



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 500 – 524

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

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

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

Periods of operation of Government bus authorities in Sydney

From 29 December 1932: Department of Road Transport & Tramways

From 27 October 1952: Department of Government Transport

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

From 1 July 1980: Urban Transit Authority of NSW

From 16 January 1989: State Transit Authority of NSW

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

Summary of routes 500 – 524

500	City-Ryde, etc
500N	City-Ryde-Parramatta
500X	City-West Ryde
X00	City-Ryde
501	City-West Ryde
501	Central-Ryde-Parramatta
X01	City-West Ryde
502	City-Central-Ryde, etc
502	City-East Concord, etc
502	City-Drummoyne-Cabarita
503	Central-Dolls Point
503	City-Five Dock, etc
503	City-Drummoyne
L03	City-Mortlake
504	Drummoyne-Ryde
504	City-Chiswick
504X	City-Chiswick
X04	City-Chiswick
505	Ryde-West Meadowbank
505	City-Chiswick

505	City-Woolwich
506	City-Ryde-North Ryde
506	City-E Ryde-Macquarie Uni
X06	City-East Ryde
507	Central-Ryde-North Ryde
507	City-Drummoyne
507	City-Ryde-Macquarie Uni
507	Gladesville-Meadowbank, etc
508	West Ryde-Carlingford
508	City-Drummoyne
509	Ryde-Carlingford
510	City-Ryde Depot
511	Central-Ryde Depot
511	West Ryde-Carlingford
X11	West Ryde-Carlingford
512	City-Ryde Depot
512	Ryde-Gladesville Wharf
513	Pymont-Ryde Depot
513	Meadowbank-Carlingford
514	White Bay-Ryde Depot

515	Drummoyne-Ryde Depot
515	City-Ryde-Eastwood
515	Ryde-Eastwood
X15	City-Ryde-Eastwood
516	City-Hunters Hill-Ryde Depot
516	Chatswood-North Ryde-Ryde
517	Ryde-Macquarie Centre
518	City-East Ryde
518	City-Denistone E-Macq Uni
518	Meadowbank-Macquarie Uni
X18	City-Denistone East
520	City-Drummoyne
520	City-Ryde-Parramatta
L20	City-Ryde-Parramatta
521	Central-Drummoyne
521	Parramatta-Eastwood
522	City-Drummoyne
523	Pymont-Drummoyne
523	Parramatta-West Ryde
524	Parramatta-West Ryde, etc

Route 500

CITY (Circular Quay) – RYDE via Pyrmont Bridge & Victoria Rd (some trips EXPRESS) ■

- **Extended from Ryde to North Ryde (selected trips, 1987-2001)**

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

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

Route X00

CITY (various termini) – RYDE via Victoria Rd (EXPRESS) ■

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- 500 City (Circular Quay) – Ryde via Pyrmont Bridge Monday-Saturday daytime service renumbered from part of 400.
- Most of route shared with by 501 (full time).
- 502 provided service at night & on Sundays.
- 500 & 501 supplemented by (mostly peak hour & infrequent routes) 503, 504, 506, 507, 510-515, 520-524, 530, 531, 540 & 541 for various periods until 8 February 1987.
- Operated by Department of Government Transport.

Between 1976 & 1978: 504, 513, 514, 515, 523 & 524 renumbered part of 500.

12 June 1978: Peak hour express trips commenced.

24 May 1981: Night trips extended to City (Opera House). Similarly extended on Saturday afternoons by September 1982.

8 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- 506 (in effect a peak hour & Saturday morning extension of 500) renumbered part of 500, making 500 City (Circular Quay) – Ryde (selected peak hour trips extended to North Ryde).
- Short-workings 510, 512 & 520 renumbered part of 500.
- City (Opera House) extension ceased.
- 502 night & Sunday service replaced by extended 501.
- 500 supplemented by 502, 503, 504-508 for various periods.

3 October 1989: City (Circular Quay) – Drummoyne (Drummoyne Av) renumbered 507.

8 October 1990:

- Express trips renumbered X00. City termini were Wynyard (arriving) or Circular Quay (departing).
- By this date, Saturday morning extension of 500 to North Ryde ceased.

3 November 1996: Times of service extended to nights & Sundays, replacing 501 at those times.

4 March 2001: Shared City (Circular Quay) – Ryde with 515 & X15, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

24 June 2001: As part of Stage 2 of the “Better Buses” service review:

- 500 curtailed to run City (Circular Quay) – Ryde.
- 500 altered to a peak hour service, becoming supplementary to new 518 (full time), existing L20 (daytime Mondays-Saturdays) & existing 520 (nights & Sundays).
- 500 continued to share most of route with 501 (full time).
- Ryde – North Ryde replaced by existing 287.

1 January 2005: Became part of Contract Region 7.

By June 2008:

- Morning peak hour trips on X00 ceased.
- City terminus (departing) of X00 altered to Harrington St.

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

- City terminus of 500 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X00 altered to Park St.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- 500 & X01 replaced by new “frequent” express 500X.
- 501 provided all stops service along most of route.

Streets

Route 500

City (Circular Quay) – Ryde

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**) [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland St, then reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to **Circular Quay (City)**.

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

City (Circular Quay) – Ryde (selected trips extended to City (Opera House))

Alterations

- *In the period from late 1980 until late 1986:* Pyrmont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North Western Freeway & from circa 1986 as Western Distributor.
- *By 24 May 1981:*
City (Opera House) extension: From City (Circular Quay) via Circular Quay East to Opera House (City). Reverse on return.

City (Circular Quay) – Ryde (selected trips extended to North Ryde)

Alterations

- *From 8 February 1987:*
North Ryde extension: From Ryde (Civic Centre) via Lane Cove Rd, Goulding Rd, Twin Rd, Lane Cove Rd, Coxs Rd, Blenheim Rd to Epping Rd. Return via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St.
- *From 3 December 1995 (opening of new Glebe Island Bridge):* Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Circular Quay) – Ryde via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Civic Centre) via reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- *From 29 August 2005:* Ex Ryde from Western Distributor via Druitt St, George St. Unaltered on return.
- *By June 2008:* Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- *From 5 December 2011:* Ex Ryde from Western Distributor via Bathurst St, George St. Unaltered on return.
- *By 24 June 2001:* Approached City (Circular Quay) from Bridge St via Loftus St. Return from Alfred St at Pitt St via Alfred St.

City (Circular Quay) – Ryde via Elizabeth St, City

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St, Druitt St.

Route X00

City (Wynyard or Circular Quay) – Ryde

From 8 October 1990

From City (Circular Quay) (eastern end) via Alfred St, George St, Druitt St, Sussex St, Western Distributor, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland St, then reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, George St to **Wynyard (City)**.

Alteration

- **From 3 December 1995:** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **From 29 August 2005:** Ex Ryde from Western Distributor via Druitt St, George St. Unaltered on return.

City (Harrington St) – Ryde

Alterations

- **By June 2008:** From City (Harrington St) via Grosvenor St, George St, Druitt St.
- **From 5 December 2011:** Ex Ryde from Western Distributor via Bathurst St, George St. Unaltered on return.

City (Park St) – Ryde

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): From City (Park St at Pitt St) via Druitt St.

Timetable Summary

18 March 1963

City – Ryde via Victoria Rd full time routes

500-502

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde via Pyrmont Bridge	42	M-F	Ryde	6.06am	Circular Quay	7.40pm	15*	A
		Sat		6.00am		7.29pm	AM 12-15 PM 15	B
		Sun						C
501: City (Railway Square)-Ryde	39	M-F	Ryde	3.57am	Railway Sq	7.50pm	20*	D
		Sat		3.57am		7.30pm	AM 20 PM 30	A
		Sun						C
502: City (Circular Quay)-Ryde via Railway Square	43	M-F	Ryde	5.00am	Circular Quay	12.33am	MNs	
		Sat		4.46am		12.33am	MNs	
		Sun		5.28am		11.25pm	AM 15 PM 12	

Average day frequencies along common route:

M-F Pyrmont-Ryde (500, 501) 7 trips per hour.
Sat AM Pyrmont-Ryde (500, 501, 506) 8 trips per hour.
Sat PM Pyrmont-Ryde (500, 501) 6 trips per hour.
Sun AM Pyrmont-Ryde (502) 15.
Sun PM Pyrmont-Ryde (502) 12.

* More frequent in peak hours.

A – Night service provided by 502.

B – Night service provided by 502. Morning frequency includes 506 trips (60).

C – Sunday service provided by 502.

D – Plus trip at 12.06am from Ryde.

MNs – Early morning & night service. Plus short-working/s before first trip & after last trip shown. First trip 2.59am from Ryde to Rozelle.

18 March 1963

City – Ryde via Victoria Rd supplementary (mainly peak hour & night) routes

504, 510-514, 520, 521 523

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: Drummoyne-Ryde		M-F	Ryde	3.54pmD			Ph1	
		Sat		1.06amR	Rozelle	3.25amR	Ns1	
		Sun						
510: City (Circular Quay)-Ryde Depot via Pyrmont Bridge		M-F	Cressy Rd	6.07amC	Circular Quay	5.48pmE	A	
		Sat	Gladesville	7.29amY	Gladesville	5.06pmC	B	
		Sun						
511: City (Railway Square)-Ryde Depot		M-F	Cressy Rd	5.40amS	Railway Sq	5.26pmE	Ph2	
		Sat	Gladesville	7.52amS		12.57amE	F	
		Sun						
512: City (Circular Quay)-Ryde Depot via Central Railway		M-F	Circular Quay	8.10pmG	Circular Quay	9.50pmG	Ns2	
		Sat		7.37pmE		12.23amE	Ns3	
		Sun						
513: Pyrmont-Gladesville		M-F	Cressy Rd	3.51pmP			Ph3	
		Sat						
		Sun						
514: White Bay-Gladesville		M-F	White Bay	3.43pmG			Ph4	
		Sat						
		Sun						
520: City (Circular Quay)-Drummoyne via Pyrmont Bridge		M-F	Cressy Rd	4.49amC	Cary St	5.08pmC	I	
		Sat	Crown St	9.09amC	Cressy Rd	11.36amC	J	
		Sun						
521: City (Railway Square)-Drummoyne		M-F	Railway Sq	6.57amH	Cary St	5.03pmS	Ph5	
		Sat		8.21amH			K	
		Sun						
523: Pyrmont-Drummoyne		M-F	Drummoyne	4.00pmP			Ph6	
		Sat						
		Sun						

A – Peak hours only (both directions). Day, 2-4 trips per hour.

B – Day service (irregular).

C – To City (Circular Quay).

D – To Drummoyne.

E – To Ryde (Cressy Rd).

F – From Gladesville (limited day service). From City (Railway Square) limited night service (early Sunday morning).

G – To Gladesville.

H – To Drummoyne (Hythe St).

I – Peak hours (both directions). Day, infrequent service.

J – Limited service (both directions).

K – 1 trip from City (Railway Square).

Ns1 – Night service.

Ns2 – Night service (from City (Circular Quay)).

Ns3 – Night service (both directions).

P – To Pyrmont.

Ph1 – Afternoon peak hour only (from Ryde).

Ph2 – Peak hours (both directions). Plus 12.57am trip from City (Railway Square).

Ph3 – Afternoon peak hour only (from Gladesville).

Ph4 – Afternoon peak hour only (from White Bay).

Ph5 – Peak hours only (both directions).

Ph6 – Afternoon peak hour only (from Drummoyne).

R – To Rozelle. Early Sunday morning service.

S – To City (Railway Square).

Y – To City (York St).

24 May 1981

**City – Ryde via Victoria Rd routes
500-502**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde via Pyrmont Bridge†	46	M-F	Ryde	5.27amC 5.35pmO	Opera House	7.40pmR	10*	A
		Sat		6.05amC		7.15pmR	15	B
			Opera House	6.35pmR				
		Sun						D
501: City (Barlow St, Central Railway)-Ryde-Carlingford Court	Fr Barl St 57R 89M 113T	M-F	Melrose Park	5.53amS	Barlow St, Central Rly	5.50pmT 7.30pmM	E	
		Sat	Ryde	4.33amS	Carlingford Ct	12.04pmS	F	
			Barlow St	6.46amT	Carlingford Stn	1.06pmS		
					Melrose Park	8.38pmS		
		Sun						D
502: City (Circular Quay)-Ryde via Railway Square‡	50	M-F	Ryde	3.52amQ 5.00amC	Opera House	12.15amR	MNs1	
		Sat		4.50amC		12.43amR	MNs2	
		Sun		6.05amC		10.43pmR	15	G
502: City (Circular Quay)-Ryde-Carlingford Court via Railway Square§		M-F	Q Vic Bldg	4.37amM	Circular Quay	6.20amM	Ms1	
			Circular Quay	5.58amM				
		Sat		6.27amT		7.16amT	Ms2	
		Sun						

* More frequent in peak hours.

† Extended to City (Opera House) at night.

‡ Extended to City (Opera House) at night. *For trips extended beyond Ryde, see panel below.*

§ Trips extended beyond Ryde, included in 502 above.

A – Night service provided by 502.

B – Night service provided by 502. Morning frequency includes 506 trips (60).

C – To City (Circular Quay).

D – Sunday service provided by 502.

E – Peak hours, City (Railway Square)-Melrose Park. Day, City (Railway Square)-Carlingford Court 30. Plus short-working/s before first trip shown. Night service provided by 502.

F – Early morning, City (Railway Square)-Ryde. Morning, City (Railway Square)-Carlingford Court 30. Early afternoon, City (Railway Square)-Carlingford Station 3 trips. Afternoon, City (Railway Square)-Ryde 30, City (Railway Square)-Melrose Park 60. Night service provided by 502.

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

M – To Melrose Park.

MNs1 – Early morning, mainly City (Circular Quay)-Ryde. Night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown. Trips after approx. 7.00pm extended to City (Opera House).

MNs2 – Early morning & night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown. Trips after approx. 7.00pm extended to City (Opera House).

Ms1 – Early morning, from City (Queen Victoria Building or Circular Quay) to Melrose Park. Plus short-working/s before first trip shown.

Ms2 – Early morning, from City (Circular Quay) to Carlingford Court. Plus short-working/s before first trip shown.

Q – To City (Queen Victoria Building).

R – To Ryde.

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

T – To Carlingford Court.

8 February 1987

City – Ryde via Victoria Rd routes

500, 501

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde-North Ryde	Fr C/Quay 49R 64N	M-F	Ryde	6.01amC	North Ryde	6.53amC	A	
			North Ryde	6.49amC	Circular Quay	7.31pmR		
		Sat	Ryde	7.10amC	North Ryde	1.30pmC	B	
			North Ryde	7.30amC	Circular Quay	5.51pmR		
		Sun						D
501: City (Circular Quay)-Ryde-Carlingford Court via Railway Square	Fr T/Hall 46R 58W 100T 45CW	M-F	Ryde	3.52amC	Town Hall	6.09pmT	E	
			Circular Quay	4.40amM	Melrose Park	6.12pmC		
			Town Hall	8.18amT	Circular Quay	12.15amR		
		Sat	Ryde	4.34amC	Carlingford Ct	4.07pmH	F	
			Circular Quay	5.55amT	Carlingford Stn	6.09pmC		
					Circular Quay	1.30amR		
		Sun	Ryde	5.25amC	West Ryde	5.57pmC	G	
			Circular Quay	8.06amW	Circular Quay	11.25pmR		

* More frequent in peak hours.

A – City (Circular Quay)-Ryde 10*, City (Circular Quay)-North Ryde limited service. Plus short-working/s before first trip shown. Night service provided by 501.

B – Morning, City (Circular Quay)-Ryde 10, City (Circular Quay)-North Ryde 60. Afternoon, City (Circular Quay)-Ryde 10. Night service provided by 501.

C – To City (Circular Quay).

CW – City (Circular Quay)-West Ryde.

D – Sunday service provided by 501.

E – Early morning & night, City (Circular Quay)-Ryde. Peak hours, City (Circular Quay)-Melrose Park. Day, City (Town Hall)-Carlingford Court 30. Extra trips Friday night. Plus short-working/s before first trip shown.

F – Early morning & night, City (Circular Quay)-Ryde. Morning, City (Town Hall)-Carlingford Court 30. Afternoon, City (Town Hall)-West Ryde 30, City (Town Hall)-Carlingford Court 60. Plus short-working/s before first trip shown.

G – Early morning & night, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 15, City (Circular Quay)-West Ryde 30.

