



SYDNEY PRIVATE BUS ROUTES

Brief histories from 1925 to the present of private bus services in the metropolitan area of Sydney, New South Wales, Australia

Route Histories

Routes 1 – 25

in the 1925 number system

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

All routes in this section have ceased.

Routes 1 & 2

POTTS POINT (Challis Av) – CENTRAL RAILWAY via Darlinghurst Rd

- ***Post 31 October 1931 feeder: KINGS CROSS – TAYLOR SQUARE***

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Kings Cross Omnibus Service (William A Hales).

1926: Transferred to Comfort Coach Co (a subsidiary of Dalgety & Co). Australian General Omnibus Service (which had directors in common with Kings Cross Omnibus Service) was a competitor in the mid 1920s.

By date of Govt Gazette 15 October 1926: Use of 2 ceased. All trips ran as 1.

By date of Govt Gazette 22 February 1929: Curtailed to run Kings Cross – Central Railway.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act, but relicensed as a feeder route, Kings Cross – Taylor Square.

Soon after: Ceased.

Streets

Routes 1 & 2

Potts Point (Challis Av) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Potts Point (Victoria St at Challis Av) via Victoria St Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Route 1

Potts Point (Challis Av) – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Potts Point (Victoria St at Challis Av) via Victoria St, Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Elizabeth St, then reverse route to Challis Av (Potts Point).

Kings Cross – Central Railway

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Potts Point terminus altered from Victoria St/Challis Av to Kings Cross (Victoria St/Earl St).

Timetable Summary

September 1925

Routes 1 & 2

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Potts Point (Challis Av)-Central Railway	17	M-F	Challis Av	6.42am	Central Rly	11.54pm	10-20	
		Sat		6.42am		11.54pm	10-20	
		Sun		9.00am		11.54pm	10-20	

Route 1

Combined Routes 1/16

AUBURN – SILVERWATER Industrial Area

AUBURN – SILVERWATER (Skarratt St) via various routes

- **Extended from Silverwater (Skarratt St) to Ermington (1 or combined 1/16) (from 1983)**

Timeline

1 February 1932: Auburn – Silverwater (Skarratt St) via Hampstead Rd commenced by Stan Sinclair & LH (Arch) Schofield. Then or later shared part of route with 15.

9 January 1939:

- Selected trips ran via Rawson St (mostly at peak hours).
- Extra peak hour route, Auburn – Silverwater Industrial Area, then or later commenced.

August 1958: Stan Sinclair assumed full control on the death of Arch Schofield.

By March 1960: Operator incorporated (as Stan Sinclair Pty Ltd).

October 1960: Transferred to Willcox Bus Service (managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

By 1960s: Routes were:

- Auburn – Silverwater (Skarratt St) via Hampstead Rd.
- Auburn – Silverwater (Skarratt St) via Rawson St (mainly in morning peak hour)
- Auburn – Silverwater Industrial Area (mostly to various industrial sites).

1 July 1976: Transferred to Auburn Bus Services (RR, WC & EM (Bob, Bill & Elaine) Spackman).

November 1976:

- 1 & 15 combined as 1.
- Routes were:
 - Auburn – Silverwater (Skarratt St) via Hampstead Rd.
 - Auburn – Silverwater (Skarratt St) via Kihilla Rd
 - Auburn – Silverwater (Skarratt St) via Macquarie Rd.
 - Auburn – Silverwater (Skarratt St) via Rawson St (mainly in morning peak hour)
- Auburn – Silverwater Industrial Area transferred to 16.

By January 1983:

- 1 & 16 ran as combined 1/16:
 - Auburn – Silverwater (Skarratt St) – Ermington via Hampstead Rd
 - Auburn – Silverwater (Skarratt St) – Ermington via Kihilla Rd
- Saturday service combined as 1/16/168 (Auburn – Skarratt St – Parramatta).

Mid 1984: Auburn Bus Services transferred to Stephen Todd.

By March 1986:

- Combined 1/16 known as 1.
- Combined 1/16/168 replaced by trips on individual routes 1 & 168.

15 December 1986: Renumbered 406 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Route 1

Auburn – Silverwater (Skarratt St) via Hampstead Rd

Circa 1946 (Source: Gregory's Street Directory)

From Auburn [Station] via Rawson St, Hampstead Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St (Silverwater).

1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Rawson St, Hampstead Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St, Carnarvon St, Stubbs St, Fisher St to Skarratt St (Silverwater).

From Silverwater (Fisher St at Skarratt St) via Skarratt St, then reverse route to Rawson St, then Macquarie Rd, Hall St, Northumberland Rd, Rawson St to Auburn Station.

Auburn – Silverwater (Skarratt St) via Rawson St

Circa 1946 (Source: Gregory's Street Directory)

From Auburn [Station] via Rawson St, Parramatta Rd, Stubbs St, Adderley St, Skarratt St (Silverwater).

1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Rawson St, Parramatta Rd, Stubbs St, Adderley St, Skarratt St, Carnarvon St, Stubbs St, Fisher St to Skarratt St (Silverwater).

From Silverwater (Fisher St at Skarratt St) via Skarratt St, then reverse route to Rawson St, then Macquarie Rd, Hall St, Northumberland Rd, Rawson St to Auburn Station.

Combined Routes 1/16

Auburn – Silverwater (Skarratt St) – Ermington

January 1983 (Source: timetable)

Morning peak hour

From Auburn [Station] via Rawson St, Hampstead Rd, Parramatta Rd, Skarratt St (**Silverwater**), Carnarvon Rd, Silverwater Rd (Ermington)

From Ermington [shops] via Silverwater Rd, Carnarvon St, Melton St, Beaconsfield St, Stubbs St, Carnarvon St, Skarratt St (**Silverwater**), Adderley St, Newton St, then *either* Hampstead Rd *or* Kihilla Rd, to Auburn Station.

Midday

From Auburn [Station] via Rawson St, then *either* Hampstead Rd *or* Kihilla Rd, then Newton St, Adderley St, Skarratt St (**Silverwater**), Fisher St, Stubbs St, Beaconsfield St, Silverwater Rd (Ermington).

From Ermington [shops] via Silverwater Rd, Beaconsfield St, Wetherill St, Carnarvon St, Melton St, Beaconsfield St, Stubbs St, Fisher St, Skarratt St (**Silverwater**), Adderley St, Newton St, then *either* Hampstead Rd *or* Kihilla Rd, to Auburn Station.

Afternoon peak hour

From Auburn [Station] via Rawson St, then *either* Hampstead Rd *or* Kihilla Rd, then Newton St, Adderley St, Skarratt St (**Silverwater**), Fisher St, Stubbs St, Beaconsfield St, Silverwater Rd (Ermington).

From Ermington [shops] via Silverwater Rd, Egerton St, Day St, Derby St, Silverwater Rd, Parramatta Rd, Station Rd to Auburn Station.

Timetable Summary

1967

Auburn – Silverwater routes

1, 15

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
1: Auburn-Silverwater (Skarratt St)†	10	M-F	Auburn	5.40am	Auburn	11.11pm	A	
		Sat		6.45am	Skarratt St	8.10pm	B	
		Sun	Skarratt St	8.50am	Auburn	6.27pm	C	
15: Auburn-Silverwater (Skarratt St)‡	10	M-F	Skarratt St	5.25am	Skarratt St	11.05pm	A	
		Sat		6.30am		12.55pm	B	
		Sun						

Average day frequencies along common route:

M-F Auburn-Silverwater (Skarratt St) (1, 15) 15.

Sat AM Auburn-Silverwater (Skarratt St) (1, 15) 15.

Sat PM Auburn-Silverwater (Skarratt St) (1, 15) 30-90.

Sun Auburn-Silverwater (Skarratt St) (1), 6 trips from Skarratt St, 5 trips from Auburn.

† Via Rawson St or Hampstead Rd.

‡ Via Kihilla Rd or Macquarie Rd.

A – Morning peak hour:

From Auburn - all trips Route 1 via Rawson St.

From Skarratt St - Route 1 via Hampstead Rd or Route 15 via Macquarie Rd.

Day, Route 1 via Hampstead Rd 30, Route 15 via Kihilla Rd 60, Route 15 via Macquarie Rd 60.

Night, Route 1 via Hampstead Rd or Route 15 mostly via Kihilla Rd.

Also peak hours, Auburn – various factories in Silverwater.

B – Morning, Route 1 via Hampstead Rd 30, Route 15 via Kihilla Rd 60, Route 15 via Macquarie Rd 60.

Afternoon, Route 1 via Hampstead Rd 30-90.

C – 6 trips from Skarratt St, 5 trips from Auburn.

1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater (Skarratt St) via various routes	9	M-F	Skarratt St	5.45am	Auburn	6.50pm	A	
		Sat	Auburn	8.50am	Skarratt St	12.47pm	B	
		Sun						

Average day frequencies along common route:

M-F Auburn-Silverwater (Skarratt St) 60.

Sat Auburn-Silverwater (Skarratt St) 60

* More frequent in peak hours.

A – Morning peak hour:

From Auburn - all trips via Rawson St.

From Skarratt St - most trips via Hampstead Rd or Macquarie Rd.

Day & afternoon peak hour, most trips via Hampstead Rd or Macquarie Rd.

B – Via either Hampstead Rd or Kihilla Rd.

January 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater-Ermington	20	M-F	Auburn	6.13amE	Auburn	6.13pmE	B	
		Sat	Wetherill St	8.35amA		12.50pmW	4 trips	C
		Sun						
Auburn-Silverwater Industrial Area (Wetherill St)		M-F	Auburn	6.35am	Wetherill St	4.35pm‡	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

‡ Approximate time.

A – To Auburn.

B – Most trips via either Hampstead Rd or Kihilla Rd. Plus short-working/s before first trip and after last trip shown.

C – Service provided by combined 1/16/168.

E – To Ermington.

Ph – Peak hours only (both directions).

W – To Silverwater (Wetherill St).

Combined Routes 1/16

AUBURN – SILVERWATER (Skarratt St) – ERMINGTON

See Route 1

Combined Routes 1/16/168

AUBURN – SILVERWATER (Skarratt St) – PARRAMATTA

Timeline

By January 1983: Saturday service on 1, 16 & 168 provided by combined route 1/16/168.

By March 1986: Combined 1/16/168 replaced by trips on individual routes 1 & 168.

Streets

From January 1983 (Source: timetable)

From Auburn (Station) via Rawson St, Hampstead Rd, Newton St, Adderley St, Skarratt St (**Silverwater**), Fisher St, Stubbs St, Beaconsfield St, Melton St, Carnarvon St, Wetherill St, Beaconsfield St, Silverwater Rd, Parramatta Rd, then 168 to Parramatta.

