



SYDNEY BUS ROUTES

Sydney Region route numbers

Routes 475 – 499

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

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

In the 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.

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

Summary of routes 475 – 499

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

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

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

Route 475

ROCKDALE – SANS SOUCI (Russell Av) ■

Timeline

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

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

Streets

From March 1966

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

Alterations

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

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sans Souci (Russell Av)	12	M-F	Russell Av	7.43amK	Kogarah	6.00pmU	Ph	
		Sat		7.48amK	Russell Av	6.41pmR	MAs	
		Sun						

K – To Kogarah.

MAs – Morning & late afternoon service.

Ph – Peak hours only.

R – To Rockdale.

U – To Sans Souci (Russell Av).

Route 475

TAREN POINT – MIRANDA ■

Timeline

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

28 January 1992: Replaced by diversion of 478.

Streets

From 13 January 1992

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

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

Timetable Summary

13 January 1992

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

Route 475

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

Timeline

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

By July 2002: Extended from Rockdale to Rockdale Plaza.

1 January 2005: Became part of Contract Region 6.

21 March 2010:

- Ceased as part of general service review of Inner Western & Southern routes:
- 479 continued to serve Kyeemagh/Brighton-le-Sands area. Rockdale – Rockdale Plaza replaced by extended 479. Service along Bryant St replaced by extended 422.

Streets

Rockdale – Brighton-le-Sands

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

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

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

Rockdale Plaza – Brighton-le-Sands

By July 2002

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

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

Timetable Summary

22 October 1995

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

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

Route 476

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

Timeline

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

(?): Ceased.

Route 476

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

Timeline

30 August 1959:

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

29 May 1965:

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

13 January 1992:

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

1 January 2005: Became part of Contract Region 6.

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

Streets

From 30 August 1959

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

Alterations

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

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sans Souci-Sandringham-Dolls Point	38 round trip	M-F	Sans Souci	4.37amK 5.37amR	Rockdale Kogarah	11.47pmD 1.03amD	A	
		Sat	Rockdale	5.08amD	Rockdale	12.16amD	AM 10-20 PM 20	B
		Sun	Sans Souci	6.43amR		11.03pmD	20	B

* More frequent in peak hours.

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

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

D – To Dolls Point.

K – To Kogarah.

R – To Rockdale.

6 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sans Souci-Sandringham-Dolls Point	46 round trip	M-F	Sans Souci	5.40am	Rockdale	11.43pm	15*	A
		Sat		5.17am		12.15am	AM 12 PM 20	A
		Sun	Rockdale	7.43am	Sans Souci	8.31pm	30	

* More frequent in peak hours.

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

22 October 1995

Rockdale – Sans Souci routes

476, 477

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

Average day frequencies along common route:

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

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

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

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

* More frequent in peak hours.

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

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

April 1997

Rockdale – Sans Souci routes

476, 477

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

Average day frequencies along common route:

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

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

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

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

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

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

* More frequent in peak hours.

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

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

Route 477

ROCKDALE – SANS SOUCI – MIRANDA ■

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

Timeline

30 August 1959:

- New peak hour route, Rockdale – Sans Souci (Fraters Av) (direct via Rocky Point Rd in both directions), supplementary to 478 (476 from 31 May 1965), commenced by Department of Government Transport as part of replacement of Rockdale – Sans Souci – Dolls Point trolley bus service by diesel buses.
- At least by March 1966, most trips ran Kogarah – Sans Souci (Fraters Av).
- In the 7 September 1986 timetable, Rockdale or Kogarah – Sans Souci (Fraters Av) peak hour trips direct via Rocky Point Rd appear to have been renumbered 476, but by at least the November 1987 timetable, they reverted to 477.

5 August 1990: Extended (still peak hours only) from Sans Souci (Fraters Av) to Caringbah, replacing 302 & 303 peak hour extension between those points.