H – To City (Town Hall).

M – To Melrose Park.

N – To North Ryde.

R – To Ryde.

T – To Carlingford Court.

W – To West Ryde.

7 October 1990

City – Ryde via Victoria Rd routes

500, X00, 501, X01

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde	Fr C/Quay 44R 66N	M-F	Ryde	5.55amC	Circular Quay	5.45pmN	10*	
			North Ryde	6.53amC		7.31pmR		
		Sat	Ryde	7.10amC		6.00pmR	10	
		Sun						
X00: City (Wynyard or Circular Quay)-Ryde (<i>express</i>)	36	M-F	Ryde	6.50am	Town Hall	6.05pm	Ph1	
		Sat						
		Sun						
501: City (Town Hall)-West Ryde†	59TW	M-F	Ryde	3.50amC	Town Hall	7.30pmW	A	
			Circular Quay	4.38amW	Circular Quay	12.15amR		
		Sat	Ryde	5.10amC	West Ryde	7.09pmC	B	
			Circular Quay	6.00amW	Circular Quay	3.10amR		
		Sun	Ryde	6.05amC	West Ryde	5.57pmC	D	
			West Ryde	8.06amC	Circular Quay	11.45pmR		
X01: City (Town Hall)-West Ryde (<i>express</i>)	50	M-F	West Ryde	7.03am	Town Hall	5.19pm	Ph2	
		Sat						
		Sun						

† Extended in City to Circular Quay in early morning & at night.

A – Early morning & night, City (Circular Quay)-Ryde. Day, City (Town Hall)-West Ryde 20. Plus short-working/s before first trip shown.

B – Early morning & night, City (Circular Quay)-Ryde. Day, City (Town Hall)-West Ryde 30. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

D – Early morning & night, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 15, City (Circular Quay)-West Ryde 30. Plus short-working/s before first trip shown.

N – To North Ryde.

R – To Ryde.

TW – City (Town Hall)-West Ryde

W – To West Ryde.

24 June 2001

City – Ryde via Victoria Rd routes

500, X00, 507, 515, X15, 518, X18, 520, L20

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
500: City (Circular Quay)-Ryde	36	M-F	Ryde	6.14am	Circular Quay	5.23pm	Ph1	
		Sat						
		Sun						
X00: City (Wynyard or Harrington St)-Ryde	34	M-F	Ryde	6.51am	Harrington St	6.46pm	Ph2	
		Sat						
		Sun						
501: City (Circular Quay)-Ryde-West Ryde via Central Railway	56TW	M-F	Ryde	3.50amC	Town Hall	11.28pmW	A	
			Circular Quay	4.38amW	Circular Quay	12.22amR		
		Sat	West Ryde	5.05amC		12.33amW	B	
						3.10amR		
		Sun	Ryde	5.10amC	Town Hall	10.59pmW	F	
			Circular Quay	6.55amW	Circular Quay	11.59pmR		
507: City (Circular Quay)-Ryde-Macquarie University†	Fr C Quay 57R 77M	M-F	Ryde	6.52amC	Macquarie Uni	6.11pmC	G	
			Macquarie Uni	8.01amC	Circular Quay	9.10pmR		
		Sat	Ryde	8.00amC	Macquarie Uni	5.08pmC	H	
			Macquarie Uni	8.10amC	Circular Quay	6.45pmR		
		Sun	Ryde	8.14amC		6.36pmR	60	
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 64C	M-F	Ryde	6.37amE	Circular Quay	3.23pmE	I	
			Eastwood	9.04amC	Eastwood	6.39pmR		
		Sat	Ryde	7.07amE		6.30pmR	30	
		Sun		8.49amE		4.25pmR	60	
X15: City (Wynyard or Harrington St)-Eastwood	54	M-F	Eastwood	6.30amY	Harrington St	5.53pmE	Ph3	
		Sat						
		Sun						
518: City (Circular Quay)-Denistone East-Macquarie University	Fr C Quay 55D 66M	M-F	Circular Quay	6.20amM	Macquarie Uni	9.16pmC	J	
					Circular Quay	9.48pmD		
		Sat	Macquarie Uni	8.04amC	Macquarie Uni	6.40pmC	K	
					Circular Quay	9.48pmD		
		Sun	Circular Quay	8.56amM	Macquarie Uni	6.17pmC	L	
					Circular Quay	9.48pmD		
X18: City (Wynyard or Harrington St)-Denistone East	46	M-F	Denistone East	7.00amY	Harrington St	5.29pmD	Ph4	
		Sat						
		Sun						
520: City (Circular Quay)-Parramatta (<i>all stops</i>)	Fr P'matta 30R 67C	M-F	Ryde	4.52amP	Circular Quay	11.18pmP	MNs	
			Parramatta	6.32pmC	Parramatta	12.32amR		
		Sat	West Ryde	6.31amP		11.18pmP	MNs	
			Circular Quay	6.12pmP	Parramatta	12.32amR		
		Sun	Parramatta	7.34amC	Circular Quay	10.18pmP	60	N
L20: City (Circular Quay)-Parramatta (<i>limited stops</i>)	78	M-F	Parramatta	5.30am	Circular Quay	6.48pm	30*	
		Sat		7.01am	Parramatta	6.02pm	30	O
		Sun						

Average day frequencies along common route:

M-F City-Gladesville (501, 507, 515, 518, L20) 11 trips per hour.
City-Ryde (501, 515, 518, L20) 9 trips per hour.
City-West Ryde (501, L20) 5 trips per hour.

Sat City-Gladesville (501, 507, 515, 518, L20) 11 trips per hour.
City-Ryde (501, 515, 518, L20) 9 trips per hour.
City-West Ryde (501, L20) 5 trips per hour.

Sun City-Gladesville (501, 507, 515, 518, L20) 6 trips per hour.
City-Ryde (501, 515, 518, 520) 5 trips per hour.
City-West Ryde (501, 520) 3 trips per hour.

* More frequent in peak hours.

† Peak hour trips via Meadowbank Station.

A – Early morning & night City (Circular Quay)-Ryde. Day City (Town Hall)-West Ryde 20. Extra trips Friday night (last trip 3.10am from City (Circular Quay) to Ryde).

B – Early morning, City (Circular Quay)-West Ryde. Day City (Town Hall)-West Ryde 20. Night, City (Town Hall)-Ryde or West Ryde. Late night, City (Circular Quay)-Ryde.

C – To City (Circular Quay).

D – To Denistone East.

E – To Eastwood.

F – Early morning & night City (Circular Quay)--Ryde. Day City (Town Hall)-West Ryde 30.

G – Morning peak hour, mainly City (Circular Quay)-Meadowbank-Ryde. Day, City (Circular Quay)-Ryde 30, City (Circular Quay)-Macquarie University 60. Afternoon peak hour, City (Circular Quay)-Meadowbank-Macquarie University. Plus short-working/s before first trip shown.

H – Early morning & late afternoon, City (Circular Quay)-Ryde. Day, City (Circular Quay)-Ryde 30, City (Circular Quay)-Macquarie University 60. Plus short-working/s before first trip shown.

I – Morning peak hour, from Ryde to Eastwood. Afternoon peak hour, from Eastwood to Ryde. Day, City (Circular Quay)-Eastwood 30. Peak hour service in opposite direction provided by X15.

J – Peak hours & day, City (Circular Quay)-Macquarie University 30*. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

K – Day, City (Circular Quay)-Macquarie University 30. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

L – Day, City (Circular Quay)-Macquarie University 60. Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

M – To Macquarie University.

MNs – Early morning (Ryde or West Ryde-Parramatta) & night (City (Circular Quay)-Parramatta) service. Plus short-working/s before first trip shown.

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

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

P – To Parramatta.

Ph1 – Peak hours only (morning from Ryde, afternoon from City (Circular Quay)). Plus late night trips.

Ph2 – Peak hours only (morning from Ryde, afternoon from City (Harrington St)).

Ph3 – Peak hours only (morning from Eastwood to City (Wynyard), afternoon from City (Harrington St) to Eastwood).

Ph4 – Peak hours only (morning from Denistone East to City (Wynyard), afternoon from City (Harrington St) to Denistone East).

R – To Ryde.

TW – City (Town Hall)-West Ryde.

Y – To City (Wynyard).

Route 500X

CITY (Hyde Park) – RYDE – WEST RYDE via Victoria Rd (LIMITED STOP) ■

Route 500N

CITY (Hyde Park) – RYDE – PARRAMATTA via Victoria Rd (midnight-to-dawn) ■

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

Timeline

24 January 2021: New routes commenced by State Transit Authority of NSW as part of Contract Region 7 changes (including introduction of all-day frequent routes):

- 500X new “frequent” full time service, replacing M52, 515, X15, 518, X18 & 520. Shared Pyrmont-West Ryde with 501.
- 500N new midnight-to-dawn service.

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

21 June 2026: 500X & 500N replaced by new 52 [two-digit express/all-day frequent route number].

Streets

Route 500X

From 24 January 2021

From City (Hyde Park) (Park St) via Park St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoynes, Gladesville**), Blaxland Rd (**Ryde**), Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd to West Ryde Station.

From West Ryde (Ryedale Rd at Station) via Herbert St, Anzac Av, then reverse route to Hyde Park (City).

Route 500N

From 24 January 2021

From City (Hyde Park) (Park St) via Park St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoynes, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Hermitage St, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd (**Ermington, Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

From Parramatta (Interchange) via reverse route to Ryedale Rd, then Victoria Rd, Bowden St, Parkes St, Blaxland Rd, then reverse route to Hyde Park (City).

Timetable Summary

24 January 2021

City – West Ryde via Victoria Rd routes 500X, 500N, 501

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
500X: City (Hyde Park)-West Ryde	40	M-F	West Ryde	4.23am	Hyde Park	1.00am	10*	
		Sat		4.23am		1.00am	10	
		Sun		4.23am		1.00am	10	
500N: City (Hyde Park)-Ryde-Parramatta	53	M-F	Parramatta	12.25am	Hyde Park	3.30am	MDs	
		Sat		12.25am		3.30am	MDs	
		Sun		12.25am		3.30am	MDs	
501: City (Pitt St, Central Railway)-Ryde-Parramatta	77	M-F	Parramatta	4.00am	Pitt St, C/Rly	12.45am	15*	A
		Sat		4.00amC		12.45amP	15	B
		Sun		4.00am	Ryde	3.27amC		
					Pitt St, C/Rly	12.45am	20	

* More frequent in peak hours.

A – Extra trips Friday night (City (Hyde Park)-Ryde), last trip 3.27am from Ryde.

B – Day, City (Pitt St, Central Railway)-Ryde-Parramatta 15. Night, City (Pitt St, Central Railway)-Ryde-Parramatta. Early morning Sunday, City (Pitt St, Central Railway)-Ryde.

C – To City (Pitt St, Central Railway).

MDs – Midnight-to-dawn service.

P – To Parramatta.

5 August 2024

501: Sunday average day frequency: 15. Other times & frequencies unaltered.

Route 501

CITY (various termini) – RYDE – WEST RYDE via Central Railway & Victoria Rd■

- **Extended from West Ryde to Carlingford Court via Melrose Park (off-peak, Saturday mornings & Thursday nights, 1981-90)**

Route X01

CITY (Town Hall) – RYDE – WEST RYDE via Central Railway & Victoria Rd■

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

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- 501 City (Railway Square) – Ryde daytime Monday-Saturday service renumbered from part of 404.
- Most of route shared with by 500 (Mondays-Saturdays daytime).
- 502 provided service at night & on Sundays.
- Operated by Department of Government Transport.

20 May 1964: City terminus altered to Pitt St, Central Railway.

25 May 1981: In a rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Extended & rearranged as:
 - City (Barlow St, Central Railway) – Ryde – Melrose Park (Mondays-Saturdays daytime)
 - City (Barlow St, Central Railway) – Ryde – Melrose Park – Carlingford Court (off-peak, Saturday mornings & Thursday nights)
- Extension from West Ryde to Carlingford Court replaced 505 & 509.
- Shared West Ryde – Carlingford with 508 till 9 February 1987, then shared with 511 till 8 October 1990.

9 January 1984: Extended from Carlingford Court to Carlingford High School on Monday, Tuesday & Friday nights (limited service) (ceased by September 1985).

8 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Extended on Monday-Saturday daytime in City from Barlow St, Central Railway to Pitt St, Town Hall, replacing 502.
- Further extended at night (Monday-Saturday) & all-day Sunday to Circular Quay, also replacing 502.
- 511, 512, 521 & 522 renumbered 501.

8 October 1990: In a further rearrangement of West Ryde/Melrose Park/Carlingford routes:

- 501 curtailed to run City (Town Hall) – West Ryde.
- West Ryde – Carlingford Court replaced by new 511 & X11.
- X01 City (Town Hall) – West Ryde express commenced.

1 November 1996: X01 ceased. 501 continued to provide service.

1 January 2005: Became part of Contract Region 7.

4 October 2015: Curtailed to run City (Pitt St, Central Railway) – West Ryde, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Extended from West Ryde to Parramatta (*see next entry*).
- Replaced M52 & 520.

Streets

Route 501

City (Railway Square) – Ryde

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

Alterations

- **From 20 May 1964** (based on October 1966 timetable): Approached City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pymont Bridge Rd, Jones St (?), Bank St. Unaltered on return.
- **By November 1978:** Approached Ryde via Blaxland Rd to Civic Centre. Unaltered on return.

City (Barlow St, Central Railway) – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

From 24 May 1981

From City (Barlow St, Central Railway) via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastward) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastward), Pennant Hills Rd, Coleman Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Devlin St, Blaxland Rd, then reverse route to Bank St, then Miller St, Pymont St, Quarry St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St (Central Railway, City)

Alteration

From 9 January 1984: Ex City (Barlow St, Central Railway) from Devlin St via Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd. Reverse on return.

City (Town Hall) – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

Alterations

- **From 8 February 1987:** Extended from Railway Sq via George St, Bathurst St, Pitt St to Park St (Town Hall). Return via Park St, George St, Railway Sq, Harris St.
- **From 13 December 1987:** Ex City (Town Hall) from Railway Sq via Broadway, Jones St, Mary Ann St, Harris St. Unaltered on return.

City (Town Hall) – West Ryde

Alterations

- **From 8 October 1990:** Ex City (Town Hall) from West Pde to West Ryde Interchange. Reverse on return.
- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.
- **From 3 December 1995** (opening of new Glebe Island Bridge): Ex City (Town Hall) from Harris St via Pymont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Town Hall) – West Ryde (selected trips extended to City (Circular Quay))

Alteration

- **From 1 November 1996:** Extended in City from Town Hall via George St, Bridge St, Phillip St to Circular Quay. Return from Alfred St at Young St via Alfred St, George St.
- **By August 1997:** Ex City (Circular Quay) from Harris St via Miller St, Western Distributor. Return from Western Distributor via Miller St, Harris St, Gipps St, Pymont St, Quarry St, Harris St.
- **By 24 June 2001:** Ex City (Circular Quay) from Blaxland Rd via Parkes St (*not* via Victoria Rd, Bowden St). Reverse on return.
- **By 24 June 2001:** Ex West Ryde from Miller St via Harris St (*not* via Pymont St), Broadway. Unaltered on return.

City (Pitt St, Central Railway) – West Ryde

From 4 October 2015

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, Broadway, Jones St, Thomas St, Harris St, Miller St (Pyrmont), Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Harris St, then Railway Sq, Pitt St to Hay St (Central Railway, City).

Route X01

City (Town Hall) – West Ryde

From 8 October 1990

From City (Town Hall) (George St?) via George St, Railway Sq, Broadway, Jones St, Mary Ann St, Harris St, Gipps St (Pyrmont), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Devlin St, Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Bank St, then Miller St, Pyrmont St, Quarry St, Harris St, Broadway, Railway Square, George St to Town Hall (City).

Alterations

- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.
- **From 4 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Town Hall) from Harris St via Pyrmont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Return from Victoria Rd via new Glebe Island [now Anzac] Bridge, Western Distributor, Allen St, Harris St.

Timetable Summary

See 500

Route 501

CITY (Pitt St, Central Railway) – RYDE – PARRAMATTA via Victoria Rd

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

Timeline

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Route in previous entry extended to run City (Pitt St, Central Railway) – Ryde – Parramatta as a full time service, replacing 520 & M52.
- Shared Pyrmont-West Ryde with new 500X.
- Operated by State Transit Authority of NSW.