From January 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater (Skarratt St)-Parramatta	40	M-F						
		Sat	Auburn	8.50am	Parramatta	12.10pm	3 trips	A
		Sun						

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

Route 2

POTTS POINT (Challis Av) – CENTRAL RAILWAY via Darlinghurst Rd

See Routes 1 & 2 above.

Route 2

RUSHCUTTERS BAY – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 27 May 1927: Renumbered from 204.

As at 1 August 1927: Being operated by Comcfort Coach Co.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

Streets

1927 (Source: Govt Gazette of 27 May 1927)

From Rushcutters Bay (northern end of Beach Rd) via Beach Rd, New South Head Rd, Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rushcutters Bay-Central Railway	22	M-F	R'cutters Bay	7.00am	Central Rly	8.45pm	50	A
		Sat		7.00am		8.45pm	50	
		Sun						
		Hols		12.50pm		8.45pm	50	

A – Extra trip Friday night.

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rushcutters Bay-Central Railway		M-F	R'cutters Bay	7.00am	Central Rly	10.25pm	50	
		Sat		7.00am		10.25pm	50	
		Sun		2.27pm		9.32pm	50	

Route 2

ST MARYS – DUNHEVED/ROPES CREEK Factory (Industrial) Area

ST MARYS – HOSTEL

ST MARYS – LETHBRIDGE PARK

ST MARYS – NORTH ST MARYS

ST MARYS – OXLEY PARK

ST MARYS – SOUTH ST MARYS

ST MARYS – ST CLAIR

ST MARYS – ST MARYS (Carpenter St)

ST MARYS – TREGEAR – MT DRUITT

ST MARYS – WILLMOT – MT DRUITT

Timeline

September 1945: St Marys – Oxley Park commenced by FP (Fred) Bowman.

1955: Dick Rowe (proprietor of 70-72) & Fred Bowman jointly provided a peak hour service Wallgrove Migrant Camp – St Marys Munitions Factory (Dunheved/Ropes Creek) area. It is not known which, if any, route number applied to this service.

By 1 December 1957:

- Operator's name changed to Bowmans Bus Service.
- Extra route, St Marys – Dunheved (Factory Area), commenced.
- Extra route, St Marys – Hostel (location?), commenced (when ceased or extended?).

October 1961: Extended in St Marys "to take in new residential areas" [as per *Truck & Bus Transportation*, December 1961] (where?). [Collins Street Directory of circa 1962 suggests St Marys – St Marys (Carpenter St) was the next route to commence.]

By 20 September 1965: Extra routes commenced:

- St Marys – St Marys (Carpenter St) (*but see also under October 1961 entry above*)
- St Marys – North St Marys.

By September 1969: Extra route, St Marys – Tregear, commenced.

By April 1970: Extra routes commenced:

- St Marys – Lethbridge Park via Luxford Rd
- St Marys – Lethbridge Park via Government [now Forrester] Rd.

By 14 November 1971: Extra route, St Marys – South St Marys (Marsden Rd), commenced.

By about 1972: Extra route, St Marys – Willmot, commenced.

By 1974: St Marys – Tregear extended from Tregear to Mt Druitt.

By 20 July 1975:

- South St Marys service extended from Marsden Rd to Bennett Rd.
- Extra route, Mt Druitt – Willmot, commenced.

By 17 August 1981: Extra route, St Marys – St Clair, commenced.

September 1983: Transferred to Bosnjak-St Marys Bus Service (Bosnjak family, proprietors; Roger L Graham, general manager).

1 February 1984:

- Reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 1*):
 - 766 Mt Druitt – Willmot
 - 767 Mt Druitt – St Marys
 - 768 St Marys – Lethbridge Park
 - 769 St Marys – North St Marys
 - 770 St Marys – Oxley Park
 - 771 St Marys – Colyton
 - 772 St Marys – St Clair
 - 773 St Marys – West St Clair
 - 774 Mt Druitt – St Clair
- St Marys – Dunheved/Ropes Creek Industrial Area continued as an unnumbered route.

Streets

St Marys – Oxley Park

1970 (Source: RGH notes/timetables)

Morning

From St Marys (Station St at station) via Queen St, Great Western Hwy, Melbourne St, Brisbane St (**Oxley Park**), Perth St, Adelaide St, Sydney St, Brisbane St, Australia St, Great Western Hwy, Queen St, Station St to St Marys Station.

Afternoon

From St Marys (Station St at station) via Queen St, Great Western Hwy, Australia St, Brisbane St, Sydney St, Adelaide St, Perth St, Melbourne St, Brisbane St (**Oxley Park**), Great Western Hwy, Queen St, Station St to St Marys Station.

St Marys – St Marys (Carpenter St)

1970 (Source: RGH notes/timetables)

From St Marys (Station St at station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carpenter St (**Colyton**), Bennett Rd, Desborough St, Hewitt St, Carpenter St, Monfarville St, Lonsdale St, Mamre Rd, Queen St, Station St to St Marys Station.

St Marys (Chatsworth Rd) extension: From Hewitt St/Desborough St via Hewitt St to Chatsworth Rd. Reverse on return. By 1971, extension curtailed to Shepherd St (due to construction of Western Motorway).

Alteration

1981 (Source: Timetable): Ex St Marys from Bennett Rd via Barr St, Shepherd St, Hough Rd, Turner St, Jensen St, Hewitt St.

St Marys – North St Marys

1970 (Source: RGH notes/timetables)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Debrincat Av, Birch St, Wilga St, Poplar St, Mallee St, Maple Rd, Cypress Rd, Magnolia St, Debrincat Av, Jackaranda St (**North St Marys**), Wattle Av, Griffiths St, Catalina St, Government [now Forrester] Rd, Glossop St, Phillip St, Queen St, Station St to St Marys Station.

Alteration

By 1973 (Source: timetable): To approach St Marys Station from Glossop St via Phillip St, Lethbridge St, Station St.

St Marys – Tregear

1970 (Source: RGH notes/timetables)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Ellsworth Dr, Rymill Rd, Hatherton Rd (**Tregear**), Luxford Dr, Aurora Dr, Debrincat Av, Glossop St, Phillip St, Queen St, Station St to St Marys Station.

Alterations

- **By 1973** (Source: *timetable*): To approach St Marys Station from Glossop St via Phillip St, Lethbridge St, Station St.
- **By 1975** (Source: *timetable*): Tregear Loop operated in reverse direction.

St Marys – Lethbridge Park via Government [now Forrester] Rd

Pre-1970 (Source: *incomplete data in undated timetable*)

Loop in Lethbridge Park via Rymill Rd, Government [now Forrester] Rd, Woodstock [now Palmyra] Av, Luxford Rd, Ellsworth Rd.

Likely route between St Marys Station and Lethbridge Park same as in 1970 below.

1970 (Source: *RGH notes/timetables*)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Government [now Forrester] Rd, Ellsworth Dr, Rymill Rd, Hatherton Rd, Government [now Forrester] Rd, Palmyra Rd, Luxford Dr, Halmahera Cr (**Lethbridge Park**), Bougainville Rd, Luxford Dr, Hatherton Rd, Rymill Rd, Ellsworth Dr, Government [now Forrester] Rd, Glossop St, Phillip St, Queen St, Station St to St Marys Station.

Alteration

By 1973 (Source: *timetable*): To approach St Marys Station from Glossop St via Phillip St, Lethbridge St, Station St.

St Marys – Willmot

1972 (Source: *timetable*)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Luxford Dr, Palmyra Rd (**Lethbridge Park**), Captain Cook Dr, Van Diemen Av (**Willmot**), Discovery Av, Captain Cook Dr, Palmyra Rd, Luxford Dr, Ellsworth Dr, Aurora Dr, Debrincat Av, Glossop St, Phillip St, Lethbridge St, Station St to St Marys Station.

St Marys – Willmot – Mt Druitt

1975 (Source: *timetable*)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Luxford Dr, Palmyra Rd (**Lethbridge Park**), Captain Cook Dr, Van Diemen Av (**Willmot**), Discovery Av, Captain Cook Dr, Palmyra Rd, Forrester Rd, Hatherton Rd, Luxford Dr, Belmore Rd, North Pde to Mt Druitt bus terminal.

From Mt Druitt (bus terminal) via reverse route to Phillip St, then Lethbridge St, Station St to St Marys Station.

St Marys – Tregear – Mt Druitt

1975 (Source: *timetable*)

From St Marys (Station St at station) via Queen St, Phillip St, Glossop St, Debrincat Av, Aurora Dr, Ellsworth Dr, Rymill Rd, Hatherton Rd (**Tregear**), Luxford Dr, Gasmata Cr, Luxford Dr (**Whalan**), Belmore Rd, North Pde to Mt Druitt Station.

From Mt Druitt (bus terminal) via reverse route to Phillip St, then Lethbridge St, Station St to St Marys Station.

St Marys – South St Marys

1975 (Source: *timetable*)

From St Marys (Station St at station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd (**Colyton**), Bennett Rd, Shepherd St, Hough Rd, Turner St (**South St Marys**), Gilmour Rd, Shepherd St, then reverse route to St Marys Station.

St Marys – St Clair

1981 (Source: *timetable*)

From St Marys (Station St at station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carrington St, Murray St, Desborough Rd, Bennett Rd (**Colyton**), St Clair Av, Rochford St, Melville Rd, Moore St, Endeavour Rd, Banks Dr, Blackwell Av, The Grandstand (**St Clair**), Blackwell Av, Banks Dr, Bennett Rd (**Colyton**), Desborough Rd, Murray St, Carrington St, Monfarville St, Lonsdale St, Mamre Rd, Queen St, Station St to St Marys Station.

Timetable Summary

1 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park	12	M-F	Oxley Park	5.53am	St Marys	6.32pm	60*	
		Sat		6.38am		6.55pm	20-40	A
		Sun						
St Marys-Hostel	10	M-F	Hostel	7.11am	St Marys	5.32pm	5 trips	
		Sat		7.20am		12.12pm	4 trips	
		Sun						
St Marys-Factory Area (Dunheved)	5	M-F	St Marys	6.55am	Factory area	4.07pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service. Plus picture bus Saturday night.

Ph – Peak hours only. Selected trips through-routed with other parts of 2.

