



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 525 – 549

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 525 – 549

525	Burwood-Parramatta
X25	Strathfield-Olympic Park
526	Burwood-Rhodes
529	Eastwood-Ryde-Nth Epping
529	Rhodes-Newington
530	City-Five Dock
530	City-West Ryde
530	Chatswood-Parramatta
530	Chatswood-Burwood
531	Central-Burwood Depot
531	Ryde-Macquarie University
532	Burwood Depot-City
532	Ryde-North Ryde
532	Chatswood-Riverview
533	West Ryde-Macquarie Uni
533	Chatswood-Olympic Park

534	Chatswood-West Ryde
535	Chatswood-West Ryde
535	Gladesville-Meadowbank
535	Chatswood-Lane Cove West
535	Parramatta-Carlingford
536	Chatswood-Gladesville
537	Chatswood-Woolwich
537	Gladesville-East Ryde
538	Gladesville-Woolwich
539	Gladesville-Macquarie Uni
539	Gladesville-Woolwich
540	City-Chiswick
540	Parramatta-West Ryde, etc
540	Auburn-Newington
541	Central-Chiswick
541	Eastwood-Epping

542	Eastwood-Carlingford
542	Auburn-North Ryde
543	Eastwood-West Ryde
544	Eastwood-Ryde
544	Auburn-Macquarie Uni
545	Parramatta-Ryde
545	Parramatta-Chatswood
545	Parramatta-Macquarie Park
546	Parramatta-Bettington Rd
546	Parramatta-Epping
547	Epping-North Epping
547	Parramatta-Macarthur St
548	Parramatta-Epping
549	Eastwood-Marsfield
549	Parramatta-Epping

Route 525

BURWOOD – STRATHFIELD – OLYMPIC PARK – PARRAMATTA

Route X25

STRATHFIELD – OLYMPIC PARK Station (EXPRESS) ■

Timeline

8 December 2002: 525 full time service Burwood – Strathfield – Olympic Park – Parramatta commenced by State Transit Authority of NSW, replacing 333, 403 & 555 [all listed under Sydney Region route numbers]. Shared Burwood – Newington with 526 from 21 March 2010 until 4 August 2024.

1 January 2005: Became part of Contract Region 7.

7 June 2015: X25 peak hour service Strathfield – Olympic Park Station commenced, supplementary to 525.

1 July 2018: As a result of competitive tendering for privatisation of Contract Region 6:

- X25 transferred to Transit Systems (Contract Region 6).
- 525 continued to be operated by State Transit Authority of NSW.

2 December 2018: X25 ceased. Replaced by existing 525 & 526.

24 January 2021: 525 curtailed to run Strathfield – Olympic Park – Parramatta, coincident with general review of Contract Region 7 routes. Strathfield – Burwood replaced by existing 526. Shared Strathfield – Newington with 526.

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

4 August 2024 (*coincident with the original planned extension of Sydney Metro from Chatswood to Sydenham*): Curtailed to run Olympic Park Station – Newington – Parramatta. Strathfield – Olympic Park replaced by additional frequency on 526.

Streets

Route 525

Burwood – Olympic Park – Parramatta

From 8 December 2002

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Dawn Fraser Av, Park St (**Olympic Park Station**), Murray Rose Av, Australia Av, Herb Elliott Av, Olympic Blvd, Dawn Fraser Av, Edwin Flack Dr, Old Hill Link, Hill Rd, John Ian Wing Pde, Newington Dr [now Blvd], Avenue of Oceania, Avenue of Europe, Avenue of Asia (**Newington**), Avenue of Africa, Holker St, Newington Rd, bus-only link [now Wilson Park T-way], Silverwater Rd (**Ermington**), Victoria Rd (**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 Avenue of Africa, then Avenue of Asia, Avenue of the Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Herb Elliott Av, then Park St, Murray Rose Av, Australia Av, then reverse route to Burwood.

Alterations

- **By January 2004:** Ex Burwood from Holker St via Silverwater Rd (*not* via bus-only link [now Wilson Park T-way]). Reverse on return.
- **From 19 February 2006:** Approached Parramatta from Victoria Rd via Wilde Av, Smith St, Station St, bus tunnel, Argyle St to new Interchange. Reverse on return
- **By 11 October 2009:** Ex Burwood from Australia Av via Murray Rose Av, Park Av, Dawn Fraser Av. Reverse on return.
- **From 28 July 2019:** Ex Burwood from Holker St via Newington Rd, bus-only link [now Wilson Park T-way]), Silverwater Rd. Unaltered on return.

Strathfield – Olympic Park – Parramatta

Alteration

From 24 January 2021: Ex Parramatta from Everton Rd to terminate at Strathfield Station. Reverse on return.

Olympic Park Station – Parramatta

From 4 August 2024

From Olympic Park Station (Park St) via Dawn Fraser Av, Edwin Flack Dr, Old Hill Link, Hill Rd, John Ian Wing Pde, Newington Blvd, Avenue of Oceania, Avenue of Europe, Avenue of Asia (**Newington**), Avenue of Africa, Holker St, Newington Rd, Wilson Park T-way, Silverwater Rd (**Ermington**), Victoria Rd (**Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

From Parramatta (Interchange) via reverse route to Silverwater Rd, then Holker St, Avenue of Africa, Avenue of Asia, Avenue of the Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Dawn Fraser Av, then Australia Av, Murray Rose Av, Park St to Olympic Park Station.

Route X25

Strathfield – Olympic Park Station

From 7 June 2015

From Strathfield (Everton Rd at Station) via Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Murray Rose Av, Park St to Olympic Park Station. Reverse on return.

Timetable Summary

8 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	Fr P'matta 43S 51B	M-F	Parramatta	7.00am	Parramatta	10.00pm	30*	A
		Sat		6.55am		10.02pm	30	A
		Sun	Burwood	8.57am		8.02pm	B	

* More frequent in peak hours.

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

B – Day, Burwood-Newington 30, Burwood-Parramatta 60. Evening, Burwood-Parramatta.

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	51	M-F	Parramatta	7.06am	Burwood	10.34pm	30*	A
		Sat	Burwood	6.14am		10.34pm	30	
		Sun	Parramatta	8.40am		8.34pm	60	

* More frequent in peak hours.

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

21 March 2010

Burwood – Newington routes

525, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	51	M-F	Parramatta	6.02am	Burwood	10.34pm	30*	
		Sat	Burwood	6.14am		10.34pm	30	
		Sun	Parramatta	8.40am		8.34pm	60	
526: Burwood-Olympic Park Wharf	29	M-F	Olymp Pk Whf	6.49am	Olymp Pk Whf	7.13pm	30*	
		Sat	Burwood	7.54am		6.25pm	60	
		Sun		8.04am		6.25pm	35-60	

Average day frequencies along common route:

M-F Burwood-Newington (525, 526) 15.

Sat Burwood-Newington (525, 526) 3 trips per hour.

Sun Burwood-Newington (525, 526) 2-3 trips per hour.

* More frequent in peak hours.

5 June 2016

Burwood – Newington routes

525, X25, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Burwood-Parramatta	52	M-F	Parramatta	6.08am	Burwood	10.34pm	30*	A
		Sat	Burwood	6.15am		10.35pm	30	
		Sun	Parramatta	7.08am		10.34pm	30	
X25: Strathfield-Olympic Park Station	11	M-F	Olympic Pk Stn	6.47am	Strathfield	6.44pm	Ph	
		Sat						
		Sun						
526: Burwood-Olympic Park Wharf-Rhodes	38	M-F	Rhodes	6.06am	Rhodes	12.31am	30*	A
		Sat	Burwood	7.01am		12.32am	30	
		Sun		7.01am		10.34pm	30	

Average day frequencies along common route:

M-F Burwood-Newington (525, 526) 15.

Sat Burwood-Newington (525, 526) 15.

Sun Burwood-Newington (525, 526) 15.

* More frequent in peak hours.

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

Ph – Peak hours only (both directions).

24 January 2021

Burwood – Newington routes

525, 526

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
525: Strathfield-Parramatta	45	M-F	Strathfield	5.40am	Strathfield	11.40pm	30*	
		Sat	Parramatta	5.53am		11.40pm	30	
		Sun	Strathfield	6.40am		10.40pm	60	
526: Burwood-Olympic Park Wharf-Rhodes	44	M-F	Rhodes	6.02am	Rhodes	12.32am	30*	A
		Sat	Burwood	7.06am		12.31am	30	B
		Sun		7.03am	Burwood	11.17pm	30	B

Average day frequencies along common route:

M-F Strathfield-Newington (525, 526) 15.

Sat Strathfield-Newington (525, 526) 15.

Strathfield-DFO Homebush (525, 526) 5 trips per hour.

Sun Strathfield-Newington (525, 526) 3 trips per hour.

Strathfield-DFO Homebush (525, 526) 5 trips per hour.

* More frequent in peak hours.

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

B – Burwood-Rhodes 30, plus additional day service Strathfield-DFO Homebush 20.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
525: Olympic Park Station-Parramatta.	33	M-F	Olympic Pk Stn	5.50am	Olympic Pk Stn	11.30pm	30*	
		Sat	Parramatta	5.53am		11.30pm	30	
		Sun	Olympic Pk Stn	6.45am		10.30pm	30	

* More frequent in peak hours.

Route 526

BURWOOD – STRATHFIELD – OLYMPIC PARK Wharf – RHODES

(Olympic Park Wharf is in Wentworth Point, which was declared a suburb in 2009.)

Timeline

21 March 2010:

- Full time route, Burwood – Olympic Park Wharf, commenced by State Transit Authority of NSW, replacing 401.
- Shared Burwood – Newington with 525 until 4 August 2024.
- Part of Contract Region 7.

5 June 2016: Extended to run Burwood – Olympic Park Wharf – Rhodes via recently opened Bennelong Bridge, replacing temporary 529. Shared route between Wentworth Point & Rhodes over Bennelong Bridge with 533.

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

4 August 2024 (*coincident with planned date of extension of Sydney Metro from Chatswood to Sydenham via Crows Nest, North Sydney & City stations*): Supplementary daily service, Strathfield – Newington, commenced replacing equivalent part of 525.

8 December 2024:

- Curtailed to run Strathfield – Olympic Park Wharf – Rhodes (all trips over full route). Burwood – Strathfield replaced by M90 & other routes.
- Became an “all-day frequent service”.

Streets

Burwood – Olympic Park Wharf

From 21 March 2010

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Wentworth Rd, Cooper St, Moseley St, Everton Rd (**Strathfield**), Leicester Av, Parramatta Rd, Underwood Rd, Australia Av, Murray Rose Av, Park St (**Olympic Park Station**), Dawn Fraser Av, Edwin Flack Av, Old Hill Link, Hill Rd, John Ian Wing Pde, Newington Dr [now Blvd], Avenue of Oceania, Avenue of Europe, Avenue of Asia (**Newington**), Avenue of Africa, Holker St, Hill Rd (**Wentworth Point**) to Olympic Park Wharf.

From Olympic Park Wharf via reverse route to Avenue of Africa, then Avenue of Asia, Avenue of the Americas, Avenue of Europe, Avenue of Oceania, then reverse route to Burwood.

Burwood – Olympic Park Wharf – Rhodes

Alteration

From 5 June 2016: Extended from Olympic Park Wharf via Hill Rd, Footbridge Blvd, Bennelong Bridge, Gauthorpe St, Walker St, Mary St, Rider Blvd to **Rhodes** shops. Return via Shoreline Dr, Mary St, then reverse route.

Strathfield – Olympic Park Wharf – Rhodes

Alteration

From 8 December 2024: Ex Rhodes via same route to Everton Rd (Strathfield Station). Reverse on return.

Timetable Summary

Until 24 January 2021

See 525

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
526: Burwood-Olympic Park Wharf-Rhodes	44BR 16SN	M-F	Strathfield	5.20amR	Rhodes	12.32amB	A	
			Rhodes	6.02amB				
		Sat	Newington	6.14amS		12.31amB	C	
			Burwood	7.06amR				
		Sun		7.03amR	Burwood	11.17pmR	C	

A – Early morning, from Strathfield to Rhodes & from Strathfield to Newington alternately. Peak hours, day & night, Burwood-Rhodes 30, plus Strathfield-Newington additional 30.

B – To Burwood.

BR – Burwood-Rhodes.

C – Day & night, Burwood-Rhodes 30, plus Strathfield-Newington additional 30.

R – To Rhodes.

S – To Strathfield.

SN – Strathfield-Newington.

8 December 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
526: Strathfield-Olympic Park Wharf-Rhodes	41	M-F	Rhodes	4.55am	Strathfield	12.35am	10	
		Sat		4.58am		12.35am	10	
		Sun		4.59am		12.35am	10	

Route 529

EASTWOOD – RYDE – MACQUARIE CENTRE – EPPING – NORTH EPPING (Sundays)■

Timeline

1 May 2000:

- Sunday trips on the following routes (or parts of route), which had been transferred from North & Western Bus Lines to State Transit Authority of NSW on 14 December 1999, amalgamated & given a separate number, as they were through-routed with each other:
 - 531 Ryde – Macquarie Centre
 - 545 (part) Ryde – Eastwood.
 - 547 Macquarie Centre – Epping – North Epping.
- Operated by State Transit Authority of NSW.

4 March 2001: Ceased as a separate combined route, as part of stage 1 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000:

- Macquarie Centre – Epping – North Epping (Sunday service) replaced by new 295.
- Ryde – Macquarie Centre (Sunday service) renumbered 531 (same as Mondays-Saturdays).
- Ryde – Eastwood (Sunday service) replaced by new 515.

Streets

1 May 2000 (based on North & Western Bus Lines 25 November 1996 timetables)

From Eastwood (Interchange) via Lakeside Rd, Hillview Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, Second Av, Ryedale Rd, Fourth Av, Denistone Rd (**Ryde Hospital**), Florence Av, Blaxland Rd, Devlin St (**Ryde**), Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**Marsfield**) to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av (**Macquarie University**), Balaclava Rd, Epping Rd, Pembroke St (**Epping**), Oxford St, Norfolk Rd, Boundary Rd (**North Epping**), Eastcote Rd, Malton Rd, Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St (**Epping**), Pembroke St, then reverse route to Balaclava Rd, then Macquarie Dr, University Av, Waterloo Rd, then reverse route to Buffalo Rd, then Lane Cove Rd, Devlin St, Blaxland Rd, Florence Av, Denistone Rd, Fourth Av, First Av, Rutledge St, then reverse route to Eastwood Interchange.

Timetable Summary

1 May 2000 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Centre-Epping-North Epping	38 round trip	M-F						
		Sat						
		Sun	Macquarie Ctr	8.54am	North Epping	6.09pm	60	A
Ryde-Macquarie Centre	21	M-F						
		Sat						
		Sun	Ryde	8.33am	Macquarie Ctr	6.28pm	60	A
Ryde-Eastwood	13	M-F						
		Sat						
		Sun	Ryde	8.49am	Eastwood	6.20pm	60	A

A – Through-routed with other parts of route.

Route 529

RHODES – WENTWORTH POINT – NEWINGTON■

Timeline

23 May 2016: Temporary route commenced by State Transit Authority of NSW, coinciding with opening of Bennelong (bus & pedestrian only) Bridge. Part of Contract Region 7.

5 June 2016: Replaced by extension of 526 & rerouted 533.

Streets

From 23 May 2016

From Rhodes (Rider Blvd at shops) via Shoreline Dr, Mary St, Walker St, Gauthorpe St, Bennelong Bridge, Footbridge Blvd, Hill Rd (**Wentworth Point**), Holker St, Avenue of Africa, Avenue of Asia, Avenue of the Americas, Avenue of Europe (**Newington**), Avenue of Asia, Avenue of Africa, Holker St, Hill Rd, Footbridge Blvd, Bennelong Bridge, Gauthorpe St, Walker St, Mary St, Rider Blvd to Rhodes shops.

Timetable Summary

23 May 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rhodes-Newington	30 round trip	M-F	Rhodes	6.00am	Rhodes	9.20pm	40	
		Sat		6.00am		9.20pm	40	
		Sun		8.00am		9.20pm	40	

Route 530

CITY (Circular Qy) – DRUMMOYNE – FIVE DOCK (Ingham Av) via Pyrmont Bridge■

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

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

Timeline

28 July 1957: Peak hour service, City (Circular Quay) – Five Dock (Ingham Av), renumbered from 406 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500. Operated by Department of Government Transport.

By 25 May 1981: Selected trips extended from Five Dock (Ingham Av) to Burwood Depot.

8 February 1987: Renumbered 502 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Circular Quay) – Five Dock (Ingham Av)

By February 1966

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

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

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 25 May 1981:** Extended 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

February 1966

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)	29	M-F	Ingham Av	6.30am	Circular Quay	5.56pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

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	5.52pm	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.

Route 530

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

Timeline

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

- New route commenced as part of general reorganization of North & Western Bus Lines' routes.
- Shared most of City – Lane Cove with 261.
- Followed existing North & Western routes between City & Gladesville, but also extended through State Transit Authority of NSW territory between Gladesville & West Ryde.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

11 October 1993: Renumbered 264, to complement "sister" route 261.

Streets

From 23 July 1990

Same as 264.

Timetable Summary

See 261

Route 530

PARRAMATTA – RYDE – NORTH RYDE – CHATSWOOD

Timeline

May 2000:

- Peak hour route renumbered from 333.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

4 March 2001: Ceased as part of stage 1 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000. Replaced by existing L20 & 534.

Streets

From May 2000 (based on June 2000 timetable)

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Wentworth St, Parkes St, Hassall St, James Ruse Dr, Victoria Rd (**Rydalmere, Ermington, West Ryde**) Devlin St (**Ryde**), Lane Cove Rd, Twin Rd, Wicks Rd (**North Ryde**), Epping Rd (**Lane Cove**), Longueville Rd, Pacific Hwy, Victoria Av, Railway St to Chatswood Station.

From Chatswood (Railway St at Station) via Brown St, Pacific Hwy, then reverse route to Parkes St, then Station St to Parramatta Interchange.

Timetable Summary

June 2000

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ryde-Chatswood	50	M-F	Parramatta	6.30am	Chatswood	6.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions). Plus short-working/s before first trip shown.

Route 530

CHATSWOOD – LANE COVE – FIVE DOCK – BURWOOD

Timeline

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

- Full time service commenced, replacing most of 536 other than in peak hours (when 536 remained).
- Shared Lane Cove – Hunters Hill with 252 & Chatswood – Hunters Hill with 536 (peak hours).
- Part of Contract Region 6.

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

Streets

From 4 June 2017

From Chatswood (Victoria Av at Station) via Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av (**Lane Cove**), Burns Bay Rd (**Lane Cove West**), Figtree Bridge, Hunters Hill off-ramp (**Hunters Hill**), Hunters Hill on-ramp, Tarban Creek Bridge, Victoria Rd, Westbourne St, Marlborough St (**Drummoyne**), Lyons Rd (**Russell Lea**), Great North Rd (**Five Dock**), Garfield St, Harris St, Parramatta Rd, Burwood Rd, Railway Pde to near Burwood Rd (Burwood).

From Burwood (Railway Pde at Burwood Rd) via reverse route to Lyons Rd, then Victoria Rd, Tarban Creek Bridge, Hunters Hill off-ramp, Hunters Hill on-ramp, Burns Bay Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Burwood	52	M-F	Burwood	5.50am	Chatswood	10.07pm	30*	A
		Sat		6.00am		11.03pm	30	
		Sun		7.00am		9.03pm	30	

* More frequent in peak hours.

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

Route 531

CITY (various termini, Central Railway) – DRUMMOYNE – FIVE DOCK (Ingham Av) – BURWOOD DEPOT

Timeline

28 July 1957: Peak hour service, City (Pitt St, Central Railway) – Five Dock (Ingham Av), renumbered from 405 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500. Operated by Department of Government Transport.

By 25 May 1981:

- Extended from Five Dock (Ingham Av) to Burwood Depot.
- City (Central Railway) terminus altered to Barlow St.

By 7 September 1986: 532 renumbered 531.

8 February 1987: Renumbered part of 503 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

City (Pitt St, Central Railway) – Five Dock (Ingham Av)

By February 1966

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt 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, Rawson Pl, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

By September 1973: Approached City from Rawson Pl via Pitt St, Barlow St, Parker St, Hay St, Pitt St. Unaltered on return.

City (Barlow St, Central Railway) – Five Dock (Ingham Av) – Burwood Depot

Alterations

By 25 May 1981:

- Extended 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.
- Approached City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

February 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Five Dock (Ingham Av)	26	M-F	Ingham Av	6.54am	Pitt St, C/Rly	5.53pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions)

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Railway)-Five Dock-Burwood Depot	35	M-F	Burwood Dep	6.38am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (mornings from Burwood Depot, afternoon from City (Pitt St, Central Railway)).

Route 531

RYDE – MACQUARIE UNIVERSITY via Quarry Rd & Herring Rd

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

Timeline

13 April 1993: Renumbered from part of 85 [1925 route number]. Monday-Saturday service operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

21 July 1996:

- Days of service extended to daily daytime.
- Sunday service rerouted via Buffalo Rd & Gardeners Av. Off-peak & Saturday service similarly rerouted by 1 December 1997.
- Sunday service through-routed with 545 (from Ryde to Eastwood) & 547 (from Macquarie Centre to North Epping).

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

1 May 2000: Sunday service renumbered part of 529, due to through-routing with 545 & 547 on that day.

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):

- Sunday service along same route renumbered from part of 529 back to 531.
- Days of service of 531 then became daily.

24 June 2001: Ceased as part of stage 2 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000.:

- Service in Gardener Av area replaced by new 507.
- Service along Quarry Rd replaced by new 518.
- Service along Herring Rd replaced by new 507 & 518.

Streets

From 13 April 1993

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**North Ryde**) to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

21 July 1996

Alteration (*Sundays only*): Ex Ryde from Lane Cove Rd via Buffalo Rd, Gardener Av, Quarry Rd. Reverse on return.

By 1 December 1997

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd, Bridge Rd, Herring Rd (**North Ryde**) to **Macquarie Centre** bus terminal, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

Trips not via Gardener Av (*mainly peak hours*): Direct via Lane Cove Rd instead of Buffalo Rd, Gardener Av & part of Quarry Rd.

Timetable Summary

13 April 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Quarry Rd	20	M-F	Ryde	6.20am	Macquarie Uni	8.15pm	60*	A
		Sat		7.45am	Ryde	3.45pm	60	B
		Sun						

* More frequent in peak hours.

A – Selected early morning & evening trips ran Ryde – Macquarie Centre only.

B – Plus short-working Macquarie Centre to Ryde at 4.15pm.

21 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Quarry Rd	20	M-F	Ryde	6.20am	Macquarie Uni	8.15pm	60*	A
		Sat		7.45am	Ryde	3.45pm	60	B
		Sun		8.33am	Macquarie Uni	6.28pm	60	

* More frequent in peak hours.

A – Selected early morning & evening trips ran Ryde – Macquarie Centre only.

B – Plus short-working Macquarie Centre to Ryde at 4.15pm.

1 December 1997

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Quarry Rd	24	M-F	Ryde	6.20am	Macquarie Uni	9.05pm	60*	
		Sat		7.45am		6.06pm	60	
		Sun		8.33am		6.28pm	60	

* More frequent in peak hours.

Route 532

BURWOOD DEPOT – FIVE DOCK (Ingham Av) – DRUMMOYNE – CITY (Market St) via Central Railway■

Timeline

15 September 1980: One morning peak hour trip on 531 extended in the City from Central Railway to Market St & renumbered. Operated by Urban Transit Authority of NSW.

8 February 1987: Renumbered part of 503, as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

By 25 May 1981

From Burwood Depot via Parramatta Rd, Great North Rd, First Av, Heath St, Barnstaple Rd, Ingham Av (**Five Dock**), Lyons Rd (**Russell Lea**), Victoria Rd (**Drummoyne, Rozelle**), old Glebe Island Bridge, Bank St, Miller St (**Pymont**), Pymont St, Quarry St, Harris St, Broadway, Railway Sq, George St to Market St (City).

Timetable Summary

25 May 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood Depot-Five Dock-City (Market St)	46	M-F	Burwood Dep	7.51am			Ph	
		Sat						
		Sun						

Ph – Morning peak hour only (from Burwood Depot).

Route 532

RYDE – NORTH RYDE (Bridge Rd) ■

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

Timeline

23 July 1990: Renumbered from part of 228 [1925 route number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

17 September 1990: Extended in North Ryde as a loop via Quarry Rd, Watts Rd & Bridge Rd.

28 January 1992: Replaced by extension of 544.

Streets

From 23 July 1990

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Jones St, Quarry Rd, Lane Cove Rd, Bridge Rd to Watts Rd (North Ryde).

From North Ryde (Bridge Rd) (at Watts Rd) via reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

From 17 September 1990

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Buffalo Rd, Gardener Av, Quarry Rd, North Rd, Watts Rd (North Ryde), Bridge Rd, Lane Cove Rd, Quarry Rd, Gardener Av, Buffalo Rd, Lane Cove Rd, Devlin St to Ryde shops.

Eastwood (Threlfall St) diversion: From North Rd via Threlfall St, Abuklea Rd to Bridge Rd.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-North Ryde (Bridge Rd)	10	M-F	Bridge Rd	8.20am	Ryde	4.10pm	70	
		Sat	Ryde	8.27am	Bridge Rd	12.35pm	60	
		Sun						

Route 532

CHATSWOOD – CHATSWOOD WEST (Colwell Cr) – LANE COVE – RIVERVIEW ■

Timeline

13 April 1993: Renumbered from 264. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

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

4 March 2001: Temporarily shared Chatswood – Chatswood West (Colwell Cres) with 255, as part of stage 1 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000.

24 June 2001: Ceased as part of stage 2 of “Better Buses” north-western suburbs service review:

- Chatswood – Chatswood West (Colwell Cres) fully replaced by 255.
- Lane Cove – Riverview replaced by 253 (but running via Longueville Rd instead of Tambourine Bay Rd).
- Route in Stokes St area not replaced.

Streets

From 14 December 1999

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

Trips via Pacific Hwy direct: From Chatswood via Victoria Av, Pacific Hwy, Longueville Rd. Return from Longueville Rd via Pacific Hwy, Brown St, Railway St to Chatswood Station.

Riverview (Kallaroo Rd) diversion (selected off-peak trips): From Romani Av via Kallaroo Rd, Surada Av, Miramont Av.

Timetable Summary

14 December 1999 (based on North & Western Bus Lines timetables prior to transfer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	63 round trip	M-F	Riverview	6.54am	Chatswood	5.40pm	65*	A
		Sat	Lane Cove	9.00amR 9.15amC	Riverview	4.21pmC	B	
		Sun						

* More frequent in peak hours.

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

B – Morning & early afternoon, ran separately Chatswood – Chatswood West – Lane Cove & Lane Cove – Riverview (each 120). Connected at Lane Cove with buses to final destination (Chatswood or Riverview). Last 2 trips from Riverview to Chatswood via full route.

C – To Chatswood.

R – To Riverview.

Route 533

WEST RYDE – MACQUARIE UNIVERSITY via various routes■

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

Timeline

23 July 1990: West Ryde – Macquarie Centre renumbered from 205 [1925 route number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

28 January 1992: Extended from Macquarie Centre to Macquarie University.

14 December 1999:

- Transferred to State Transit Authority of NSW.
- Services were:

Ryde – Macquarie University via Coxs Rd & Fontenoy Rd (off-peak & Saturday).

West Ryde – Macquarie University via Lane Cove Rd or Coxs Rd, then via Fontenoy Rd or Talavera Rd (peak hours).

24 June 2001: Ceased 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:

- Ryde – Macquarie Centre replaced by parts of extended 459 & existing 534.
- West Ryde – Ryde replaced by existing 520 & 534.

Streets

West Ryde – Macquarie Centre via Lane Cove Rd

From 27 July 1990

From West Ryde (Interchange) via Victoria Rd, Church St, Blaxland Rd (**Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Lane Cove Rd, the Devlin St, Victoria Rd, Hermitage Rd, Herbet St, Ryedale Rd, Marlow Ave Bridge, West Pde to West Ryde Interchange.

Peak hour trips via Talavera Rd (morning from West Ryde, afternoon from Macquarie Centre): Ex West Ryde from Lane Cove Rd via Talavera Rd, Khartoum Rd, Waterloo Rd. Reverse on return.

From 14 December 1999

Ryde – Macquarie University via Coxs Rd & Fontenoy Rd (off-peak & Saturday)

From Ryde (Devlin St) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Herring Rd, then reverse route to Lane Cove Rd, then Devlin St to Ryde shops.

West Ryde – Macquarie University via Lane Cove Rd or Coxs Rd, then via Fontenoy Rd or Talavera Rd

Morning peak hour

From West Ryde (Interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd (**North Ryde**), Talavera Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

Afternoon peak hour

From West Ryde (Interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Coxs Rd (**North Ryde**), Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, then Waterloo Rd, Khartoum Rd, Talavera Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Macquarie Centre via Lane Cove Rd	26	M-F	Macquarie Pk	6.22amW	West Ryde	5.55pmM	60*	A
			West Ryde	6.45amM				
		Sat		7.55amM	Macquarie Ctr	4.15pmW	60	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday nights from Macquarie Centre provided by diversion of 539.

M – To Macquarie Centre.

W – To West Ryde.

14 December 1999 (based on North & Western Bus Lines 1 December 1997 timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde-Macquarie University via Coxs Rd†	Fr Macq Uni 23R 30W	M-F	Macquarie Ctr	6.40amW	Macquarie Uni	6.06pmW	A	
			West Ryde	7.45amM				
		Sat	Ryde	8.15am		5.36pm	60	
		Sun						

* More frequent in peak hours.

† Extended to West Ryde in peak hours.

A – Peak hours, West Ryde – Macquarie Centre or Macquarie University. Day, Ryde – Macquarie University 60.

Extra trip on Thursday night provided by diversion of 531. Plus short-working/s before first trip shown.

M – To Macquarie University.

R – To Ryde.

W – To West Ryde.

Route 533

CHATSWOOD – NORTH RYDE – RYDE – OLYMPIC PARK Station via various routes

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

Timeline

26 August 2007:

- Selected 534 peak hour trips rerouted/extended to Olympic Park Station via Homebush Bay Dr instead of West Ryde & renumbered.
- Shared Chatswood – Ryde with 534.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

5 June 2016: Rerouted via recently opened Bennelong Bridge instead of Homebush Bay Dr, replacing temporary 529. Shared route between Wentworth Point & Rhodes over Bennelong Bridge with 526.

1 July 2019: Times of service extended to full time, fully replacing 534.

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

4 August 2024 (coincident with extension of Sydney Metro from Chatswood to Sydenham via Crows Nest, North Sydney & City stations): Additional daily short-workings, early morning from Ryde to Olympic Park Station, late evening from Olympic Park Station to Ryde.

Streets

Chatswood – Olympic Park Station via Homebush Bay Dr

From 26 August 2007

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Church St, Ryde Bridge, Concord Rd (**Rhodes**), Homebush Bay Dr, Australia Av, Dawn Fraser Av, Park St to Olympic Park Station.

From Olympic Park Station (Park St) via Murray Rose Av, Australia Av, Concord Rd, Ryde Bridge, Church St, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Olympic Park Station via Bennelong Bridge

Alterations

- From 5 June 2016** (following the opening of Bennelong Bridge): Ex Chatswood from Concord Rd via Averill St, Walker St, Gauthorpe St, Marquet St, Mary St, Walker St (**Rhodes**), Gauthorpe St, Bennelong Bridge, Footbridge Blvd, Hill Rd (**Wentworth Point**), Bennelong Pkwy, Australia Av. Return from Australia Av via reverse route to Gauthorpe St, then Marquet St, Mary St, Walker St, then reverse route.
- Later:** Approached Chatswood from Pacific Hwy via Railway St to Station. Unaltered on return.

Timetable Summary

26 August 2007- 26 November 2017

See 534

1 July 2019

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Ryde-Olympic Park Station	47	M-F	Olympic Pk Stn	5.08am	Chatswood	11.28pm	30*	
		Sat		6.03am		10.58pm	30	
		Sun		7.26am		8.58pm	30	

* More frequent in peak hours.

4 August 2024

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Ryde-Olympic Park Station	Fr O/Pk Stn 12R 49C	M-F	Ryde	4.45amO	Chatswood	11.28pmO	A	
			Olympic Pk Stn	5.08amC	Olympic Pk Stn	12.18amR		
		Sat	Ryde	5.46amO	Chatswood	11.12pmO	B	
			Olympic Pk Stn	6.17amC	Olympic Pk Stn	12.12amR		
		Sun	Ryde	7.08amO	Chatswood	9.12pmO	B	
			Olympic Pk Stn	7.40amC	Olympic Pk Stn	10.10pmR		

* More frequent in peak hours.

A – Early morning from Ryde to Olympic Park Station. Day, Chatswood-Olympic Park Station 30*. Late night, from Olympic Park Station to Ryde.

B – Early morning from Ryde to Olympic Park Station. Day, Chatswood-Olympic Park Station 30*. Late night, from Olympic Park Station to Ryde.

C – To Chatswood.

O – To Olympic Park Station.

R – To Ryde.

Route 534

CHATSWOOD – NORTH RYDE – WEST RYDE (via various routes) ■

Also:

- **Chatswood – Lane Cove West (Mars Rd) (peak hours, 1999-2000)**
(Ryde terminus is located in what is also referred to as Top Ryde.)

Timeline

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

- Renumbered from parts of 43 [1925 route number]:
 - Chatswood – Lane Cove West (Mars Rd) (peak hours)
 - Chatswood – West Ryde via Wicks Rd (full time service).
- Chatswood – West Ryde via Wicks Rd shared most of route with 535.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

12 August 1991: Chatswood – West Ryde via Lane Cove Rd renumbered from 535.

25 November 1996: Extra route, Chatswood – East Ryde – West Ryde, commenced as a regular weekday off-peak & Saturday service.

By 16 March 1998: Chatswood – East Ryde – West Ryde ceased as a regular route.

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

- Chatswood – West Ryde via Wicks Rd, North Ryde
- Chatswood – West Ryde via Lane Cove Rd, North Ryde
- Chatswood – Lane Cove West (Mars Rd) (peak hours)

10 April 2000: Chatswood – Lane Cove West (Mars Rd) renumbered 535.

1 January 2005: Became part of Contract Region 7.

10 September 2006: Curtailed as Chatswood – Ryde (extended to West Ryde in peak hours & on weeknights).

26 August 2007: Shared Chatswood – Ryde with new 533.

11 October 2009: Trips via Lane Cove Rd, North Ryde rerouted to run via Wicks Rd. Service in Lane Cove Rd replaced by existing 459 & M41.

26 November 2017:

- Curtailed to run Chatswood – Ryde at all times. Service between Ryde & West Ryde replaced by 501 & other routes.
- Hours of service on weekdays reduced to off-peak & night. Peak hour service provided by 533. Weekend service unaltered.

1 July 2019: Ceased. All service provided by 533.

Streets

Chatswood – West Ryde via Wicks Rd

From 23 July 1990

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

From West Ryde (interchange) via West Pde, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Alteration

From 17 September 1990: From West Ryde interchange via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

Chatswood – West Ryde via Lane Cove Rd

From 12 August 1991

Same as 535.

Alteration

By 28 January 1992: Ex Chatswood from Epping Rd via Pittwater Rd, Blenheim Rd, Edmondson St, Ryrie St, Epping Rd. Ex West Ryde from Epping Rd via Wicks Rd, Morshead St, Ryrie St, Edmondson St, Blenheim Rd, Pittwater Rd to Epping Rd.

Chatswood – East Ryde – West Ryde

From 25 November 1996

From Chatswood (Railway St at station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Coss Rd, Cressy Rd, Magdala Rd, Pittwater Rd, Rene St, Lumsdaine Av, Elliott Av, Sager Pl (**East Ryde**), Moncrieff Dr, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde interchange.

From West Ryde (bus terminal, west side) via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

Chatswood – Lane Cove West (Mars Rd)

From 23 July 1990

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

From Lane Cove West (Mars Rd) (eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood station.

From 14 December 1999

Chatswood – West Ryde

Via Wicks Rd, North Ryde

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Via Lane Cove Rd, North Ryde

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Epping Rd, Lane Cove Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Anzac Av, Ryedale Rd, Marlow Av Bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via West Pde, Marlow Av Bridge, Ryedale Rd, Victoria Rd, Church St, Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Lane Cove North (Hart St) diversion (*limited off-peak*): Ex Chatswood from Mowbray Rd via Felton Av, Hart St, Hatfield St to Mowbray Rd. Reverse on return.

Meadowbank diversion (*weeknights & Saturday afternoons*): Ex Chatswood from Victoria Rd via Bowden St, Constitution Rd, See St, McPherson St, Rhodes St, Hermitage Rd to Victoria Rd. Reverse on return.

Chatswood – Ryde

From 26 November 2017

From Chatswood (Railway St at Station) via same route (via Wicks Rd, North Ryde) to Devlin St (Ryde).

From Ryde (Church St near Blaxland Rd) via Blaxland Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Lane Cove West (Mars Rd)

From 14 December 1999

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

From Lane Cove West (Mars Rd) (eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

23 July 1990

Chatswood – West Ryde & related routes

534, 535

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
534: Chatswood-West Ryde via Wicks Rd	35	M-F	West Ryde	5.51am	West Ryde	9.45pm	60*	A
		Sat		7.05am		9.25pm	60	B
		Sun		8.32am	Chatswood	5.57pm	60	C
534: Chatswood-Lane Cove West (Mars Rd)	18	M-F	Chatswood	6.30am	Mars Rd	5.05pm	Ph	
		Sat						
		Sun						
535: Chatswood-West Ryde via Lane Cove Rd	35	M-F	West Ryde	6.50am	Chatswood	6.20pm	60	C
		Sat		7.35am	West Ryde	4.35pm	60	B
		Sun						

Average day frequencies along common route:

M-F Chatswood-West Ryde (534, 535) 30

Sat Chatswood-West Ryde (534, 535) 30

Sun Chatswood-West Ryde (534) 60.

* More frequent in peak hours.

A – Plus extra trips Friday night. Plus short-working/s before first trip shown.

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

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

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

24 June 2001

Chatswood – West Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
534: Chatswood-West Ryde via Wicks Rd	39	M-F	West Ryde	5.50am	Chatswood	9.35pm	60*	A
		Sat	Chatswood	7.10am		8.10pm	60	A
		Sun	West Ryde	8.30am		5.45pm	60	
534: Chatswood-West Ryde via Lane Cove Rd	42	M-F	Ryde	6.14amC	Chatswood	7.55pmW	B	
			West Ryde	8.10amC				
		Sat	Chatswood	7.40am		6.40pm	60	
		Sun						

Average day frequencies along common route:

M-F Chatswood-West Ryde 30.

Sat Chatswood-West Ryde 30.

Sun Chatswood-West Ryde 60.

* More frequent in peak hours.

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

B – Early morning, from Ryde to Chatswood. Day, Chatswood-West Ryde 60.

C – To Chatswood

W – To West Ryde.

10 September 2006

Chatswood – Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
534: Chatswood-Ryde via Wicks Rd†	Fr Chats 30R 40W	M-F	West Ryde	5.50am	Chatswood	9.33pm	A	
		Sat	Ryde	6.30am		8.10pm	80	
		Sun		8.08am		6.05pm	70	
534: Chatswood-Ryde via Lane Cove Rd†	42	M-F	Ryde	6.14amC	Chatswood	7.55pmW	B	
			West Ryde	8.10amC				
		Sat	Chatswood	7.10am		6.30pm	80	
		Sun						

Average day frequencies along common route:

M-F Chatswood-Ryde 40.

Sat Chatswood-Ryde 40.

Sun Chatswood-Ryde 70.

* More frequent in peak hours.

† Extended to West Ryde in peak hours & on weeknights.

A – Peak hours & night, Chatswood – West Ryde. Day, Chatswood – Ryde 80. Plus short-working/s before first trip shown.

B – Early morning, from Ryde to Chatswood. Peak hours & evening, Chatswood-West Ryde. Day, Chatswood-Ryde 80.

C – To Chatswood.

R – To Ryde.

W – To West Ryde.

11 October 2009

Chatswood – Ryde routes

533, 534

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
533: Chatswood-Ryde-Olympic Park Station	47	M-F	Chatswood	6.30am	Olympic Pk stn	6.24pm	Ph	
		Sat						
		Sun						
534: Chatswood-Ryde†	Fr Chats 30R 42W	M-F	West Ryde	5.50amC	Chatswood	5.50pmW 9.33pmR	A	
			Ryde	6.30am	Ryde	8.10pm	40	
		Sun		8.40am		6.05pm	60	

* More frequent in peak hours.

† Extended to West Ryde in peak hours.

A – Morning peak hour, from West Ryde to Chatswood. Afternoon peak hour, from Chatswood to West Ryde. Day, Chatswood-Ryde 40. Night, Chatswood-Ryde. Plus short-working/s before first trip shown.

C – To Chatswood.

Ph – Peak hours only (morning from Chatswood, afternoon from Olympic Park Station). Service at other times provided by 534.

R – To Ryde.

W – To West Ryde.

26 November 2017

Chatswood – Ryde routes

533, 534

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
533: Chatswood-Ryde-Olympic Park Station	50	M-F	Olympic Pk Stn	5.10am	Olympic Pk Stn	8.20pm	Ph	
		Sat						
		Sun						
534: Chatswood-Ryde	27	M-F	Chatswood	9.25am	Chatswood	11.30pm	30	A
		Sat	Ryde	6.30am		11.15pm	30	
		Sun		7.30am		8.45pm	30	

* More frequent in peak hours.

A – Off-peak & night only. Peak hour service provided by 533.

Ph – Peak hours only (both directions). Service at other times provided by 534.

Route 535

CHATSWOOD – NORTH RYDE – WEST RYDE via Lane Cove Rd

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

Timeline

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

- Renumbered from part of 43 [1925 route number].
- Shared most of route with 534.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

12 August 1991: Renumbered part of 534.

Streets

From 23 July 1990

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Epping Rd, Lane Cove Rd (**North Ryde**), Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow Av bridge, West Pde to West Ryde Interchange.

From West Ryde (Interchange) via West Pde, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, Goulding Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Alteration

From 17 September 1990: From West Ryde Interchange via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

Timetable Summary

See 534.

Route 535

GLADESVILLE – RYDE – MEADOWBANK

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

Timeline

13 April 1993: Renumbered from 152 [1925 route number]. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

13 May 1996: Permanently through-routed with 536.

16 March 1998: Entire route, Chatswood – Gladesville – Meadowbank, renumbered 536.

Streets

From 13 April 1993

From Gladesville (Victoria Rd near Pittwater Rd) via Victoria Rd, Gerard St, Western Cr, Morrison Rd (**Putney**), Delange Rd, Phillip Rd, Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St (**Ryde**), Blaxland Rd, Devlin St, Victoria Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at Station) via Constitution Rd, Belmore St, Morrison Rd, Church St (**Ryde**), then reverse route to Delange Rd, then Morrison Rd, Meriton St, Victoria Rd to Pittwater Rd (Gladesville).

Tennyson Point diversion: Ex Gladesville from Morrison Rd via Champion Rd, Tennyson Rd to Morrison Rd. Reverse on return.

Putney Point diversion: In either direction, from Delange Rd via Pellisier Rd, Putney Pde, McGowan St, Pellisier Rd to Delange Rd.

Putney (Waterview St) diversion: Ex Gladesville from Delange Rd via Waterview St, Princes St, Phillip Rd. Reverse on return.

For streets when through-routed with 536, see below.

Timetable Summary

5 April 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Meadowbank	26	M-F	Gladesville	5.59am	Gladesville	7.00pm	60*	A
		Sat	Meadowbank	8.03am		1.50pm	60	
		Sun						

* More frequent in peak hours.

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

Route 535

CHATSWOOD – LANE COVE WEST (Mars Rd)■

Timeline

30 April 2000: Peak hour route renumbered from part of 534. Operated by State Transit Authority of NSW.

24 June 2001: Renumbered 258 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.

Streets

From 30 April 2000 (based on 16 March 1998 North & Western timetable)

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

From Lane Cove West (Mars Rd) (at eastern end) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

30 April 2000 (based on 16 March 1998 North & Western timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Lane Cove West (Mars Rd)	17	M-F	Chatswood	6.30am	Mars Rd	5.05pm	Ph	
		Sat						
		Sun						

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

Route 535

PARRAMATTA – CARLINGFORD■

Timeline

5 January 2020: Commenced by Hillsbus (ComfortDelGro Corporation) to replace Clyde-Carlingford train service, which ceased in preparation for conversion of the railway line into a light rail line. Stopped only at former railway station sites. **Part of Contract Region 4.**

10 March 2024: Hillsbus rebranded as CDC NSW R4.

7 January 2025: Ceased, following opening of L4 Parramatta Light Rail (Westmead – Carlingford) service on 20 December 2024.

Streets

From 5 January 2020

From Parramatta (Valentine Av at Wentworth St) via Wentworth St, Parkes St, Hassall St (**Camellia**), James Ruse Dr, Victoria Rd (**Rydalmere**), Crowgey St, service road, Dudley St, Calder Rd (**Dundas**), Elder Rd, Kissing Point Rd, Adderton Rd (**Teloepa**), Pennant Hills Rd, Lloyds Av (eastwards) to former Station site (Carlingford).

From Carlingford (Lloyds Av) via Lloyds Av (eastwards), Pennant Hills Rd, then reverse route to Dudley St, then service road, Bridge St, Victoria Rd, then reverse route to Parkes St, then Valentine Av to Wentworth St (Parramatta).

Timetable Summary

5 January 2020

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Carlingford	26	M-F	Parramatta	4.10am	Carlingford	12.20am	20*	
		Sat		4.40am		12.30am	20	
		Sun		4.40am		12.30am	20	

* More frequent in peak hours.

Combined Routes 535/536

CHATSWOOD – LANE COVE – GLADESVILLE – MEADOWBANK

Timeline

13 May 1996: 535 & 536 permanently through-routed. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

16 March 1998: Entire route, Chatswood – Gladesville – Meadowbank, renumbered 536.

Streets

From 16 March 1998

From Chatswood (Railway St at Station) via 536 to Gladesville, then Victoria Rd, then 535 (including diversions) to Meadowbank Station.

From Meadowbank (Constitution Rd at Station) via 535 to Delange Rd, then Morrison Rd, Ross St, Western Cr, Jordan St, then 536 to Chatswood Station.

Timetable Summary

Similar to 536 as at 14 December 1999

Route 536

CHATSWOOD – GLADESVILLE via various routes

- **Extended from Gladesville to Meadowbank (1998-2001)**

Timeline

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

- Chatswood – Gladesville (full time service) renumbered from 95 [1925 route number].
- Most trips rerouted via Boronia Park instead of Prince Edward St, but selected trips continued to run via Prince Edward St on weekdays.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

28 January 1992: Generally alternate trips rerouted back via Prince Edward St daily.

13 May 1996: Permanently through-routed with 535, Gladesville – Meadowbank, becoming combined 535/536:
Chatswood – Gladesville – Meadowbank via Boronia Park
Chatswood – Gladesville – Meadowbank via Prince Edward St.

Service provided by combined routes 535/536.

16 March 1998: Trips on entire route, 535/536 Chatswood – Gladesville – Meadowbank, renumbered 536.

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

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

- Curtailed to run Chatswood – Gladesville.
- All trips ran via Boronia Park.
- Gladesville – Meadowbank replaced by new 507.
- Service to Prince Edward St area replaced by new 539 from 14 October 2002 until circa 2006.

1 January 2005: Became part of Contract Region 7.

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

- Curtailed to run in peak hours only.
- Besides 536 peak hour service, service provided by parts of new 530 & extended 252 (both full time services).

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

Streets

Chatswood – Gladesville via Boronia Park

From 23 July 1990

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd, Victoria Rd to Gladesville Post Office.

From Gladesville (Victoria Rd opposite Post Office) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Trips via Gladesville (Prince Edward St): From Gladesville (Jordan St/Victoria Rd) via Victoria Rd, Prince Edward St, Gladesville Rd, Mary St, Mark St, Ryde Rd. Reverse on return.

Chatswood – Gladesville

From 28 January 1992

Via Boronia Park

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd to Victoria Rd (Gladesville).

From Gladesville (Jordan St near Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Via Prince Edward St

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Gladesville Rd (**Hunters Hill**), Ryde Rd, Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd to Pittwater Rd (Gladesville).

From Gladesville (Jordan St near Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Gladesville – Meadowbank

From 16 March 1998

Via Boronia Park

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd, Victoria Rd (**Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St (**Ryde**), Victoria Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at Station) via Constitution Rd, Belmore St, Morrison Rd, Church St, Blaxland Rd, Devlin St, Church St, Morrison Rd, Payten St, Phillip Rd, Charles St, Morrison Rd, Ross St, Western Cres, Linsley St, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Via Prince Edward St

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Mark St, Mary St, Gladesville Rd, Prince Edward St, Victoria Rd (**Gladesville**), Gerard St, Western Cr, Morrison Rd, Charles St, Phillip Rd (**Putney**), Payten St, Morrison Rd, Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St (**Ryde**), Victoria Rd, Belmore St, Constitution Rd to Meadowbank Station.

From Meadowbank (Constitution Rd at Station) via Constitution Rd, Belmore St, Morrison Rd, Church St, Blaxland Rd, Devlin St, Church St, Morrison Rd, Payten St, Phillip Rd, Charles St, Morrison Rd, Ross St, Western Cres, Linsley St, Victoria Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Tennyson Point diversion: Ex Gladesville from Morrison Rd via Champion Rd, Tennyson Rd to Morrison Rd. Reverse on return.

Putney Point diversion: Either direction, from Charles St/Phillip St via Phillip St, Delange Rd, Pellisier Rd, Putney Pde, McGowan St, Pellisier Rd, Delange Rd, Phillip St to Charles St.

Putney (Waterview St) diversion: Ex Gladesville (after Putney Point diversion) from Delange Rd/Pellisier Rd via Delange Rd, Waterview St, Princes St, Phillip St to Payten St. Reverse on return.

Trips not via Ryde: Ex Gladesville from Morrison Rd (west of Putney) via Belmore St. Reverse on return.

Chatswood – Gladesville

From 24 June 2001

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), Figtree Bridge, Gladesville Rd (**Hunters Hill**), Ryde Rd, Park Rd, High St (**Boronia Park**), Pittwater Rd to Victoria Rd (Gladesville).

From Gladesville (Pittwater Rd at Victoria Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

23 July 1990

Chatswood – Hunters Hill routes 536, 537

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville	33	M-F	Gladesville	5.40am	Chatswood	9.50pm	30*	A
		Sat		6.35am		9.50pm	30	
		Sun		8.10am		6.04pm	120	
537: Chatswood-Woolwich	26	M-F	Woolwich	6.52am	Chatswood	5.40pm	60*	
		Sat		7.51am		6.20pm	60	B
		Sun	Chatswood	9.44am	Woolwich	4.27pm	3 trips	

Average day frequencies along common route:

M-F Chatswood-Hunters Hill (536, 537) 3 trips per hour.

Sat Chatswood-Hunters Hill (536, 537) 3 trips per hour.

Sun Chatswood-Hunters Hill (536, 537) 60.

* More frequent in peak hours.

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

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

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville	25	M-F	Gladesville	5.48am	Chatswood	8.00pm	30*	
		Sat		6.28am		8.40pm	30	
		Sun		8.13am		5.40pm	120	

Generally alternate trips ran via Prince Edward St & Boronia Park daily.

* More frequent in peak hours.

16 March 1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville-Ryde-Meadowbank via various routes	Fr Chats 28G 55M	M-F	Chatswood	6.01amM	Meadowbank	6.32pmC	A	
					Chatswood	8.35pmR 9.35pmG		
		Sat		7.00amM	Meadowbank	2.00pmC	B	
					Ryde	5.45pmC		
		Sun		9.00amM	Chatswood	9.00pmG	D	
					Meadowbank	5.00pmC 6.00pmG		

* More frequent in peak hours.

A – Chatswood-Gladesville 30*, Chatswood-Meadowbank 60*. Night, Chatswood-Ryde (connecting at Ryde with 534 buses via Meadowbank). Between Chatswood & Gladesville, trips generally ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

B – Morning, Chatswood-Gladesville 30, Chatswood-Meadowbank 60. Afternoon, Chatswood-Gladesville 30, Chatswood-Ryde 60 (connecting at Ryde with 534 buses via Meadowbank). Night, Chatswood-Gladesville. Between Chatswood & Gladesville, trips ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

C – To Chatswood.

D – Chatswood-Gladesville 60, Chatswood-Meadowbank 60-120. Between Chatswood & Gladesville, trips ran alternately via Boronia Park & Prince Edward St. Plus short-working/s before first trip shown.

G – To Gladesville.

M – To Meadowbank.

R – To Ryde.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville	30	M-F	Gladesville	5.30am	Chatswood	9.30pm	30*	
		Sat		6.30am		9.00pm	30	
		Sun		8.00am		6.20pm	60	

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville	30	M-F	Gladesville	5.30am	Chatswood	9.30pm	40*	
		Sat		6.30am		9.05pm	40	
		Sun		8.15am		6.20pm	60	

* More frequent in peak hours.

4 June 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
536: Chatswood-Gladesville	38	M-F	Chatswood	6.15am	Chatswood	6.55pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 537

CHATSWOOD – LANE COVE – WOOLWICH■

Timeline

23 July 1990: New daily daytime route, following parts of 536 & 538, commenced as part of general reorganisation of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

28 January 1992: Ceased without direct replacement, but covered by existing 536 & 538.

Streets

From 23 July 1990

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Longueville Rd, Birdwood Av, Rosenthal Av, Burns Bay Rd (**Lane Cove**), 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 Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Timetable Summary

See 536

Route 537

GLADESVILLE – PUTNEY – RYDE – EAST RYDE■

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

Timeline

24 June 2001:

- Off-peak service commenced as part of stage 2 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000.
- Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Ceased. 506 & 507 continued to provide service along parts of route.

Streets

From 24 June 2001

From Gladesville (Victoria Rd at Jordan St) via Victoria Rd, Gerard St, Western Cr, Morrison Rd, Champion Rd (**Tennyson**), Tennyson Rd, Morrison Rd, Charles St, Phillip Rd, Delange Rd, Pellisier Rd, McGowan St (**Putney**), Pellisier Rd, Delange Rd, Phillip Rd, Payten St, Morrison Rd, Church St, Devlin St (**Ryde**), Blaxland Rd, Princes St, Buffalo Rd, Malvina St, Forrest Rd, Aitchandar Rd, Bidgee Rd, Gardener Av, 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 Devlin St, then Victoria Rd, Bowden St, Morrison Rd, then reverse route to Champion Rd, then Morrison Rd, Meriton St, Victoria Rd to Massey St (Gladesville).

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		
Gladesville-East Ryde	Fr Glades 24R 34E	M-F	Gladesville	8.30amR 10.20amE	East Ryde	3.00pmG	A	
		Sat						
		Sun						

A – First trip from Gladesville to Ryde. Day, Gladesville-East Ryde 120.

E – To East Ryde.

G – To Gladesville.

R – To Ryde.

Route 538

GLADESVILLE – WOOLWICH via Ryde Rd

Timeline

23 July 1990:

- Weekday daytime service renumbered from 234 [1925 route number], but rerouted in Hunters Hill area, as part of general reorganization of North & Western Bus Lines' routes.
- Shared Hunters Hill-Woolwich with 537 until 28 January 1992.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

28 January 1992: Further rerouting & permanently through-routed with 539 (*see combined routes 538/539 below*).

Service provided by combined 538/539

24 June 2001: As part of stage 2 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000:

- Through-routing of 538 & 539 Gladesville – Macquarie University ceased.
- 538 resumed as Gladesville – Woolwich via Ryde Rd. Ran daytime Mondays-Saturdays.
- Shared Hunters Hill – Woolwich with 505.

14 October 2002: Off-peak & Saturday daytime service replaced by 539 Gladesville – Woolwich via Prince Edward St Loop.

1 January 2005: Became part of Contract Region 7.

By April 2006: Days of service extended to Sunday daytime (initially Hunters Hill – Woolwich, but extended to run full route by 20 October 2013).

By 10 September 2006: Off-peak & Saturday daytime service resumed, replacing 539.

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 23 July 1990

From Gladesville (Pittwater Rd at Victoria Rd) via Pittwater Rd, High St (**Boronia Park**), Park Rd, Ryde Rd, Gladesville Rd (**Hunters Hill**), Church St, Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf. Reverse on return.

Boronia Park (Barons Cres) diversion: Ex Gladesville from High St via Barons Cres to end, then Barons Cres, Park Rd. Reverse on return.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich	24	M-F	Gladesville	6.58am	Woolwich	5.43pm	9 trips	A
		Sat						B
		Sun						B

A – Shared Hunters Hill-Woolwich with 537 until 28 January 1992. Plus short-working/s before first trip & after last trip shown.

B – Service between Hunters Hill & Woolwich provided by 537.

24 June 2001

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich	24	M-F	Gladesville	6.27am	Woolwich	8.04pm	60*	A
		Sat		8.24am		6.56pm	60	
		Sun						

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

October 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	24	M-F	Gladesville	6.27am	Woolwich	8.04pm	Ph	
		Sat		8.24am		6.56pm	MAs	
		Sun						
539: Gladesville-Woolwich via Prince Edward St Loop	24	M-F	Gladesville	9.24am	Woolwich	3.59pm	60	
		Sat		9.24am	Gladesville	3.24pm	60	
		Sun						

MAs – Early morning & late afternoon service. Service at other times provided by 539.

Ph – Peak hours only (morning from Gladesville, afternoon from Woolwich). Morning peak hour service *from*

Woolwich & afternoon peak hour service *to* Woolwich provided by 505. Off-peak service provided by 539.

10 September 2006

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	22	M-F	Gladesville	6.27am	Woolwich	8.04pm	60*	A
		Sat		8.24am		6.56pm	60	
		Sun	Hunters Hill	9.58amW		6.16pmH	120	

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

H – To Hunters Hill.

W – To Woolwich.

20 October 2013

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
538: Gladesville-Woolwich via Ryde Rd	22	M-F	Gladesville	6.29am	Woolwich	8.05pm	60*	A
		Sat		7.52am		7.20pm	60	
		Sun		8.51am		7.20pm	60	

* More frequent in peak hours.

A – Morning peak hour service *from* Woolwich & afternoon peak hour service *to* Woolwich provided by 505.

Combined Routes 538/539

MACQUARIE UNIVERSITY – EAST RYDE – GLADESVILLE – WOOLWICH ■

Timeline

28 January 1992: 538 & 539 through-routed in Mondays-Saturdays daytime. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

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

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

- Through-routing with 539 Gladesville – Macquarie University ceased
- 538 continued generally unaltered.
- 539 replaced by 506.

Streets

From 28 January 1992

From Macquarie University (bus terminal, Macquarie Dr) via Macquarie Dr, University Av, Herring Rd, Macquarie Centre bus terminal, Herring Rd, Waterloo Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Morshead St, Ryrie St, Edmondson St (**North Ryde**), Blenheim Rd, Coss Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**East Ryde**), Elliott Av, Twin Rd, Badajoz Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Thompson St, Pittwater Rd, Victoria Rd (**Gladesville**), Prince Edward St, Gladesville Rd, Mary St, Mark St, Ryde Rd, Gladesville Rd (**Hunters Hill**), Church St, 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 Twin Rd, then Moncrieff Dr, Sager Pl, Elliott Av, Twin Rd, Badajoz Rd, Coxs Rd, Blenheim Rd, Edmondson St, Ryrie St, Epping Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

Boronia Park (Barons Cres) diversion: Ex Macquarie University from High St via Blaxland St, Barons Cr to end, then return via Barons Cr, Park Rd, High St, Pittwater Rd. Reverse on return.

Alteration

By 31 January 1994: Ex Macquarie University from Blenheim Rd via Coxs Rd, Cressy Rd, Magdala Rd, Pittwater Rd, Rene St, Lumsdaine Av, Elliott Av, Sager Pl (**East Ryde**), Moncrieff Dr, Twin Rd, Badajoz Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Monash Rd, Victoria Rd (**Gladesville**), Pittwater Rd, High St, Park Rd. Reverse on return.

Timetable Summary

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie University-Gladesville-Woolwich	Fr Wool 25G 55M	M-F	Gladesville	6.24amW	Woolwich	5.11pmM	A	
			Macquarie Ctr	7.31amW		8.00pmG		
		Sat	Gladesville	7.26amW		2.50pmM	B	
			Macquarie Uni	8.55amW		6.55pmG		
		Sun						

* More frequent in peak hours.

A – Early morning & night, Gladesville-Woolwich. Day, Macquarie University-Woolwich 60*.

B – Early morning & later afternoon, Gladesville-Woolwich. Morning & early afternoon, Macquarie University-Woolwich 60*.

G – To Gladesville.

M – To Macquarie University.

W – To Woolwich.

Route 539

GLADESVILLE – EAST RYDE – NORTH RYDE – MACQUARIE UNIVERSITY

Timeline

23 July 1990: Renumbered from 75 [1925 route number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

28 January 1992: Rerouted & permanently through-routed with 538 (*see combined routes 538/539 above*).

Streets

From 23 July 1990

From Gladesville (Victoria Rd at Pittwater Rd) via Pittwater Rd, Thompson St, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl, (**East Ryde**), Elliott Av, Badajoz Rd, Coxs Rd, (**North Ryde**), Blenheim Rd, Edmondson St, Ryrie St, Epping Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal.

From Macquarie University (bus terminal) via University Av, Waterloo Rd, then reverse route to Epping Rd, then Wicks Rd, Morshead St, Ryrie St, Edmondson St, Blenheim Rd, Coxs Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl, (**East Ryde**), Elliott Av, Badajoz Rd, then reverse route to Gladesville.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Macquarie University	31	M-F	Gladesville	6.40amU	Macquarie Uni	5.40pmG	90	A
		Sat		7.45amU	Macquarie Ctr	1.40pmG	60-120	
		Sun						

Most weekday trips ran Gladesville-Macquarie University, but selected weekday & most Saturday trips ran Gladesville-Macquarie Centre.

A – Extra trips on Thursday nights (last trip 9.10pm from Macquarie Centre).

G – To Gladesville.

U – To Macquarie University.

Route 539

GLADESVILLE – WOOLWICH via Prince Edward St Loop■

Timeline

14 October 2002: Off-peak & Saturday daytime route commenced by State Transit Authority of NSW, replacing 538 at those times. Replaced part of 536 in the Prince Edward St area, which had ceased on 24 June 2001.

1 January 2005: Became part of Contract Region 7.

By 10 September 2006: Replaced by re-extension of hours of 538. Service to Prince Edward St Loop not replaced.

Streets

From 14 October 2002

From Gladesville (Pittwater Rd at Victoria Rd) via Pittwater Rd, High St, Blaxland St, Barons Cr to end (**Boronia Park**), then Barons Cr, Park Rd, Ryde Rd, Mary St, Gladesville Rd, Prince Edward St, Manning Rd, Gladesville Rd (**Hunters Hill**), Church St, Mount St, Alexandra St, Ferry St, Woolwich Rd, Gale St, The Point Rd, Valentia St to Woolwich Wharf. Reverse on return.

Timetable Summary

See 538

Route 540

CITY (Circular Quay) – DRUMMOYNE – CHISWICK via Pyrmont Bridge■

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

Timeline

28 July 1957: Peak hour & limited Saturday morning service renumbered from 411 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

8 February 1987: Renumbered 504 as part of general renumbering of Victoria Rd routes, coincident with opening of Pitt St pedestrian mall.

Streets

From 29 May 1960

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**), Lyons Rd (**Russell Lea**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick)

From Chiswick (Riverview 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 30 April 1973:** Approached Chiswick from Blackwall Point Rd to Bortfield Dr. 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 May 1960

City – Chiswick via Victoria Rd routes

540, 541

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: City (Circular Quay)-Drummoyne-Chiswick	35	M-F	Chiswick	6.39am	Circular Quay	5.58pm	Ph1	
		Sat						
		Sun						
541: City (Railway Sq)-Drummoyne-Chiswick	32	M-F	Chiswick	6.06am	Railway Sq	5.10pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only (morning from Chiswick, afternoon both directions).

Ph2 – Peak hours only (both directions).

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: City (Circular Quay)-Drummoyne-Chiswick	35	M-F	Chiswick	6.39am	Circular Quay	5.58pm	Ph	
		Sat		8.20am			A	
		Sun						

A – 1 trip from Chiswick to City (Circular Quay).

Ph – Peak hours only (both directions).

Route 540

PARRAMATTA – ERMINGTON WEST – WEST RYDE ■

PARRAMATTA – WEST RYDE via ERMINGTON (Boronia St) ■

PARRAMATTA – WEST RYDE via Victoria Rd direct ■

Timeline

1 June 1992:

- Renumbered from 173 [1925 route number]:
 - Parramatta – Ermington West – West Ryde (weekday & Saturday morning service)
 - Parramatta – West Ryde via Ermington (Boronia St) (weekday & Saturday morning service)
 - Parramatta – West Ryde via Victoria Rd direct (full time service)
- Operated by Parramatta-Ryde Bus Services (Kennedy & Ferris families, proprietors).

1 June 1993: Operator's name changed to Riverside Bus & Coach Services, following purchase of Ferris family's share by Ken Butt, although also continued to trade as Parramatta-Ryde Bus Services.

13 December 1999: Ken Butt's share transferred to State Transit Authority of NSW.

29 February 2000: Transferred fully to State Transit Authority of NSW.

13 March 2000: Shared route with limited stops 520.

4 March 2001: As part of stage 1 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000.:

- Parramatta – West Ryde via Victoria Rd direct replaced by increased frequency on existing routes:
 - 520 City (Circular Quay) – West Ryde – Parramatta via Victoria Rd
 - L20 City (Circular Quay) – West Ryde – Parramatta via Victoria Rd (limited stops).
- Parramatta – West Ryde via Ermington (Boronia St) replaced by new 524 Parramatta – Melrose Park – West Ryde via Ermington (Boronia St) (extended from West Ryde to Ryde in off-peak).
- Parramatta – Ermington West – West Ryde replaced by new 523.
- Service in South St, Rydalmere replaced by rerouted 555.

Streets

Parramatta – West Ryde via Victoria Rd direct

From 1 June 1992

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), West Pde to West Ryde Interchange.

From West Ryde (Interchange) via West Pde, Victoria Rd, Church St, George St, Smith St, Darcy St to Parramatta Station.

Ermington (Spurway St) diversion: From Victoria Rd via Spurway St, Vignes St, Sinfield St, Bartlett St, Spurway St to Victoria Rd.

Rydalmere (Antoine St) diversion: Ex Parramatta from Victoria Rd via Park Rd, South St, John St, Antoine St, Primrose Av, South St, Silverwater Rd to Victoria Rd. Ex West Ryde from Victoria Rd via Primrose Av, Antoine St, John St, Park St to Victoria Rd.

Rydalmere (South St) diversion: Ex Parramatta from Victoria Rd via Clyde St, South St, Park Rd to Victoria Rd. Reverse on return.

Plus other infrequent diversions in the Rydalmere/Ermington area.

Parramatta – West Ryde via Ermington (Boronia St)

From 1 June 1992

From Parramatta (Darcy St at Station) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd (**Rydalmere, Ermington**), Spurway St, Boronia St, Atkins Rd, Hope St, Wharf Rd, Victoria Rd, West Pde to West Ryde Interchange.

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

Parramatta – West Ryde via Ermington West

From 1 June 1992

From Parramatta (Darcy St at Station) 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, Victoria Rd, West Pde to West Ryde Interchange.

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

Ermington (Fremont Av) diversion: Ex Parramatta from Bartlett St via Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Marsden Rd to Victoria Rd. Reverse on return.

Timetable Summary

1 June 1992

Parramatta – West Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-West Ryde via Victoria Rd	32	M-F	West Ryde	5.24amP	Parramatta	9.33pmW	A	
					West Ryde	11.07pmR		
		Sat		6.11am		10.37pm	AM 30-60 PM 30	B
		Sun		7.37am	Parramatta	9.33pm	60	B
Parramatta-Ermington West-West Ryde	34	M-F	Parramatta	6.52am	West Ryde	4.25pm	C	
		Sat		8.16am	Parramatta	12.07pm	3 trips	D
		Sun						
Parramatta-West Ryde via Ermington (Boronia St)	37	M-F	Parramatta	7.05am	West Ryde	5.36pm	13 trips	B
		Sat	West Ryde	8.15am		12.08pm	3 trips	
		Sun						

Average day frequencies along common route:

M-F Parramatta-West Ryde 20
 Sat AM Parramatta-West Ryde 20-30
 Sat PM Parramatta-West Ryde 30
 Sun Parramatta-West Ryde 60.

* More frequent in peak hours.

A – Peak hours & day, Parramatta-West Ryde 30*. Late night, West Ryde-Rydalmere. Plus short-working/s before first trip shown.

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

C – 10 trips from Parramatta, 9 trips from West Ryde.

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

P – To Parramatta.

R – To Rydalmere.

W – To West Ryde.

Route 540

AUBURN – NEWINGTON via Vore St

Timeline

24 June 2001: New peak hour route commenced, as part of stage 2 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000. Replaced part of 406.

1 January 2005: Became part of Contract Region 7.

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

Streets

From 24 June 2001

From Auburn (Rawson St at Station) via Rawson St, Hampstead Rd. Newton St, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Vore St, Giffard St, Shaft St, Holker St, Avenue of Africa, Avenue of Asia (Newington).

From Newington (Avenue of Asia) via Holker St, then reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Alteration

By 2021: Auburn Station terminus moved to Northumberland Rd near Railway St.

Timetable Summary

See 544

Route 541

CITY (various termini, Central Railway) – DRUMMOYNE – CHISWICK

Timeline

28 July 1957: Peak hour service, City (Hay St, Central Railway) – Chiswick, renumbered from 410 as part of the general renumbering of routes along Victoria Rd, becoming supplementary to 500.

By May 1967: City (Central Railway) terminus altered to Pitt St.

By 25 May 1981: City (Central Railway) terminus altered to Barlow St.

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

- Renumbered 505.
- City terminus altered to Pitt St at Park St (arriving) or George St at Town Hall (departing).

Streets

City (Hay St, Central Railway) – Drummoyne – Chiswick

From 29 May 1960

From City (Hay St, Central Railway) (at Pitt St) via Pitt St, Railway Square, 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**), Hampden Rd, Great North Rd, Blackwall Point Rd, Riverview St (Chiswick)

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Harris St, George St, Hay St (City, Central Railway).

City (Pitt St, Central Railway) – Drummoyne – Chiswick

By May 1967

From City (Pitt St, Central Railway) (at Eddy Av) via Pitt St, Railway Sq, Lee St, Regent St, Harris St (**Pymont**), Pymont Bridge Rd, Gipps St, Bank St, old Glebe Island Bridge, Victoria Rd (**Rozelle**), Lyons Rd (**Drummoyne**), Hampden Rd (**Russell Lea**), Great North Rd, Blackwall Point Rd, Riverview St (Chiswick).

From Chiswick (Riverview St) via reverse route to Bank St, then Miller St, Harris St, Broadway, Railway Sq, George St, Rawson Pl, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway, City).

Alteration

From 30 April 1973: Approached Chiswick from Blackwall Point Rd to Bortfield Dr. Reverse on return.

City (Barlow St, Central Railway) – Drummoyne – Chiswick

Alteration

By 25 May 1981: Approached City (Central Railway) from Miller St via Pymont St, Quarry St, Harris St, Broadway, Railway Sq, Rawson Pl, Pitt St, Barlow St to George St. Return via George St, Railway Sq, Lee St, Regent St, Harris St, Gipps St, Jones St, Bank St.

Timetable Summary

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Pitt St, Central Rly)-Drummoyne-Chiswick	32	M-F	Chiswick	6.06am	Pitt St, C/Rly	5.10pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (both directions).

Route 541

EASTWOOD – EPPING via Chesterfield Rd

Timeline

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

- Monday-Saturday service renumbered from part of 89 [1925 route number].
- Through-routed with 547 in off-peak & Saturdays.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

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

1 January 2005: Became part of Contract Region 7.

11 October 2009: Times of service reduced to weekday daytime.

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 23 July 1990

From Eastwood (West Pde at Station) via West Pde, Eastwood Av, Midson Rd, Chesterfield Rd, Victoria St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Beecroft Rd, Carlingford Rd, Rawson St, Bridge St, then reverse route to Eastwood Station.

Alterations

- **From 28 January 1992:** From Eastwood (Rowe St near The Avenue) via The Avenue, Lakeside Rd, Hillview Rd, West Pde. Ex Epping from West Pde via Clonalpine St, Trelawney St, Rowe St to near The Avenue (Eastwood).
- **By 1 April 1996:** Ex Eastwood from Eastwood Av via Mobbs Lane, Edenlee St, Dunlop St, Midson Rd, Chesterfield Rd. Reverse on return.
- **From 4 March 2001:** Approached Eastwood from Eastwood Av via West Pde to Interchange. Reverse on return.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	9	M-F	Epping	5.50am	Eastwood	6.58pm	90*	
		Sat	Eastwood	7.40am	Epping	3.43pm	90	
		Sun						

* More frequent in peak hours.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	10	M-F	Epping	5.50am	Eastwood	6.58pm	60*	
		Sat		9.14am	Epping	4.38pm	60	
		Sun						

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping	15	M-F	Epping	6.17am	Eastwood	6.50pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 542

EASTWOOD – CARLINGFORD

Timeline

23 July 1990: Limited service renumbered from 150 [1925 route number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

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

4 March 2001: Times of service reduced to a school special, as part of stage 1 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000.

Streets

From 23 July 1990

From Eastwood (West Pde at Station) via Hillview Rd, Terry Rd, Milton Av, Lexington Av, Raimonde Rd, Mobbs Lane, Marsden Rd, Pennant Hills Rd, Moseley St, Jenkins Rd, Pennant Hills Rd to Carlingford Station.

From Carlingford (Pennant Hills Rd at Station) via Pennant Hills Rd, Marsden Rd, then reverse route to Eastwood Station.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Carlingford	20	M-F	Eastwood	7.53am	Eastwood	3.30pm	2 trips	
		Sat						
		Sun						

Route 542

AUBURN – EASTWOOD – NORTH RYDE (Bridge Rd)■

Timeline

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

- New route commenced, running in peak hours & weekday daytime (limited service), replacing parts of 406, 543 & old 544.
- Shared Auburn – Eastwood with new 544.

1 January 2005: Became part of Contract Region 7.

11 October 2009: Ceased. 544 continued to provide service over most of route.

Streets

From 24 June 2001

From Auburn (Rawson St at Station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Wetherill St, Fariola St, Slough St, Holker St, Avenue of Africa (**Newington**), Avenue of Asia, Holker St, Silverwater Rd, Victoria Rd (**Ermington**), Marsden Rd, Winbourne St (**West Ryde**), Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Clanalpine St, West Pde to **Eastwood** Interchange, then West Pde, First Av, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (**Midway shops**), North Rd, Threlfall St, Abuklea Rd, Bridge Rd to Smalls Rd (North Ryde).

From North Ryde (Bridge Rd) (at Smalls Rd) via reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Timetable Summary

See 544

Route 543

EASTWOOD – WEST RYDE■

Timeline

23 July 1990: Limited service renumbered from 87 [1925 route number] as part of general reorganization of North & Western Bus Lines’ routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

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

24 June 2001: As part of stage 2 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000, part of route shared with 544.

1 January 2005: Became part of Contract Region 7.

By 26 February 2006: Days of service reduced to run on school days only.

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.

26 April 2022: Ceased without replacement.

Streets

From 23 July 1990

From Eastwood (West Pde at Station) via Hillview Rd, Lakeview Rd, The Avenue, Rowe St, Shaftsbury Rd, Clanwilliam St, Read St, Warrawong St, Brush Rd, Hermoyne St, (left) Winbourne Rd, Farnell St, Bell Av, Hermoyne St, Brush Rd, Tramway St, Driver St, Perkins St, Shaftsbury Rd, Beaumont Av, Bellevue Av, Bigland Av, Bencoolen Av, Chatham Rd, Graf Av, Anthony Rd to West Ryde Interchange.

From West Ryde (Interchange) via reverse route to Tramway St, then Brush Rd, Hermoyne St, (left) Winbourne Rd, Farnell St, Bell Av, Hermoyne St, Brush Rd, then reverse route to Eastwood Station.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Eastwood	20	M-F	Eastwood	7.27am	Eastwood	4.28pm	A	
		Sat						
		Sun						

A – 4 trips from Eastwood, 2 trips from West Ryde. Plus short-working/s before first trip shown.

Route 544

EASTWOOD – MIDWAY – RYDE ■

(Midway shops are located at North Rd/Lovell Rd.)

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

Timeline

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

- Eastwood – Ryde (Bridge Rd loop) via Midway renumbered from part of 228 [1925 route number] (Mondays-Saturdays daytime).
- Ran anti-clockwise in morning and clockwise in afternoon.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor)

28 January 1992: Rerouted & extended to run Eastwood - Midway – Ryde, replacing 532.

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

24 June 2001: Replaced by revised 544, as part of stage 2 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000 (*see next entry*).

Streets

Eastwood – Midway – Ryde (Bridge Rd Loop)

From 23 July 1990

Mornings (anti-clockwise)

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, Lovell Rd, Quarry Rd, Smalls Rd (**Ryde**), Bridge Rd, Abuklea Rd, Kingsford Av, North Rd, Lovell Rd (**Midway**), Blaxland Rd, Ethel St to Eastwood Station.

Afternoons (clockwise)

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, Lovell Rd, North Rd, Kingsford Av, Abuklea Rd, Bridge Rd, Smalls Rd (**Ryde**), Quarry Rd, Lovell Rd (**Midway**), Blaxland Rd, Ethel St to Eastwood Station.

Eastwood – Midway – Ryde shops

From 28 January 1992

From Eastwood (Ethel St at Station) via Railway Pde, May St, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (**Midway**), North Rd, Threlfall St, Abuklea Rd, Bridge Rd, Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Lansdowne St, then Blaxland Rd, Ethel St to Eastwood Station.

Ryde (Gardener Av) diversion: Ex Eastwood from Lane Cove Rd via Quarry Rd, Gardener Av, Buffalo Rd to Lane Cove Rd. Reverse on return.

Alteration

By 2021: Auburn Station terminus moved to Northumberland Rd near Railway St.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde (Bridge Rd Loop)	21 round trip	M-F	Bridge Rd	5.59am	Eastwood	6.32pm	90*	
		Sat		8.43am	Bridge Rd	4.20pm	90	
		Sun						

* More frequent in peak hours.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde shops	20	M-F	Ryde	6.25am	Eastwood	7.05pm	60*	A
		Sat		8.00am		5.05pm	60	
		Sun						

* More frequent in peak hours.

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

Route 544

AUBURN – EASTWOOD – MACQUARIE UNIVERSITY

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 Monday-Saturday daytime & limited Sunday service commenced, replacing parts of 406, 543 & old 544.
- Shared Auburn – Eastwood with 542 (until 11 October 2009).

1 January 2005: Became part of Contract Region 7.

26 February 2006: Sunday service ceased.

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

9 January 2023: Days of service increased to daily.

Streets

From 24 June 2001

From Auburn (Rawson St at Station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Stubbs St, Carnarvon St (**Silverwater**), Wetherill St, Fariola St, Slough St, Holker St, Avenue of Africa (**Newington**), Avenue of Asia, Holker St, Silverwater Rd, Victoria Rd (**Ermington**), Marsden Rd, Winbourne St (**West Ryde**), Hermoyne St, Brush Rd, Warrawong St, Read St, Clanwilliam St, Shaftsbury Rd, Clanalpine St, West Pde to **Eastwood** Interchange, then West Pde, First Av, Blaxland Rd, Lovell Rd (**Midway shops**), North Rd, Threlfall St, Abuklea Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via Waterloo Rd, University Av, Balaclava Rd, then reverse route to Rawson St, then Macquarie St, Hall St, Station St, Rawson St to Auburn Station.

Eastwood (Lansdowne St) diversion (*off-peak*): Ex Auburn from First Av via Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd.

Alterations

- **From 11 October 2009:** Ex Auburn from Wetherill St via Fariola St, Avenue of the Americas, Avenue of Asia (**Newington**), Avenue of Africa, Holker St. Reverse on return.
- **From 11 October 2009:** Eastwood (Lansdowne St) diversion ceased.
- **From 30 May 2015:** Approached Macquarie Centre from Balaclava Rd via University Av, Waterloo Rd, Herring Rd. Unaltered on reverse.
- **From 28 July 2019:** Ex Auburn from Holker St via Newington Rd, bus-only link [now Wilson Park T-way], Silverwater Rd. Unaltered on return.

Timetable Summary

24 June 2001

Auburn – Silverwater – Eastwood routes

540, 542, 544

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: Auburn-Newington via Vore St†	13	M-F	Auburn	6.15amN	Auburn	6.15pmE	Ph	
		Sat						
		Sun						
542: Auburn-Eastwood-North Ryde (Bridge Rd)	46	M-F	Bridge Rd	6.45am	Auburn	6.30pm	PDs	
		Sat						
		Sun						
544: Auburn-Eastwood-Macquarie Centre	Fr Auburn 20E 52M	M-F	Auburn	6.00am	Macquarie Ctr	6.10pm	60*	A
		Sat		8.00am		4.02pm	60	A
		Sun	Ermington	10.20am	Auburn	3.00pm	2 trips	

* More frequent in peak hours.

† Limited service extended to Ermington.

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

E – To Ermington.

M – To Macquarie Centre.

N – To Newington.

PDs – Peak hours (morning from North Ryde (Bridge Rd), afternoon from Auburn) & day (1 return trip Eastwood – North Ryde (Bridge Rd)).

Ph – Peak hours only (both directions, Auburn-Newington, last trip from Auburn to Ermington).

9 January 2023

Auburn – Newington routes

540, 544

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: Auburn-Newington via Vore St	13	M-F	Auburn	6.12am	Newington	6.12pm	Ph	
		Sat						
		Sun						
544: Auburn-Eastwood-Macquarie Centre	50	M-F	Auburn	5.57amM	Macquarie Ctr	6.21pmA	B	
					Auburn	7.28pmE		
		Sat		8.00amM	Macquarie Ctr	4.02pmA	60	C
		Sun		8.00amM		4.02pmA	60	C

* More frequent in peak hours.

A – To Auburn.

B – Early morning & evening, Auburn-Ermington. Day, Auburn-Macquarie Centre 60*.

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

E – To Ermington.

M – To Macquarie Centre.

N – To Newington.

Ph – Peak hours only (both directions).

4 August 2024

Auburn – Newington routes

540, 544

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
540: Auburn-Newington via Vore St	14	M-F	Auburn	6.12am	Newington	6.12pm	Ph	
		Sat						
		Sun						
544: Auburn-Eastwood-Macquarie Centre	Fr Aub 21E 53M	M-F	Auburn	5.57amM	Macquarie Ctr	6.21pmA	60*	B
		Sat		8.02amM		5.02pmM	60	C
		Sun		8.02amM		5.02pmM	60	C

* More frequent in peak hours.

A – To Auburn.

B – Plus short-working/s before first trip & after last trip shown (first trip 5.34am from Eastwood to Auburn, last trip 7.18pm from Auburn to Ermington).

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

E – To Ermington.

M – To Macquarie Centre.

Ph – Peak hours only (both directions).

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – RYDE

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

Timeline

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

- Ryde – Eastwood section of 89 & the Parramatta – Dundas Valley – Eastwood section of 172 [1925 route numbers] amalgamated as 545 (Monday-Saturday daytime service)
- Service through Dundas Valley at night & on Sundays provided by diversions of 550.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

21 July 1996: Sunday service Ryde – Eastwood introduced. This Sunday service through-routed with 531 & 547 (from Macquarie Centre to North Epping).

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

1 May 2000: Sunday service renumbered part of 529 (route & timetable unchanged).

4 March 2001: Ceased as part of stage 1 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000:

- Parramatta – Dundas Valley – Eastwood replaced by new 545 (*see below*).
- Eastwood – Ryde replaced by new 515 & X15.

Streets

From 23 July 1990

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Johns Pl, Shortland St, Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, **Eastwood** Interchange, Hillview Rd, Lakeside Rd, The Avenue, Rowe St, Trelawney St, Rutledge St, East Pde, Second Av, Ryedale Rd, Fourth Av, Denistone Rd, Florence Av, Blaxland Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, then reverse route to Ryedale Rd, then First Av, Rutledge St, then reverse route to Pennant St, then Victoria Rd, Church St, George St, Smith St to Parramatta old Interchange.

Dundas Valley (Marshall Rd) diversion: Ex Parramatta from Shortland St via Marshall Rd, Brand St to Evans Rd. Reverse on return.

Eastwood (Raimonde Rd) diversion: Ex Parramatta from Marsden Rd via Mobbs Lane, Raimonde Rd to Terry St. Reverse on return.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Ryde	58	M-F	Parramatta	6.03am	Parramatta	6.05pm	30	A
		Sat	Ryde	6.50am	Ryde	4.20pm	AM 30 PM 60	A
		Sun						B

A – Monday-Saturday night service between Parramatta & Eastwood provided by 550. Plus short-working/s before first trip & after last trip shown.

B – Sunday service between Parramatta & Eastwood provided by 550.

15 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Eastwood-Ryde	Fr Ryde 16E 58P	M-F	Parramatta	6.03am	Parramatta	6.05pm	30	A
		Sat	Ryde	7.20am		4.45pm	AM 30 PM 60	A
		Sun		8.49am	Eastwood	6.20pm	60	B

A – Monday-Saturday night service between Parramatta & Eastwood provided by 550. Plus short-working/s before first trip & after last trip shown.

B – Sunday service between Parramatta & Eastwood provided by 550.

E – To Eastwood.

P – To Parramatta.

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – MACQUARIE PARK – CHATSWOOD

Timeline

4 March 2001: New full time route commenced as part of stage 1 of “Better Buses” north-western suburbs service review following transfer of North & Western Bus Lines’ and Parramatta-Ryde Bus Services’ routes to the State Transit Authority of NSW in 1999/2000, being an amalgamation & rearrangement of:

- Parramatta – Macquarie Centre – Chatswood renumbered from old 550, but rerouted via Dundas Valley
- Route through Dundas Valley transferred from old 545.

1 January 2005: Became part of Contract Region 7.

6 May 2018: Split into:

259 Chatswood – Macquarie Centre.

545 Parramatta – Dundas Valley – Eastwood – Macquarie Park (Halifax St) (*see next entry*).

Streets

Parramatta – Chatswood

From 4 March 2001

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Telopea**), Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde, to **Eastwood** Interchange, then West Pde, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd to **Macquarie Centre** bus terminal, then Waterloo Rd, Khartoum Rd, Fontenoy Rd, Lane Cove Rd, Epping Rd, Delhi Rd, Fullers Bridge (**Chatswood West**), Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station.

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Fullers Rd, then reverse route to Macquarie Centre bus terminal, then Herring Rd, Waterloo Rd, University Av, Balaclava Rd, then reverse route to Church St, then George St, Smith St to Parramatta Interchange.

Alterations

- **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 27 April 2008**: Approached Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008**: Ex Parramatta from Smith St via Macquarie St, Church St.
- **From 30 May 2015**: Ex Chatswood from Macquarie Centre via Waterloo Rd, University Av. Unaltered on return.

Timetable Summary

4 March 2001

Parramatta – Macquarie Park routes

545, 550

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Centre-Chatswood†‡	Fr P'matta 35E 78C	M-F	Parramatta	5.11amC	Chatswood	9.48pmP	A	
					Parramatta	11.05pmE		
		Sat		6.49am		8.51pm	30	B
		Sun		8.50am		6.21pm	60	B
550: Parramatta-Eastwood-Macquarie Park (Eden Park Dr)‡	48	M-F	Parramatta	6.29am	Parramatta	6.13pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Dundas Valley.

‡ Via Kissing Point Rd.

A – Parramatta-Chatswood 20*. Last 2 trips from Parramatta to Eastwood. Plus short-working/s before first trip & after last trip shown.

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

C – To Chatswood.

E – To Eastwood.

P – To Parramatta.

Ph – Peak hours only (both directions).

August 2003

Parramatta – Macquarie Park – Chatswood routes

545, 550

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Centre-Chatswood†‡	Fr P'matta 35E 78C	M-F	Parramatta	4.42am	Parramatta	11.22pm	15*	
		Sat		6.49am		9.04pm	20	A
		Sun		8.20am	Chatswood	6.21pm	30	
550: Parramatta-Eastwood-Macquarie Centre-Chatswood‡	73	M-F	Chatswood	2.38pm	Chatswood	3.31pm	B	
		Sat						
		Sun						

* More frequent in peak hours.

† Via Dundas Valley.

‡ Via Kissing Point Rd.

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

B – School day afternoons only (both directions).

C – To Chatswood.

E – To Eastwood.

Route 545

PARRAMATTA – DUNDAS VALLEY – EASTWOOD – MACQUARIE PARK (Halifax St)

(Macquarie Park (Halifax St) terminus is also known as Lachlan's Estate.)

Timeline

6 May 2018:

- Full time route as a result of splitting route in previous entry.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

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

4 August 2024: Transferred (temporarily?) from Busways North West Pty Ltd (Contract Region 7) to Busways R1 (Contract Region 1), due to driver shortage problems.

Streets

Parramatta – Macquarie Park (Halifax St)

From 6 May 2018

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, George St, Macarthur St, Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Telopea**), Evans Rd (**Dundas Valley**), Alexander St, Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Hillview Rd, West Pde to **Eastwood** Interchange, then West Pde, Rutledge St, East Pde, May St, Blaxland Rd, Balaclava Rd, Macquarie Dr (**Macquarie University**), University Av, Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd, Halifax St, Jervis Cct (Macquarie Park).

From Macquarie Park (Halifax St) (at Wicks Rd) via reverse route to Macarthur St, then Macquarie St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alterations

- *From either 24 April 2020 or 1 April 2020:* Approached Parramatta from Macarthur St via George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange. Unaltered from Parramatta.
- *By January 2022:* Approached Parramatta from Macarthur St via Harris St, Hassall St, bus tunnel, Argyle St to Parramatta Interchange. Unaltered from Parramatta.

Timetable Summary

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
545: Parramatta-Eastwood-Macquarie Park (Halifax St)†	64	M-F	Parramatta	4.44am	Parramatta	11.54pm	15*	A
		Sat		6.46am	Halifax St	10.43pm	20	B
		Sun		8.16am	Parramatta	8.49pm	30	C

* More frequent in peak hours.

† Via Dundas Valley.

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

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

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

Route 546

PARRAMATTA – DUNDAS (Bettington Rd Loop) via various routes

(Bettington Rd terminal loop was in Dundas when this route commenced in 1990. The surrounding area was declared the suburb of Oatlands in 1991.)

Timeline

23 July 1990: Renumbered from the Parramatta – Dundas (Bettington Rd loop) via Kissing Point Rd section of 172 [1925 route number] as part of general reorganization of North & Western Bus Lines' routes. Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

24 January 1994: 3 [1925 route number] (Parramatta – East Parramatta) transferred from Harris Park Transport to North & Western Bus Lines & absorbed into 546, which was rerouted as Parramatta – Oatlands (Bettington Rd loop) via Brickfield St.

13 December 1999:

- Transferred to State Transit Authority of NSW.
- The “Bettington Road Loop” destination signs displayed by North & Western buses were replaced by “Oatlands” or “Oatlands Loop” signs, after Oatlands was declared a separate suburb.

1 January 2005: Became part of Contract Region 7.

4 November 2007: Extended from Oatlands to Epping, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes (*see next entry*), replacing part of 549.

Streets

Parramatta – Oatlands (Bettington Rd Loop) via Kissing Point Rd

From 23 July 1990

From Parramatta (old Interchange) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Pennant St, Kissing Point Rd, Bettington Rd (**Oatlands**), Prindle St, Belmore St East, Alanas Av, Anne St, Kerrie Rd (anti-clockwise), Gollan Av, Belmore St East, Prince St, Bettington Rd, Kissing Point Rd, Pennant St, Victoria Rd, Church St, George St, Smith St to Parramatta old Interchange.

Parramatta – Oatlands (Bettington Rd Loop) via Brickfield St

From 24 January 1994

From Parramatta (old Interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St, Victoria Rd, Brickfield St, Bellevue St, Buller St, Isabella St, Webb St, Belmore St East, Prince St (**Oatlands**), Bettington Rd, Belmore St East, then reverse route to Church St, then George St, Smith St to Parramatta old 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

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Dundas (Bettington Rd)†	16	M-F	Bettington Rd	6.45am	Parramatta	5.50pm	10 trips	
		Sat		8.56am		2.10pm	3 trips	
		Sun						

† Via Kissing Point Rd.

30 March 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)‡	16	M-F	Bettington Rd	6.45am	Parramatta	6.05pm	15 trips	
		Sat		9.09am		4.08pm	6 trips	
		Sun						

‡ Via Brickfield St.

15 July 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Oatlands (Bettington Rd)‡	22	M-F	Bettington Rd	6.30am	Parramatta	7.35pm	60*	
		Sat		8.20am		5.15pm	60	
		Sun		9.26am	Bettington Rd	4.26pm	120	

* More frequent in peak hours.

‡ Via Brickfield St.

Route 546

PARRAMATTA – NORTH ROCKS – EPPING via Bettington Rd & Ray Rd

Timeline

4 November 2007: New full time route commenced, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Replaced Parramatta – North Rocks via Bettington Rd part of 623.
- Replaced North Rocks – Carlingford part of 629.
- Along with 549, replaced Carlingford – Epping via Ray Rd part of 628 & 629.
- Supplemented by 552 Parramatta – Oatlands.
- Part of Contract Region 7.

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

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

Additional trips Epping-Carlingford Court provided in daylight hours Monday-Sunday.

Streets

From 4 November 2007

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Grose St, Brickfield St, Isabella St (**North Parramatta**), Webb St, Belmore St, Bettington Rd (**Oatlands**), Statham Av, North Rocks Rd (**North Rocks**), New North Rocks Rd, McDonald St, Paragon Dr, Poinsettia Av, Balaka Dr, Farnell Av, Lindisfarne Cres, Parkland Rd, Jenkins Rd, Pennant Hills Rd (**Carlingford**), Carlingford Rd, Rembrandt St, Dunrossil Av, Pennant Pde, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Carlingford Rd, Ray Rd, then reverse route to Dunrossil Av, then Pennant Hills Rd, then reverse route to Parramatta.

Alterations

- **By 27 April 2008:** Approached Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

4 November 2007

Parramatta – North Rocks – Epping via Ray Rd routes

546, 549

Also 552

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
546: Parramatta-North Rocks-Epping via Bettington Rd	50	M-F	Epping	6.33am	Epping	9.05pm	60*	A
		Sat		6.34am		6.34pm	60	
		Sun		8.32am		6.32pm	120	
549: Parramatta-North Rocks-Epping via North Rocks Rd	37	M-F	Epping	5.42am	Parramatta	9.14pm	60*	B
		Sat	Parramatta	7.40am	Epping	6.42pm	60	
		Sun		7.46am	Parramatta	5.48pm	120	
552: Parramatta-Oatlands	18	M-F	Parramatta	9.57am	Oatlands	2.17pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Oatlands (546, 552) 30.
Epping-West Epping (Ray Rd) (546, 549) 30.
Sat Epping-West Epping (Ray Rd) (546, 549) 30.
Sun Epping-West Epping (Ray Rd) (546, 549) 60.

* More frequent in peak hours.

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

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

24 January 2021

Parramatta – North Rocks – Epping via Ray Rd routes

546, 549

Also 552

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
546: Parramatta-North Rocks-Epping via Bettington Rd	50	M-F	Epping	6.29am	Epping	9.14pm	60*	A
		Sat		6.30am		6.30pm	60	
		Sun		7.30am		6.30pm	60	
549: Parramatta-North Rocks-Epping via North Rocks Rd	37	M-F	Epping	5.44am	Parramatta	10.07pm	60*	B
		Sat		7.00am		10.42pm	60	B
		Sun		7.00am		8.41pm	60	C
552: Parramatta-Oatlands	15	M-F	Parramatta	9.56am	Oatlands	2.17pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Epping-West Epping (Ray Rd) (546, 549) 30.
Parramatta-Oatlands (546, 552) 30.

Sat Epping-West Epping (Ray Rd) (546, 549) 30.

Sun Epping-West Epping (Ray Rd) (546, 549) 30.

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

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

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

4 August 2024

Parramatta – North Rocks – Epping via Ray Rd routes

546, 549

Also 552

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
546: Parramatta-North Rocks-Epping via Bettington Rd	Fr Epp 10C 50P	M-F	Epping	6.29am	Epping	9.15pm	A	
		Sat		6.45am		6.45pm	B	
		Sun		7.45am		6.45pm	B	
549: Parramatta-North Rocks-Epping via North Rocks Rd	37	M-F	Epping	5.44am	Parramatta	10.37pm	D	
		Sat		7.00am		10.52pm	30	E
		Sun		7.00am		8.52pm	30	F
552: Parramatta-Oatlands	17	M-F	Parramatta	9.56pm	Oatlands	2.17pm	2 trips	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Epping-West Epping (Ray Rd) (546, 549) 15

Sat Epping-West Epping (Ray Rd) (546, 549) 15

Sun Epping-West Epping (Ray Rd) (546, 549) 15

* More frequent in peak hours.

A – Peak hours & night, Epping-Parramatta. Day, Epping-Carlingford Court 30, Epping-Parramatta 60*. Plus short-working/s before first trip & after last trip shown.

B – Day, Epping-Carlingford Court 30, Epping-Parramatta 60.

C – To Carlingford Court.

D – Day, Epping-Parramatta 30*. Afternoon peak hour, additional trips Epping-North Rocks. Plus short-working/s before first trip & after last trip shown.

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

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

P – To Parramatta.

Route 547

EPPING – NORTH EPPING ■

- **Extended from Epping to Macquarie Centre (*Sundays from 1996*)**

Timeline

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

- Epping – North Epping renumbered from 163 [1925 route number]
- The base route & its various diversions in the North Epping area were rationalised into a consistent route (apart from morning peak hour trips on school days).
- Through-routed with 541 in off-peak & Saturdays.
- Operated by North & Western Bus Lines (KA (Ken) Butt, proprietor).

21 July 1996:

- Days of service extended to daily.
- Sunday service through-routed with 531 (Ryde – Macquarie Centre) & 545 (Ryde – Eastwood).
- Monday-Saturday service remained unaltered.

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

1 May 2000: Sunday service renumbered part of 529, due to through-routing with 531 & 545 on that day.

4 March 2001: As part of stage 1 of "Better Buses" north-western suburbs service review following transfer of North & Western Bus Lines' and Parramatta-Ryde Bus Services' routes to the State Transit Authority of NSW in 1999/2000:

- Renumbered 295.
- Extended from Epping to Macquarie Park,

Streets

Epping – North Epping

From 23 July 1990

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

Macquarie Centre – Epping – North Epping (*Sundays only*)

Alteration

From 21 July 1996: Extended from Epping Station via Pembroke St, Epping Rd, Balaclava Rd, Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal. Return via Waterloo Rd, University Av, Balaclava Rd, Epping Rd, Pembroke St.

Timetable Summary

23 July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	Epping	6.17am	Epping	7.39pm	90*	
		Sat		7.52am	North Epping	3.29pm	90	
		Sun						

* More frequent in peak hours.

28 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	Epping	6.25am	North Epping	7.51pm	60*	
		Sat		8.50am		4.22pm	60	
		Sun						

* More frequent in peak hours.

25 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping†	18ENr	M-F	Epping	6.11am	Epping	9.02pm	60*	
	38MNr	Sat		9.02am	North Epping	7.09pm	60	
		Sun		9.02am		6.09pm	60	A

* More frequent in peak hours.

† Extended to Macquarie Centre on Sundays.

A – Extended to Macquarie Centre (times at Macquarie Centre not listed in timetable).

ENr – Round trip, Epping-North Epping-Epping (Mondays-Saturdays).

MNr – Round trip, Macquarie Centre-North Epping-Macquarie Centre (Sundays).

Route 547

PARRAMATTA – PARRAMATTA (Macarthur St Loop)■

Timeline

9 December 2002: Limited off-peak service commenced by State Transit Authority of NSW, replacing part of 555.

1 January 2005: Became part of Contract Region 7.

6 May 2018: Replaced by rerouting of 545.

Streets

From 9 December 2002

From Parramatta (old Interchange) via Smith St, Wilde Av, Victoria Rd, Macarthur St, Harris St, Hassall St, Station St to Parramatta Interchange.

Alteration

From 19 February 2006 (opening of new Parramatta Interchange): Approached Parramatta from Harris St via Macquarie St, Wilde St, Smith St, Station St, bus tunnel, Argyle St to Parramatta new Interchange.

Timetable Summary

9 December 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Parramatta (Macarthur St Loop)	10 round trip	M-F	Parramatta	9.15am	Parramatta	2.15pm	3 trips	
		Sat						
		Sun						

Route 548

PARRAMATTA – CARLINGFORD – EPPING■

Timeline

4 November 2007: As part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Full time service renumbered from 624.
- Route standardised by deleting diversions.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

10 October 2010: Extended from Epping to Macquarie Park & renumbered M54, as part of the introduction of “Metrobus” routes.

Streets

From 4 November 2007

From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Pennant Hills Rd (Carlingford), Carlingford Rd, Pennant Pde, Willoughby St, Ryde St, Boronia St, Kent St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Carlingford Rd, Rawson St, Bridge St, then reverse route to Parramatta.

Alterations

- **By 27 April 2008:** Approached Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.
- **From 11 May 2009 (?) (based on 11 October 2009 timetable):** Approached Parramatta from Church St via George St, Smith St, Station St. Reverse on return.

Timetable Summary

4 November 2007

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	33	M-F	Parramatta	5.35am	Parramatta	9.17pm	60*	
		Sat		5.54am		7.24pm	60	
		Sun		7.27am	Epping	7.01pm	60	

* More frequent in peak hours.

11 October 2009

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping	33	M-F	Parramatta	5.29am	Parramatta	9.17pm	30*	
		Sat		5.52am		7.31pm	30	
		Sun		7.23am	Epping	7.08pm	60	

* More frequent in peak hours.

Route 549

EASTWOOD – MARSFIELD via Vimiera Rd ■

Timeline

4 March 2001: Infrequent weekday service renumbered from equivalent part of 550, 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. Operated by State Transit Authority of NSW.

1 January 2005: Became part of Contract Region 7.

27 August 2007: Renumbered 551 ahead of start of new 549 in next entry.

Streets

From 4 March 2001

From Eastwood (Station, Ethel St at Railway Pde) via Railway Pde, May St, Blaxland Rd, Vimiera Rd, Waterloo Rd, Culloden Rd, Talavera Rd, Busaco Rd to end (Marsfield).

From Marsfield (Busaco Rd at end) via reverse route to Vimiera Rd, then Corunna Rd, Balaclava Rd, Blaxland Rd, Ethel St to Railway Pde (Eastwood).

Alteration

By August 2001: Ex Eastwood from Blaxland Rd via Balaclava Rd, Lincoln Rd, Vimiera Rd. 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		
Eastwood-Marsfield	17	M-F	Marsfield	7.30am	Eastwood	4.07pm	A	
		Sat						
		Sun						

A – 4 trips from Marsfield, 3 trips from Eastwood.

Route 549

PARRAMATTA – NORTH ROCKS – EPPING via North Rocks Rd & Ray Rd

Timeline

4 November 2007: New full time weekday & daytime weekend route commenced by State Transit Authority of NSW, as part of rearrangement of Parramatta/North Rocks/Epping/Beecroft routes:

- Replaced Parramatta – North Rocks – Carlingford via North Rocks Rd part of 623.
- Along with 546, replaced Carlingford – Epping via Ray Rd part of 628 & 629.
- Part of Contract Region 7.

24 January 2021: Hours of service extended to weekend nights.

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 November 2007

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Phillip St, Church St, Victoria Rd, O'Connell St, Board St, Church St, **(North Parramatta)**, North Rocks Rd **(North Rocks)**, Pennant Pde **(Carlingford)**, Ray Rd, Rawson St, Bridge St, Beecroft Rd to Epping Station.

From Epping (Beecroft Rd at Station) via Carlingford Rd, Ray Rd, then reverse route to North Rocks Rd, then Church St, Barney St, O'Connell St, Victoria Rd, Marist Pl, Market St, Church St, Phillip St, Smith St, Station St to Parramatta.

Alterations

- **By 27 April 2008:** Approached Parramatta from Victoria Rd via Church St, George St, Smith St. Return from Smith St via Phillip St, Church St.
- **From 7 July 2008:** Ex Parramatta from Smith St via Macquarie St, Church St.

Timetable Summary

See 546