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

21 June 2026:

- Curtailed to run City (Pitt St, Central Railway) – West Ryde.
- Service over the full route between the City & Parramatta via Victoria Rd replaced by new 52 [two-digit express/all-day frequent route number].

Streets

From 24 January 2021

From City (Pitt St, Central Railway) (at Barlow St) via Pitt St, Railway Sq, Broadway, Jones St, Thomas St, Harris St (Pyrmont), Miller St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (Ryde), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

From Parramatta (Interchange) via reverse route to Victoria Rd (approaching Ryde), then Bowden St, Parkes St, Blaxland Rd, Victoria Rd, then reverse route to Harris St, then Railway Sq, Pitt St to Barlow St (City).

Timetable Summary

See 500X

Route 502

CITY (Circular Quay) – RYDE via Central Railway■

- **Extended from Ryde to Melrose Park** (*selected early morning Monday-Saturday trips, 1981-87*)
- **Extended from Ryde to West Ryde** (*Sundays from 1985*)

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

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings):

- City (Circular Quay) – Ryde via Railway Square renumbered from part of 404.
- Ran in early mornings, at night and all-day Sunday, at times when 500 & 501 did not run.
- Operated by Department of Government Transport.

25 May 1981: Selected early morning trips from the City extended from Ryde to Melrose Park in a rearrangement of West Ryde/Melrose Park/Carlingford routes, replacing 505 at that time.

15 September 1985: Sunday service extended from Ryde to West Ryde.

8 February 1987: Ceased as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall. Replaced by extended hours of 501.

Streets

City (Circular Quay) – Ryde via Central Railway

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 19 October 1964:** Ex City (Circular Quay) from George St via Railway Square (*not* via Hay St, Pitt St). Unaltered on return.

City (Circular Quay) – Ryde via Central Railway (early morning Monday-Saturday trips extended from Ryde to Melrose Park)

Alterations

- **From 25 May 1981**
Melrose Park extension (*early morning*): From Ryde (Blaxland Rd/Devlin St) via Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd (**West Ryde**), Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Parer St (Melrose Park). Return from Parer St via Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Devlin St to Blaxland Rd (Ryde).

(The streets in the Melrose Park extension between Ryde & West Ryde also applied to the extension of Sunday trips on 502 from Ryde to West Ryde from 15 September 1985.)

- **From 9 January 1984:** Ex City (Barlow St, Central Railway) from Devlin St via Victoria Rd, Bowden St, Parkes St, Hermitage Rd, Orchard St, Anzac Av, Ryedale Rd. Reverse on return.
- **From 3 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Circular Quay) from Harris St via Pymont Bridge Rd, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

Timetable Summary

See 500

Route 502

CITY (various termini) – DRUMMOYNE – FIVE DOCK (Ingham Av) – EAST CONCORD (Bayview Park) ■

- **Extended from Five Dock (Ingham Av) to Burwood Depot (selected trips 1987-99)**

Timeline

9 February 1987: Peak hour service, City (Circular Quay) – Five Dock (Ingham Av) (selected trips extended to Burwood Depot) renumbered from 530, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall. Operated by Urban Transit Authority of NSW.

14 February 1999:

- Extension of selected trips to Burwood Depot ceased.
- Selected trips extended from Five Dock (Ingham Av) to East Concord (Bayview Park).
- City terminus (departing) altered to Harrington St.

1 January 2005: Became part of Contract Region 6.

4 October 2015:

- City terminus altered to Kent St (arriving) or Park St (departing), as a result of light rail construction in George St, City/new CBD bus network.
- Most trips extended from Five Dock (Ingham Av) to East Concord (Bayview Park).

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.

25 October 2020:

- Extended/rerouted to Cabarita instead of East Concord (Bayview Park) (*see next entry*)
- Times of service extended to full time.
- Service to East Concord (Bayview Park) provided by 466.

Streets

City (Circular Quay) – Five Dock (Ingham Av) (selected trips extended to Burwood Depot)

From 9 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Western Distributor, Harris St (**Pymont**), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Pymont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Burwood Depot extension: From Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.

Alterations

- **From 31 January 1995:** Approached City (Circular Quay) from George St via Bridge St, Phillip St. Return via Alfred St.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **By 6 April 1999:** Approached City (Circular Quay) from Bridge St via Loftus St. Return via Alfred St.

City (Circular Quay or Harrington St) – Five Dock (Ingham Av) – East Concord (Bayview Park)

From 14 February 1999 (based on 6 April 1999 timetable)

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av, Barnstaple Rd (**Five Dock**), Heath St, First Av, Park Rd, Fairlight St, Ramsay Rd, Great North Rd, Garfield St, Harris St, Lyons Rd West, Burwood Rd to Bayview Park (East Concord).

From East Concord (Bayview Park) via reverse route to Great North Rd, then First Av, Heath St, Barnstaple Rd to Ingham Av, then reverse route to Bank St, then Miller St, Pymont St, Western Distributor, Sussex St, Market St, George St, Bridge St, Loftus St to Circular Quay (City).

City (Kent St or Park St) – Five Dock (Ingham Av) – East Concord (Bayview Park)

Alteration

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

Approached City from Western Distributor via Bathurst St, Kent St to Market St. Return from Park St near Pitt St via Druitt St, Western Distributor.

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Five Dock (Ingham Av)†	Fr C Quay 29F 42B	M-F	Burwood Dep	6.14am	Circular Quay	5.55pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

Ph – Peak hours only (both directions). Base service, City (Circular Quay)-Five Dock (Ingham Av). Selected trips extended to Burwood Depot.

6 April 1999

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circ Quay or Harrington St)-East Concord (Bayview Pk)	Fr C Quay 28F 46B	M-F	Bayview Park	6.52am	Harrington St	5.54pm	Ph	A
		Sat						
		Sun						

A – Plus short working/s to/from Five Dock (Ingham Av) before first trip & after last trip shown.

B – To East Concord (Bayview Park).

F – To Five Dock (Ingham Av).

Ph – Peak hours only (morning from East Concord (Bayview Park) or Five Dock (Ingham Av), afternoon from City (Harrington St) to Five Dock (Ingham Av), Five Dock shops or East Concord (Bayview Park)).

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Kent St or Park St)-East Concord (Bayview Park)	38	M-F	Bayview Park	6.17am	Park St	6.34pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from East Concord (Bayview Park), afternoon from City (Park St)).

Route 502

CITY (Clarence St or Park St) – DRUMMOYNE – FIVE DOCK – CABARITA

Timeline

25 October 2020:

- Route in previous entry extended/rerouted to Cabarita (but **not** via East Concord (Bayview Park)).
- Runs as a full time route, Five Dock – Cabarita (extended to Drummoyne in daylight hours and to City (Clarence St or Park St) in peak hours).
- Operated by Transit Systems West Pty Ltd, trading as Transit Systems.
- Part of Contract Region 6.

8 December 2024: Base daily service curtailed to run Five Dock – Cabarita. Extended to City (Clarence St or Park St) in peak hours. Off-peak, night & weekend service between Five Dock & Drummoyne replaced by existing 490, 492 & 530.

Streets

From 25 October 2020

From City (Park St) (at Pitt St) via Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd, Ingham Av, Fairlight Av, Ramsay Rd, Great North Rd (**Five Dock**), Garfield St, Harris Rd, Lyons Rd West (**Canada Bay**), Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Cabarita Rd, Cabarita Park internal roadways to Cabarita Wharf.

From Cabarita (wharf) via reverse route to Western Distributor, then Druitt St, Clarence St to near Druitt St (City).

Timetable Summary

25 October 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Cabarita†	Fr Cab 18F 30D 53L	M-F	Cabarita	6.10amL	Park St	8.33pmC	A	
					Five Dock	11.03pmC		
		Sat		8.15amD	Drummoyne	6.27pmC	B	
					Five Dock	10.45pmC		
		Sun		8.48amD	Drummoyne	6.28pmC	E	
					Five Dock	9.06pmC		

* More frequent in peak hours.

† Extended to City (Clarence St or Park St) in peak hours.

A – Early morning, from Canada Bay to Cabarita, from Cabarita to City (Clarence St) & short-workings.

Morning peak hour, from Five Dock to Cabarita, from Cabarita to City (Clarence St) & short-workings.

Day, Drummoyne-Cabarita 30.

Afternoon peak hour, from City (Park St) to Cabarita, from Cabarita to Drummoyne.

Night, from Five Dock to Cabarita, from Cabarita to Canada Bay.

B – Early morning, from Canada Bay to Cabarita.

Day, Drummoyne-Cabarita 30.

Night, Five Dock-Cabarita.

C – To Cabarita.

D – To Drummoyne.

E – Early morning & night, Concord-Cabarita.

Day, Drummoyne-Cabarita 30.

F – To Five Dock.

L – To City (Clarence St).

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Five Dock-Cabarita†	Fr Cab 18F 40L	M-F	Cabarita	6.27amL	Park St	7.33pmC	A	
					Cabarita	9.25pmF		
		Sat	Five Dock	8.00amC		9.25pmF	60	
		Sun		8.00amC		9.25pmF	60	

† Extended to City (Clarence St or Park St) in peak hours.

A – Base day & night service Five Dock-Cabarita 60. Extended in peak hours to City (morning from Cabarita to City (Clarence St), afternoon from City (Park St) to Cabarita).

C – To Cabarita.

F – To Five Dock.

L – To City (Clarence St).

Route 503

CITY (Eddy Av, Central Railway) – KENSINGTON – MASCOT – DOLLS POINT

Timeline

12 May 1940:

- Renumbered from 3 [1925 route number], as part of the first scheme to renumber routes into geographical series [referred to in this website as Sydney Region route numbers].
- This route was then regarded as belonging to the “far south-eastern” suburbs, whose routes were to be renumbered in the 500-599 series. This appears to have been the only route to be numbered in that 500-599 series at that time.
- Operated by Department of Road Transport & Tramways..

1 March 1942: Renumbered 303 [Sydney Region route number], to conform to the later renumbering of Eastern Suburbs routes into the 300-399 series.

Streets

Probably same as equivalent parts of earlier 3 [1925 route number] and later 303 [Sydney Region route number] over the same route.

Route 503

PYRMONT – RYDE

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

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), renumbered from part of 400, becoming supplementary to 500. Operated by Department of Government Transport.

By August 1981: Believed ceased.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Pyrmont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via reverse route to Bank St, then Miller St to Harris St (Pyrmont).

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 503

CITY (Pitt St or George St, Town Hall) – DRUMMOYNE – FIVE DOCK (Ingham Av) via Central Railway

- **Extended from Five Dock (Ingham Av) to Burwood Depot (selected trips)**

Timeline

9 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Peak hour service renumbered from 531.
- Compared with 531, extended in the City from Central Railway to Park St.
- Operated by Urban Transit Authority of NSW.

8 October 1990: Ceased without direct replacement. 502 continued to run City (Circular Quay) – Five Dock (Ingham Av).

Streets

From 9 February 1987

From City (Town Hall) (George St) via George St, Railway Sq, Lee St, Regent St, Harris St (**Pymont**), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Ingham Av to Barnstaple Rd (Five Dock).

From Five Dock (Ingham Av) (at Barnstaple Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Bathurst St, Pitt St to Park St (City).

Burwood Depot extension: From Five Dock (Ingham Av at Barnstaple Rd) via Barnstaple Rd, Heath St, First Av, Great North Rd, Parramatta Rd to Burwood Depot. Reverse on return.

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
503: City (Pitt St or George St, T/H)-Five Dock (Ingham Av)†	Fr Park St 29F 42B	M-F	Burwood Dep	6.38am	George St	5.40pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Burwood Depot.

B – To Burwood Depot.

F – To Five Dock (Ingham Av).

Ph – Peak hours only (morning from Burwood Depot or Five Dock (Ingham Av) to City (Park St), afternoon from City (Town Hall) to Five Dock (Ingham Av)).

Route 503

CITY (Town Hall) – DRUMMOYNE (Bayswater St) ■

Timeline

25 October 2020: Peak hour commenced by Transit Systems West Pty Ltd, trading as Transit Systems, replacing parts of 508 & M50. Part of Contract Region 6.

8 December 2024: Ceased. Replaced by other more frequent 500X, 502, 505, 506 & 507.

Streets

From 25 October 2020

From Drummoyne (Bayswater St) (at Westbourne St) via Westbourne St, Marlborough St, Lyons Rd, Victoria Rd (**Rozelle**), Anzac Bridge, Western Distributor, Bathurst St, Elizabeth St, Park St (**Town Hall, City**), Druitt St, Western Distributor, Anzac Bridge, Lyons Rd, Bayswater St to Westbourne St (Drummoyne).

Timetable Summary

25 October 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Town Hall)-Drummoyne (Bayswater St)	17	M-F	Bayswater St	6.31am	Town Hall	7.19pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route L03

CITY (various termini) – DRUMMOYNE – MORTLAKE (LIMITED STOPS) ■

Timeline

3 November 1996: New peak hour limited stop service, City (Circular Quay) – Drummoyne – Mortlake, commenced by State Transit Authority of NSW, replacing X37.

14 February 1999: City terminus (departing) altered to Harrington St.

1 January 2005: Became part of Contract Region 6.

21 March 2010: Replaced by full time service 439 & peak hour service L39 (both running via Parramatta Rd instead of Drummoyne).

Streets

City (Circular Quay) – Mortlake

From 3 November 1996

From City (Circular Quay) (Phillip St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea, Five Dock**), Bayview Rd (**Canada Bay**), Queens Rd, Burwood Rd, Crane St, Majors Bay Rd (**Concord**), Brewer St, Frederick St, Brays Rd, Gale St, Tennyson Rd, Northcote St, Hilly St, Whittaker St to Tennyson Rd (Mortlake).

From Mortlake (Whittaker St at Tennyson Rd) via Tennyson Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

Alteration

By 6 April 1999: Approached City from Bridge St via Loftus St to Circular Quay. Return via Alfred St.

City (Circular Quay or Harrington St) – Mortlake

Alterations

- From 14 February 1999 (afternoon):* From City (Harrington St) via Grosvenor St, George St. Unaltered on return.
- From August 2005:* Ex Mortlake from Western Distributor via Druitt St, George St. Unaltered on return.

Timetable Summary

3 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
L03: City (Circular Quay)-Drummoyne-Mortlake	42	M-F	Mortlake	6.36am	Circular Quay	6.03pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mortlake, afternoon from City (Circular Quay)).

Route 504

DRUMMOYNE – RYDE ■

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

Timeline

28 July 1957: Peak hour & infrequent night service renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Drummoyne (Victoria Rd at Lyons Rd) via Victoria Rd [old alignment along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Gladesville**), Blaxland Rd to Ryde Civic Centre.

From Ryde (Devlin St) via Blaxland Rd, then reverse route to Lyons Rd (Drummoyne).

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 504

CITY (various termini) – DRUMMOYNE – CHISWICK

Route 504X

Route X04

CITY (various termini) – DRUMMOYNE – CHISWICK (EXPRESS) ■

Timeline

9 February 1987:

- 504 peak hour service, City (Circular Quay) – Chiswick, renumbered from 540, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.
- Shared Drummoyne – Chiswick with 491 Monday-Saturdays.
- Operated by Urban Transit Authority of NSW.

16 November 1997: Times of service of 504 increased to full time, replacing 491.

30 July 2001: X04 afternoon peak hour express service, City (Harrington St) – Drummoyne – Chiswick, commenced.

1 January 2005: Became part of Contract Region 6.

4 October 2015: City terminus of 504 & X04 altered to Domain, as a result of light rail construction in George St, City/new CBD bus network.

1 July 2018: 504 & X04 transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

28 July 2019: X04 City departure terminus altered to Park St.

25 October 2020: X04 renumbered 504X.

8 December 2024: 504X ceased & replaced by additional trips on 504.

Streets

Route 504

City (Circular Quay) – Chiswick

9 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Sussex St, Western Distributor, Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Bank St, then Miller St, Union St, Pyrmont St, Western Distributor, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 31 January 1995:** Approached City from Western Distributor via King St, George St. Return from Western Distributor via Bank St, old Glebe Island Bridge.
- **By 4 December 1995:** Approached City (Circular Quay) from George St via Bridge St, Phillip St. Return via Alfred St.
- **From 3 December 1995 (opening of new Glebe Island Bridge):** Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **From 4 December 1995:** Approached City from Western Distributor via Bathurst St, George St. Return from Druitt St via Western Distributor.
- **By 6 April 1999:** Approached City from Bridge St via Loftus St to Circular Quay. Return via Alfred St.
- **From August 2005:** Approached City from Western Distributor via Druitt St, George St. Unaltered on return.
- **From August 2005:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.

City (Domain) – Chiswick

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

City (Park St) – Chiswick

Alteration

From 28 July 2019: From City (Park St at Pitt St) via Druitt St.

Route X04

City (Harrington St) – Chiswick

From 30 July 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle**, **Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

Alteration

By 10 September 2006: Ex City (Harrington St) from George St via Druitt St.

City (Domain) – Chiswick

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Route 504X

From 25 October 2020

Same as X04

Timetable Summary

9 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Circular Quay)-Drummoyne-Chiswick†	35	M-F	Chiswick	6.36am	Circular Quay	6.02pm	Ph1	A
		Sat						A
		Sun						A
505: City (Town Hall)-Drummoyne-Chiswick‡	35	M-F	Chiswick	6.07am	Town Hall	5.30pm	Ph2	A
		Sat						A
		Sun						A

† Via Western Distributor.

‡ Via Central Railway.

A – Off-peak & weekend service provided by 491.

Ph1 – Peak hours only (both directions).

Ph2 – Peak hours only (morning from Chiswick, afternoon from City (Town Hall)).

16 November 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Circular Quay)-Drummoyne-Chiswick	36	M-F	Chiswick	6.06am	Circular Quay	11.40pm	30*	
		Sat		6.29am		11.45pm	30	
		Sun		8.04am		11.00pm	30	

* More frequent in peak hours.

4 October 2015

City – Drummoyne – Chiswick routes

504, X04

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Domain)-Drummoyne-Chiswick	37	M-F	Chiswick	5.58amP 6.37amD	Domain	6.59pmC	A	
					Park St	11.42pmC		
		Sat		6.30amD	Domain	6.46pmC	B	
					Park St	12.16amC		
		Sun		8.14amD	Domain	6.30pmC	B	
					Park St	11.08pmC		
X04: City (Domain)-Drummoyne-Chiswick	32	M-F	Domain	5.06pmC	Domain	6.17pmC	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Park St)-Chiswick. Day, City (Domain)-Chiswick 30*.

B – Day, City (Domain)-Chiswick 30. Night, City (Park St)-Chiswick.

C – To Chiswick.

D – To City (Domain).

P – To City (Park St).

Ph – Afternoon peak hour only (from City (Domain)).

25 October 2020

City – Drummoyne – Chiswick routes

504, 504X

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Domain)-Chiswick	34DC 16MT	M-F	Chiswick	5.35amT 6.17amD	Domain	7.06pmC	A	
					Town Hall	12.11amC		
		Sat		5.42amD	Domain	6.46pmC	B	
					Town Hall	1.38amC		
		Sun		7.17amD	Domain	6.33pmC	B	
					Town Hall	11.16pmC		
504X: City (Town Hall)-Chiswick (<i>express</i>)	31	M-F	Town Hall	5.09pm	Town Hall	6.32pm	Ph	
		Sat						
		Sun						

A – Peak hours, City (Domain) or City (Town Hall)-Chiswick. Day City (Domain)-Chiswick 15, plus supplementary off-peak trips Drummoyne (Marlborough St) –

City (Town Hall) 20. Night, City (Town Hall)-Chiswick.

B – Day, City (Domain)-Chiswick 15. Night, City (Town Hall)-Chiswick.

C – To Chiswick.

D – To City (Domain).

DC – City (Domain)-Chiswick.

MT – Drummoyne (Marlborough St)-City (Town Hall).

Ph – Afternoon peak hour only (from City (Town Hall)).

T – To City (Town Hall).

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
504: City (Domain)-Chiswick	30DC	M-F	Chiswick	5.30amT	Domain	7.07pmC	A	
				6.14amD	Town Hall	12.11amC		
		Sat		5.45amD	Domain	6.45pmC	B	
					Town Hall	1.34amC		
		Sun		7.15amD	Domain	6.30pmC	B	
					Town Hall	11.10pmC		

A – Early morning & night, City (Town Hall)-Chiswick. Day, City (Domain)-Chiswick 15.

B – Day, City (Domain)-Chiswick 15. Night, City (Town Hall)-Chiswick.

C – To Chiswick.

D – To City (Domain).

DC – City (Domain)-Chiswick.

T – To City (Town Hall).

Route 505

RYDE – WEST RYDE – WEST MEADOWBANK

- **Extended from Ryde to Ryde Baths (Summer Sundays & Holidays, 1961-2)**

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

(West Meadowbank has been known as Melrose Park since about the early 1970s.)

Timeline

14 June 1958: Full time service renumbered from 555. Operated by Department of Government Transport.

22 October 1961: Extended on summer Sundays & Holidays from Ryde shops to Ryde Baths

15 April 1962: Ryde Baths extension ceased.

By July 1973: Night service ceased.

27 October 1974: Sunday service ceased.

12 December 1980: Times of service reduced to mainly peak hours & Saturday afternoons. Replaced in off-peak & Saturday mornings by new 509, in a rearrangement of West Ryde/Melrose Park/Carlingford routes.

24 May 1981: Replaced by extended 501, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes.

Streets

Ryde – West Meadowbank

From 14 June 1958 (based on 22 April 1963 timetable)

From Ryde (Devlin St south of Blaxland Rd) via Devlin St, Victoria Rd, Bowden St, Parkes St, Orchard St, Terry Rd, Ryedale Rd (**West Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Victoria Rd, Adelaide St, Andrew St, Cobham Av, Parer St (West Meadowbank).

From West Meadowbank (Parer St) via Lancaster Av, Andrew St, Adelaide St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, then reverse route to Bowden St, then Victoria Rd, Church St, Blaxland Rd, Devlin St to near Blaxland Rd (Ryde).

Ryde – West Meadowbank (extended to Ryde Baths on Summer Sundays & Holidays)

Alterations

- **From 22 October 1961**
Ryde Baths extension: From Ryde (Blaxland Rd/Church St) via Blaxland Rd, Victoria Rd, Weaver St to Potts St (Ryde Baths). Return via Potts St, Margaret St, Victoria Rd, Blaxland Rd.
- **From 15 April 1962:** Ryde Baths extension ceased.
- **By April 1967:** Ex Ryde from Ryedale Rd via Anzac Av, Herbert St, Hermitage Rd, Victoria Rd. Reverse on return.
- **From 24 July 1972:** Ex Melrose Park from Adelaide St via Moss St, Mons Av, Dunmore St, Station St, Victoria Rd. Unaltered on return.
- **From 19 May 1979:** Ex Ryde from Ryedale Rd via Anzac Av, Herbert St, Ryedale Rd, Marlow St Bridge, West Pde, Victoria Rd. Return from Victoria Rd (west of West Ryde) via West Pde, Marlow St Bridge, Ryedale Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd.

Timetable Summary

22 October 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-West Meadowbank†	WR25 WB23	M-F	Ryde	5.31am	W Meadowb'k	12.08am	30*	
		Sat		5.43am		12.10am	30	
		Sun	W Meadowb'k	7.28amB	Ryde Baths	9.14pmW	A	
					W Meadowb'k	11.40pmR		

* More frequent in peak hours.

† Extended to Ryde Baths on Sundays & Holidays.

A – Day, West Meadowbank-Ryde Baths 60. Night, West Meadowbank-Ryde. Plus short working/s before first trip shown.

B – To Ryde Baths.

R – To Ryde.

W – To West Meadowbank.

WB – West Meadowbank-Ryde Baths (Sundays & Holidays).

WR – West Meadowbank-Ryde (weekdays).

22 April 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-West Meadowbank	25	M-F	Ryde	5.31am	W Meadowb'k	12.08am	30*	
		Sat		5.29am		12.10am	30	
		Sun		7.08am		11.40pm	60	

* More frequent in peak hours.

July 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-Melrose Park	24	M-F	Ryde	5.31am	Melrose Park	8.40pm	30*	
		Sat		6.54am		8.40pm	AM 30 PM 60	
		Sun		7.25am		8.42pm	60	

* More frequent in peak hours.

12 December 1980

Ryde – West Ryde – Melrose Park – Carlingford routes

505, 508, 509

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
505: Ryde-Melrose Park	23	M-F	Ryde	5.20am	Melrose Park	7.40pm	Ph1	A
		Sat		6.49am		8.40pm	AM Ms PM 60	B
		Sun						
508: West Ryde-Carlingford Court via Victoria Rd	Fr W Ryde 24S 26C	M-F	West Ryde	5.30amS 8.46amC	Carlingford Ct Carlingford Stn	5.15pmW 7.45pmW	Ph2	
		Sat						
		Sun						
509: Ryde-Melrose Park-Carlingford Court	Fr Ryde 45S 47C	M-F	Ryde	9.02amC	Carlingford Ct	2.42pmR	40	D
		Sat		7.13amC		12.12pmR	E	
		Sun			Carlingford Stn	12.55pmR		

A – Day service provided by 509.

B – Morning service provided by 509.

C – To Carlingford Court.

D – Peak hour service provided by 505 & 508.

E – Morning, Ryde-Carlingford Court 30. Early afternoon, Ryde-Carlingford Station, plus short-working/s after last trip shown. Afternoon service, Ryde-Melrose Park, provided by 505.

Ms – Early morning service.

Ph1 – Peak hours only. Plus short-working/s before first trip shown.

Ph2 – Peak hours only.

R – To Ryde.

S – To Carlingford Station.

W – To West Ryde.

Route 505

CITY (various termini) – DRUMMOYNE – CHISWICK via Central Railway■

Timeline

9 February 1987: As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:

- Renumbered from 541.
- Peak hour service, City (Pitt St at Park St (arriving) or George St at Town Hall (departing)) – Drummoyne – Chiswick.
- Operated by Urban Transit Authority of NSW.

By 15 February 1989: City terminus altered to Pitt St at Park St (arriving & departing).

By 4 December 1995: Ceased. 504 continued to run City (Circular Quay) – Chiswick via Western Distributor.

Streets

City (Pitt St or George St) – Chiswick

From 9 February 1987

From City (George St) (at Town Hall) via George St, Railway Sq, Lee St, Regent St, Harris St (**Pymont**), Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd to Bortfield Dr (Chiswick).

From Chiswick (Blackwall Point Rd at Bortfield Dr) via reverse route to Bank St, then Miller St, Union St, Pymont St, Harris St, Railway Sq, George St, Bathurst St, Pitt St to Park St (City).

City (Pitt St) – Chiswick

Alteration

- **By 15 February 1989:** From City (Pitt St at Park St) via Park St, George St, Railway Sq, Broadway, Jones St, Mary Ann St, Harris St. Unaltered on return.
- **By 25 September 1994:** Ex City (Town Hall) from Jones St via Thomas St (*not* via Mary Ann St), Harris St. Unaltered on return.

Timetable Summary

See 504

Route 505

CITY (various termini) – HUNTERS HILL – WOOLWICH

Timeline

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New peak hour service, City (Wynyard (arriving) or Harrington St (departing)) – Woolwich, commenced.
- Shared Hunters Hill – Woolwich with 538.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

4 October 2015: City terminus altered to Kent St (arriving) or Park St (departing), as a result of light rail construction in George St, City/new CBD bus network.

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

Streets

City (Wynyard or Harrington St) – Woolwich

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Church St (**Hunters Hill**), Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf.

From Woolwich (Valentia St at wharf) via reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

Alterations

- **By April 2006:** Ex City (Harrington St) from George St via Druitt St. Return from Western Distributor via Druitt St, George St.
- **By 20 October 2013:** Ex Woolwich from Western Distributor via Bathurst St, George St. Unaltered on return.

City (Kent St or Park St) – Woolwich

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Bathurst St, Kent St to near Market St. Return from Park St near Pitt St via Park St, Druitt St, Western Distributor.

Timetable Summary

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard or Harrington St)-Woolwich	33	M-F	Woolwich	6.52amY	Harrington St	7.18pmW	Ph	A
		Sat						A
		Sun						A

A – Service between Hunters Hill & Woolwich at other times provided by 538 (& 539 between 2002 & 2006).

Ph – Peak hours only (morning from Woolwich, afternoon from City (Harrington St)).

W – To Woolwich.

Y – To City (Wynyard).

Route 506

CITY (Circular Quay) – RYDE – NORTH RYDE via Pyrmont Bridge■

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

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

Timeline

16 March 1959:

- New peak hour & Saturday morning route City (Circular Quay) – North Ryde commenced by Department of Government Transport.
- Some trips were through-routed with 287. Some through-routed trips performed a circular trip City (Wynyard) – North Ryde – Ryde – City (Circular Quay). Also applied to Ryde – Ryde Depot trips on 506 through-routed with 287.
- Shared route at different times between City & various points along Victoria Rd with other routes in the 500-524 range.
- Shared Ryde – North Ryde with 287.
- Competed with private 205 [1925 route number] between Ryde and North Ryde.

8 February 1987: Renumbered part of 500, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 16 March 1959 (based on 29 July 1963 timetable):

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Blenheim Rd to Epping Rd (North Ryde).

From North Ryde (Blenheim Rd at Epping Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By 3 October 1972:** Ex City (Circular Quay) from Lane Cove Rd via Goulding Rd, Twin Rd, Lane Cove Rd, Coxs Rd. Reverse on return.
- **In the period from late 1980 until late 1986:** Pyrmont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North Western Freeway & from circa 1986 as Western Distributor.

Timetable Summary

29 July 1963

City – North Ryde via Victoria Rd routes

506, 507

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-Ryde-North Ryde	52	M-F	North Ryde	7.01am	Circular Quay	5.44pm	Ph	
		Sat		7.30am		12.10pm	60	A
		Sun						
507: City (Pitt St, Central Railway)-Ryde-North Ryde	53	M-F	Pitt St, C/Rly	6.43am	Pitt St, C/Rly	12.43pm	B	
		Sat						
		Sun						

A – Most trips through-routed with 287 to City (Wynyard). Plus short-working/s Ryde Depot-North Ryde before first trip & after last trip shown.

B – Limited service: early morning (through-routed with 287) & day (1 trip). **From** City (Pitt St, Central Railway) only.

Ph – Peak hours only (both directions). Some trips through-routed with 287 to City (Wynyard). Plus short-working/s Ryde Depot – North Ryde before first trip & after last trip shown.

Route 506

CITY (various termini) – HUNTERS HILL – EAST RYDE – MACQUARIE UNIVERSITY

Also:

- **City (Circular Quay) – Hunters Hill – Ryde Depot (1987-circa 1990)**

Route X06

CITY (various termini) – HUNTERS HILL – EAST RYDE (EXPRESS) ■

Timeline

8 February 1987:

- As part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall:
Peak hour service City (Circular Quay) – Hunters Hill – Ryde Depot renumbered from 516.
Peak hour service (including morning peak hour express trips) City (Circular Quay) – Hunters Hill – East Ryde renumbered from 518.
- Operated by Urban Transit Authority of NSW.

By 22 July 1990: City (Circular Quay) – Ryde Depot ceased without direct replacement, leaving route as City (Circular Quay) – East Ryde.

9 October 1990: Express trips renumbered X06.

11 May 1991: Times of service of 506 extended to daytime Mondays-Saturdays.

5 January 1992: Days of service of 506 extended to Sundays.

30 October 1994: Times of service of 506 extended to full time.

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- 506 extended to run City (Circular Quay) – East Ryde – Macquarie University, replacing 539.
- City termini of X06 altered to Wynyard (arriving) or Harrington St (departing). Outer terminus continued to be at East Ryde.

1 January 2005: Became part of Contract Region 7.

4 October 2015: City terminus of 506 & X06 altered to Domain as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: X06 replaced by extra trips on 506, as part of Contract Region 7 changes (including introduction of all-day frequent routes).

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

Streets

Route 506

City (Circular Quay) – Ryde Depot

From 6 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Day Pl, Western Distributor, Harris St, Gipps St, Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Monash Rd (**Gladesville**), Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – East Ryde

From 6 February 1987

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St via Sussex St, Day Pl, Western Distributor, Harris St, Gipps St, Jones St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Bank St, then Miller St, Pyrmont St, Western Distributor, King St, Sussex St, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 3 January 1995:** Approached City from George St via Phillip St to Circular Quay. Return from Alfred St at Young St via Alfred St.
- **From 4 December 1995 (opening of new Glebe Island Bridge):** From City (Circular Quay) (Alfred St at Young St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Return from Western Distributor via Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

City (Circular Quay) – East Ryde – North Ryde – Macquarie University

From 24 June 2001

From City (Circular Quay) (Alfred St at Young St) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**East Ryde**), Elliott Av, Twin Rd, Badajoz Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Talavera Rd (**Macquarie Park**), Khartoum Rd, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, University Av, Macquarie Dr (Macquarie University).

From Macquarie University (Macquarie Dr) via University Dr, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then reverse route to Twin Rd (towards East Ryde), then Moncrieff Dr, Sager Pl, Elliott Av, Twin Rd, Badajoz Rd, Quarry Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Phillip St to Circular Quay (City).

Alterations

- **From August 2005 (opening of the Cross-City tunnel):** Ex Macquarie University from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 30 May 2015:** Macquarie University terminus in University Av for both arrivals & departures.

City (Domain) – East Ryde – North Ryde – Macquarie University

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Route X06

City (Wynyard or Harrington St) – East Ryde

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Church St (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops.

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

Alterations

- **By 7 October 1990:** Ex East Ryde from Thompson St via Pittwater Rd, Victoria Rd. Unaltered on return.
- **By March 1999:** Reverted to pre-7 October 1990 route.
- **From August 2005 (opening of the Cross-City tunnel):** Ex East Ryde from Western Distributor via Druitt St, George St. Unaltered on return.

City (Domain) – East Ryde

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, William St, Riley St to Kennedy St (Domain). Return from St Marys Rd at St Marys Cathedral via College St, Park St, Druitt St, Western Distributor.

Timetable Summary*8 February 1987***City – Hunters Hill routes**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	43	M-F	East Ryde	6.34am	Circular Quay	6.02pm	A	
		Sat						
		Sun						
506: City (Circular Quay)-Ryde Depot	36	M-F	Ryde Depot	6.56am	Circular Quay	5.18pm	B	
		Sat						
		Sun						

A – Peak hours & limited day service. Extra trips on Thursday night (via Central Railway) & Friday night (normal route).

B – Peak hours & limited day service.

*5 January 1992***City – East Ryde routes****506, X06**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	45	M-F	East Ryde	6.02am	Circular Quay	6.32pm	60*	A
		Sat		8.02am		6.01pm	60	
		Sun		8.15am		6.00pm	60	
X06: East Ryde-City (Wynyard)	39	M-F	East Ryde	7.22am	East Ryde	8.02am	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday & Friday nights.

Ph – Morning peak hour only (from East Ryde).

*August 1997***City – East Ryde routes****506, X06**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde	43	M-F	East Ryde	6.02am	Circular Quay	11.30pm	20*	A
		Sat		6.03am		12.30am	20	
		Sun		7.30am		11.30pm	30	
X06: City (Wynyard or Circular Quay)-East Ryde	36	M-F	East Ryde	7.22amY	Circular Quay	5.49pmE	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Friday night.

E – To East Ryde.

Ph – Peak hours only (morning from East Ryde to City (Wynyard), afternoon from City (Circular Quay)).

Y – To City (Wynyard).

24 June 2001

**City – East Ryde routes
506, X06**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Circular Quay)-East Ryde-Macquarie University	Fr C Quay 47E 65M	M-F	East Ryde	5.30amC	Macquarie Uni	6.35pmC	A	
			Circular Quay	7.00amM	Circular Quay	12.03amE		
		Sat	East Ryde	6.05amC	Macquarie Uni	5.56pmC	B	
			Circular Quay	7.26amM	Circular Quay	12.53amE		
		Sun	East Ryde	7.21amC		11.33pmE	30	
X06: City (Wynyard or Harrington St)-East Ryde	39	M-F	East Ryde	7.10amY	Harrington St	5.57pmE	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Circular Quay)-East Ryde. Peak hours & day, City (Circular Quay)-Macquarie University 30*. Extra trip Friday night.

B – Early morning & night, City (Circular Quay)-East Ryde. Day, City (Circular Quay)-Macquarie University 30.

C – To City (Circular Quay).

E – To East Ryde.

M – To Macquarie University.

Ph – Peak hours only (morning from East Ryde to City (Wynyard), afternoon from City (Harrington St)).

Y – To City (Wynyard).

4 October 2015

**City (Domain) – East Ryde routes
506, X06**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Domain)-East Ryde-Macquarie University	Fr Domain 40E 59M	M-F	East Ryde	5.32amD	Macquarie Uni	6.36pmD	A	
			Macquarie Uni	7.09amD	Domain	12.12amE		
		Sat	East Ryde	6.02amD	Macquarie Uni	5.52pmD	B	
			Domain	7.24amM	Domain	1.14amE		
		Sun	East Ryde	7.03amD		11.35pmE	30	
X06: City (Domain)-East Ryde	39	M-F	Domain	4.46pm	Domain	6.11pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning & night, City (Domain)-East Ryde. Peak hours & day, City (Domain)-Macquarie University 30*. Extra trip Friday night.

B – Early morning & night, City (Domain)-East Ryde. Day, City (Domain)-Macquarie University 30.

D – To City (Domain).

E – To East Ryde.

M – To Macquarie University.

Ph – Afternoon peak hour only (from City (Domain)).

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
506: City (Domain)-East Ryde-Macquarie University	Fr Domain 39E 59M	M-F	East Ryde	5.31amT	Town Hall	7.25pmM	A	
			Town Hall	6.25amM		12.10amE		
		Sat	East Ryde	6.17amD	Domain	6.02pmM	B	
			Domain	7.02amM	Town Hall	1.16amE		
		Sun	East Ryde	7.18amD	Domain	4.32pmM	B	
			Domain	9.02amM	Town Hall	11.36pmE		

Regardless of City destinations shown above, the City destination for trips before approx. 7.00am & after 7.00pm daily was Town Hall and at other times Domain.

* More frequent in peak hours.

A – Early morning, from East Ryde to City (Town Hall). Peak hours, City (Domain)-Macquarie University plus various short-workings. Day & evening, City (Domain)-Macquarie University 30. Late night, City (Town Hall)-East Ryde. Extra trip Friday night.

B – Early morning, from East Ryde to City (Town Hall). Day City (Domain)-Macquarie University 30. Night, City (Town Hall)-East Ryde.

D – To City (Domain).

E – To East Ryde.

M – To Macquarie University.

T – To City (Town Hall).

Route 507

CITY (Pitt St, Central Railway) – RYDE – NORTH RYDE

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

Timeline

16 March 1959:

- New limited weekday service, City (Pitt St, Central Railway) – Ryde – North Ryde, commenced by Department of Government Transport.
- Competed with private 205 [1925 route number] between Ryde and North Ryde.
- Shared route at different times between City & various points along Victoria Rd with other routes in the 500-524 range.

By September 1969: Ceased without direct replacement. 506 continued to run City (Circular Quay) – Ryde – North Ryde.

Streets

From 16 March 1959 (based on 29 July 1963 timetable)

From City (Pitt St, Central Railway) (at Hay St) via Hay St, George St, Railway Square, Lee St, Regent St, Harris St (Pyrmont), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Blenheim Rd to Epping Rd (North Ryde).

From North Ryde (Blenheim Rd at Epping Rd) via reverse route to Bank St, then Miller St, (?), Harris St, Railway Square, Pitt St to Hay St (City, Central Railway).

Alteration

From 2 October 1964 (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 506

Route 507

CITY (Circular Quay) – DRUMMOYNE (Drummoyne Av)■

Timeline

3 October 1989: City (Circular Quay) – Drummoyne (Drummoyne Av) peak hour service renumbered from part of 500. Operated by Urban Transit Authority of NSW.

5 October 1989: Renumbered 508.

Route 507

CITY (various termini) – MEADOWBANK – RYDE – MACQUARIE UNIVERSITY via Bridge Rd & Herring Rd■

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

Timeline

24 June 2001: New weekday full time & weekend daytime route City (Circular Quay) – Ryde – Macquarie University via George St, City, commenced by State Transit Authority of NSW as part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Replaced Gladesville – Meadowbank part of 536, the Gardener Av area part of 531 & (along with 518) part of 531 along Herring Rd.
- Peak hour trips diverted via Meadowbank Station.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Meadowbank Station diversion became standard route.

4 October 2015: City terminus of 507 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Altered to run Gladesville – Meadowbank (extended to City (Hyde Park) in peak hours) (*see next entry*).
- City – Gladesville replaced at other times by new “frequent” 500X.
- Ryde – Macquarie University replaced by new 517.

Streets

City (Circular Quay) – Ryde – Macquarie University via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Belmore St, Constitution Rd, Bowden St, Parkes St, Blaxland Rd (**Ryde**), Princes St, Gardener Av, Quarry Rd, Lane Cove Rd, Bridge Rd, Herring Rd (**Marsfield**), Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University terminal.

From Macquarie University (Macquarie Dr) via Waterloo Rd, then reverse route to Morrison Rd (approaching Gladesville), then Ross St, Western Cres, Jordan St, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Meadowbank Station diversion (*peak hours*): From Constitution Rd/Belmore St via Constitution Rd to Meadowbank Station, then reverse route to Belmore St.

Alterations

- **From 11 October 2009:** Ex City (Circular Quay) from Belmore St via Constitution Rd to **Meadowbank** Station, then Constitution Rd, Belmore St, Victoria Rd, Church St, Blaxland Rd (**Ryde**), Devlin St, Lane Cove Rd, Buffalo Rd, Gardener Av. Return from Gardener Av via reverse route to Devlin St, then Victoria Rd, then reverse route.
- **From 30 May 2015:** Macquarie University terminus in University Av for both arrivals & departures.

City (Circular Quay) – Ryde – Macquarie University via Elizabeth St, City

Alteration

From 4 October 2015 (*commencement date of new CBD bus network*): Approached City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St at Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Timetable Summary

24 June 2001

See 500

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Meadowbank-Ryde-Macquarie University	Fr C Quay 58R 78M	M-F	Ryde	6.52amC	Macquarie Uni	6.16pmC	A	
			Macquarie Uni	8.05amC	Circular Quay	9.18pmR		
		Sat		8.04amC	Macquarie Uni	5.07pmC	B	
					Circular Quay	6.34pmR		
		Sun	Ryde	8.04amC		6.36pmR	60	

* More frequent in peak hours.

A – Day, City (Circular Quay)-Meadowbank-Macquarie University 60. Night, City (Circular Quay)-Meadowbank-Ryde. Plus short-working/s before first trip shown.

B – Day, City (Circular Quay)-Meadowbank-Macquarie University 60. Late afternoon, City (Circular Quay)-Meadowbank-Ryde. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

M – To Macquarie University.

R – To Ryde.

4 October 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Meadowbank-Ryde-Macquarie University	Fr C Quay 60R 80M	M-F	Ryde	6.56amP	Park St	4.36pmM	A	
			Macquarie Uni	7.55amC	Circular Quay	9.19pmR		
		Sat		8.04amC		6.38pmR	60	B
		Sun	Ryde	8.24amC		6.30pmR	60	

* More frequent in peak hours.

A – Peak hours, City (Park St)-Ryde. Day, City (Circular Quay)-Macquarie University 60. Night, City (Circular Quay)-Ryde. Plus short-working/s before first trip shown.

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

C – To City (Circular Quay).

M – To Macquarie University.

P – To City (Park St).

R – To Ryde.

Route 507

GLADESVILLE – MEADOWBANK

- Extended from Gladesville to City (Hyde Park) (peak hours)

Timeline

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Route in previous entry rearranged as Gladesville – Meadowbank (extended to City (Hyde Park) in peak hours.
- Other than in peak hours, ran as a feeder to 500X.
- Operated by State Transit Authority of NSW.

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

Streets

From 24 January 2021

From Gladesville (Jordan St at Victoria Rd) via Victoria Rd, Gerard St, Western Cres, Morrison Rd, Charles St, Phillip Rd (Putney), Payten St, Morrison Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at Station) via reverse route to Morrison Rd (approaching Gladesville), then Ross St, Western Cres, Jordan St to Victoria Rd (Gladesville).

City (Hyde Park) extension (*peak hours*): From Gladesville (Jordan St/Victoria Rd) via Victoria Rd (**Drummoyne, Rozelle**), Anzac Bridge, Western Distributor, Druitt St, Park St to Hyde Park (City). Reverse on return.

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Meadowbank†	Fr M ^{bank} 14G 43H	M-F	Meadowbank	5.48amH	Hyde Park	8.01pmM	A	
					Gladesville	11.30pmM		
		Sat		5.48am		11.30pm	30	
		Sun		6.48am		10.30pm	30	

† Extended to City (Hyde Park) in peak hours.

A – Base service Gladesville-Meadowbank. Extended to City (Hyde Park) in peak hours (morning peak hour from Meadowbank, afternoon peak hour from City (Hyde Park)).

G – To Gladesville.

H – To City (Hyde Park).

M – To Meadowbank.

Route 508

WEST RYDE – DUNDAS VALLEY – CARLINGFORD Court ■

Timeline

7 May 1959: Monday-Friday daytime & Saturday morning service, West Ryde – Carlingford Station, commenced by Department of Government Transport. Competed with private 172 [1925 route number] through Dundas Valley (new suburb in late 1950s).

5 April 1968: Extended from Carlingford Station to Carlingford Court.

29 November 1968: Extension to Carlingford Court ceased.

12 December 1980: In a rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Times of service reduced to peak hours.
- Day service replaced by new 509 (running via Melrose Park).
- Selected trips re-extended from Carlingford Station to Carlingford Court.
- Shared West Ryde – Carlingford with 501.

9 February 1987: Renumbered 511, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes, coincident with general renumbering of Victoria Rd routes.

Streets

West Ryde – Carlingford Station

From 7 May 1959 (based on 12 November 1962 timetable)

From West Ryde (Interchange) via Anthony Rd, Graf Av, Chatham Av, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) to Carlingford Station.

From Carlingford (Lloyds Av at Station) via Lloyds Av (eastwards), Pennant Hills Rd, Coleman Av, then reverse route to West Ryde Station.

Alteration

By October 1973: From West Ryde (Interchange) via West Pde, Victoria Rd. Reverse on return.

West Ryde – Carlingford Court

Alteration

From 12 December 1980: Extended from Carlingford Station via Lloyds Av (eastwards), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance). Return from Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards) to Carlingford Station.

Timetable Summary

12 November 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Carlingford Station	24	M-F	West Ryde	5.43am	Carlingford Stn	7.20pm	60*	
		Sat		7.35am		1.07pm	30	
		Sun						

* More frequent in peak hours.

12 December 1980

See 505

Route 508

CITY (various termini) – DRUMMOYNE (Drummoyne Av)■

Timeline

5 October 1989: Peak hour service City (Circular Quay) – Drummoyne (Drummoyne Av) renumbered from 507. Operated by Urban Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

4 October 2015: City terminus altered to Kent St (arriving) or Park St (departing), 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.

25 October 2020: Replaced by new 503. Service in Drummoyne between Bayswater St & Drummoyne Av not replaced.

Streets

City (Circular Quay) – Drummoyne (Drummoyne Av)

From 5 October 1989 (based on 25 September 1992 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Kent St, Market St, Western Distributor, old Glebe Island Bridge, Victoria Rd (**Rozelle**), Westbourne St, The Esplanade, Henricks Av, Victoria Pl to Drummoyne Av (Drummoyne).

From Drummoyne (Drummoyne Av) (at Victoria Pl) via Victoria Pl, Hythe St, Westbourne St, Marlborough St, Lyons Rd, Victoria Rd, old Glebe Island Bridge, Miller St, Union St, Pyrmont St, Western Distributor, King St, George St, Alfred St to Circular Quay (City).

Alteration

From 3 December 1995 (opening of new Glebe Island Bridge): Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.

City (Kent St or Park St) – Drummoyne (Drummoyne Av)

Alteration

From 4 October 2015 (commencement date of new CBD bus network): Approached City from Western Distributor, Bathurst St, Kent St to Market St. Return from Park St at Pitt St via Park St, Druitt St, Western Distributor.

Timetable Summary

25 September 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)-Drummoyne (Drummoyne Av)	25	M-F	Dr'moyne Av	7.45am	Circular Quay	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Drummoyne (Drummoyne Av), afternoon from City (Circular Quay)).

Route 509

RYDE – MELROSE PARK – CARLINGFORD Court■

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

Timeline

12 December 1980: New combined off-peak & Saturday morning route, replacing 505 & 508 at those times, commenced by Urban Transit Authority of NSW in a rearrangement of West Ryde/Melrose Park/Carlingford routes.
25 May 1981: Replaced by extended 501, in a further rearrangement of West Ryde/Melrose Park/Carlingford routes.

Streets

From 12 December 1980

From Ryde (Blaxland Rd at Devlin St) via Devlin St, Victoria Rd, Mellor St, McPherson St, Bowden St, Parkes St, Hermitage Rd, Orchard St, Terry St, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Anzac Av, Herbert St, Ryedale Rd, Terry Rd, then reverse route to Bowden St, then Victoria Rd, Church St to Blaxland Rd (Ryde).

Timetable Summary

See 505

Route 510

CITY (various termini) – GLADESVILLE – RYDE DEPOT via Pyrmont Bridge■

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

Timeline

28 July 1957: Peak hour & infrequent daytime Monday-Saturday service, City (Circular Quay) – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 500 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Service provided by 500

12 January 1990: Reintroduced for City (Circular Quay) – Ryde Depot trips (infrequent peak hour service?).

30 October 1994: Use altered to trips by 14.5m buses from Ryde Depot to the City.

By 4 December 1995: All trips reverted to 500.

Service provided by 500

By November 1996: Infrequent peak hour service reintroduced again for City (Circular Quay) – Ryde Depot trips & short-workings thereof.

1 January 2005: Became part of Contract Region 7.

24 January 2021: Replaced by new “frequent” 500X as part of Contract Region 7 changes (including introduction of all-day frequent routes),

Streets

City (Circular Quay) – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd [new alignment] including new Gladesville Bridge. Reverse on return.
- **In the period from late 1980 until late 1986:** Pyrmont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North West Pty Ltdern Freeway & from circa 1986 as Western Distributor.

From 12 January 1990

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druiitt St, Sussex St, Western Distributor, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Cressy Rd, Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then (depending on vehicle length):

Either via Pyrmont St, Western Distributor, King St, George St, Alfred St to Circular Quay (City)
Or via Western Distributor, Bathurst St, George St, Alfred St to Circular Quay (City)

Alterations

- **From 30 October 1994** (*14.5m buses only*): Ex Ryde Depot, all trips ran via Bathurst St.
- **From 3 December 1995** (*opening of new Glebe Island Bridge*): Ex City (Circular Quay) from Western Distributor via new Glebe Island Bridge [renamed Anzac Bridge on 11 November 1998], Victoria Rd. Reverse on return.
- **By November 1996** (*all trips*): Ex Ryde Depot, all trips ran via King St.
- **From 4 October 2015** (*commencement date of new CBD bus network*): Approached City from Western Distributor, Bathurst St, Kent St to near Market St. Return from Park St near Pitt St via Park St, Druiitt St, Western Distributor.

Timetable Summary

See 500

Route 511

CITY (Railway Square) – GLADESVILLE – RYDE DEPOT

Timeline

28 July 1957: Peak hour & limited Saturday service, City (Circular Quay) – Gladesville renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Railway Square) – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pyrmont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

City (Railway Square) – Gladesville – Ryde Depot

Alteration

From 14 June 1958: Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.

City (Pitt St, Central Railway) – Gladesville – Ryde Depot

Alterations

- **From 20 May 1964** (based on October 1966 timetable): Approached City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **From 2 October 1964** (opening of new Gladesville Bridge): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pyrmont Bridge Rd, Jones St (?), Bank St. Unaltered on return.

Timetable Summary

See 500

Route 511

WEST RYDE – MELROSE PARK – CARLINGFORD Court■

- **Extended from West Ryde to Ryde (off-peak from 1990)**

Route X11

WEST RYDE – CARLINGFORD Court via Victoria Rd■

- **Extended from West Ryde to Meadowbank Wharf (1991-3)**

Timeline

9 February 1987: In a rearrangement of West Ryde/Melrose Park/Carlingford routes coincident with general renumbering of Victoria Rd routes:

- Peak hour service 511, West Ryde – Carlingford Station (selected trips extended to Carlingford Court), renumbered from 508.
- Shared with 501.
- Operated by Urban Transit Authority of NSW.

7 October 1990: In a further rearrangement of West Ryde/Melrose Park/Carlingford routes:

- Hours of service of 511 extended to daytime, Mondays-Saturdays, replacing equivalent part of 501.
- Peak hour service X11 West Ryde – Carlingford Court via Victoria Rd commenced

3 December 1990: Off-peak trips on 511 extended from West Ryde to Ryde.

16 July 1991: X11 extended from West Ryde to Meadowbank Wharf. Shared Meadowbank Wharf – West Ryde with 513.

By 28 January 1993: X11 reverted to West Ryde – Carlingford Court. Meadowbank Wharf – West Ryde replaced by existing 513.

4 March 2001: 511 & X11 fully replaced by existing 513 & new 524, as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

Streets

Route 511

West Ryde – Melrose Park – Carlingford Court

From 9 February 1987

From West Ryde (Interchange) Victoria Rd, Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Telopea**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance). **From Carlingford Court** (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Cobham Av, then Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde to West Ryde Interchange.

West Ryde – Melrose Park – Carlingford Court (*off-peak trips extended to Ryde*)

Alteration

From 3 December 1990

Ryde extension: From West Ryde (West Pde) via Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St to Blaxland Rd (Ryde). Return via Blaxland Rd, Devlin St, Victoria Rd, then reverse route.

Route X11

West Ryde – Carlingford Court via Victoria Rd

From 7 October 1990

From West Ryde (Interchange) Victoria Rd, Kissing Point Rd (**Ermington**), Stewart St, King St, Yates Av, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to West Ryde Interchange.

Timetable Summary

28 January 1993

West Ryde – Melrose Park – Carlingford routes

511, X11, 513

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
511: West Ryde-Melrose Park-Carlingford Court†	Fr W Ryde 8P 30S 32C plus 7RW	M-F	Carlingford Stn	5.41amW 8.57amR	Ryde	3.02pmC	A	
			West Ryde	8.44amC	Carlingford Ct	5.15pmW		
		Sat		8.00amC	West Ryde	8.30pmS	B	
					Carlingford Ct	5.48pmW		
		Sun			West Ryde	6.30pmS		
X11: West Ryde-Carlingford Stn via Victoria Rd (<i>exp</i>)‡	22WS 24WC	M-F	Carlingford Stn	6.59am	West Ryde	5.46pmS	Ph	
		Sat						
		Sun						
513: Meadowbank Wharf-West Ryde-Melrose Park-Carlingford Court	Fr M'bank Whf 16P 40C	M-F	Carlingford Stn	6.30amM	M'bank Wharf	2.03pmC	D	
			Carlingford Ct	9.18amM		7.02pmP		
		Sat						
		Sun						

Average day frequencies along common route:

M-F West Ryde-Carlingford Court (511, 513) 30.

Sat West Ryde-Carlingford Court (511) 60.

† Extended from West Ryde to Ryde in off-peak.

‡ Selected trips extended to Carlingford Court.

A – Peak hours & evening, West Ryde-Carlingford Station (extended to Carlingford Court on Thursday evening).

Day, Ryde-Carlingford Court 30 (except at times when a 513 trip tabled in lieu).

B – West Ryde-Melrose Park 30, West Ryde-Carlingford Court 60. Last 2 trips from West Ryde to Carlingford Station. Plus short-working/s before first trip shown.

C – To Carlingford Court.

D – Peak hours, Meadowbank Wharf-Melrose Park (selected morning peak hour trips extended to start from Carlingford Station). Day, Meadowbank Wharf-Carlingford Court 30-90.

M – To Meadowbank Wharf.

P – To Melrose Park.

Ph – Peak hours only (morning from Carlingford Station, afternoon from West Ryde to Carlingford Station (selected trips extended to Carlingford Court)).

R – To Ryde.

RW – Ryde-West Ryde.

S – To Carlingford Station.

W – To West Ryde.

WC – West Ryde-Carlingford Court.

WS – West Ryde-Carlingford Station.

Route 512

CITY (Circular Quay) – GLADESVILLE – RYDE DEPOT via Central Railway■

Timeline

28 July 1957: Night service, City (Circular Quay) – Gladesville, renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

14 June 1958: Extended from Gladesville to Ryde Depot.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Gladesville via Central Railway

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

City (Circular Quay) – Gladesville – Ryde Depot via Central Railway

Alterations

- **From 14 June 1958:** From Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964 (opening of new Gladesville Bridge):** From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 19 October 1964:** Ex City (Circular Quay) from George St via Railway Square (*not* via Hay St, Pitt St). Unaltered on return.

Timetable Summary

See 500

Route 512

RYDE – GLADESVILLE Wharf■

(Gladesville Wharf is now known as Huntleys Point Wharf.)

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

Timeline

7 May 1992: Weekday daytime route commenced by State Transit Authority of NSW to connect with new Rivercat ferry service.

13 December 2003: Ceased. Other routes continued to run along Victoria Rd, but no replacement to Gladesville Wharf.

Streets

From 7 May 1992

From Ryde (shops) via Blaxland Rd, Victoria Rd (**Gladesville**), Huntleys Point Rd to Gladesville Wharf. Reverse on return.

Timetable Summary

7 May 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Gladesville Wharf	17	M-F	Ryde	6.57am	Gladesville Wf	6.52pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning both directions, afternoon from Gladesville Wharf).

Route 513

PYRMONT – GLADESVILLE – RYDE DEPOT

Timeline

28 July 1957: Limited peak hour service, Pyrmont – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

14 June 1958: Extended from Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

Pyrmont – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From Pyrmont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to Bank St, then Miller St to Harris St (Pyrmont).

Pyrmont – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964 (opening of new Gladesville Bridge):** Ex Pyrmont from Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 513

MEADOWBANK Wharf – WEST RYDE – CARLINGFORD Court (via various routes)

- **To or via Melrose Park (various periods)**

Timeline

23 February 1987: Weekday daytime service, Meadowbank Wharf – Melrose Park, commenced by Urban Transit Authority of NSW to connect with new ferry service.

17 December 1990:

- Altered/extended to run Meadowbank Wharf – West Ryde – Carlingford Court via Marsden Rd (**not** via Melrose Park).
- Days of service extended to daily daytime.
- Competed with private routes 150, 172 & 173 along Marsden Rd.

13 July 1991:

- Continued to run Meadowbank Wharf – Carlingford Court, but rerouted via Dundas Valley instead of Marsden Rd, apparently because of degree of competition with private routes.
- Shared route through Dundas Valley with 511 & X11 until 4 March 2001.
- Continued to compete with private 172 [1925 route number], but through Dundas Valley.

By 28 January 1993:

- Continued to run Meadowbank Wharf – Carlingford Court, but rerouted again via Melrose Park.
- Shared West Ryde – Carlingford Court with 511.
- Days of service reduced to weekdays.

1 January 2005: Became part of Contract Region 7.

12 October 2009: Continued to run Meadowbank Wharf – Carlingford Court, but rerouted via Victoria Rd instead of Melrose Park. Service in Melrose Park replaced by existing 523.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Curtailed to run West Ryde – Dundas Valley – Carlingford Court.
- Meadowbank Wharf – West Ryde replaced by rerouted/extended 518.

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

9 January 2023: Days of service increased to daily.

Streets

Meadowbank Wharf – Melrose Park

From 23 February 1987

From Meadowbank Wharf via Bowden St, Constitution Rd, Railway Rd, Bank St, Constitution Rd, Station St, Dunmore Rd, Mons Av, Moss St (**West Ryde**), Adelaide St, Andrew St, Cobham Av, Parer St (Melrose Park).

From Melrose Park (Parer St) via Lancaster Av, Andrew St, then reverse route to Meadowbank Wharf.

Meadowbank Wharf – West Ryde – Carlingford Court via Marsden Rd

From 17 December 1990

From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage St, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd, Marsden Rd, Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, then reverse route to Meadowbank Wharf.

Meadowbank Wharf – West Ryde – Dundas Valley – Carlingford Court

From 13 July 1991

From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage St, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde (**West Ryde**), Victoria Rd (**Ermington**), Kissing Point Rd, Stewart St, King St, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to Meadowbank Wharf.

Alteration

From 22 June 1992: From Meadowbank Wharf via Bowden St, Constitution Rd, See St, McPherson St, Mellor St, Rhodes St, Hermitage St. Reverse on return.

Meadowbank Wharf – West Ryde – Melrose Park – Dundas Valley – Carlingford Court

Alterations

- *By 28 January 1993:* Ex Meadowbank Wharf from Victoria Rd (west of West Ryde) via Adelaide St, Andrew St, Cobham Av (**Melrose Park**), Taylor Av, Wharf Rd, Victoria Rd. Return from Victoria Rd via Wharf Rd, Taylor Av, Cobham Av, Parer St, Lancaster Av, Andrew St, Adelaide St, Victoria Rd.
- *By 4 March 2001:* From Meadowbank Wharf via Bowden St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd. Return from Ryedale Rd via Victoria Rd, Bowden St.

Meadowbank Wharf – West Ryde – Dundas Valley – Carlingford Court via Victoria Rd

Alterations

By 12 October 2009: Ex Meadowbank Wharf from Victoria Rd (west of West Ryde) via Kissing Point Rd (*not* via Melrose Park). Reverse on return.

West Ryde – Dundas Valley – Carlingford Court

From 24 January 2021

From West Ryde (Interchange) via Victoria Rd (**Ermington**), Kissing Point Rd, Stewart St, King St, Alexander St, Evans Rd (**Dundas Valley**), Shortland St (**Teloopa**), Marshall Rd, Honiton Av, Coleman Av, Pennant Hills Rd, Lloyds Av (eastwards) (**Carlingford**), Pennant Hills Rd, Carlingford Rd, Rembrandt St to Carlingford Court (rear entrance).

From Carlingford Court (front entrance, Pennant Hills Rd) via Pennant Hills Rd, Lloyds Av (eastwards), Pennant Hills Rd, Honiton Av, then reverse route to West Ryde.

Timetable Summary

23 February 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-Melrose Park	14	M-F	Melrose Park	5.34am	M'bank Wharf	7.19pm	7 trips	
		Sat						
		Sun						

17 December 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-W Ryde-Carlingford Court via Marsden Rd	26	M-F	Carlingford Ct	5.24am	M'bank Wharf	7.14pm	11 trips	A
		Sat		8.58am		6.20pm	5 trips	
		Sun		8.58am		6.20pm	5 trips	

A – Extra daytime trips during school holidays.

31 January 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-W Ryde-Carlingford Court via Marsden Rd	26	M-F	Carlingford Ct	6.14am	M'bank Wharf	7.14am	7.14pm	A
		Sat		8.58am		6.20pm	5 trips	
		Sun		8.58am		6.20pm	5 trips	

A – 8 trips from Carlingford Court, 10 trips from Meadowbank Wharf.

28 January 1993

See 511

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-West Ryde-Melrose Pk-Carlingford Court	Fr C/Court 32W 40M	M-F	Carlingford Ct	6.29am	M'bank Wharf	6.55pm	A	
		Sat						
		Sun						

A – Morning peak hour, from West Ryde to Carlingford Court & from Carlingford Court to Meadowbank Wharf.

Day, Meadowbank Wharf-Carlingford Court 60. Afternoon peak hour, from Meadowbank Wharf to

Carlingford Court & from Carlingford Court to West Ryde.

M – To Meadowbank Wharf.

W – To West Ryde.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf- West Ryde- Carlingford Court	Fr C/Court 26W 34M	M-F	Carlingford Ct	6.31am	M'bank Wharf	6.01pmC 7.11pmS	A	
		Sat						
		Sun						

A – Morning peak hour, from West Ryde to Carlingford Court & from Carlingford Court to Meadowbank Wharf.

Day, Meadowbank Wharf-Carlingford Court 60. Afternoon peak hour, from Meadowbank Wharf to

Carlingford Court (last 2 trips to Carlingford Station only) & from Carlingford Court to West Ryde.

C – To Carlingford Court.

M – To Meadowbank Wharf.

S – To Carlingford Station.

W – To West Ryde.

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde- Carlingford Court via Victoria Rd	27	M-F	Carlingford Ct	6.25am	West Ryde	7.17pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

9 January 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde- Carlingford Court via Victoria Rd	27	M-F	Carlingford Ct	6.25am	West Ryde	7.17pm	60*	
		Sat		7.21am		6.50pm	60	
		Sun		7.21am		6.50pm	60	

* More frequent in peak hours.

Route 514

WHITE BAY – GLADESVILLE – RYDE DEPOT ■

Timeline

28 July 1957: Limited peak hour service, White Bay – Gladesville, renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

14 June 1958: Extended to run White Bay – Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

White Bay – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From White Bay (Victoria Rd/The Crescent) via Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] (**Rozelle, Drummoyne**) to Pittwater Rd (Gladesville).

From Gladesville (Victoria Rd at Pittwater Rd) via reverse route to The Crescent (White Bay).

White Bay – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964 (opening of new Gladesville Bridge):** From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

See 500

Route 515

DRUMMOYNE – GLADESVILLE – RYDE DEPOT ■

Timeline

28 July 1957: As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), Drummoyne – Gladesville renumbered from part of 400, becoming supplementary to 500. Operated by Department of Government Transport.

14 June 1958: Extended from Gladesville to Ryde Depot.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

Drummoyne – Gladesville

From 28 July 1957 (based on 18 March 1963 timetable)

From Drummoyne (Victoria Rd at Lyons Rd) via Victoria Rd [old alignment, along current Victoria Pl, old Gladesville Bridge, part of current Huntleys Point Rd] to Pittwater Rd (Gladesville). Reverse on return.

Drummoyne – Gladesville – Ryde Depot

Alterations

- **From 14 June 1958:** Extended from Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Cressy Rd, Buffalo Rd to Ryde Depot. Reverse on return.
- **From 2 October 1964 (opening of new Gladesville Bridge):** From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 515

CITY (various termini) – RYDE – EASTWOOD■

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

Route X15

CITY (various termini) – RYDE – EASTWOOD (EXPRESS) ■

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New routes commenced by State Transit Authority of NSW:
 - 515 City (Circular Quay) – Eastwood (daily daytime)
 - X15 City (Wynyard or Harrington St) – Eastwood (peak hours)
- Replaced part of 545 between Ryde & Eastwood.
- These routes shared route between City & various points along Victoria Rd as far as Ryde with other routes in the 500-520 range.

24 June 2001: Along with other routes, 515 & X15 replaced 500 & X00 between City (Circular Quay) & Ryde.

(?): Morning peak hour express trips on X15 altered to all stops 515.

1 January 2005: Became part of Contract Region 7.

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

- City terminus of 515 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X15 altered to Park St.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- 515 curtailed to run Ryde – Eastwood (*see next entry*), as feeder to 500X.
- X15 replaced by 515 as feeder to 500X.

Streets

Route 515

City (Circular Quay) – Eastwood via George St, City

From 4 March 2001

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood Interchange.

From Eastwood (Interchange) via reverse route to Blaxland Rd, then Devlin St, Blaxland Rd, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

City (Circular Quay) – Eastwood via Elizabeth St, City

Alteration

From 4 October 2015 (commencement date of new CBD bus network): Approached City from Western Distributor via Druitt St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St, Druitt St.

Route X15

City (Wynyard or Harrington St) – Eastwood

From 4 March 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood Interchange.

From Eastwood (Interchange) via reverse route to Blaxland Rd, then Devlin St, Blaxland Rd, Victoria Rd, Anzac Bridge, Western Distributor, Bathurst St, George St to Wynyard (City).

City (Park St) – Eastwood

Alteration

From 4 October 2015 (commencement date of new CBD bus network): From City (Park St at Pitt St) via Druitt St.

Timetable Summary

4 March 2001

City – Eastwood routes 515, X15

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 64C	M-F	Ryde	6.37amE	Circular Quay	3.23pmE	A	
			Eastwood	9.04amC	Eastwood	6.39pmR		
		Sat	Ryde	7.07amE		6.30pmR	AM 30 PM 60	
		Sun		8.49amE		4.25pmR	60	
X15: City (Wynyard or Harrington St)-Eastwood	54	M-F	Eastwood	6.30amY	Harrington St	5.53pmE	Ph	
		Sat						
		Sun						

A – Morning peak hour, from Ryde to Eastwood. Afternoon peak hour, from Eastwood to Ryde. Day, City (Circular Quay)-Eastwood 30. Peak hour service in opposite direction provided by X15.

C – To City (Circular Quay).

E – To Eastwood.

Ph – Peak hours only (morning from Eastwood to City (Wynyard), afternoon from City (Harrington St) to Eastwood).

R – To Ryde.

Y – To City (Wynyard).

24 June 2001

See 500

5 June 2016

City – Eastwood routes

515, X15

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
515: City (Circular Quay)-Eastwood	Fr Eastw'd 16R 50P 63C	M-F	Eastwood	6.26amP 8.41amC	Circular Quay Eastwood	4.08pmE 8.32pmC	A	
		Sat		7.24amC		6.34pmE	30	B
		Sun		8.46amC		6.23pmE	60	B
X15: City (Park St)-Eastwood	48	M-F	Park St	4.30pmE	Park St	6.25pmE	Ph	
		Sat						
		Sun						

A – Peak hours (both directions), City (Park St)-Eastwood. Day, City (Circular Quay)-Eastwood 30. Night (from Eastwood to City (Circular Quay)). Afternoon peak hour service from City provided by X15.

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

C – To City (Circular Quay).

E – To Eastwood.

P – To City (Park St).

Ph – Afternoon peak hour only (from City (Park St)).

R – To Ryde.

Route 515

RYDE – EASTWOOD

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

Timeline

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Curtailed from route in previous entry to become a feeder to 500X.
- Compared with route in previous entry, times of service increased to full time.
- Operated by State Transit Authority of NSW.

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

Streets

From 24 January 2021

From Ryde (Church St at Blaxland Rd) via Blaxland Rd, Florence Av, Denistone Rd (**Ryde Hospital**), Fourth Av, Ryedale Rd, Second Av, East Pde, First Av, West Pde to Eastwood Interchange.

From Eastwood (Interchange) via reverse route to Blaxland Rd, then Devlin St (Ryde).

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Eastwood	15	M-F	Ryde	6.02am	Eastwood	11.22pm	30*	
		Sat		6.04am		11.22pm	30	
		Sun		7.04am		10.22pm	30	

* More frequent in peak hours.

Route 516

CITY (Circular Quay) – HUNTERS HILL – RYDE DEPOT via Pyrmont Bridge

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

Timeline

5 December 1966: Peak hour service commenced by Department of Government Transport. Commencement of this route was facilitated by the opening of Tarban Creek Bridge in December 1965.

6 July 1970:

- Times of service extended to weekday daytime (limited service) by this date.
- Shared most of route with 518.

6 February 1987: Renumbered part of 506, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 5 December 1966

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Monash Rd (**Gladesville**), Buffalo Rd to Ryde Depot.

From Ryde Depot (Buffalo Rd) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alteration

Circa 1981-87: Part of route in the Darling Harbour/Pyrmont area, including Pyrmont Bridge, replaced in stages by the Western Distributor.

Timetable Summary

5 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
516: City (Circular Quay)-Hunters Hill-Ryde Depot	39	M-F	Ryde Depot	6.45am	Circular Quay	5.35pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Ryde Depot, afternoon from City (Circular Quay)).

6 July 1970

City (Circular Quay) – Hunters Hill routes 516, 518

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
516: City (Circular Quay)-Hunters Hill-Ryde Depot	39	M-F	Ryde Depot	7.20am	Circular Quay	5.10pm	A	
		Sat						
		Sun						
518: City (Circular Quay)-Hunters Hill-East Ryde	45	M-F	East Ryde	6.34am	Circular Quay	5.48pm	Ph	
		Sat						
		Sun						

A – Peak hours & limited day service.

Ph – Peak hours only (morning both directions, afternoon from City (Circular Quay)).

Route 516

CHATSWOOD – NORTH RYDE – RYDE via Fullers Bridge

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

Timeline

4 August 2024 (originally planned opening date of extension of Sydney Metro from Chatswood to Sydenham): New full time service commenced by Busways North West Pty Ltd (Rowe family, proprietors), replacing 259. Part of Contract Region 7.

Streets

From 4 August 2024

From Chatswood (Victoria Av at Station) via Pacific Hwy, Fullers Rd, Millwood Av, Fullers Bridge (**Chatswood West**), Delhi Rd, Epping Rd, Pittwater Rd, Blenheim Rd (**North Ryde**), Coss Rd, Badajoz Rd, Quarry Rd, Gardener Av, Buffalo Rd, Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Blaxland Rd at shops) via Blaxland Rd, Princes St, Buffalo Rd, then reverse route to Fullers Rd, then Help St, Railway St to Chatswood Station.

Timetable Summary

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-North Ryde-Ryde	28	M-F	Chatswood	4.59am	Chatswood	11.29pm	30*	
		Sat		6.28am	Ryde	10.33pm	30	
		Sun	Ryde	7.42am		10.33pm	30	

* More frequent in peak hours.

Route 517

RYDE – MACQUARIE CENTRE via Bridge Rd & Herring Rd

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

Timeline

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Daily daytime service replaced equivalent part of 507.
- Operated by State Transit Authority of NSW.

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

Streets

From 24 January 2021:

From Ryde (Church St at Blaxland Rd) via Blaxland Rd, Devlin St, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, Lane Cove Rd, Bridge Rd, Herring Rd (**Marsfield**) to Macquarie Centre bus terminal.

From Macquarie Centre via reverse route to Devlin St (Ryde shops).

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie Centre	18	M-F	Ryde	6.39am	Macquarie Ctr	7.15pm	60*	
		Sat		6.50am		7.15pm	60	
		Sun		7.51am		7.15pm	60	

* More frequent in peak hours.

Route 518

CITY (Circular Quay) – HUNTERS HILL – EAST RYDE via Pyrmont Bridge ■

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

Timeline

6 July 1970:

- Peak hour & limited weekday daytime service commenced by Department of Government Transport.
- Shared most of route with 516.
- Commencement of this route was facilitated by the opening of Tarban Creek Bridge in December 1965.

By December 1979: Morning peak hour express trips commenced.

6 February 1987: Renumbered part of 506, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 6 July 1970

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle, Drummoyne**), Tarban Creek Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, Princes St, Thompson St, Higginbotham Rd (**Gladesville**), Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl to East Ryde shops

From East Ryde (Sager Pl at shops) via Elliott Av, Twin Rd, then reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alteration

In the period from late 1980 until late 1986: Pyrmont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North Western Freeway & from circa 1986 as Western Distributor.

Timetable Summary

See 516

Route 518

CITY (Circular Quay) – DENISTONE EAST – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd ■

Route X18

CITY (various termini) – DENISTONE EAST (EXPRESS) ■

Timeline

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New routes commenced by State Transit Authority of NSW:
 - 518 City (Circular Quay) – Denistone East – Macquarie University (full time route)
 - X18 City (Wynyard or Harrington St) – Denistone East (peak hours).
- Along with 515, replaced 500 at most times.
- Along with 507 replaced part of 531 along Herring Rd.

1 January 2005: Became part of Contract Region 7.

23 April 2007: X18 morning trips altered to all-stops.

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

- City terminus of 518 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St.
- City terminus (departing) of X18 altered to Park St.

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- 518 altered to run Meadowbank Wharf – Ryde – Macquarie University (*see next entry*).
- City – Ryde replaced by new 500X.
- X18 ceased. Replaced by altered 518 as feeder to new 500X.

Streets

Route 518

City (Circular Quay) – Denistone East – Macquarie University via George St, City

From 24 June 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Lane Cove Rd, Quarry Rd, North Rd, Tallwood Av, Bridge Rd. Herring Rd (**Marsfield**) to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av to Macquarie University terminal.

From Macquarie University (Macquarie Dr) via Waterloo Rd, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alteration

From 30 May 2015: Macquarie University terminus in University Av for both arrivals & departures.

City (Circular Quay) – Denistone East – Macquarie University via Elizabeth St, City

Alterations

From 4 October 2015 (commencement date of new CBD bus network): Approached City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Route X18

City (Wynyard or Harrington St) – Denistone East

From 24 June 2001

From City (Harrington St) via Grosvenor St, George St, Market St, York St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne**), Blaxland Rd (**Ryde**), Lane Cove Rd, Quarry Rd to North Rd (Denistone East)

From Denistone East (Quarry Rd/North Rd) via reverse route to Western Distributor, then Bathurst St, George St to Wynyard (City).

City (Park St) – Denistone East

Alteration

From 4 October 2015 (commencement date of new CBD bus network): Approached City from Western Distributor via Druitt St, Park St to Pitt St. Reverse on return.

Timetable Summary

24 June 2001

See 500

8 August 2010

City – Denistone East via Victoria Rd routes

518, X18

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
518: City (Circular Quay)-Denistone East-Macquarie University	Fr C Quay 50D 62U	M-F	Circular Quay	6.20amU	Circular Quay	9.40pmC	A	
		Sat	Macquarie Uni	8.02amQ		6.46pmC 9.48pmD	B	
		Sun	Circular Quay	8.58U		6.52pmC 9.47pmD	E	
X18: City (Harrington St)-Denistone East	43	M-F	Harrington St	4.30pm	Harrington St	5.27pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours & day, City (Circular Quay)-Macquarie University 30*. Some night trips ran from City (Circular Quay) to Macquarie Centre. Plus short-working/s before first trip & after last trip shown.

B – Day, City (Circular Quay)-Macquarie University 30 (some early evening trips ran from City (Circular Quay) to Macquarie Centre). Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

C – To Macquarie Centre.

D – To Denistone East.

E – Day, City (Circular Quay)-Macquarie University 60 (some early evening trips ran from City (Circular Quay) to Macquarie Centre). Night, from City (Circular Quay) to Denistone East. Plus short-working/s before first trip shown.

Ph – Afternoon peak hour only (from City (Harrington St)).

Q – To City (Circular Quay).

U – To Macquarie University.

Route 518

MEADOWBANK Wharf – RYDE – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd

Timeline

24 January 2021: As part of Contract Region 7 changes (including introduction of all-day frequent routes):

- Route in previous entry curtailed/rearranged as a full time service.
- Replaced Meadowbank Wharf – Victoria Rd part of 513.
- Operated by State Transit Authority of NSW.

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

Streets

From 24 January 2021

From Meadowbank Wharf via Bowden St, Bay Dr, Railway Rd, Constitution Rd, Bowden St, Victoria Rd, Devlin St (Ryde), Lane Cove Rd, Quarry Rd, North Rd (Midway shops), Tallwood Av, Bridge Rd, Herring Rd (Marsfield), Macquarie Centre bus terminal, Waterloo Rd, Macquarie Dr to Macquarie University bus terminal. Reverse on return

Timetable Summary

24 January 2021

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank Wharf-Ryde-Macquarie University	28	M-F	Macquarie Uni	5.56am	M'bank Wharf	12.04am	30*	A
		Sat		6.03am		12.04am	30	
		Sun		7.04am		12.04am	30	

* More frequent in peak hours.

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

Route 520

CITY (various termini) – DRUMMOYNE (various termini) via Pyrmont Bridge■

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

Timeline

28 July 1957: Limited peak hour service, City (Circular Quay) – Drummoyne (Hythe St (?)), renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

23 May 1966: Drummoyne terminus altered to Victoria Pl [formerly part of Victoria Rd], following opening of new Gladesville Bridge & associated realignment of Victoria Rd.

8 February 1987: Renumbered part of 500 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Drummoyne

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Circular Quay) (eastern end) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Sussex St, Pyrmont Bridge, Union St (**Pyrmont**), Pyrmont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to Hythe St (?) (Drummoyne).

From Drummoyne (Victoria Rd at Hythe St (?)) via reverse route to Bank St, then Miller St, Union St, Pyrmont Bridge, Market St, George St, Alfred St to Circular Quay (City).

Alterations

- **From 2 October 1964** (*opening of new Gladesville Bridge*): From Drummoyne via Victoria Rd (new alignment) including new Gladesville Bridge. Reverse on return.
- **From 23 May 1966:** Extended in Drummoyne from Hythe St via Victoria Pl to (?).
- **In the period from late 1980 until late 1986:** Pyrmont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North Western Freeway & from circa 1986 as Western Distributor.
- **From 19 February 1986:** Approached Drummoyne from Victoria Rd via Westbourne St, The Esplanade, Henricks Av, Victoria Pl to (?). Return via (?).

Timetable Summary

See 500

Route 520

CITY (Circular Quay) – WEST RYDE – PARRAMATTA (LIMITED STOPS, 2000-01)■

Route L20

CITY (Circular Quay) – WEST RYDE – PARRAMATTA (LIMITED STOPS)■

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

Timeline

13 March 2000: New 520 City (Circular Quay) – Parramatta weekday daytime service commenced by State Transit Authority of NSW following transfer of 540 from Riverside Bus & Coach Service (also trading as Parramatta-Ryde Bus Services) to State Transit Authority of NSW on 29 February 2000:

- Ran limited stops over full route.
- Until 4 March 2001, shared with all stops services: City (Circular Quay) – Ryde with 500 & West Ryde – Parramatta with 540.

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).

- 520 & L20 replaced 540.
- 520 & L20 rearranged as:
 - 520 West Ryde – Parramatta (early mornings, nights & all-day Sunday). Ran all stops.
 - L20 City (Circular Quay) – Parramatta (Mondays-Saturdays daytime service) renumbered from 520.
 - Ran limited stops City – Ryde & all stops Ryde – Parramatta.

24 June 2001: As part of Stage 2 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Night & Sunday service on 520 extended to run City (Circular Quay) – Parramatta. Early morning trips mainly remained as West Ryde – Parramatta (but some trips extended from West Ryde to Ryde).
- L20 unaltered.

1 January 2005: Became part of Contract Region 7.

2 April 2010: Times of service extended to Friday night/Saturday morning & Saturday night/Sunday morning under the Government-sponsored Hassle Free Nights Programme. (When did trips at these times cease?).

8 August 2010: As part of the introduction of “Metrobus” routes:

- L20 replaced by new M52 (times of operation approx. 6am-8pm Mondays-Sundays).
- Hours of operation of 520 adjusted to run before & after Metrobus times.
- Times of service extended to Friday night/Saturday morning & Saturday night/Sunday morning under the Government-sponsored Hassle Free Nights Programme. Trips at these times ceased by 7 March 2011.

4 October 2015: City terminus of 520 continued to be Circular Quay, but rerouted in City via Elizabeth St instead of George St, as a result of light rail construction in George St, City/new CBD bus network.

24 January 2021: Ceased as part of Contract Region 7 changes (including introduction of all-day frequent routes). Replaced by new 500N, 500X & extended 501.

Streets

Route 520

City (Circular Quay) – Ryde – Parramatta via George St, City

From 13 March 2000

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Church St, George St, Smith St to Parramatta.

From Parramatta (old Interchange?) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- **By 24 June 2001:** Ex City (Circular Quay) from Victoria Rd (approaching West Ryde) via Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde, Victoria Rd. Return from Ryedale Rd via Victoria Rd.
- **By 20 November 2005:** Ex Parramatta from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Approached Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange. Reverse on return.
- **By 10 September 2006:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- **By 11 October 2009:** Ex Parramatta from Victoria Rd (approaching Ryde) via Bowden St, Parkes St, Blaxland Rd. Unaltered on return.

City (Circular Quay) – Ryde – Parramatta via Elizabeth St, City

Alteration

From 4 October 2015: Approached City from Western Distributor via Druitt St, Park St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Queens Square, Prince Albert Rd, College St, Park St.

Route L20

From 4 March 2001

From City (Circular Quay) (Alfred St at Pitt St) via Alfred St, George St, Market St, York St (**Queen Victoria Building**), Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle, Drummoyne, Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd (**West Ryde, Ermington, Rydalmere**), Church St, George St, Smith St to Parramatta.

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, then reverse route to Western Distributor, then Bathurst St, George St, Bridge St, Loftus St to Circular Quay (City).

Alterations

- **By 20 November 2005:** Ex Parramatta from Western Distributor via Druitt St, George St. Unaltered on return.
- **From 19 February 2006** (*opening of new Parramatta Interchange*): Approached Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange. Reverse on return.
- **By 10 September 2006:** Ex City (Circular Quay) from George St via Druitt St. Unaltered on return.
- **By 11 October 2009:** Ex Parramatta from Victoria Rd (approaching Ryde) via Bowden St, Parkes St, Blaxland Rd. Unaltered on return.

Timetable Summary

13 March 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: City (Circular Quay)-Ryde-Parramatta	Fr P'matta 27R 63C	M-F	Parramatta	6.00am	Parramatta	6.05pmC 7.35pmR	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Day, City (Circular Quay)-Ryde-Parramatta 30*. Late afternoon, from Parramatta to Ryde. Plus short-working/s before first trip shown.

C – To City (Circular Quay).

R – To Ryde.

4 March 2001

West Ryde – Parramatta routes

520, L20

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: West Ryde-Parramatta (<i>all stops</i>)	23	M-F	Parramatta	4.55am	Parramatta	10.35pm	MNs1	
		Sat	West Ryde	6.26am		10.59pm	MNs2	
		Sun		6.56am		9.22pm	60	A
L20: City (Circular Quay)-Parramatta (<i>express</i>)	78	M-F	Parramatta	5.30am	Circular Quay	7.05pm	30*	
		Sat		7.31am		5.35pm	60	
		Sun						

* More frequent in peak hours.

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

MNs1 – Early morning & night service. Plus short-working/s before first trip & after last trip shown.

MNs2 – Early morning & night service. Plus short-working/s before first trip shown.

24 June 2001

See 500

8 August 2010

City – Parramatta routes

520, M52

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
520: City (Circular Quay)-Parramatta (<i>all stops</i>)	63	M-F	Parramatta	4.53amC	Circular Quay	11.10pmP	MNs1	
		Sat	Rydalmere	6.02amC		3.00amP	MNs2	
			Circular Quay	7.12amP	Parramatta	3.00amC		
		Sun	Parramatta	7.34pm	Circular Quay	10.17pm	Ns	
M52: City (Circular Quay)-Parramatta (<i>limited stops</i>)	75	M-F	Parramatta	5.30am	Parramatta	8.15pm	15*	A
		Sat		6.33am	Circular Quay	7.45pm	20	B
		Sun	Circular Quay	7.25am		7.25pm	20	B

* 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.

C – To City (Circular Quay).

MNs1 – Early morning (from Ryde to Parramatta & from Parramatta to City (Circular Quay) & night (City (Circular Quay)-Parramatta) service. Plus extra trips Friday night (last trips 3.00am from both City (Circular Quay) & Parramatta).

MNs2 – Early morning (from Rydalmere to City (Circular Quay) & from City (Circular Quay) to Parramatta) & night (City (Circular Quay)-Parramatta) service.

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

P – To Parramatta.

Route 521

CITY (various termini, Central Railway area) – DRUMMOYNE (various termini) ■

Timeline

28 July 1957: Peak hour & limited Saturday service, City (Circular Quay) – Drummoyne (Hythe St (?)), renumbered from part of 400, becoming supplementary to 500 & 501, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

20 May 1964: City terminus altered to Pitt St, Central Railway.

23 May 1966: Drummoyne terminus altered to Victoria Pl [formerly part of Victoria Rd], following opening of new Gladesville Bridge & associated realignment of Victoria Rd.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Railway Square) – Drummoyne

From 28 July 1957 (based on 18 March 1963 timetable)

From City (Railway Square) via Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square (City).

City (Pitt St, Central Railway) – Drummoyne

Alterations

- **From 20 May 1964 (based on October 1966 timetable):** Approached City from Railway Square via George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Rawson Pl. Return via Pitt St, Railway Square, Lee St.
- **By May 1967:** Ex City (Pitt St, Central Railway) from Harris St via Pymont Bridge Rd, Jones St (?), Bank St. Unaltered on return.
- **In the period from late 1980 until late 1986:** Pymont Bridge was progressively replaced between circa 1980 & 1986 by overhead roadways across Darling Harbour, at first known as North Western Freeway & from circa 1986 as Western Distributor.

Timetable Summary

See 500

Route 521

PARRAMATTA – EASTWOOD via Park Rd & Mobbs Lane

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- Monday-Saturday daytime service commenced by State Transit Authority of NSW.
- Replaced Mobbs Lane diversion of 545.
- Shared parts of route with 520, 541 & 550.

1 January 2005: Became part of Contract Region 7.

6 May 2018: Days of service extended to Sunday.

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

Streets

From 4 March 2001

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere**), Park Rd, Kissing Point Rd (**Dundas**), Stewart St, Marsden Rd (**Carlingford**), Mobbs Lane, Midson Rd, Eastwood Av, West Pde to Eastwood Interchange.

From Eastwood (Interchange) via reverse route to George St, then Smith St to Parramatta Interchange.

Alteration

From 19 February 2006 (*opening of new Parramatta Interchange*): Approached Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange. Reverse on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	35	M-F	Rydalmere	6.33amE	Parramatta	2.35pmE	A	
			Parramatta	9.00amE	Eastwood	6.05pmR		
		Sat	Eastwood	9.01amP	Parramatta	5.22pmE	90	B
		Sun						

A – Peak hours, Rydalmere-Eastwood (morning from Rydalmere, afternoon from Eastwood). Day, Parramatta-Eastwood 60.

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

E – To Eastwood.

P – To Parramatta.

R – To Rydalmere.

7 June 2015

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	35	M-F	Eastwood	6.10amP	Parramatta	6.52pmE	A	
					Eastwood	8.10pmT		
		Sat		8.05amP	Parramatta	5.52pmE	60	
		Sun						

* More frequent in peak hours.

A – Day, Parramatta-Eastwood 60*. Late afternoon/early evening, from Eastwood to Carlingford (Terry Rd/Marsden Rd).

E – To Eastwood.

P – To Parramatta.

T – To Carlingford (Terry Rd/Marsden Rd).

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood via Mobbs Lane	33	M-F	Eastwood	6.05amP	Parramatta	6.52pmE	A	
					Eastwood	8.05pmT		
		Sat		8.09amP	Parramatta	5.56pmE	60	
		Sun		8.09amP		5.56pmE	60	

* More frequent in peak hours.

A – Day, Parramatta-Eastwood 60*. Late afternoon/early evening, from Eastwood to Carlingford (Terry Rd/Marsden Rd).

E – To Eastwood.

P – To Parramatta.

T – To Carlingford (Terry Rd/Marsden Rd).

Route 522

CITY (Circular Quay) – DRUMMOYNE (Drummoyne Av) via Central Railway

Timeline

28 July 1957:

- As part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings), City (Circular Quay) – Drummoyne (Drummoyne Av) via Central Railway renumbered from part of 404.
- Some all-night trips ran on this route.
- Operated by Department of Government Transport.

8 February 1987: Renumbered part of 501 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From City (Circular Quay) (eastern end) via Alfred St, George St, Hay St, Pitt St, Railway Square, Lee St, Regent St, Harris St, Gipps St (**Pymont**), Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Square, George St, Alfred St to Circular Quay (City).

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 523

PYRMONT – DRUMMOYNE

Timeline

28 July 1957: Limited peak hour service renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From Pymont (Miller St/Harris St) via Harris St, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to Bank St, then Miller St to Harris St (Pymont).

Timetable Summary

See 500

Route 523

PARRAMATTA – ERMINGTON WEST – WEST RYDE

Timeline

4 March 2001:

- Monday-Saturday daytime service renumbered from equivalent trips on 540 as part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000).
- Shared parts of route with 520 & 524.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

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

9 January 2023: Days of service increased to daily daytime.

Streets

From 4 March 2001

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Bartlett St (**Ermington West**), Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Kissing Point Rd, Victoria Rd, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Church St (approaching Parramatta), then George St, Smith St to old Interchange (Parramatta).

Alteration

From 19 February 2006 (opening of new Parramatta Interchange): Approached Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange. Reverse on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ermington West-West Ryde	30	M-F	Parramatta	5.55am	West Ryde	6.45pm	60*	A
		Sat	West Ryde	7.36am	Parramatta	5.16pm	60	
		Sun						

* More frequent in peak hours.

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

9 January 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ermington West-West Ryde	30	M-F	Parramatta	5.48am	West Ryde	6.51pm	60*	A
		Sat	West Ryde	7.36am	Parramatta	6.26pm	60	B
		Sun		7.36am		6.26pm	60	B

* More frequent in peak hours.

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

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

Route 524

WHITE BAY – DRUMMOYNE

Timeline

28 July 1957: Renumbered from part of 400, becoming supplementary to 500, as part of the general renumbering of City – Ryde routes & other routes along Victoria Rd (including the allocation of separate numbers for short-workings). Operated by Department of Government Transport.

Sometime between 1976 & 1978: Renumbered part of 500.

Streets

From 28 July 1957 (based on 18 March 1963 timetable)

From White Bay (Victoria Rd/The Crescent) via Victoria Rd (**Rozelle**) to (?) (Drummoyne).

From Drummoyne (Victoria Rd at (?)) via reverse route to The Crescent (White Bay).

Timetable Summary

Available timetables for the period 1963-76 do not list any trips for this route.

Route 524

PARRAMATTA – MELROSE PARK – WEST RYDE

- **Extended from West Ryde to Ryde (off-peak)**

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

Timeline

4 March 2001: As part of Stage 1 of the “Better Buses” north-western suburbs service review (following transfer of routes of the former North & Western Bus Lines and Parramatta-Ryde Bus Services to State Transit in 1999/2000):

- New Monday-Saturday daytime route commenced by State Transit Authority of NSW.
- Amalgamated Parramatta – West Ryde via Boronia St part of 540 & West Ryde – Melrose Park area (plus off-peak extension from West Ryde to Ryde) part of 511.

8 December 2002:

- Days of service extended to Sunday daytime.
- Rerouted via South St, Rydalmere, replacing equivalent part of 555.

1 January 2005: Became part of Contract Region 7.

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

Streets

From 4 March 2001

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Boronia St, Hope St, Wharf Rd, Cobham Av, Parer St (**Melrose Park**), Lancaster Av, Andrew St, Adelaide St, Victoria Rd, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Andrew St, then Cobham Av, then reverse route to Church St (approaching Parramatta), then George St, Smith St to old Interchange (Parramatta).

Ryde extension (off-peak): From West Ryde via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St to Blaxland Rd. Return via Blaxland Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde.

Alterations

- **From 8 December 2002:** Ex Parramatta from Victoria Rd (after Rydalmere) via Clyde St, South St, Silverwater Rd, Victoria Rd. Return from Victoria Rd (at Ermington) via Primrose St, South St, Clyde St, Victoria Rd.
- **From 19 February 2006 (opening of new Parramatta Interchange):** Approached Parramatta from Victoria Rd via Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange. Reverse on return.
- **From 11 October 2009:** Ex Parramatta from Cobham Av via Andrew St (**not** via Lancaster Av). Unaltered on return.

Timetable Summary

4 March 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Melrose Park-West Ryde†	Fr P'matta 31W 40R	M-F	Parramatta	6.10amW 8.15amR	Ryde West Ryde	2.58pmP 7.05pmP	A	
		Sat	West Ryde	8.06amP	Parramatta	5.46pmW	60	B
		Sun						

† Extended to Ryde in off-peak.

A – Peak hours, Parramatta-West Ryde. Day, Parramatta-Ryde 60. Plus short-working/s before first trip shown.

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

P – To Parramatta.

R – To Ryde.

W – To West Ryde.

8 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Melrose Park-West Ryde†	Fr P'matta 31W 40R	M-F	Parramatta	6.07amW 8.11amR	Ryde West Ryde	2.58pmP 7.05pmP	A	
		Sat	West Ryde	8.06amP	Parramatta	5.46pmW	60	B
		Sun		7.55amP	Parramatta	5.15pmW	120	

* More frequent in peak hours.

† Extended to Ryde in off-peak.

A – Peak hours, Parramatta-West Ryde. Day, Parramatta-Ryde 60*. Plus short-working/s before first trip shown.

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

P – To Parramatta.

R – To Ryde.

W – To West Ryde.

9 January 2023

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Melrose Park-West Ryde†	Fr P'matta 33W 44R	M-F	West Ryde	5.20amP	Ryde	3.37pmP	A	
			Parramatta	8.21amR	West Ryde	6.26pmP		
		Sat	West Ryde	8.06amP	Parramatta	6.04pmW	60	B
		Sun		8.06amP		6.04pmW	60	B

* More frequent in peak hours.

† Extended to Ryde in off-peak.

A – Peak hours, Parramatta-West Ryde. Day, Parramatta-Ryde 60*. Plus short-working/s before first trip shown.

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

P – To Parramatta.

R – To Ryde.

W – To West Ryde.

5 August 2024

Day service frequency Parramatta-Ryde reduced from 60 (minutes) to 3 trips.