20 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park	12	M-F	Oxley Park	5.33am	St Marys	7.05pm	60*	
		Sat		6.38am		6.55pm	20-60	A
		Sun						
St Marys-Carpenter St	10	M-F	Carpenter St	5.32am	St Marys	7.05pm	30*	
		Sat		6.05am		6.55pm	15-60	A
		Sun		7.55am		5.50pm	60	B
St Marys-North St Marys	12	M-F	North St Marys	5.40am	St Marys	6.40pm	60*	
		Sat		7.20am		5.25pm	20-60	
		Sun						
St Marys-Factory area (Dunheved)	6	M-F	St Marys	6.37am	Factory area	4.05pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Plus picture bus Saturday night.

B – Gap in service.

Ph – Peak hours only. Selected trips through-routed with other parts of 2.

20 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Oxley Park	24 round trip	M-F	Oxley Park	5.24am	St Marys	7.00pm	60*	
		Sat		6.49am		6.25pm	20	
		Sun		8.05am		5.55pm	60	A
St Marys-St Marys (Carpenter St)	30 round trip	M-F	Carpenter St	4.57am	St Marys	9.10pm	30*	
		Sat		5.16am		7.55pm	AM 20 PM 30	
		Sun		8.12am		6.55pm	60	A
St Marys-North St Marys	17 round trip	M-F	North St Marys	5.29am	St Marys	6.40pm	30-60	
		Sat		7.13am		12.50pm	30	
		Sun		7.52am		10.30am	60	
St Marys-South St Marys	31 round trip	M-F	Sth St Marys	5.22am	St Marys	7.00pm	40*	
		Sat		7.03am		12.00nn	40	
		Sun						
St Marys-Tregear-Mt Druitt	25	M-F	Tregear	4.59amS	St Marys	5.45pmM	B	
			Mt Druitt	7.55amS		10.00pmT		
		Sat	Tregear	5.16amS		12.45pmM	C	
			Mt Druitt	7.52amS		9.55pmT		
		Sun	Tregear	7.36amS	Tregear	9.23pmS	60	D
St Marys-Lethbridge Park via Forrester Rd	30 round trip	M-F	Lethbridge Pk	4.59am	St Marys	10.00pm	35*	
		Sat		5.14am		9.55pm	30	D
		Sun		7.34am		8.55pm	60	D
St Marys-Willmot via Luxford Rd	35 round trip	M-F	Willmot	4.53am	St Marys	10.00pm	30*	
		Sat		5.05am		9.55pm	20-40	
		Sun		7.27am		8.55pm	60	
Mt Druitt-Willmot	40 round trip	M-F	Willmot	7.55am	Mt Druitt	5.15pm	60	E
		Sat		7.55am		12.18pm	50	
		Sun						

Various routes combined at nights, on Saturday afternoons & Sundays.

* More frequent in peak hours.

A – Gap in service.

B – Early morning & night, St Marys-Tregear. Day, St Marys-Mt Druitt 20*. Extra trips Thursday night.

C – Early morning & night, St Marys-Tregear. Morning, St Marys-Mt Druitt 20. Afternoon, St Marys-Tregear 30, combined with St Marys-Lethbridge Park.

D – Saturday afternoon & most Sunday trips, St Marys-Tregear & St Marys-Lethbridge Park combined.

E – Through-routed to St Marys. Extra trips Thursday nights.

M – To Mt Druitt.

S – To St Marys.

T – To Tregear.

Route 3

POTTS POINT (Wylde St) – CENTRAL RAILWAY via Darlinghurst Rd

- **Post 31 October 1931 feeder: POTTS POINT – TAYLOR SQUARE**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Kings Cross Bus Co (William A Hales).

1926: Transferred to Comfort Coach Co (a subsidiary of Dalgety & Co). Australian General Omnibus Service (which had directors in common with Kings Cross Omnibus Service) was a competitor in the mid 1920s.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

By 1932: Relicensed as a feeder, Taylor Square – Potts Point (Wylde St), operated by United Motors (McNicol Brothers).

1 October 1933: Taken over by Department of Road Transport & Tramways, temporarily as 3 (later part of Town Hall – Wylde St trolley bus route).

Streets

Potts Point (Wylde St) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Potts Point (Wylde St at St Neots Av) via Wylde St, Macleay St, Darlinghurst Rd (**Kings Cross**), Victoria St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, then reverse route to St Neots Av (Potts Point).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Potts Point from Darlinghurst Rd via Oxford St, Liverpool St, Elizabeth St. Ex Central Railway from Eddy Av (Central Railway) via Elizabeth St, then reverse route.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Potts Point (Wylde St)-Central Railway	18	M-F	Wylde St	6.37am	Central Rly	12.02am	10-15	
		Sat		6.37am		12.02am	10-15	
		Sun		8.41am		12.02am	10-30	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Potts Point (Wylde St)-Central Railway	20	M-F	Wylde St	6.37am	Central Rly	11.40pm	10-20	
		Sat		6.37am		11.40pm	10-20	
		Sun		9.20am		11.40pm	AM 45-60 PM 10-20	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Potts Point (Wylde St)-Central Railway		M-F	Wylde St	6.40am	Central Rly	11.40pm	10	
		Sat		6.40am		11.40pm	10	
		Sun		9.20am		11.40pm	AM 45 PM 10	

Route 3

PARRAMATTA – EAST PARRAMATTA – BURNSIDE HOMES

PARRAMATTA – NORTH PARRAMATTA – EAST PARRAMATTA (Webb St) (bidirectional loop)

Timeline

October 1946: Parramatta – Burnside Homes via Macarthur St commenced by LV Gallagher.

By 1948: Trips ran *either* via Brabyn St *or* via Buller St, usually running from Parramatta by one route and returning by the other, creating a form of bidirectional loop.

January 1948: Transferred to Parramatta-Epping Bus Service (Moore family).

June 1951: Transferred to Alfred J Richards. Timetable dated 1 October 1951 shows operator as Burnside Bus Service.

May 1953(?): Transferred to WC Allison (but timetable dated 5 May 1956 shows AJ Richards as proprietor).

By 1961: Curtailed from Burnside Homes to North Parramatta (Katia St/Romani St).

July 1969: Transferred to OW & CS Bevan.

16 March 1971: Amalgamated with 164 (Parramatta – East Parramatta (Webb St)) as 3 Parramatta – North Parramatta – East Parramatta (Webb St) – Parramatta, in an enlarged bidirectional loop. Trips running generally anti-clockwise regarded as “East Parramatta” trips (as they travelled to that point first after leaving Parramatta) and those running generally clockwise as “Webb St” (previous 164 terminus name) trips.

By 4 September 1972: Transferred to East Parramatta Bus Lines (Bruce Whiteoak).

February 1984: Transferred to Harris Park Transport (Moore family).

24 January 1994: Transferred to North & Western Bus Lines (KA (Ken) Butt), rerouted & absorbed into 546, Parramatta – Bettington Rd Loop (already in the Sydney Region Route Number System) (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Parramatta – Burnside Homes

Circa 1948 (Source: Gregory's Street Directory)

Via Brabyn St

From Parramatta [Station] via Macquarie St, Church St, Darcy St, Taylor [now Smith] St, Macquarie St, Harris St, Macarthur St, Thomas St, Rydalmere Av [now James Ruse Dr] (**East Parramatta**), Tennyson St, Pemberton St, Thomas St, Wandsworth Rd, Brabyn St, Isabella St, Buller St, Bellevue St, Romani St, Burnside St, Pennant Hills Rd (Burnside Homes).

Via Buller St

From Parramatta via Macquarie St, Church St, Darcy St, Taylor [now Smith] St, Macquarie St, Harris St, Macarthur St, Thomas St (**East Parramatta**), Betts St, Buller St, Fennell St, Brickfield St, Albert St, Buller St, Bellevue St, Romani St (**North Parramatta**), Burnside St, Pennant Hills Rd (Burnside Homes).

Parramatta – North Parramatta – East Parramatta – Parramatta via Brabyn St & Buller St (bidirectional loop)

May 1970 (Source: RGH notes)

Via Brabyn St, then Buller St

From Parramatta (Darcy St at Church St) via Church St, Macquarie St, Marsden St, George St, Harris St, Macarthur St, Thomas St, Rydalmere Av [now James Ruse Dr], Tennyson St, Pemberton St (**East Parramatta**), Thomas St, Wandsworth St, Brabyn St, Isabella St, Buller St, Bellevue St, Katia St, Romani St (**North Parramatta**), Bellevue St, Buller St, Albert St, Brickfield St, Fennell St, Buller St, Betts St, Thomas St, Macarthur St, Harris St, George St, Smith St, Darcy St to Parramatta Station.

Alteration

By June 1970 (Source: RGH notes): From Thomas St (eastward) via Pemberton St, Victoria Rd, Brabyn St.

Via Buller St, then Brabyn St

From Parramatta (Darcy St at Church St) via Church St, Macquarie St, Marsden St, George St, Harris St, Macarthur St, Thomas St, Betts St, Buller St, Fennell St, Brickfield St, Albert St, Buller St, Bellevue St, Katia St, Romani St (**North Parramatta**), Bellevue St, Buller St, Isabella St, Brabyn St, Wandsworth St, Thomas St, Rydalmere Av [now James Ruse Dr], Tennyson St, Pemberton St (**East Parramatta**), Thomas St, Macarthur St, Harris St, George St, Smith St, Darcy St to Parramatta Station.

Alterations

- *By June 1970 (Source: RGH notes):* From Brabyn St via Victoria Rd, Pemberton St, Thomas St.
- *From 15 September 1985 (date of opening of Church St mall):* From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St. Return from Smith St to Parramatta interchange.

Parramatta – North Parramatta – East Parramatta (Webb St) – Parramatta (bidirectional loop)

1986 (Source: RGH notes)

“East Parramatta” (anti-clockwise) trips

From Parramatta (interchange, Station St) via Darcy St, Church St, Argyle St, Marsden Rd, George St, Harris St, Macarthur St, Thomas St, Pemberton St (**East Parramatta**), Victoria Rd, Wandsworth St, Thomas St, Elizabeth St, Brickfield St, Fennell St, Buller St, Isabella St, Barton St, Murray St, **Webb St**, Gladstone St, Buller St, Bellevue St, Katia St, Romani St (**North Parramatta**), Brickfield St, Gladstone St, Sorrell St, Isabella St, Brickfield St, Victoria Rd, Church St, George St, Smith St to Parramatta interchange.

“Webb St” (clockwise) trips

From Parramatta (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden Rd, George St, Church St, Victoria Rd, Brickfield St, Isabella St, Sorrell St, Gladstone St, Brickfield St, Romani St (**North Parramatta**), Katia St, Bellevue St, Buller St, Gladstone St, **Webb St**, Murray St, Barton St, Isabella St, Buller St, Fennell St, Brickfield St, Elizabeth St, Thomas St, Pemberton St (**East Parramatta**), Victoria Rd, Wandsworth St, Thomas St, Macarthur St, Harris St, Macquarie St, Smith St to Parramatta old interchange.

1988 (Source: timetable)

"East Parramatta" (anti-clockwise) trips

From Parramatta (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden Rd, George St, Harris St, Macarthur St, Thomas St, Pemberton St (**East Parramatta**), Victoria Rd, Wandsworth St, Thomas St, Elizabeth St, Brickfield St, Fennell St, Buller St, Isabella St, Barton St, Murray St, **Webb St**, Gladstone St, Buller St, Bellevue St (**North Parramatta**), Brickfield St, Victoria Rd, Church St, George St, Smith St to Parramatta old interchange.

"Webb St" (clockwise) trips

From Parramatta (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden Rd, George St, Church St, Victoria Rd, Brickfield St, Bellevue St (**North Parramatta**), Buller St, Gladstone St, **Webb St**, Murray St, Barton St, Isabella St, Buller St, Fennell St, Brickfield St, Elizabeth St, Thomas St, Pemberton St (**East Parramatta**), Victoria Rd, Wandsworth St, Macarthur St, Harris St, Macquarie St, Smith St to Parramatta old interchange.

Timetable Summary

1 October 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Burnside Homes	19	M-F	Burnside Hms	6.01am	Parramatta	7.05pm	40	A
		Sat		6.20am		7.05pm	40	A
		Sun		8.50am		7.30pm	40	

A – Plus picture bus Wednesday & Saturday nights.

13 June 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-East Parramatta	29 round trip	M-F	E Parramatta	5.48am	Parramatta	7.07pm	30	
		Sat		6.50am		7.05pm	30	A
		Sun						

A – Plus picture bus Saturday night.

4 September 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-East Parramatta (Webb St)	26 round trip	M-F	Webb St	5.36am	Parramatta	6.40pm	35	A
		Sat		7.15am		1.10pm	30	A
		Sun						

A – Trips generally ran alternately clockwise and anti-clockwise.

Route 4

ELIZABETH BAY – CENTRAL RAILWAY via Darlinghurst Rd

- **Post 31 October 1931 feeder: ELIZABETH BAY – TAYLOR SQUARE**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Kings Cross Bus Co (William A Hales).

1926: Transferred to Comfort Coach Co (a subsidiary of Dalgety & Co). Australian General Omnibus Service (which had directors in common with Kings Cross Omnibus Service) was a competitor in the mid 1920s.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

1932: Relicensed as a feeder, Taylor Square – Elizabeth Bay, operated by United Motors (McNicol Brothers).

1 October 1933: Taken over by Department of Road Transport & Tramways.

Streets

Elizabeth Bay – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Elizabeth Bay (Elizabeth Bay Rd at garden plot [now Macleay Res]) via Elizabeth Bay Rd, Darlinghurst Rd (Kings Cross), Victoria St, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, then reverse route to Elizabeth Bay.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway from Eddy Av (Central Railway) via Elizabeth St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Elizabeth Bay-Central Railway	18	M-F	Elizabeth Bay	7.03am	Central Rly	11.35pm	10-30	
		Sat		7.03am		11.35pm	10-30	
		Sun		1.46pm		11.35pm	10-30	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Elizabeth Bay-Central Railway		M-F	Elizabeth Bay	6.27am	Central Rly	11.30pm	50	
		Sat		6.27am		11.30pm	50	
		Sun		8.51am		11.30pm	50	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Elizabeth Bay-Central Railway		M-F	Elizabeth Bay	6.35am	Central Rly	11.35pm	40	
		Sat		6.35am		11.35pm	40	
		Sun		8.54am		11.15pm	40	

Route 4

BANKSTOWN – CHULLORA – PUNCHBOWL – ROSELANDS

(Areas of Chullora served by this route are now in Greenacre.)

Timeline

1946: Bankstown – Cardigan Rd, Chullora commenced by XL Transport Co (Alfred, Henry & Eric O'Hara).

11 March 1955: Transferred to GP Bus Co (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje), although buses were signwritten "Narwee Bus Co".

16 September 1957: Extended from Chullora to Punchbowl.

October 1958: GP Bus Co became part of Punchbowl Bus Co when Punchbowl Bus Co was transferred to the owners of Narwee Bus Co.

By 1961(?): Punchbowl – Chullora Workshops trips on 190 absorbed into 4 (when ceased?).

October 1965: Extended from Punchbowl to Roselands, when shopping centre opened.

6 November 1967: 4 & 28 amalgamated as 244, Bankstown – Chullora – Punchbowl – Roselands – Narwee – Hurstville [1925 numbers].

Streets

Bankstown – Chullora

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via North Tce, Chapel Rd, Rickard Rd, The Appian Way, The Mall, Stacey St, Wattle St, Noble Av, Banksia Rd (**Greenacre**), Waterloo Rd, Cardigan Rd (**Chullora**), Noble Av, then reverse route to Bankstown.

15 October 1956 (Source: timetable)

From Bankstown (North Tce at station) via Fetherstone St, The Mall, Stacey St, Wattle St, Noble Av, Banksia Rd (**Greenacre**), Waterloo Rd to Cardigan Rd (**Chullora**).

From Chullora (Cardigan Rd/Waterloo Rd) via Noble Av, then reverse route to The Mall, then Appian Way, North Tce to Bankstown Station.

Most Saturday trips: Via Rawson Rd instead of Cardigan Rd.

Bankstown – Chullora – Punchbowl – Roselands

1965 (Source: timetable)

From Roselands (shops) via Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd, Dudley St, The Boulevard (Punchbowl), Highclere Av, Wattle St, Waterloo Rd, Juno Pde, Maiden St, Norfolk Rd (Greenacre), Waterloo Rd, Cardigan St, Noble Av, Wattle St, Stacey St, North Tce to Bankstown Station.

Trips via Henry St: Via Henry St instead of Highclere Av.

Timetable Summary

15 October 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora	13	M-F	Chullora	7.05am	Punchbowl	7.05pm	30	
		Sat		8.20am		6.45pm	30	A
		Sun						

A – Gap in service. Plus picture bus Saturday night.

1 June 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora-Punchbowl	28	M-F	Punchbowl	6.29am	Bankstown	10.30pm	30	A
		Sat		7.40am		7.28pm	AM 30 PM 60	A
		Sun		8.46am		8.10pm	60	

A – Plus picture bus Friday & Saturday nights.

Route 5

HAMPDEN PARK – CENTRAL RAILWAY

(Hampden Park is now known as Trumper Park, located in Paddington.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Johnson Bros (Stanley M & William E Johnson).

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hampden Park (Hampden St at Cascade St) via Hampden St, Glenmore Rd, New South Head Rd, Bayswater Rd (Kings Cross), William St, College St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, then reverse route to Hampden Park.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway from Eddy Av (Central Railway) via Elizabeth St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hampden Park-Central Railway	15	M-F	Hampden Park	7.26am	Central Rly	7.48pm	40	
		Sat		7.26am		7.48pm	40	
		Sun		9.24am		7.48pm	40	

Route 5

EAST BELLEVUE HILL – CENTRAL RAILWAY

- **Post 31 October 1931 feeder: ROSE BAY – BONDI JUNCTION – EDGECLIFF Post Office**

Timeline

By date of Govt Gazette 22 February 1929: Commenced by Blue Transit Co (Bardsley & Warburton families).

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

1932: Relicensed as a feeder, Rose Bay – Bondi Junction – Edgecliff Post Office.

16 March 1933: Curtailed to operate Rose Bay – Bondi Junction.

17 June 1933: Ceased, as route was served by Department of Road Transport & Tramways 159, Central Railway – Bondi Junction via East Bellevue Hill, which had started on 14 May 1933.

Streets

East Bellevue Hill – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

From East Bellevue Hill (O'Sullivan Rd at Old South Head Rd) via O'Sullivan Rd, Boronia Rd, Bunyula Rd, Latimer Rd, Balfour Rd, Plumer Rd, Salisbury Rd, Beresford Rd, Drumalbyn Rd, Victoria Rd, New South Head Rd (**Double Bay**), Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
East Bellevue Hill-Central Railway		M-F	Central Rly	6.35am	Central Rly	11.05pm	30	
		Sat		6.35am		11.05pm	30	
		Sun		1.05pm		11.05pm	30	

Route 5

ROCKDALE – ARNCLIFFE (east side)

Timeline

1947: Commenced by Thornton E Harrigan.

1949: Ceased, possibly replaced by diversion of 129.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Rockdale [Station] via King St, Princes Hwy, Bestic St, Cameron St, Tabrett St, Short St, Spring St, Marinea St, Terry St, Segenhoe St, Wickham St, Forest Rd, Eden St (Arncliffe).

Route 5

AUBURN – SOUTH GRANVILLE – GUILDFORD

Timeline

24 September 1956: The Guildford – South Granville (Oakleigh Av/Clyde St) section of 97 transferred from VP Munday to Stone Bros (by 1957 trading as Stone Bros Transport) (Arthur & Jim Stone) & renumbered 5. On this route, operator also traded as Guildford Bus Service, at least until 1961.

18 March 1957: Extended on one-month trial from South Granville (Oakleigh Av/Clyde St) to Auburn, with the opening of the bridge in Wellington Rd over Duck Creek. Trial confirmed as permanent in April 1957.

5 April 1969: Monday–Friday trips between 9am and 3pm and all Saturday trips altered to run via Northcote St and Chisholm Rd instead of Park and Wellington Rds, to replace 149 when reduced to a peak hour service. Service in Park Rd already being provided by 13. Applied to all trips from 9 September 1976.

April 1978: Transferred to Todd's Bus Services (a member of the Cumberland Bus Group).

22 February 1984: Transferred to Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

31 July 1985: Renumbered part of 917 in the Sydney Region Route Number System, as part of general reorganization of Auburn Passenger Transport's routes (*see Private Route Histories – Contract Region 13*).

Streets

Guildford – South Granville (Oakleigh Av)

From 24 September 1956 (Source: Cumberland Argus, 19 September 1956, courtesy Arthur Naylor)

From Guildford (Station) via Guildford Rd, Montgomery Av, Clyde St, Oakleigh Av (South Granville).

From South Granville (Oakleigh Av) via Blaxcell St, Guildford Rd to Guildford Station.

Auburn – Guildford

From 18 March 1957 (Source: Cumberland Argus, 6 February 1957, courtesy Arthur Naylor)

From Guildford (Station) via Guildford Rd, Excelsior St, Rawson Rd (**South Granville**), Robertson St, Guildford Rd, Blaxcell St, Chiswick St, Clyde St, Wellington Rd, Park Rd, Beatrice St, Auburn Rd to Auburn Station.

1965 (Source: RGH notes)

From Auburn (South Pde at station) via Auburn Rd, Beatrice St, Park Rd, Wellington Rd, Clyde St, Chiswick Rd, Blaxcell St, Guildford Rd, Robertson St, Rawson Rd (**South Granville**), Excelsior St, Guildford Rd, Talbot Rd, Mountford Av, Railway Tce to Guildford Station.

From Guildford (Railway Tce at Guildford Rd at station) via Guildford Rd, then reverse route to Park Rd, then South Pde to Auburn Station.

Alteration

From 5 April 1969 (Source: RGH notes/timetable) (off-peak from this date, but all trips from 9 September 1976):

From Auburn via Auburn Rd, Mary St, Alice St, Northcote St, Chisholm Rd, Wellington Rd. Ex Guildford from Wellington Rd via Chisholm Rd, Northcote St, Alice St, South Pde to Auburn Station.

Timetable Summary

24 September 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-South Granville (Oakleigh Av)	7	M-F	Oakleigh Av	6.42am	Guildford	6.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

1 June 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Guildford	25	M-F	Auburn	6.50am	Guildford	6.31pm	30	A
		Sat		7.43am		1.20pm	30	
		Sun						

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

20 October 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Guildford	25	M-F	Auburn	6.05am	Guildford	6.32pm	30*	A
		Sat		8.05am		12.50pm	30	B
		Sun						

* More frequent in peak hours.

A – Peak hour trips via Park Rd. Off-peak trips via Chisholm Rd.

B – Via Chisholm Rd.

26 October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Guildford	22	M-F	Guildford	6.25am	Guildford	5.55pm	45*	A
		Sat	Auburn	8.05am		12.15pm	45	
		Sun						

* More frequent in peak hours.

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

Route 5

PARRAMATTA – ERMINGTON – SYDNEY OLYMPIC PARK

Timeline

20 April 1998:

- Commenced by Parramatta-Ryde Bus Service (Riverside Bus & Coach Service) (Ferris family & KA (Ken) Butt) on behalf of the Olympic Roads & Transport Authority.
- Route number 5 apparently arbitrarily allocated by Olympic Roads & Transport Authority.

November 1998: Renumbered 555 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

1998 (*Source: timetable*)

From Parramatta (interchange ?) via (?), Church St, Victoria Rd, **Ermington** shops, Silverwater Rd, Holker St to (?) (Sydney Olympic Park).

Timetable Summary

1998

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Sydney Olympic Park	29	M-F	Parramatta	6.00am	Olympic Park	6.30pm	30	
		Sat		8.30am		5.00pm	60	
		Sun		8.30am		5.00pm	60	

Route 6

ROSE BAY HEIGHTS – ROSE BAY – CENTRAL RAILWAY

- Post 31 October 1931 feeder: ROSE BAY HEIGHTS – ROSE BAY**

(Rose Bay Heights is now known as Dover Heights.)

Timeline

As at date of Govt Gazette 13 November 1925: Rose Bay (Dover Rd) – Central Railway being operated by J Hamers. Also operated for a period by Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart)

By date of Govt Gazette 22 February 1929: Extended in Rose Bay from Dover Rd to Dover St/Victory St.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

1932: Relicensed as feeder, Rose Bay Heights – Rose Bay (Dover Rd/New South Head Rd). By this date, being operated by Blue Transit Co (FJ (Frank) Bardsley).

26 March 1933: Replaced by Department of Road Transport & Tramways 66, Bondi Junction – Dover Rd, Rose Bay.

Streets

Rose Bay – Central Railway

1925 (*Source: Govt Gazette of 13 November 1925*)

From Rose Bay (Dover Rd at New South Head Rd) via Dover Rd, New South Head Rd (**Double Bay**), Bayswater Rd (**Kings Cross**), Victoria St, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, then reverse route to Rose Bay.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway from Eddy Av via Elizabeth St, Liverpool St, Oxford St, Darlinghurst Rd, Bayswater Rd. Reverse on return.

Rose Bay Heights – Rose Bay – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

Extended from Rose Bay (Dover Rd/New South Head Rd) via Dover Rd, Dover St [now Rd] to Victory St (Rose Bay Heights). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay-Central Railway	35	M-F	Rose Bay	6.44am	Central Rly	11.00pm	15	
		Sat		6.44am		11.00pm	15	
		Sun		9.22am		10.37pm	15	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay-Central Railway	35	M-F	Rose Bay	6.40am	Central Rly	11.18pm	40	
		Sat		6.40am		11.18pm	40	
		Sun		12.40pm		10.38pm	40	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay Heights-Central Railway		M-F	Rose Bay Hts	6.35am	Central Rly	11.48pm	50	
		Sat		6.35am		11.48pm	50	
		Sun		1.15pm		10.48pm	50	

Route 6

ARNCLIFFE – EARLWOOD – BEXLEY

- **Extended from Bexley to Kogarah (1958 & 1968-early 1970s)**
- **Extended from Arncliffe to Rockdale (selected trips from 1985)**

Timeline

December 1946: Arncliffe – Bardwell Park commenced by Arthur Cathie & HL (Laurie) Bower.

August 1948: Transferred to WR Adams and extended from Bardwell Park to Bexley (extended route almost the same as EH Blythe's 68).

November 1953: Rerouted via Earlwood tram terminus (as a result of opening of Hartill-Law Av).

January 1958:

- Transferred to GJ (Greg) Larkin.
- Extended to run Arncliffe – Earlwood – Bexley – Kogarah.

March 1958: Curtailed to run Arncliffe – Earlwood – Bexley.

7 April 1965: Transferred to Terrence R Jamieson.

30 January 1968: Transferred to EH Blythe.

January 1968 or later: Re-extended from Earlwood to Kogarah Hospital.

1969: Most trips ran Arncliffe – Earlwood with only two per day extending to Kogarah.

By 1973: Curtailed to run Arncliffe – Earlwood

1977: Transferred to W (Bill) & CK Sharpe, trading as Sharpes Bus & Coach Service (also trading as Caledonian Bus Lines?).

May 1979: Licence transferred to R Murray, Murray's Charter Coaches, but route continued to be operated by Sharpes.

About September 1981: WC Sharpe relinquished interest in business and Murray took over full operation.

November 1982: Transferred to Brighton Bus Lines (AH & J Jones).

2 December 1983: Transferred to Jenteeno Nominees (Bob Stephens & John Brown).

10 September 1984: Transferred to Highway Tours (JD (Jim) Hill).

April 1985: Transferred to Sydney Coachlines (TR (Dick) Crowe).

By December 1985: Extended from Arncliffe to Rockdale to become Rockdale – Arncliffe – Earlwood in Monday-Friday off-peak and Saturday morning in order to through-route it with 49.

14 October 1996:

- Transferred to State Transit Authority (trading as Sydney Buses).
- Renumbered 471.
- All trips extended from Arncliffe to Rockdale.

Streets

Arncliffe – Turrella – Bardwell Park – Bexley

Circa 1948 (Source: Gregory's Street Directory)

From Arncliffe [Station] via Firth St, Belmore St, Station St, Done St, Wollongong Rd, Broe Av, Denison St, Victoria St, Cook St, Henry St, Loftus St, Hannam St (**Turrella**), Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Devon Rd, Bardwell Rd, Barnsbury Grove, Dick St, Churchill St, Benjamin St, Canonbury Grove, Bexley Rd, Godwin St, Oriental St (Bexley).

Arncliffe – Earlwood – Bexley – Kogarah

1968 (Source: RGH notes)

From Arncliffe (Firth St at station) via Belmore St, Station St, Done St, Wollongong Rd, Broe Av, Denison St, Victoria St, Cook St, Henry St, Loftus St, Turrella St (**Turrella**), Hannam St, Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St (**Earlwood**), then return via Homer St, Hartill-Law Av, Slade Rd, Devon Rd, Bardwell Rd, Richard Cr, Churchill St, Benjamin St, Canonbury Grove, Bexley Rd, Godwin St, Oriental St (**Bexley**), Forest Rd, Queen Victoria St, Paine St, Station St (**Kogarah**), Railway Pde, Belgrave St, Kensington St to Kogarah Hospital.

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, then reverse route to Arncliffe Station.

Trips via Bonar St: Ex Arncliffe from Wollongong Rd via Bonar St, Thompson St, Walker St, Loftus St. Reverse on return.

Arncliffe – Earlwood (selected trips extended from Arncliffe to Rockdale)

1985 (Source: timetable)

From Arncliffe (Firth St at station) via Belmore St, Station St, Done St, Wollongong Rd, Kelsey St, Loftus St, Turrella St (**Turrella**), Hannam St, Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley 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 Done St, then Firth St to Arncliffe Station.

Rockdale extension: From Arncliffe Station via Firth St, Somerville St, Roach St, Railway St (**Banksia**), Walz St, Watkin St, Frederick St, Railway St to Rockdale Station. Return via Railway St, then reverse route (? route at Arncliffe Station).

Timetable Summary

December 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Bardwell Park-Bexley	22	M-F	Bexley	6.36am	Bexley	7.40pm	30*	A
		Sat		7.40am		7.40pm	30	A
		Sun		1.10pm		10.10pm	60	A

Sunday service also applied on Holidays.

* More frequent in peak hours.

A – Plus picture bus Monday-Saturday & Holidays.

January 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Earlwood-Bexley	Fr Arn 15E 25B	M-F	Arncliffe	6.48amE 8.24amB	Bexley Earlwood	5.33pmA 6.17pmA	C	
		Sat		8.00amB	Bexley	1.10pmA	60	
		Sun						

* More frequent in peak hours.

A – To Arncliffe.

B – To Bexley.

C – Peak hours, Arncliffe-Earlwood. Day, Arncliffe-Bexley 60*. Extra trips Friday.

E – To Earlwood.

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Earlwood	15	M-F	Earlwood	7.08am	Earlwood	5.35pm	60*	A
		Sat	Arncliffe	8.45am		12.00md	60	
		Sun						

* More frequent in peak hours.

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

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Earlwood†	Fr Earl 11A 16R	M-F	Earlwood	7.08amA 10.05amR	Rockdale Earlwood	2.40pmE 5.35pmA	B	
		Sat	Rockdale	8.45amE		12.05pmR	60	
		Sun						

* More frequent in peak hours.

† Extended to Rockdale in off-peak & Saturdays.

A – To Arncliffe.

B – Peak hours, Earlwood-Arncliffe. Day, Earlwood-Rockdale 60*. Plus short-working/s before first trip shown.

E – To Earlwood.

R – To Rockdale.

Route 7

ARNCLIFFE – BEXLEY via Forest Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Arthur S Wright in competition with the Arncliffe – Bexley steam tram service until the tram service ceased on 31 December 1926.

By 1935: Transferred to Innes Bros & Drover (William HC Innes, Sydney V Innes, Harold E Innes & William R Drover).

January 1978: Transferred to Moore's Tours (Trevor Moore).

About 1989: Renumbered part of combined 8/17.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Arncliffe (Lyne [now Firth] St at station) via Lyne St, Firth St, Forest Rd, Dunmore St to near Forest Rd (Bexley). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Arncliffe [Station] via Firth St, Forest Rd, Dunmore St (Bexley).

Alterations

1968 (Source: RGH notes)

- Bexley terminus at corner of Dunmore St & Gladstone St.
- To approach Arncliffe from Firth St via Belmore St, Station St, Done St, Firth St.

Timetable Summary

September 1925

Arncliffe-Bexley routes

7, 8

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
7: Arncliffe-Bexley via Forest Rd	11	M-F	Bexley	8.58am	Arncliffe	6.30pm	60	
		Sat		8.58am		1.15pm	60	
		Sun						
8: Arncliffe-Bexley via Wollongong Rd	11	M-F	Bexley	7.40am	Arncliffe	10.50pm	15-60	A
		Sat		7.40am		11.30pm	15-60	
		Sun		1.25pm		10.30pm	30	

1960s

Arncliffe-Bexley routes

7, 8

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
7: Arncliffe-Bexley via Forest Rd	11	M-F	Bexley	9.15am	Arncliffe	5.25pm	30	
		Sat		9.15am		12.00nn	30	
		Sun						
8: Arncliffe-Bexley via Wollongong Rd	11	M-F	Bexley	6.10am	Arncliffe	11.40pm	30*	
		Sat		6.09am		11.42pm	AM 30 PM 20	
		Sun		10.00am		5.40pm	40	A

* More frequent in peak hours.

A – Gap in service.

1980s

Arncliffe-Bexley routes

7, 8

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
7: Arncliffe-Bexley via Forest Rd	11	M-F	Bexley	8.43am	Arncliffe	4.40pm	60	
		Sat						
		Sun						
8: Arncliffe-Bexley via Wollongong Rd	11	M-F	Bexley	6.08am	Arncliffe	6.46pm	20-40	
		Sat		7.28am		12.47pm	30	
		Sun						

Route 8

ARNCLIFFE – BEXLEY via Wollongong Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Arthur S Wright. Operated in competition with the Arncliffe – Bexley steam tram service until the tram service ceased on 31 December 1926.

By 1935: Transferred to Innes Bros & Drover (William HC Innes, Sydney V Innes, Harold E Innes & William R Drover).

January 1978: Transferred to Moore's Tours (Trevor Moore).

By January 1984: Most trips on 8 & 17 amalgamated to become 8/17 Arncliffe – Bexley – Rockdale (*see following entry*).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Arncliffe (Lyne [now Firth] St at station) via Lyne St, Done St, Wollongong Rd, Forest Rd, Dunmore St to near Forest Rd (Bexley). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Arncliffe [Station] via Firth St, Belmore St, Station St, Done St, Wollongong Rd, Forest Rd, Dunmore St (Bexley).

Alterations

1968 (Source: RGH notes)

- Bexley terminus at corner of Dunmore St & Gladstone St.
- To approach Arncliffe from Firth St via Belmore St, Station St, Done St, Firth St.

Timetable Summary

See 7

Combined Routes 8/17

ARNCLIFFE – BEXLEY – ROCKDALE via Wollongong Rd

Timeline

By January 1984: 8 & 17 amalgamated to become Arncliffe – Bexley – Rockdale. Operated by Moore's Tours (Trevor Moore).

About 1989: 7 renumbered part of combined 8/17.

20 December 1996:

- Combined 8/17 transferred to State Transit Authority (trading as Sydney Buses) and incorporated into 471, which became Rockdale-Bexley-Arncliffe-Earlwood-Five Dock.
- Between Rockdale & Earlwood 471 amalgamated ex-private 8/17 & 6 (which had been transferred to the State Transit Authority and renumbered 471 on 14 October 1996), then continued via existing State Transit Authority 472 to Five Dock.

Streets

1989 (Source: timetable)

From Arncliffe (Firth St at station) via Belmore St, Station St, Done St, Wollongong Rd, Wilsons Rd, Lorraine Av, Broadford St (**Bexley**), Forest Rd, Clarence St, Oswell St, Villiers St, Railway St, Walz St, Watkin St, Frederick St, Railway St to Rockdale Station.

From Rockdale (Railway St at station) via Railway St, Villiers St, then reverse route to Done St, then Firth St to Arncliffe Station.

Timetable Summary

February 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Bexley-Rockdale	12	M-F	Rockdale	7.03am	Arncliffe	6.00pm	30*	A
		Sat		8.30am		12.41pm	30	
		Sun						

* More frequent in peak hours.

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

Route 9

ARNCLIFFE – WOLLI CREEK Loop

- Extended to Rockdale and Brighton-le-Sands (*selected trips*)

(Wolli Creek for this route refers to the current Turrella area, which is adjacent to actual creek of that name. Turrella was established as a suburb in 1931, when the Tempe-Kingsgrove railway was opened.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by GS Mackay:

Arncliffe – Wolli Creek Loop (daily)

Extended from Arncliffe to Rockdale (selected trips Mondays to Saturdays)

Extended from Arncliffe to Brighton-le-Sands (selected trips Sundays).

By date of Govt Gazette 27 May 1927: Combined with 18 as 18, Arncliffe – Wolli Creek – Arncliffe (Loop) – Brighton-le-Sands.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Arncliffe (Firth St at station) via Firth St, Done St, Wollongong Rd, Kelsey St, Denison St, Hirst St, Dowling St, Hannam St (**Wolli Creek**), Arncliffe [now Turrella] St, Loftus St, Kelsey St, Wollongong Rd, Done St, Firth St to Arncliffe Station.

Rockdale & Brighton-le-Sands extension: From Arncliffe Station via Firth St, Forest Rd, Rocky Point Rd [now Princes Hwy] (**Rockdale**), Bay St, The Grand Pde to Princess St (Brighton-le-Sands). Return via Princess St, The Avenue [now Moate Av], Bay St, Rocky Point Rd [now Princes Hwy], Forest Rd, Firth St to Arncliffe Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Wolli Creek Loop†	Fr Arn 12AWr 9R 14B	M-F	Arncliffe	6.15amW	Rockdale	7.46pmW	C	
			Wolli Creek	7.03pmR	Wolli Creek	8.03pmA		
		Sat	Arncliffe	6.15amW	Rockdale	7.46pmW	D	
			Wolli Creek	9.33amR	Wolli Creek	11.48pmA		
		Sun	Arncliffe	1.00pmW	Brighton	5.00pmW	E	
			Wolli Creek	2.33pmB	Wolli Creek	9.33pmA		

* More frequent in peak hours.

† Selected trips extended from Arncliffe to Rockdale (Mondays-Saturdays) & to Brighton-le-Sands (Sundays).

A – To Arncliffe.

AWr – Round trip, Arncliffe-Wolli Creek-Arncliffe.

B – To Brighton-le-Sands.

C – Day, Arncliffe-Wolli Creek 30*. 2 evening trips extended from Arncliffe to Rockdale. Extra trips Tuesday & Friday nights (last trip 10.38pm from Wolli Creek to Arncliffe).

D – Day, Arncliffe-Wolli Creek 30, 6 trips extended from Arncliffe to Rockdale. Night, Arncliffe-Wolli Creek.

E – Afternoon, Arncliffe-Wolli Creek 30, 2 afternoon trips extended from Arncliffe to Brighton-le-Sands. Night, Arncliffe-Wolli Creek.

R – To Rockdale.

W – To Wolli Creek.

Route 9

ASHFIELD – FIVE DOCK – BURWOOD – HOMEBUSH – ROOKWOOD CEMETERY

Timeline

By date of Govt Gazette 22 February 1929: Ashfield – Five Dock – Burwood commenced by Burke & Sheppard (Leonard G Bourke & William Shepherd).

By October 1935: Extended from Burwood to Rookwood Cemetery via Homebush.

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 11 as 9, Hurlstone Park – Ashfield – Rookwood Cemetery.

Streets

Ashfield – Five Dock – Burwood

1929 (Source: Govt Gazette of 22 February 1929)

From Ashfield (Brown St at The Esplanade) via Brown St, Bland St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd, Fairlight St, Ramsay Rd, Great North Rd (**Five Dock**), Parramatta Rd, Shaftesbury Rd, Railway Pde to Burwood Station.

From Burwood (Railway Pde at station) via Railway Pde, Burwood Rd, Belmore St, Shaftesbury Rd, Parramatta Rd, Great North Rd, Fairlight St, Ramsay Rd, Great North Rd (**Five Dock**), Parramatta Rd, Frederick St, Thomas St, Liverpool Rd, Hercules St, Brown St to Ashfield Station.

Route 9

SUTHERLAND – GRAYS POINT

SUTHERLAND – KIRRAWEE (Hunter St)

Timeline

March 1948: Sutherland – Grays Point section of Ramsay's 182 transferred to MW Jones and renumbered 9.

August/September 1948: Transferred to WR Cox.

July 1953: Transferred to Smail & Hammond.

April 1957: Transferred to NJ Smail.

June 1958: Transferred to Smail & Powers.

June 1960: Transferred to Grays Point Bus Service (Kevin J Powers).

By 1960s: Extra route, Sutherland – Kirrawee (Hunter St), commenced.

September 1965: Off-peak trips rerouted via Gynea.

3 October 1967: Transferred to Power Bus Service (LH Cook).

26 May 1980: Transferred to South Western Coach Lines (Max Holman).

April 1985: South Western Coach Lines transferred to Michael Holman (Max's son).

8 October 1990: South Western Coach Lines deregistered and service operated by Southtrans under contract to the Department of Transport.

28 January 1992: Transferred to Southtrans (Ron Deane).

12 October 1992: As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes, renumbered 975 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 10*).

Streets

Sutherland – Grays Point

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland [Station] via Flora St, [Old] Princes Hwy, Boyle St, Eton St North, Flora St, Oak St North, Oak St South, President Av, Hotham Av, Coombes Rd [latter two streets now North West Arm Rd], Grays Point Rd, Mansion [Point] Rd (**Grays Point**).

1970 (Source: RGH notes)

From Sutherland (Station, Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Boyle St, Eton St, President Av, Acacia Rd, Flora St, Oak Rd, President Av, North West Arm Rd, Grays Point Rd (**Grays Point**), Mansion Point Rd, Peninsular Rd, Grays Point Rd, then reverse route to Eton St, then Flora St to [Old] Princes Hwy (**Sutherland**).

Alteration

1990 (Source: timetable): Ex Grays Point from Grays Point Rd via Inglewood Rd, Budyan Rd, Warren Av, Grays Point Rd, North West Arm Rd.

Sutherland – Kirrawee (Hunter St)

1970 (Source: RGH notes)

From Sutherland (Flora St at [Old] Princes Hwy) via [Old] Princes Hwy, Boyle St, Eton St, President Av, Oak Rd, Forest Rd, Hunter St (**Kirrawee**), Johnston Av, Kemp Av, Bligh St, Hunter St, Forest Rd, Oak Rd, President Av, Eton St, Flora St to [Old] Princes Hwy (Sutherland).

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	17	M-F	Grays Point	5.25am	Sutherland	7.15pm	60*	
		Sat		7.26am		6.30pm	50-60	A
		Sun		9.20am		5.10pm	5 trips	

* More frequent in peak hours.

A – Gap in service.

Circa 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	15	M-F	Grays Point	5.25amK 6.35amS	Grays Point	7.35pm	A	
		Sat	Sutherland	7.05am		6.49pm	11 trips	
		Sun						

* More frequent in peak hours.

A – Early morning peak hour, Kirrawee-Grays Point. Later morning peak hour & afternoon peak hour, Sutherland-Grays Point. Day, Sutherland-Gymea-Grays Point 60*.

K – To Kirrawee.

S – To Sutherland.

1 February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	17	M-F	Grays Point	6.08am	Sutherland	6.35pm	60*	A
		Sat		8.18am		11.30am	50-60	
		Sun						
Sutherland-Kirrawee (Hunter St)	15 round trip	M-F	Hunter St	10.07am	Sutherland	12.30pm	2 trips	
		Sat		10.12am		11.05am	2 trips	
		Sun						

* More frequent in peak hours.

A – Selected trips to/via Gymea.

Route 10

ASHFIELD – DULWICH HILL via Queen St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Dunn's Motor Bus Service (Louisa M Dunn). It was a short-working of 11.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Ashfield (Brown St at station) via Brown St, Hercules St, Liverpool Rd, Queen St, Griffith St, New Canterbury Rd, Dulwich St to near New Canterbury Rd (Dulwich Hill). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dulwich Hill-Ashfield	15	M-F	Dulwich Hill	7.30am	Ashfield	11.15pm	20	
		Sat		7.30am		11.15pm	20	
		Sun		10.10am		10.50pm	20-40	

Route 10

ERSKINEVILLE – NEWTOWN – CAMPERDOWN (Children's Hospital)

- **Extended from Erskineville to Redfern (from 1985)**

Timeline

May 1947:

- Erskineville – Royal Alexandra Hospital for Children, Camperdown commenced by Spencer Lowe.
- For a period at least in the 1950s, traded as Alexandria Bus Co. Later traded as Lowes Bus Service. By 1960s, proprietor was Spencer Lowe's son, Peter Lowe.
- As the route also passed the Royal Prince Alfred & King George V Hospitals, the destination "Hospitals" was displayed.

November 1979: Lowes Bus Service transferred to Wally Horwood.

Mid 1982: Transferred to Tregills Bus Service.

Circa February 1984: Transferred to South Western Coach Lines (Max Holman).

12 November 1985: 10 & 19 through-routed, to become Redfern (Phillip St/Morehead St) – Erskineville – Newtown – Camperdown (Children's Hospital).

February 1986: Transferred to ABC Coach Lines (Peter Brewer).

2 February 1987:

- 10 & 19 amalgamated as 10, Redfern Mall – Erskineville – Newtown – Camperdown (Children's Hospital).
- Phillip St/Morehead St terminus moved to Redfern Mall [now Surry Hills shopping village], probably at the same time.
- Service between Newtown and Children's Hospital shared between 10 & 18.

1 August 1987: Operator traded as ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

16 November 1987: As part of general reorganization of ABC Coach Lines' routes, coinciding with the opening of Marrickville Metro shopping centre, 10 & 18 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*) as:

453 Camperdown – Redfern Mall

454 Marrickville Metro – Redfern Mall

455 Camperdown – Marrickville Metro – Bondi Junction.

Streets

Erskineville – Newtown – Camperdown (Children's Hospital)

Circa 1948 (Source: Gregory's Street Directory)

From Erskineville [Station] via Erskineville Rd, Wilson St (**Newtown**), Australia St, Salisbury Rd, Missenden Rd, Parramatta Rd, Layton St, Pyrmont Bridge Rd to Children's Hospital (Camperdown).

Circa 1963 (Source: RGH notes)

From Erskineville (Erskineville Rd at station) via Erskineville Rd, Wilson St, King St, Holt St, Station St (**Newtown**), Enmore Rd, King St, Australia St, Salisbury Rd, Missenden Rd, Parramatta Rd, Layton St, Pyrmont Bridge Rd to Children's Hospital (Camperdown).

From Camperdown (Children's Hospital, Pyrmont Bridge Rd) via Lyons Rd, Missenden Rd, Salisbury Rd, Australia St, Wilson St, Erskineville Rd to Erskineville Station.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Erskineville-Children's Hospital	15	M-F	Erskineville	6.20am	Childrens Hosp	8.05pm	30	
		Sat		1.50pm		4.05pm	30	
		Sun		1.50pm		4.05pm	30	

12 November 1985

Through-routed 10 & 19

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Redfern Mall- Erskineville- Children's Hospital	25	M-F	Redfern Mall	6.15am	Childrens Hosp	5.05pm	60	
		Sat						
		Sun						

Route 11

ASHFIELD – DULWICH HILL – SYDENHAM via Queen St & Marrickville Rd

- **Post 31 October 1931 feeder: HURLSTONE PARK – ASHFIELD**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Dunn's Motor Bus Service (Louisa M Dunn).

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

After 31 October 1931: Relicensed as a feeder, Hurlstone Park – Ashfield.

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 9 as 9, Hurlstone Park – Rookwood Cemetery.

Streets

Ashfield – Dulwich Hill – Sydenham

1925 (Source: Govt Gazette of 13 November 1925)

From Ashfield (Brown St at station) via Brown St, Hercules St, Liverpool Rd, Queen St, Griffith St, New Canterbury Rd, Marrickville Rd (**Dulwich Hill, Marrickville**), Railway Pde, Sydenham railway bridge to Sydenham Station.

Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashfield-Sydenham	25	M-F	Sydenham	7.50am	Ashfield	9.45pm	60	
		Sat						
		Sun		9.55am		10.20pm	60	

Route 11

PARRAMATTA – PENDLE HILL – TOONGABBIE – THE MEADOWS

- **Wentworthville – Greystanes (shoppers service, 1957-?)**
- **Extended from The Meadows to Seven Hills (limited service)**

(The Meadows is a locality surrounding current The Meadows Public School in Carrington St & Fuller St, North Toongabbie.)

Timeline

1947/48 (likely scenario based on the similarity of the Wentworthville – Pendle Hill – Toongabbie – The Meadows part of 13 January 1947 178 timetable with the streets listed for route 11 in the 1948 Gregory's Street Directory)

- Wentworthville – Pendle Hill – Toongabbie – The Meadows part of 178 transferred from SW Williams to Girraween Bus Service (D Mathieson) & renumbered 11.
- The 178 timetable of 13 January 1947 shows peak hour trips running Pendle Hill – Girraween & off-peak & Saturday trips Wentworthville – Pendle Hill – Toongabbie – The Meadows.

December 1957: Shoppers service, Wentworthville [or Pendle Hill?] – Whalans Rd, Greystanes, commenced (when ceased?).

November 1958: Transferred to Western Road Transport Service (FJ (Jack) Spellacy).

By 19 June 1967: Altered to run:

Off-peak & Saturday mornings: Parramatta – Toongabbie

Peak hours: Pendle Hill – Girraween.

1 April 1968: Transferred to Western Road Bus Services (Col Neyland & Trevor Thornley). Thornley was sole proprietor from 1974.

2 April 1982: 11 & 174 amalgamated as 705 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*).

See also Note under the December 1957 entry for route 174.

Streets

North Toongabbie (The Meadows) – Wentworthville

Circa 1948 (Source: Gregory's Street Directory)

From North Toongabbie (The Meadows) via Carter St, Carrington St, Best Rd, Flavia [now Best] Rd, Cornelia Rd, Portico Pde (**Toongabbie**), Toongabbie Rd, Targo Rd, Oramzi Rd, Gilba Rd, Girraween Rd, Magowar Rd, Targo Rd, Gilba Rd, Wentworth Rd to **Pendle Hill** Station, then Wentworth Rd, Dunmore St, Layton St, Oatlands St, Emert St, Dunmore St, Freame St, The Kingsway (Wentworthville).

Parramatta – Pendle Hill – Toongabbie

Circa 1967 (Source: RGH notes/timetable)

From Parramatta (Macquarie St at Church St) via Macquarie St, O'Connell St, Argyle St, Park Pde, Alexandra Av (**Westmead**), Grand Av, Veron St, Lane St, Dunmore St, Emert St, Oatlands St, Jones St, Rowley St, Pendle Way, Stapleton St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Gilba Rd, Targo Rd, Magowar Rd, Girraween Rd, Gilba Rd, Oramzi Rd, Targo Rd, Portico Pde to The Portico (Toongabbie).

From Toongabbie (Portico Pde at The Portico) via reverse route to Magowar Rd, then Gilba Rd, Pendle Way, Stapleton St, Goodall St, Joyce St (**Pendle Hill**), Pendle Way, Rowley St, then reverse route to Argyle St, then Church St (Parramatta).

Pendle Hill – Girraween Loop (peak hours)

Circa 1967 (Source: RGH notes/timetable)

Morning peak hour

From Pendle Hill (Joyce St at station) via Pendle Way, Gilba Rd, Targo Rd, Oramzi Rd, Gilba Rd, Girraween Rd (**Girraween**), Mandoon Rd, Targo Rd, Magowar Rd, Pendle Way, Stapleton St, Goodall St, Joyce St to Pendle Hill Station.

Afternoon peak hour

From Pendle Hill (Joyce St at station) via Pendle Way, Magowar Rd, Targo Rd, Mandoon Rd, Girraween Rd (**Girraween**), Gilba Rd, Oramzi Rd, Targo Rd, Gilba Rd, Pendle Way, Stapleton St, Goodall St, Joyce St to Pendle Hill Station.

Timetable Summary

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pendle Hill-Girraween†	17HGr Fr P'matta 29G 35T	M-F	Girraween	6.09amH	Parramatta	4.00pmG	A	
			Wentw'thville	8.17amS	Pendle Hill	6.40pmG		
			Seven Hills	8.52amP				
		Sat	The Meadows	8.10amP	Parramatta	12.05pmT	B	
		Sun						

* More frequent in peak hours.

† Selected trips extended to The Meadows & Seven Hills.

A – Peak hours, Pendle Hill-Girraween. Day, Parramatta-Girraween 90*. 3 trips extended from Girraween to The Meadows (1 trip further extended to Seven Hills).

B – Day, Parramatta-Girraween, 4 trips from Girraween, 3 trips from Parramatta. 2 trips extended *from* The Meadows, 1 trip extended *to* The Meadows. Plus picture bus Saturday night.

G – To Girraween.

H – To Pendle Hill.

HGr – Round trip Pendle Hill-Girraween-Pendle Hill.

P – To Parramatta.

S – To Seven Hills.

T – To The Meadows.

19 June 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Pendle Hill-Toongabbie	20HGr 33PT	M-F	Girraween	6.05amH	Parramatta	4.00pmT	A	
			Toongabbie	9.15amP	Pendle Hill	6.36pmG		
		Sat		8.16amP	Parramatta	12.05pmG	60	B
		Sun						

A – Peak hours, Pendle Hill-Girraween. Day, Parramatta-Girraween 4 trips.

B – Plus pictue bus to Parramatta.

G – To Girraween.

H – To Pendle Hill.

HGr – Round trip Pendle Hill-Girraween-Pendle Hill.

P – To Parramatta.

PT – Parramatta-Toongabbie.

T – To Toongabbie.

Route 12

ASHFIELD – CAMPSIE via Georges River Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Samuel H Miller.

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Ashfield (Brown St at station) via Brown St, Hercules St, Liverpool Rd, Milton St, Georges River Rd (**Croydon Park**), Burwood Rd, Fifth Av, Ninth Av, Beamish St, South Pde to near Beamish St (Campsie). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashfield-Campsie	19	M-F	Campsie	6.49am	Ashfield	10.30pm	60	
		Sat		6.49am		10.30pm	60	
		Sun		8.30am		11.05pm	45-60	

Route 12

ARNCLIFFE – WOLLI CREEK – ARNCLIFFE (Loop) – BRIGHTON-le-SANDS

(Wolli Creek for this route refers to the current Turrella area, which is adjacent to actual creek of that name. Turrella was established as a suburb in 1931, when the Tempe-Kingsgrove railway was opened.)

Timeline

By date of Govt Gazette 22 June 1928:

- Renumbered from 18.
- The 1925 timetable for 9 shows base service ran Arncliffe – Wolli Creek – Arncliffe (Loop), with selected trips extended to Rockdale and at weekends to Brighton-le-Sands. As the route description for 12 is almost identical to 9, 12 probably operated similarly.

1931(?): Ceased, possibly due to opening of Tempe – Kingsgrove railway on 21 September 1931.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Arncliffe (Firth St at station) via Firth St, Done St, Wollongong Rd, Kelsey St, Denison St, Hirst St, Dowling St, Hannam St (**Wolli Creek**), Arncliffe [now Turrella] St, Loftus St, Kelsey St, Wollongong Rd, Done St, Firth St (**Arncliffe**), Forest Rd, Rocky Point Rd [now Princes Hwy], Bryant St, West Botany St, Bay St, The Grand Pde to Princess St (Brighton-le-Sands).

From Brighton-le-Sands (The Grand Pde at Princess St) via Princess St, The Avenue [now Moate Av], Bay St, West Botany St, Bryant St, Rocky Point Rd [now Princes Hwy], Forest Rd, Firth St to Arncliffe Station.

Timetable Summary

Probably similar to 9 for September 1925.

Route 12

BANKSTOWN – MILPERRA BRIDGE – PANANIA

Timeline

November 1948: Bankstown – Milperra Bridge via Milperra Rd section of 22 became 12, operated by ARB (Archie) McVicar.

1949: Extended from Milperra Bridge to Panania.

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

5 March 1978: Transferred to Bankstown Bus Lines (Max Holman).

22 May 1978: On Saturday afternoons, Sundays & Public Holidays, service provided by combined 12/22.

October 1979: Operator's name altered to South Western Coach Lines.

27 February 1984: As part of general reorganization of South Western Coach Lines' South Bankstown routes, route split into:

- Bankstown – Milperra Bridge section transferred to Milperra Bus Service and amalgamated with the Liverpool – Milperra Bridge part of Milperra Bus Service's 69 [1925 number] to become "Red Arrow" 860, Bankstown – Liverpool (*in the Sydney Region Route Number System (see Private Route Histories – Contract Region 13)*)
- Milperra Bridge – Panania incorporated into 925, Milperra Bridge – Revesby Heights, still operated by South Western Coach Lines.

Streets

Bankstown – Milperra Bridge

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, Milperra Rd (Milperra Bridge)

Bankstown – Milperra Bridge – Panania

Circa 1962 (Source: Collins Street Directory)

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, Milperra Rd to Milperra Bridge, then Milperra Rd, Ashford Av, Bullecourt Av (**Milperra**), Horsley Rd, Bransgrove Rd, Lawson St, Killara Av, Panania Av, Topping St, Braesmere Rd to Anderson St (Panania).

From Panania (Braesmere Rd at Anderson St) via Anderson St, Marco Av, Panania Av, then reverse route to Chapel Rd, then South Tce to Bankstown Station.

Alteration

1969 (Source: RGH notes): Ex Bankstown from Canterbury Rd via Milperra Rd, Newbridge Rd, Rickard Rd to Arthur St, then Rickard Rd, Newbridge Rd, Henry Lawson Dr, Bullecourt Av. Reverse on return.

Timetable Summary

28 May 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra Bridge-Panania	29	M-F	Milperra Bge	6.08amB	Bankstown	6.24pmP	A	
			Panania	7.16amB				
		Sat	Panania	7.58amB	Bankstown	6.21pmP	60	C
		Sun	Bankstown	8.13amP	Panania	9.47pmB	60	

* More frequent in peak hours.

A – Early morning, Milperra Bridge-Bankstown. Day, Bankstown-Panania. Plus short-working/s after last trip shown. Plus picture bus Wednesday & Friday nights.

B – To Bankstown.

C – Plus short-working/s before first trip shown. Plus picture bus Saturday night.

P – To Panania.

22 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra Bridge-Panania	28	M-F	Panania	6.07am	Bankstown	6.12pm	60*	
		Sat		7.24am		12.20pm	60	A
			Bankstown	1.12pm	Panania	6.36pm	60	
		Sun		9.30am		5.59pm	120	A

* More frequent in peak hours.

A – Saturday afternoon & Sunday service ran as combined 12/22.

Combined Routes 12/22

BANKSTOWN – PANANIA – EAST HILLS – MILPERRA – BANKSTOWN

Timeline

22 May 1978: Combined 12/22 commenced on Saturday afternoons, Sundays & Public Holidays by Bankstown Bus Lines (Max Holman).

October 1979: Operator's name altered to South Western Coach Lines.

27 February 1984: Routes renumbered into the Sydney Region Route Number System (12 became part of 925 & 22 became 922 (*see Private Route Histories – Contract Region 13*)) as part of general reorganization of South Western Coach Lines' South Bankstown routes, but service on Saturday afternoons, Sundays & Public Holidays remained unaltered.

Streets

Not listed in timetables, but timing points shown as:

- **Saturday afternoons:** Alternate trips ran Bankstown – Panania – East Hills – Milperra Bridge – Ashford Av/Bullecourt Av – Bankstown & vice versa.
- **Sundays & Public Holidays:** Bankstown – Ashford Av/Bullecourt Av – East Hills – Milperra Bridge – Ashford Av/Bullecourt Av – Bankstown.

Route 13

AUBURN – REGENTS PARK via Park Rd

Timeline

As at date of Govt Gazette 13 November 1925: Auburn – Albert Rd via Park Rd being by operated by George R Sinclair.

?: Extended from Albert Rd to York St.

5 August 1935: Extended from York St to Princes Rd, Berala.

By 1946: Trips ran *either* via Park Rd direct *or* via Cumberland Rd. Timetable of July 1950 shows most trips ran via Park Rd, with only selected morning peak hour trips via Cumberland Rd.

By 28 July 1950 (but after 23 March 1946): Extended from Princes Rd to Regents Park Station.

December 1950: Transferred to Stone Bros (by 1957 trading as Stone Bros Transport) (Arthur & Jim Stone).

By 1 January 1957: Sunday afternoon service ran as combined 14/13 loop (Auburn – Regents Park via Cumberland Rd & Chiswick Rd).

By 1960s: Sunday & Public Holiday service ran as a combined 13/14/149 loop (Auburn – South Auburn – Auburn via Cumberland Rd, Park Rd & Chisholm Rd). Ceased by August 1978.

April 1978: Transferred to Todd's Bus Services, a member of the Cumberland Bus Group.

22 February 1984: Transferred to Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

28 October 1984: Service on Sundays & Public Holidays provided by 499 (*see Private Route Histories – Contract Region 13*).

31 July 1985: Renumbered part of 919 in the Sydney Region Route Number System, as part of general reorganization of Auburn Passenger Transport's route (*see Private Route Histories – Contract Region 13*).

Streets

Auburn – Berala (Albert Rd) via Park Rd

1925 (*Source: Govt Gazette of 13 November 1925*)

From Auburn (South Pde at station) via Auburn Rd, Beatrice St, Park Rd to Albert Rd. Reverse on return.

Auburn – Berala (Cnr Park & Princes Rds)

Circa 1946 (Source: Gregory's Street Directory)

Via Park Rd

From Auburn [Station] via South Pde, Auburn Rd, Beatrice St, Park Rd.

Via Cumberland Rd

From Auburn [Station] via South Pde, Auburn Rd, Mary St, Cumberland Rd, Chiswick Rd, Park Rd.

Auburn – