Selected weekday trips on 492 & 494 extended from Drummoyne to Birkenhead Point.

**7 September 1986:**

- Weekday extension from Drummoyne to Birkenhead Point replaced by similar extension of 494 only in daytime Mondays-Saturdays.
- Daytime Sunday trips on 492 extended from Drummoyne to Birkenhead Point.

**By November 1998:** Daytime Sunday extension from Drummoyne to Birkenhead Point ceased.

**1 January 2005:** Became part of Contract Region 6.

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

#### **Streets**

### **Drummoyne – Rockdale**

*Circa 1946 (Gregory's Street Directory)*

**From Drummoyne** (Lyons Rd/Victoria Rd) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Kingsgrove Rd (**Kingsgrove**), Croydon Rd, Stoney Creek Rd, Forest Rd (**Bexley**), Frederick St, Watkins St, Walz St, Railway St to Rockdale Station.

**From Rockdale** (Railway St at Station) via Railway St, Frederick St, then reverse route to Drummoyne.

#### **Alteration**

**From 8 February 1965:** Approached Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.

### **Drummoyne – Rockdale (selected trips extended to Birkenhead Point)**

#### **Alterations**

- **By 6 July 1980**  
**Birkenhead Point extension:** From Drummoyne (Lyons Rd/Wrights Rd) via Renwick St, Cary St to shops. Return via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd to Lyons Rd.
- **By November 1981:** Ex Drummoyne from Victoria St via Burwood Rd. Unaltered on return.
- **From 7 September 1986:** Ex Drummoyne from Croydon Rd via Queen St. Reverse on return.
- **By 11 September 1988**  
**Birkenhead Point extension:** From Drummoyne (Lyons Rd/Victoria Rd) via Victoria Rd, Cary to shops. Unaltered on return.
- **By 11 September 1988:** Ex Drummoyne from Croydon Rd via Church St, Lang St, Queen St. Reverse on return.

## Drummoyne – Rockdale

### Alterations

- **By November 1998:** Extension from Drummoyne to Birkenhead Point shops ceased. Drummoyne terminus for all trips at Lyons Rd/Wrights Rd (bus turning area).
- **By July 2005:** Ex Drummoyne from Victoria St via Shaftesbury Rd, Wilga St, Burwood Rd. Return from Burwood Rd via Victoria St.
- **By July 2005:** Approached Rockdale from Frederick St via Railway St to Rockdale Station. Unaltered on return.

### Timetable Summary

22 February 1948

### Drummoyne – Rockdale routes

492, 494

| Destinations                                  | Off-peak trip time  | Day | First trip |         | Last trip  |          | Av day freq/No of trips# | Notes |
|-----------------------------------------------|---------------------|-----|------------|---------|------------|----------|--------------------------|-------|
|                                               |                     |     | From       | Time    | From       | Time     |                          |       |
| 492: Drummoyne-Burwood-Rockdale               | 62                  | M-F | Drummoyne  | 5.55am  | Rockdale   | 12.29am  | 30                       | A     |
|                                               |                     | Sat |            | 5.55am  |            | 12.27am  | 30                       | A     |
|                                               |                     | Sun | Rockdale   | 7.00am  |            | 12.25am  | 15                       | A     |
| 494: Drummoyne-Burwood-Rockdale via Edward St | Fr Rock 15K 41B 63D | M-F | Burwood    | 5.51amR | Drummoyne  | 6.22pmR  | C                        |       |
|                                               |                     |     | Rockdale   | 8.59amD | Kingsgrove | 12.52amR |                          |       |
|                                               |                     | Sat | Burwood    | 5.49amR | Rockdale   | 11.59pmC | E                        |       |
|                                               |                     |     | Drummoyne  | 8.04amR |            |          |                          |       |
|                                               |                     | Sun | Rockdale   | 8.06amC | Drummoyne  | 11.04pmR | F                        |       |
|                                               |                     |     | Drummoyne  | 6.04pmR |            |          |                          |       |

# Average day frequencies along common route:

M-F Drummoyne-Rockdale (492, 494) 15.  
 Sat Drummoyne-Rockdale (492, 494) 15.  
 Sun Drummoyne-Campsie (492, 494) 6 trips per hour.  
 Drummoyne-Rockdale (492) 15.

\* More frequent in peak hours.

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

B – To Burwood.

C – Peak hours, mainly Rockdale-Kingsgrove & some other short-workings. Day, Drummoyne-Rockdale 30. Night, Rockdale-Kingsgrove. Plus late night trip Rockdale to Drummoyne. Plus short-working/s after last trip shown (last trip 12.52am from Rockdale to Burwood).

D – To Drummoyne.

E – Early morning, mainly Rockdale-Kingsgrove & some other short-workings. Day, Drummoyne-Rockdale 30. Night, Rockdale-Kingsgrove. Plus late night trip Drummoyne to Rockdale. Plus short-working/s after last trip shown (last trip 12.56am from Rockdale to Burwood).

F – Day, Rockdale-Campsie 30. Night, Drummoyne-Rockdale. Plus short-working/s before first trip & after last trip shown (last trip 12.29am from Rockdale to Burwood).

K – To Kingsgrove.

March 1967

**Drummoyne – Rockdale routes  
492, 494**

| Destinations                                         | Off-peak trip time | Day | First trip |        | Last trip |         | Av day freq/No of trips# | Notes |
|------------------------------------------------------|--------------------|-----|------------|--------|-----------|---------|--------------------------|-------|
|                                                      |                    |     | From       | Time   | From      | Time    |                          |       |
| <b>492:</b> Drummoyne-Burwood-Rockdale               | 64                 | M-F | Rockdale   | 5.33am | Drummoyne | 11.56pm | 30*                      | A     |
|                                                      |                    | Sat | Drummoyne  | 5.55am |           | 11.56pm | AM 30<br>PM 40           | A     |
|                                                      |                    | Sun | Rockdale   | 6.38am | Rockdale  | 11.01pm | 30                       | A     |
| <b>494:</b> Drummoyne-Burwood-Rockdale via Edward St | 65                 | M-F | Rockdale   | 7.18am | Drummoyne | 5.56pm  | B                        |       |
|                                                      |                    | Sat |            | 6.49am | Rockdale  | 7.32pm  | AM 30<br>PM 40           | A     |
|                                                      |                    | Sun |            |        |           |         |                          |       |

# Average day frequencies along common route:

M-F Drummoyne-Rockdale (492, 494) 15.  
Sat AM Drummoyne-Rockdale (492, 494) 15.  
Sat PM Drummoyne-Rockdale 20.  
Sun Drummoyne-Rockdale (492) 30.

\* More frequent in peak hours.

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

B – Morning peak hour, mainly from Kingsgrove to Rockdale. Afternoon peak hour, mainly from Rockdale to Kingsgrove. Day, Drummoyne-Rockdale 30.

7 September 1986

**Drummoyne – Rockdale routes  
492, 494**

| Destinations                                                          | Off-peak trip time    | Day | First trip |                    | Last trip                 |                     | Av day freq/No of trips# | Notes |
|-----------------------------------------------------------------------|-----------------------|-----|------------|--------------------|---------------------------|---------------------|--------------------------|-------|
|                                                                       |                       |     | From       | Time               | From                      | Time                |                          |       |
| <b>492:</b> Drummoyne-Burwood-Rockdale†                               | 70‡                   | M-F | Rockdale   | 5.15am             | Drummoyne                 | 11.20pm             | 30*                      | A     |
|                                                                       |                       | Sat | Drummoyne  | 6.00am             |                           | 11.50pm             | AM 30<br>PM 40           | A     |
|                                                                       |                       | Sun | Rockdale   | 6.34amD<br>8.47amB | Birkenhead Pt<br>Rockdale | 5.18pmR<br>10.47pmD | 30                       | A     |
| <b>494:</b> Birkenhead Point-Drummoyne-Burwood-Rockdale via Edward St | Fr Rock<br>73D<br>77B | M-F | Rockdale   | 6.57amB            | Birkenhead Pt             | 5.37pmR             | 30                       | A     |
|                                                                       |                       | Sat | Drummoyne  | 7.41amR            |                           | 5.24pmR             | AM 30                    | A     |
|                                                                       |                       |     | Rockdale   | 8.48amB            | Drummoyne                 | 6.42pmR             | PM 40                    |       |
|                                                                       |                       | Sun |            |                    |                           |                     |                          |       |

# Average day frequencies along common route:

M-F Drummoyne-Rockdale (492, 494) 15.  
Sat AM Drummoyne-Rockdale (492, 494) 15.  
Sat PM Drummoyne-Rockdale (492, 494) 20.  
Sun Drummoyne-Rockdale (492) 30.

\* More frequent in peak hours.

† Extended to Birkenhead Point on Sundays.

‡ Drummoyne-Birkenhead Point 4.

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

B – To Birkenhead Point.

D – To Drummoyne.

R – To Rockdale.

20 December 1996

## Drummoyne – Campsie routes

492, 494, 499

| Destinations                                  | Off-peak trip time | Day | First trip |         | Last trip     |          | Av day freq/No of trips# | Notes |
|-----------------------------------------------|--------------------|-----|------------|---------|---------------|----------|--------------------------|-------|
|                                               |                    |     | From       | Time    | From          | Time     |                          |       |
| 492: Drummoyne-Burwood-Rockdale†              | 70‡                | M-F | Rockdale   | 5.38amD | Drummoyne     | 11.20pmR | 30*                      | A     |
|                                               |                    | Sat |            | 5.50amD | Rockdale      | 11.23pmD | 30                       | A     |
|                                               |                    | Sun |            | 6.40amD | Birkenhead Pt | 5.24pmR  | E                        |       |
|                                               |                    |     |            | 8.53amP | Drummoyne     | 11.20pmR |                          |       |
| 494: Rockdale-Campsie via Edward St           | Fr Rock 19K 30C    | M-F | Rockdale   | 7.03amC | Rockdale      | 6.03pmC  | F                        |       |
|                                               |                    | Sat |            |         |               |          |                          |       |
|                                               |                    | Sun |            |         |               |          |                          |       |
| 499: Hurstville-Earlwood-Rodd Point-Drummoyne | Fr Hurst 62B 88D   | M-F | Hurstville | 6.17amD | Drummoyne     | 6.07pmH  | G                        |       |
|                                               |                    |     |            |         | Hurstville    | 10.25pmB |                          |       |
|                                               |                    | Sat |            | 7.58amD | Drummoyne     | 6.07pmH  | I                        |       |
|                                               |                    |     |            |         | Hurstville    | 10.25pmB |                          |       |
|                                               |                    | Sun | Burwood    | 8.11amH |               | 10.25pmB | 60                       |       |

# Average day frequencies along common route:

M-F Rockdale-Kingsgrove Depot (492, 494) 3 trips her hour.

Drummoyne-Campsie (492, 499) 15.

Sat Drummoyne-Campsie (492, 499) 15.

Sun Burwood-Campsie (492, 499) 3 trips per hour.

\* More frequent in peak hours.

† Extended to Birkenhead Point on Sundays.

‡ Drummoyne-Birkenhead Point 4.

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

B – To Burwood.

C – To Campsie.

D – To Drummoyne.

E – Early morning & night, Drummoyne-Rockdale. Day, Birkenhead Point-Rockdale 30. Plus short-working/s before first trip & after last trip shown.

F – Peak hours, Rockdale-Campsie. Day, Rockdale-Kingsgrove Depot 60. Plus short-working/s before first trip & after last trip shown.

G – Peak hours & day, Hurstville-Drummoyne 30. Night, Hurstville-Burwood. Plus short-working/s before first trip shown.

H – To Hurstville.

I – Day, Hurstville-Drummoyne 30. Night, Hurstville-Burwood. Plus short-working/s before first trip shown.

K – To Kingsgrove Depot.

P – To Birkenhead Point.

R – To Rockdale.

21 March 2010

See 490

## Route 492

### CAMPSIE – KINGSGROVE (IRH Components) (INDUSTRIAL) ■

#### Timeline

**November 1968:** Afternoon peak hour service commenced by Department of Government Transport.

**November 1971:** Ceased.

## Route 493

### CITY (York St) – RODD POINT ■

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

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

#### **Timeline**

**15 June 1941:** Full time service, City (York St) – Dobroyd Point, renumbered from 9 [1925 route number]. Operated by Department of Road Transport & Tramways.

**9 November 1941:** Extended from Dobroyd Point to Rodd Point.

**1 March 1942:** Hours of operation reduced to peak hours. Service at other times between Haberfield & Rodd Point provided by existing 472.

**27 February 1943:** Ceased. Service between Haberfield & Rodd Point continued to be provided by existing 472.

*General note: Revived as 495 from 19 October 1947.*

## Route 493

### ROCKDALE – KINGSGROVE – CHULLORA (Aircraft Production Commission & Elcar Workshops) (INDUSTRIAL) ■

*(The Aircraft Production Commission later became part of the Railway Workshops at Chullora.)*

#### **Timeline**

**14 June 1943:**

- Peak hour service renumbered from 993.
- Operated by Department of Road Transport & Tramways.

**1962:** Ceased.

## Route 493

### ROCKDALE – KINGSGROVE (Edward St) ■

#### **Timeline**

(?):

- Rockdale – Kingsgrove (Edward St) & possible extensions thereof renumbered from 992 (?).
- Shared most of route with 992.
- Operated by Department of Road Transport & Tramways.

**By 4 October 1943:** Renumbered 494 (?) & extended to run Drummoyne – Burwood – Rockdale via Edward St & Staples St, Kingsgrove

## Route 493

### ROSELANDS – KINGSGROVE – ROCKDALE

#### **Timeline**

**21 March 2010:** As part of general service review of Contract Region 6.

- Weekday off-peak service commenced by State Transit Authority of NSW.
- Replaced parts of 411, 472 & 494.
- Part of Contract Region 6.

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

#### **Streets**

*From 21 March 2010*

**From Roselands** (bus terminal) via Roseland Av, King Georges Rd, Morgan St (**Beverly Hills**), Kingsgrove Rd (**Kingsgrove**), Shaw St, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Forest Rd (**Bexley**), Dunmore St, Caledonian St, Seaforth St, Connemarra St, Harrow Rd, Watkin St, Frederick St, Railway St to Rockdale Station.

**From Rockdale** (Railway St at Station) via reverse route to Bexley Rd, then Shaw St, East Dr, Oliver St, then reverse route to Kings Georges Rd, then Roselands Dr to Roselands bus terminal.

## Timetable Summary

21 March 2010

| Destinations       | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                    |                    |     | From       | Time   | From      | Time   |                         |       |
| Roselands-Rockdale | 24                 | M-F | Roselands  | 9.09am | Rockdale  | 3.28pm | 60                      |       |
|                    |                    | Sat |            |        |           |        |                         |       |
|                    |                    | Sun |            |        |           |        |                         |       |

## Route 494

### **DRUMMOYNE – BURWOOD – ROCKDALE via Edward St & Staples St, Kingsgrove**

- **Extended from Drummoyne to Birkenhead Point (1979-94)**

### Timeline

By 4 October 1943:

- Drummoyne – Burwood – Rockdale renumbered from 493 (?). By 1967 ran daytime Mondays-Saturdays.
- Shared most of route (except in Edward & Staples Sts) with 992 (492 from 26 March 1944).
- Operated by Department of Road Transport & Tramways.

**26 July 1979:** Selected weekday trips on 492 & 494 extended from Drummoyne to Birkenhead Point.

**7 September 1986:** Rerouted via Rodd Point, replacing part of curtailed 490.

**11 September 1988:** Selected weekday extension from Drummoyne to Birkenhead Point on 492 & 494 replaced by similar, more frequent extension of 494 only in daytime Mondays-Saturdays. 492 similarly extended in daytime Sundays.

**By 20 November 1994:** Extension from Drummoyne to Birkenhead Point ceased.

**20 December 1996:**

- Curtailed to run:
  - Campsie – Rockdale (peak hours)
  - Kingsgrove Depot – Rockdale (off-peak).
- Drummoyne – Campsie replaced by extended 499.

**1 January 2005:** Became part of Contract Region 6.

**21 March 2010:** Ceased as part of general service review of Contract Region 6

routes. Service in Edward St & Staples St replaced by 491, 493 & 495. 492 continued to provide service to remainder of route.

### Streets

#### **Drummoyne – Rockdale**

*Circa 1946 (Gregory's Street Directory)*

**From Drummoyne** (Lyons Rd/Victoria Rd) via Lyons Rd, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Church St, Lang St, Queen St, Victoria St, Shaftesbury Rd, Railway Pde, Burwood Rd (**Burwood**), Belmore St, Shaftesbury Rd, Fitzroy St, Tahlee St, Murray St, Devonshire St, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Kingsgrove Rd (**Kingsgrove**), Edward St, Staples St, Stoney Creek Rd, Forest Rd (**Bexley**), Frederick St, Watkins St, Walz St, Railway St to Rockdale Station.

**From Rockdale** (Railway St at Station) via Railway St, Frederick St, then reverse route to Drummoyne.

### Alteration

**From 8 February 1965:** Approached Drummoyne from Lyons Rd/Victoria Rd via Lyons Rd to Wrights Rd (bus turning area). Reverse on return.

## **Drummoyne – Rockdale (*selected trips extended to Birkenhead Point*)**

### **Alterations**

- *By 6 July 1980*  
**Birkenhead Point extension:** From Drummoyne (Lyons Rd/Wrights Rd) via Renwick St, Cary St to shops. Return via Dunlop Av [former street], Roseby St, Renwick St, Park Av, Victoria Rd to Lyons Rd.
- *By November 1981:* Ex Drummoyne from Victoria St via Burwood Rd. Unaltered on return.
- *From 7 September 1986:* Ex Drummoyne from Croydon Rd via Queen St. Reverse on return.
- *From 7 September 1986 (rerouted via Rodd Point):* Ex Drummoyne from Lyons Rd via Brent St, Henley Marine Dr, First Av, Great North Rd. Reverse on return.
- *By 11 September 1988*  
**Birkenhead Point extension:** From Drummoyne (Lyons Rd/Victoria Rd) via Victoria Rd, Cary St to shops. Unaltered on return.
- *By 11 September 1988:* Ex Drummoyne from Croydon Rd via Church St, Lang St, Queen St. Reverse on return.

## **Drummoyne – Rockdale**

### **Alteration**

*From 20 November 1994:* Extension from Drummoyne to Birkenhead Point shops ceased. Drummoyne terminus for all trips at Lyons Rd/Wrights Rd (bus turning area).

## **Rockdale – Campsie**

### **Alterations**

- *From 20 December 1996 (peak hours):* Ex Rockdale to terminate at Campsie from Beamish St to Campsie Station. Reverse on return.
- *From 20 December 1996 (off-peak):* Ex Rockdale to terminate at Kingsgrove Depot from Kingsgrove Rd via Omnibus Rd to Kingsgrove Depot. Reverse on return.
- *By July 2005:* Approached Rockdale from Frederick St via Railway St to Rockdale Station. Unaltered on return.

### **Timetable Summary**

*See 492.*

## **Route 495**

### **CITY (York St) – RODD POINT via Parramatta Rd**■

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

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

### **Timeline**

**19 October 1947:** Full time (?) service recommenced by Department of Road Transport & Tramways, renumbered from 493.

**15 June 1952:** Ceased.

*Service suspended.*

**23 November 1952:** Recommenced.

**1 December 1952:** Hours of service reduced to peak hours.

**6 February 1987:** Replaced by extended 436.

### **Streets**

*From June 1967*

**From City (York St)** (Queen Victoria Building) via Druitt St, George St, Railway Sq, Broadway, Parramatta Rd, Dalhousie St (**Haberfield**), Boomerang St, Learmonth St, Kingston St (**Dobroyd Point**), Crescent St, Boomerang St, Mortley Av, Timbrell Dr, Henley Marine Dr, Duke Av, First Av to Arthur St (Rodd Point).

**From Rodd Point** (First Av/Arthur St) via Arthur St, Timbrell Dr, then reverse route to George St, then Market St, York St to Queen Victoria Building (City).

## Timetable Summary

June 1967

| Destinations              | Off-peak trip time | Day | First trip |        | Last trip |        | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
|                           |                    |     | From       | Time   | From      | Time   |                         |       |
| City (York St)-Rodd Point | 37                 | M-F | Rodd Point | 6.25am | York St   | 5.53pm | Ph                      |       |
|                           |                    | Sat |            |        |           |        |                         |       |
|                           |                    | Sun |            |        |           |        |                         |       |

Ph – Peak hours only (both directions)

## Route 495

### CHISWICK – HOMEBUSH BAY (State Sports Centre)■

*(The suburb name Homebush Bay came into being in 1989. In 2009, to avoid confusion with the name of the nearby suburb of Homebush, Homebush Bay was split into the current suburbs of Sydney Olympic Park and Wentworth Point.)*

### Timeline

**20 March 1995:** Commenced on trial by State Transit Authority of NSW, coincident with opening of new ferry wharf at Chiswick.

**25 August 1995:** Ceased without direct replacement.

### Streets

*From 20 March 1995*

**From Chiswick** (Blackwall Point Rd) via Blackwall Point Rd, Great North Rd (**Five Dock**), Lyons Rd West (**Canada Bay**), Crane St, Majors Bay Rd (**Concord**), Wellbank St, Queen St (**North Strathfield**), Pomeroy St, Underwood Rd (**Homebush**), Australia Av, bus roadway [now approx. alignment of Sarah Durack Av] to Homebush Bay (State Sports Centre). Reverse on return.

## Timetable Summary

20 March 1995

| Destinations                                | Off-peak trip time | Day | First trip |        | Last trip       |        | Av day freq/No of trips | Notes |
|---------------------------------------------|--------------------|-----|------------|--------|-----------------|--------|-------------------------|-------|
|                                             |                    |     | From       | Time   | From            | Time   |                         |       |
| Chiswick-Homebush Bay (State Sports Centre) | 20                 | M-F | Chiswick   | 9.59am | S/Sports Centre | 3.00pm | 3 trips                 |       |
|                                             |                    | Sat |            |        |                 |        |                         |       |
|                                             |                    | Sun |            |        |                 |        |                         |       |

## Route 495

### KINGSGROVE – BEXLEY NORTH■

### Timeline

**21 March 2010:** Limited off-peak service commenced by State Transit Authority of NSW, replacing part of 411, as part of general service review of Contract Region 6 routes. **Part of Contract Region 6.**

**4 June 2017:** Ceased without replacement.

### Streets

*From 21 March 2010*

**From Kingsgrove** (Kingsgrove Rd at Station) via Kingsgrove Rd, Edward St, Staples St, Alston St, New Illawarra Rd, Edward St, Oliver St, East Dr, Shaw St to Bexley North Station.

**From Bexley North** (Shaw St/Bexley Rd at Station) via Bexley Rd, New Illawarra Rd, then reverse route to Kingsgrove Station.

## Timetable Summary

21 March 2010

| Destinations            | Off-peak trip time | Day | First trip |         | Last trip    |        | Av day freq/No of trips | Notes |
|-------------------------|--------------------|-----|------------|---------|--------------|--------|-------------------------|-------|
|                         |                    |     | From       | Time    | From         | Time   |                         |       |
| Kingsgrove-Bexley North | 8                  | M-F | Kingsgrove | 10.00am | Bexley North | 2.10pm | 2 trips                 |       |
|                         |                    | Sat |            |         |              |        |                         |       |
|                         |                    | Sun |            |         |              |        |                         |       |

## Route 496

**HURSTVILLE – BELMORE – CHULLORA (Aircraft Production Commission)**

**HURSTVILLE – WILEY PARK – CHULLORA (Electric Car Workshops) (INDUSTRIAL) ■**

*(The Aircraft Production Commission later became part of the Railway Workshops at Chullora.)*

### Timeline

**13 March 1944:** Peak hour service Belmore – Chullora (Aircraft Production Commission) commenced by Department of Road Transport & Tramways.

**27 March 1944:** Extended in Belmore from station (?) to Kingsgrove Rd/Canterbury Rd.

**1 March 1948:** Extended to run Hurstville – Chullora Railway Workshops.

**As at October 1966** (*based on Bus Fare Schedules book*): Listed as Hurstville – Wiley Park – Chullora (Electric Car Workshops).

**8 February 1993:** Replaced by 021.

### Streets

*May 1988*

**From Hurstville** (Station) via Forest Rd, Cambridge St, Percival St, King Georges Rd (**Beverly Hills, Wiley Park**), Wiley Av, Koala Rd, Wattle St, Waterloo Rd (**Greenacre**), Hume Hwy, Muir Av to Elcar Workshops (Chullora).

Reverse on return.

## Route 497

**ROCKDALE – BEXLEY NORTH – CHULLORA (Elcar Workshops) (INDUSTRIAL) ■**

### Timeline

**14 June 1943:** Peak hour service renumbered from 997. Operated by Department of Road Transport & Tramways.

**5 February 1993:** Replaced by 020.

### Streets

*May 1988*

**From Rockdale** (Railway St at Station) via Frederick St (**Bexley**), Forest Rd, Kingsland Rd, Bexley Rd (**Bexley North**), William St, Kingsgrove Rd, Canterbury Rd, Burwood Rd (**Belmore**), Liverpool Rd (**South Strathfield**), Hume Hwy, Muir Av to Elcar Workshops (Chullora).

**From Chullora** (Elcar Workshops) via reverse route to Frederick St, then Watkin St, Walz St to Rockdale Station.

## Route 498

**DRUMMOYNE – CHULLORA Workshops (INDUSTRIAL) ■**

### Timeline

**27 June 1949:** Peak hour service commenced by Department of Road Transport & Tramways.

**8 February 1993:** Replaced by 025.

### Streets

*May 1988*

**From Drummoyne** (Lyons Rd at Victoria Rd) via Lyons Rd, Great North Rd, Parramatta Rd, Liverpool Rd (**South Strathfield**), Hume Hwy, Muir Av to Elcar Workshops (Chullora).

## Route 499

### **CITY (Circular Quay) – EARLWOOD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE)■**

#### **Timeline**

**17 July 1949:** Due to shortages of coal to generate electricity for tram service:

- Replaced tram service after 2.00pm Saturdays and all day Sundays.
- Renumbered from 438 (?).
- Operated by Department of Road Transport & Tramways.

**23 July 1949:** A similar service operated as 099.

#### **Streets**

Followed tram line as closely as possible.

## Route 499

### **CAMPSIE – ROCKDALE – RAMSGATE Baths■**

#### **Timeline**

**23 November 1952:** Sunday service commenced by Department of Government Transport.

**30 November 1952:** Renumbered 492.

## Route 499

### **AUBURN – REGENTS PARK – BERALA (bidirectional loop) (Sundays only)■**

#### **Timeline**

**28 October 1984:** Sunday service commenced by Auburn Passenger Transport (part of Highway Tours group – JD (Jim) Hill). Ran as a bidirectional loop, covering parts of 13, 14, 123 & 149 [1925 route numbers].

**31 July 1985:** Ceased. Partly replaced by Sunday-only extension of 920 from Lidcombe to Auburn via Auburn Hospital & Cumberland Rd, as part of general reorganization of Auburn Passenger Transport's routes.

#### **Streets**

*From 28 October 1984*

#### **Clockwise**

**From Auburn** (South Pde at station) via South Pde, Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Clarke St, Elizabeth St, Woodburn Rd (**Berala**), Kerrs Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St (**Regents Park**), Park Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Wellington Rd, Chisholm Rd, private road into Japanese Gardens and return, Chisholm Rd, Elm Rd, Cumberland Rd, Normanby Rd, Park Rd, South Pde to Auburn station.

#### **Anti-clockwise**

**From Auburn** (South Pde at station) via South Pde, Park Rd, Queen St, Normanby Rd, then reverse of “clockwise” route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn station.

#### **Timetable Summary**

*28 October 1984*

| Destinations               | Off-peak trip time | Day | First trip |        | Last trip    |        | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
|                            |                    |     | From       | Time   | From         | Time   |                         |       |
| Auburn-Regents Park-Berala | 34 round trip      | M-F |            |        |              |        |                         |       |
|                            |                    | Sat |            |        |              |        |                         |       |
|                            |                    | Sun | Auburn     | 9.25am | Regents Park | 5.14pm | 45                      | A     |

A – Generally ran clockwise & anti-clockwise alternately. Plus short-working/s after last trip shown.

## Route 499

### **HURSTVILLE – EARLWOOD – RODD POINT – DRUMMOYNE**

#### **Timeline**

**14 October 1996:** Private 68 [1925 route number] Hurstville – Earlwood (Monday-Saturday daytime service) transferred from Sydney Coach Lines (TR (Dick) Crowe) & renumbered.

**20 December 1996** (*date of transfer of private 8/17 to the State Transit Authority of NSW*):

- Extended from Earlwood to Drummoyne, replacing 494 between Campsie & Drummoyne.
- Days/hours of service extended to full time.
- Shared Drummoyne – Campsie with 492.

**1 January 2005:** Became part of Contract Region 6.

**21 March 2010:** Ceased as part of general service review of Contract Region 6 routes. Replaced by:

- 473 between Earlwood & Campsie
- 490 between Campsie & Drummoyne
- 491 between Hurstville & Earlwood.

#### **Streets**

##### **Hurstville – Earlwood**

*From 14 October 1996*

**From Hurstville** (Forest Rd at Station) via Forest Rd, Park Rd, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St (**Bexley**), John St, Preddys Rd, Stoney Creek Rd, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, William St, Cameron Av, Clarke St to Homer St (Earlwood).

**From Earlwood** (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to Churchill Av, then Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Shaw St, East Dr, Oliver St, then reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville Station.

##### **Hurstville – Earlwood – Drummoyne**

*From 20 December 1996*

**From Hurstville** (Forest Rd at Station) via Forest Rd, Park Rd, Cross St, Crofts Av, Woodville St, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St (**Bexley**), John St, Preddys Rd, Stoney Creek Rd, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, William St, Bexley Rd, Beamish St (**Campsie**), Brighton Av (**Croydon Park**), Georges River Rd, Greenhills St, Liverpool Rd, Devonshire St, Murray St, Tahlee St, Fitzroy St, Shaftesbury Rd, Clarence St, Burwood Rd (**Burwood**), Railway Pde, Shaftesbury Rd, Victoria St, Queen St, Lang St (**Croydon**), Church St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av, Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd to Wrights Rd (Drummoyne bus turning area).

**From Drummoyne** (bus turning area, Lyons Rd/Wrights Rd) via reverse route to Victoria St, then Burwood Rd, then reverse route to Churchill Av, then Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Shaw St, East Dr, Oliver St, then reverse route to Queens Rd, then Dora St, McMahon St, Forest Rd to Hurstville Station.

#### **Alterations**

- **By 6 November 1997:** From Hurstville (Forest Rd) via Park Rd, Queens Rd (*not* via Crofts Av). Unaltered on return.
- **By March 2002:**  
**Northcote St diversion** (*nights*): Ex Hurstville from Bexley Rd via Northcote St, Canterbury Rd, Orissa St, Fletcher St, Beamish St. Return from Beamish St via Canterbury Rd, Northcote St, Bexley Rd. Ceased by October 2002.
- **By March 2002:** Ex Hurstville from Preddys Rd via Alston St, Staples St. Reverse on return.
- **By March 2002:** Ex Hurstville from Miller Av via Middleton Av, Barnsbury Grv, Churchill St. Return from Miller Av via Middleton Av, Barnsbury Grv, Bexley Rd.
- **By July 2005:** Ex Hurstville from Miller Av via Bexley Rd, Barnsbury Grv. Return from Miller Av via Bexley Rd.
- **By July 2005:** Ex Hurstville from Burwood Rd via Victoria St. Return from Victoria St via Shaftesbury Rd, Wilga St, Burwood Rd.

**Timetable Summary***14 October 1996*

| Destinations        | Off-peak trip time | Day | First trip |        | Last trip  |        | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
|                     |                    |     | From       | Time   | From       | Time   |                         |       |
| Hurstville-Earlwood | 25                 | M-F | Earlwood   | 6.05am | Hurstville | 6.45pm | 30                      |       |
|                     |                    | Sat |            | 7.45am |            | 5.15pm | 30                      |       |
|                     |                    | Sun |            |        |            |        |                         |       |

*20 December 1996**See 492*