13 January 1992:

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

Rockdale – Sans Souci (Fraters Av)

From 30 August 1959

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

Alterations

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

Rockdale – Sans Souci – Caringbah

Alteration

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

Rockdale – Sans Souci – Miranda

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

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

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

Alterations

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

Timetable Summary

March 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Sans Souci (Fraters Av)†	15	M-F	Sans Souci	5.38am	Kogarah	6.00pm	Ph	
		Sat						
		Sun						

† Selected trips extended to Rockdale.

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

22 October 1995-April 1997

See 476

Route 478

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

Timeline

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

By August 1962: Ceased.

Route 478

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

Timeline

30 August 1959:

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

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

Streets

From 30 August 1959

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

Alteration

Later: To approach Rockdale from Princes Hwy via Hegarty St, Keats Av to Princes Hwy. Return via Princes Hwy.

Route 478

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE – MIRANDA ■

Timeline

25 September 1983:

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

28 January 1992:

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

1 January 2005: Became part of Contract Region 6.

21 March 2010: Taren Point diversion shortened, but became part of standard route, as part of general service review of Inner Western & Southern routes.

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

Streets

Rockdale – Ramsgate Baths

From 25 September 1983

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

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

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

Alteration

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

Rockdale – Ramsgate – Miranda

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

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

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

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

Alteration

From 21 March 2010 (*Taren Point diversion – all trips*): Either direction, rerouted from Taren Point Rd/Toorak Av via Toorak Av, Alexander Av, Smith St, Woodlands Rd, Toorak Av to Taren Point Rd.

Timetable Summary

October 1983

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

* More frequent in peak hours.

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

Winter Sundays: Rockdale-Ramsgate Baths 30.

B – To Brighton-le-Sands.

G – To Ramsgate Baths.

22 October 1995

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

* More frequent in peak hours.

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

G – To Ramsgate Baths.

M – To Miranda.

R – To Rockdale.

April 2001

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

* More frequent in peak hours.

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

G – To Ramsgate Baths.

M – To Miranda.

R – To Rockdale.

Route 479

KOGARAH – RAMSGATE BATHS

Timeline

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

(?): Ceased.

Route 479

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

- **Rockdale – Kyeemagh via Bestic St (1993-94)**
- **Extended from Rockdale Station to Rockdale Plaza (off-peak & Saturdays)**

Timeline

22 November 1993:

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

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

1 January 2005: Became part of Contract Region 6.

21 March 2010: Extended from Rockdale to Rockdale Plaza in off-peak & Saturdays, replacing part of ceased 475, as part of general service review of Inner Western & Southern routes.

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

Streets

Rockdale – Kyeemagh

By 22 October 1995

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

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

Alteration

From 21 March 2010;

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

Timetable Summary

22 October 1995

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

* More frequent in peak hours.

21 March 2010

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

* More frequent in peak hours.

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

K – To Kyeemagh.

P – To Rockdale Plaza.

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

R – To Rockdale.

RKR – Round trip Rockdale-Kyeemagh-Rockdale.

Route 480

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

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

Timeline

23 August 1943: Full time feeder service, Annandale (Johnston St) – Strathfield, renumbered from 880. Operated by Department of Road Transport & Tramways.

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

23 November 1952: Sunday service curtailed to run:

Mornings: Strathfield – Enfield

Afternoons: Strathfield – Ashfield.

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

By August 1979:

- Sunday service ceased.
- City (Central Railway) terminus altered to Barlow St.

19 December 1986: City terminus altered to York St.

1 January 2005: Became part of Contract Region 6.

6 July 2008: City terminus altered to Domain.

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

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

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

30 January 2013: City terminus altered to Domain.

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

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

Streets

Annandale (Johnston St) – Strathfield

Circa 1946 (Gregory's Street Directory)

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

City (Hay St, Central Railway) – Strathfield

From 14 November 1949

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

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

City (Parker St, Central Railway) – Strathfield

Alterations:

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

City (Barlow St, Central Railway) – Strathfield

Alterations

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

City (York St) – Strathfield

Alterations

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

City (Domain) – Strathfield

Alterations

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

City (Hay St, Central Railway) – Strathfield

Alteration

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

Timetable Summary

14 November 1949

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

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

Average day frequencies along common route:

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

Sat City (Hay St, Central Railway)-Enfield (480, 483) 10.

Sun City (Hay St, Central Railway)-Enfield (480, 483) 15.

* More frequent in peak hours.

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

October 1966

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

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

Average day frequencies along common route:

M-F City (Parker St, Central Railway)-Enfield (480, 483) 15.

Sat AM City (Parker St, Central Railway)-Enfield (480, 483) 15.

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

Sun PM Ashfield-Enfield (480, 483) 30.

* More frequent in peak hours.

A – To Ashfield.

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

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

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

E – To Enfield.

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

S – To Strathfield.

August 1979

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

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

Average day frequencies along common route:

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

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

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

* More frequent in peak hours.

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

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

7 October 1990

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

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

Average day frequencies along common route:

M-F City (York St)-Enfield (480, 483) 20.

Sat AM City (York St)-Enfield (480, 483) 20.

Sat PM City (York St)-Enfield (480, 483) 30.

Sun AM City (York St)-Enfield (483) 60.

* More frequent in peak hours.

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

B – City (York St)-Strathfield: morning 40, afternoon, 60. Plus short-working/s before first trip shown.

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

E – To Enfield.

S – To Strathfield.

Y – To City (York St).

4 October 2015

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

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

Average day frequencies along common route:

M-F City (Hay St, Central Railway)-Enfield (480, 483) 20.
 Sat City (Hay St, Central Railway)-Enfield (480, 483) 20.
 Sun City (Hay St, Central Railway)-Enfield (483) 30.

* More frequent in peak hours.

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

25 October 2020

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

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

Average day frequencies along common route:

M-F City (Pitt St, Central Railway)-Enfield (480, 483) 3 trips per hour.
 Sat City (Pitt St, Central Railway)-Enfield (480, 483) 3 trips per hour.
 Sun City (Pitt St, Central Railway)-Enfield (483) 30.

* More frequent in peak hours.

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

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

Route X80

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

Timeline

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

11 April 1997: Ceased.

Route 481

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

Timeline

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

By 8 February 1993: Replaced by 025.

Route 483

CITY (various termini) – ENFIELD – STRATHFIELD via Ada Av■

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

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

Timeline

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

23 August 1943 or 20 December 1943:

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

2 November 1947: Extended from Enfield to City (Central Railway), making route City (Central Railway) – Strathfield, same as 883 prior to 1942. Replaced 484. By 14 November 1949 City (Central Railway) terminus was at Hay St.

By 14 November 1949: Sunday service commenced.

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

10 October 1971: Sunday service ceased.

19 December 1986: City terminus altered to York St.

1 January 2005: Became part of Contract Region 6.

6 July 2008: City terminus altered to Domain.

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

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

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

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

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

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

Streets

Strathfield – South Strathfield via Oxford Rd

Circa 1946 (Gregory's Street Directory)

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

City (Hay St, Central Railway) – Strathfield

From 14 November 1949

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

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

City (Parker St, Central Railway) – Strathfield

Alterations

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

City (Barlow St, Central Railway) – Strathfield

Alterations

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

City (York St) – Strathfield

Alterations

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

City (Domain) – Strathfield

Alterations

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

City (Hay St, Central Railway) – Strathfield

Alteration

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

Timetable Summary

See 480

Route 484

STRATHFIELD – SOUTH STRATHFIELD (various termini) via Shortland Av

Timeline

14 June 1943:

- Strathfield – South Strathfield (Augusta St/Wallis Av) renumbered from 884.
- Night & Sunday service replacing weekday daytime service on 413 and/or 414 and/or 483.
- Operated by Department of Road Transport & Tramways.

23 August 1943 or 20 December 1943: Extended on Monday-Saturday nights in South Strathfield from Augusta St/Wallis Av in a loop via Wallis Av, Liverpool Rd, Homebush Rd & Augusta St. Connected at Liverpool Rd/Homebush Rd with 480 Annandale (Johnston St) buses. Sunday service remained as Strathfield – South Strathfield (Augusta St/Wallis Av).

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

Streets

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

From 29 September 1946

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

Timetable Summary

29 September 1946

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

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

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

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

Ns – Night service.

S – To Strathfield.

Route 484

STRATHFIELD – ENFIELD – GREENACRE ■

Timeline

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

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

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

2004: Became part of Contract Region 13.

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

Streets

From 18 September 1988

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

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

Alterations

By 1 May 1995:

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

Timetable Summary

18 September 1988

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

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

Route 485

STRATHFIELD – ENFIELD – BANKSTOWN via Roberts Rd ■

Timeline

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

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

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

2004: Became part of Contract Region 13.

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

Streets

From 18 September 1988

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

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

Alteration

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

Timetable Summary

18 September 1988

485 & 486

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown	30	M-F	Bankstown	5.25am	Strathfield	10.04pm	30*	
		Sat		5.45am		10.04pm	AM 30 PM 60	A
		Sun		7.35am		8.04pm	60	

485 & 486 generally ran alternately.

* More frequent in peak hours.

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

Route 486

STRATHFIELD – ENFIELD – BANKSTOWN via Rawson Rd ■

Timeline

18 September 1988: Renumbered from part of 27 [1925 number]. Shared route between Strathfield and Hume Hwy/Roberts Rd with 484 & 485 and then most of route between there & Bankstown with 485. Operated by Bankstown-Strathfield Bus Service (Treuer family).

5 May 2003: Transferred to Westway Bus & Coach Service (Threlkeld family).

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

2004: Became part of Contract Region 13.

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

Streets

From 18 September 1988

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

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

Timetable Summary

See 485.

Route 486A

BANKSTOWN – CHULLORA Business Park ■

Timeline

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

28 March 2002: Ceased due to insufficient patronage.

Streets

From 29 January 2002

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

Timetable Summary

29 January 2002

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

Ph – Peak hours only.

Route 487

CANTERBURY – BANKSTOWN ■

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

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

Timeline

10 August 1941:

- Canterbury – Punchbowl (Victoria Rd) renumbered from 187.
- Full time service at least by 1949.
- Operated by Department of Road Transport & Tramways.

11 August 1946: Rerouted via Canterbury Rd instead of Fore St area. Route in Fore St area replaced by new 488.

21 September 1947: Extended to run Canterbury – Bankstown (Chapel Rd) on Sundays only.

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

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

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

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

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

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

27 October 1974: Sunday service ceased.

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

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

By August 1984: Saturday afternoon trips diverted via Roselands shops.

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

By 1 October 1989:

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

1 January 2005: Became part of Contract Region 6.

8 December 2008: Re-extended from Bankstown Station to Bankstown Centro shops, when Bankstown bus lane opened.

21 March 2010: Sunday service re-commenced as part of general service review of Inner Western & Southern routes.

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

Streets

Canterbury – Punchbowl (Victoria Rd)

Circa 1946 (Gregory's Street Directory)

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

Canterbury – Bankstown (Chapel Rd)

From 12 September 1949 (based on 23 November 1952 timetable)

From Canterbury (Canterbury Rd at Station) via Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Palmer St, Waverley St, Edison St, Sharp St, Canterbury Rd to Chapel Rd (Bankstown).

Canterbury – Bankstown Hospital

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

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

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

Canterbury – Bankstown Station

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

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

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

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

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

Canterbury – Roselands – Bankstown Square

From 4 October 1966 (based on July 1967 timetable)

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

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

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

Trips not via Roselands shops: Direct via Canterbury Rd.

Canterbury – Bankstown Station

By 6 July 1980

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

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

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

Trips not via Roselands shops: Direct via Canterbury Rd.

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

Station from Chapel Rd via Eldridge Rd, Claribel St, Artagall St (**Bankstown Hospital**), Eldridge Rd, Chapel Rd, Canterbury Rd, then to Canterbury Station.

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

Alterations

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

Canterbury – Bankstown Central

Alteration

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

From 9 February 2020

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

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

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

Alteration:

From 25 October 2020: All trips via Roselands shops.

Timetable Summary

12 September 1949

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

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

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

1 December 1957

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

* More frequent in peak hours.

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

21 October 1962

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

* More frequent in peak hours.

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

B – To Bankstown Station.

C – To Canterbury.

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

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

H – To Bankstown Hospital.

March 1969

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

* More frequent in peak hours.

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

B – To Bankstown Square.

C – To Canterbury.

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

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

H – To Bankstown Hospital.

P – To Campsie.

11 September 1988

**Canterbury – Bankstown routes
487, 488**

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

Average day frequencies along common route:

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

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

Sat PM Canterbury-Bankstown (487) 60.

* More frequent in peak hours.

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

B – To Bankstown Station.

C – To Canterbury.

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

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

H – To Bankstown Hospital.

R – To Roselands.

1 October 1989

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

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

B – To Bankstown.

C – To Canterbury.

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

R – To Roselands.

3 November 1996

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

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

21 March 2010

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

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

Route 488

CANTERBURY – CAMPSIE via Fore St

- **Extended from Campsie to Bankstown (Chapel Rd) (Sundays, 1940s?)**
- **Canterbury – Campsie – Bankstown Station via High St Loop (1988-89)**

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

Timeline

11 August 1946:

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

6 August 1951: Ceased.

22 September 1952: Monday-Saturday service, Canterbury – Campsie, recommenced.

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

By August 1984: 488 no longer shown in 487 timetable. Service in the Moore St area not replaced.

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

By 1 October 1989: Ceased. Trips rerouted via & renumbered 487. Service to High St Loop not replaced.

Streets

Canterbury – Campsie via Fore St

Circa 1946 (Gregory's Street Directory)

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

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

Canterbury – Campsie via Fore St & Moore St

From January 1966

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

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

By 6 July 1980 (school trips only)

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

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

Canterbury – Campsie – Bankstown Station via High St

By 11 September 1988

From Canterbury (Broughton St at Station) via Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Gould St, Redman St, Park St, Evaline St, Duke St, South Pde (**Campsie**), Beamish St, Claremont St, Thorncraft St,

Canterbury Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canterbury Rd (**Punchbowl**), Chapel Rd, Greenfield Pde, Restwell St to South Tce (Bankstown Station).

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

Trips not via Roselands shops: Direct via Canterbury Rd.

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

Timetable Summary

12 September 1949

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

January 1966

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

A – Gap in service.

11 September 1988

See 487

Route 490

CITY (various termini) – EARLWOOD – CAMPSIE – DRUMMOYNE

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

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

Timeline

14 June 1943:

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

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

23 July 1950: Curtailed to run as a feeder service Dulwich Hill – Earlwood – Drummoyne at nights, on Saturday afternoons & all day Sundays. At those times connected at Dulwich Hill with Circular Quay trams.

22 June 1953: City terminus altered to Park St.

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

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

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

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

Streets

Dulwich Hill – Earlwood – Drummoyne

Circa 1946 (Gregory's Street Directory)

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd, Ingham Av, Barnstaple Rd, Heath St, First Av to Arthur St (**Rodd Point**), then First Av, Great North Rd (**Five Dock**), Parramatta Rd, Croydon Rd, Elizabeth St, Edwin St,

Hennessey St, Meta St (**Croydon**), The Strand, Dickinson Av, Liverpool Rd, Greenhills St, Georges River Rd, Brighton Av (**Croydon Park**), Beamish St (**Campsie**), Canterbury Rd, Northcote St, Bexley Rd, William St, Homer St (**Earlwood**), Earlwood Av, Delwood Av, Permanent Av, Prince Edward Av, Wardell Rd, Marrickville Rd to New Canterbury Rd (Dulwich Hill tram terminus).

City (York St) – Earlwood – Drummoyne

From December 1966

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

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

Alterations

- *By November 1972:* Ex Drummoyne from Croydon Rd via Elizabeth St, Edwin St. Unaltered on return.
- *By July 1981 (Kingsgrove Depot trips):* From Bexley Rd/William St via William St, Kingsgrove Rd, Omnibus Rd to Kingsgrove Depot. Reverse on return.
- *By 17 November 1985:* Ex City (York St) from Canterbury Rd via Orissa St, Fletcher St, Beamish St. Unaltered on return.

City (York St) – Earlwood – Campsie

Alteration

7 September 1986: To terminate at Campsie from Beamish St via Evaline St, Duke St, South Pde, Beamish St to Campsie Station. Return via Beamish St.

Timetable Summary

December 1966

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

* More frequent in peak hours.

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

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

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

D – To Drummoyne.

H – To Dulwich Hill.

Y – To City (York St).

8 September 1980

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

* More frequent in peak hours.

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

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

C – To Campsie.

D – To Drummoyne.

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

H – To Dulwich Hill.

Y – To City (York St).

7 September 1986

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

* More frequent in peak hours.

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

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

C – To Campsie.

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

H – To Dulwich Hill.

Y – To City (York St).

Route 490

DRUMMOYNE – BURWOOD – CAMPSIE – HURSTVILLE

Timeline

21 March 2010: Commenced by State Transit Authority as part of general service review of Inner Western & Southern routes, replacing 494 between Kingsgrove & Campsie & 499 along Queens Rd, Hurstville & between Campsie & Drummoyne. Shared most of Kingsgrove – Drummoyne with 492. 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 21 March 2010

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

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

Alterations

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

Timetable Summary

21 March 2010

Drummoyne – Kingsgrove routes

490, 492

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

Average day frequencies along common route:

- M-F Drummoyne-Kingsgrove (490, 492) 15.
- Sat Drummoyne-Kingsgrove (490, 492) 15.
- Sun Burwood-Kingsgrove (490, 492) 3 trips per hour.

* More frequent in peak hours.

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

B – To Burwood.

C – To Campsie

D – To Drummoyne.

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

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

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

H – To Hurstville.

Route 491

DRUMMOYNE – CHISWICK ■

- **Extended from Drummoyne to Birkenhead Point (1979-90 & 1991-97)**
- **Burwood – Five Dock – Chiswick (INDUSTRIAL, selected trips)**
- **Five Dock (Coranto St) – Chiswick (peak hours only?)**

Timeline

26 March 1944: Renumbered from 991:

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

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

By March 1977: Chiswick – Burwood Depot ceased.

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

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

7 September 1986:

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

7 October 1990: Replaced by existing 504.

15 April 1991: Infrequent off-peak service, Birkenhead Point – Chiswick, reinstated.

16 September 1997: Replaced again by existing 504.

Streets

Drummoyne – Chiswick

Circa 1946 (Gregory's Street Directory)

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

Alterations

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

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

Alterations

Birkenhead Point extension

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

Birkenhead Point – Drummoyne – Chiswick

From 15 April 1991

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

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

Timetable Summary

26 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	12	M-F	Chiswick	5.15am	Drummoyne	12.37am	30*	
		Sat		5.15am	Chiswick	12.25am	30	
		Sun	Drummoyne	12.30pm	Drummoyne	11.46pm	30	A

* More frequent in peak hours.

A – Extra trip 10.30am from Chiswick.

May 1967

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

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

B – Gap in service in morning.

PNs – Limited peak hour and late night service.

25 May 1981

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

† Limited service extended from Drummoyne to Birkenhead Point shops.

A – Most peak hour service provided by 540 & 541. 2 trips extended from Drummoyne to Birkenhead Point .

PNs – Limited peak hour and late night service.

7 September 1986

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

A – Peak hours: morning from Drummoyne, afternoon from Chiswick. Day, Birkenhead Point-Chiswick 30.

B – To Birkenhead Point.

C – To Chiswick.

D – To Drummoyne.

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

15 April 1991

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

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

Route 491

HURSTVILLE – EARLWOOD – ASHFIELD – FIVE DOCK■

Timeline

21 March 2010: Commenced by State Transit Authority as part of general service review of Inner Western & Southern routes, replacing 499 between Hurstville & Earlwood, 471 & 472 between Earlwood & Ashfield & 409 between Ashfield & Five Dock. 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 21 March 2010

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

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

Alteration

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

Timetable Summary

21 March 2010

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

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

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

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

E – To Earlwood.

F – To Five Dock.

H – To Hurstville.

Route 492

DRUMMOYNE – BURWOOD – ROCKDALE■

- **Extended from Drummoyne to Birkenhead Point (1979-98)**
- **Campsie – Ramsgate Baths (Sundays, 1952-?)**

Timeline

26 March 1944:

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

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

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

7 September 1986:

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

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

1 January 2005: Became part of Contract Region 6.

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

Streets

Drummoyne – Rockdale

Circa 1946 (Gregory's Street Directory)

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

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

Alteration

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

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

Alterations

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

Drummoyne – Rockdale

Alterations

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

Timetable Summary

March 1967

Drummoyne – Rockdale routes 492, 494

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

7 September 1986

Drummoyne – Rockdale routes 492, 494

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Extended to Birkenhead Point on Sundays.

‡ Drummoyne-Birkenhead Point 4.

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

B – To Birkenhead Point.

D – To Drummoyne.

R – To Rockdale.

20 December 1996

Drummoyne – Campsie routes

492, 494, 499

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

Average day frequencies along common route:

- M-F Rockdale-Kingsgrove Depot (492, 494) 3 trips her hour.
Drummoyne-Campsie (492, 499) 15.
- Sat Drummoyne-Campsie (492, 499) 15.
- Sun Burwood-Campsie (492, 499) 3 trips per hour.

* More frequent in peak hours.

† Extended to Birkenhead Point on Sundays.

‡ Drummoyne-Birkenhead Point 4.

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

B – To Burwood.

C – To Campsie.

D – To Drummoyne.

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

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

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

H – To Hurstville.

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

K – To Kingsgrove Depot.

P – To Birkenhead Point.

R – To Rockdale.

21 March 2010

See 490

Route 492

CAMPSIE – KINGSGROVE (IRH Components) (INDUSTRIAL) ■

Timeline

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

November 1971: Ceased.

Route 493

CITY (York St) – RODD POINT ■

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

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

Timeline

15 June 1941: Full time service, City (York St) – Dobroyd Point, renumbered from 93. Operated by Department of Road Transport & Tramways.

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

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

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

General note: Revived as 495 from 19 October 1947.

Route 493

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

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

Timeline

14 June 1943:

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

1962: Ceased.

Route 493

ROCKDALE – KINGSGROVE (Edward St) ■

Timeline

(?):

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

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

Route 493

ROSELANDS – KINGSGROVE – ROCKDALE

Timeline

21 March 2010: Weekday off-peak service commenced by State Transit Authority, replacing parts of 411, 472 & 494, as part of general service review of Inner Western & Southern routes. 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 21 March 2010

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

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

Timetable Summary

21 March 2010

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

Route 494

DRUMMOYNE – BURWOOD – ROCKDALE via Edward St & Staples St, Kingsgrove ■

- **Extended from Drummoyne to Birkenhead Point (1979-94)**
- **Rerouted via Rodd Point (from 1986)**

Timeline

By 4 October 1943:

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

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

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

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

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

20 December 1996:

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

1 January 2005: Became part of Contract Region 6.

21 March 2010: Ceased as part of general service review of Inner Western & Southern routes. Service in Edward St & Staples St replaced by 491, 493 & 495. 492 continued to provide service to remainder of route.

Streets

Drummoyne – Rockdale

Circa 1946 (Gregory's Street Directory)

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

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

Alteration

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

Drummoyne – Rockdale (selected trips extended to Birkenhead Point)

Alterations

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

Drummoyne – Rockdale

Alteration

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

Rockdale – Campsie

Alterations

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

Timetable Summary

See 492.

Route 495

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

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

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

Timeline

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

15 June 1952: Ceased.

23 November 1952: Recommenced.

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

6 February 1987: Replaced by extended 436.

Streets

From June 1967

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

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

Timetable Summary

June 1967

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

Ph – Peak hours only (both directions)

Route 495

CHISWICK – STATE SPORTS CENTRE

Timeline

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

25 August 1995: Ceased without direct replacement.

Streets

From 20 March 1995

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

Timetable Summary

20 March 1995

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

Route 495

KINGSGROVE – BEXLEY NORTH

Timeline

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

4 June 2017: Ceased without replacement.

Streets

From 21 March 2010

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

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

Timetable Summary

21 March 2010

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

Route 496

HURSTVILLE – BELMORE – CHULLORA (Aircraft Production Commission)

(INDUSTRIAL) ■

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

Timeline

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

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

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

8 February 1993: Replaced by 021.

Route 497

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

Timeline

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

5 February 1993: Replaced by 020.

Route 498

DRUMMOYNE – CHULLORA Workshops (INDUSTRIAL) ■

Timeline

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

8 February 1993: Replaced by 025.

Route 499

CITY (Circular Quay) - EARLWOOD (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) ■

Timeline

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

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

23 July 1949: A similar service operated as 099.

Streets

Followed tram line as closely as possible.

Route 499

CAMPSIE – RAMSGATE Baths ■

Timeline

23 November 1952: Sunday service, Campsie – Ramsgate Baths, commenced by Department of Road Transport & Tramways.

30 November 1952: Renumbered 492.

Route 499

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

Timeline

28 October 1984: Commenced by Auburn Passenger Transport (part of Highway Tours group – JD (Jim) Hill). Bidirectional loop, running Sundays only, covering parts of 13, 14, 123 & 149 [1925 numbers].

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

Streets

From 28 October 1984

Clockwise

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

Anti-clockwise

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

Timetable Summary

28 October 1984

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

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

Route 499

HURSTVILLE – EARLWOOD – RODD POINT – DRUMMOYNE ■

Timeline

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

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

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

1 January 2005: Became part of Contract Region 6.

21 March 2010: As part of general service review of Inner Western & Southern routes, replaced by:

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

Streets

Hurstville – Earlwood

From 14 October 1996

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

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

Hurstville – Earlwood – Drummoyne

From 20 December 1996

From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Cross St, Crofts Av, Woodville St, Queens Rd, Croydon Rd, Kenyon Rd, Regent St, Illiffe St (**Bexley**), John St, Preddys Rd, Stoney Creek Rd, Staples St, Edward St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, Barnsbury Grv, New Illawarra Rd, Miller Av, Bexley Rd, Barnsbury Grv, Churchill St, Richard Cr, Barnsbury Grv, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St, Clarke St (**Earlwood**), Cameron Av, William St, Bexley Rd, Beamish St (**Campsie**), Brighton Av (**Croydon Park**), Georges River Rd, Greenhills St, Liverpool Rd, Devonshire St, Murray St, Tahlee St, Fitzroy St, Shaftesbury Rd, Clarence St, Burwood Rd (**Burwood**), Railway Pde, Shaftesbury Rd, Victoria St, Queen

St, Lang St (**Croydon**), Church St, Croydon Rd, Parramatta Rd, Great North Rd (**Five Dock**), First Av, Henley Marine Dr (**Rodd Point**), Brent St, Lyons Rd to Wrights Rd (Drummoyne bus turning area).

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

Alterations

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

Timetable Summary

14 October 1996

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

20 December 1996

See 492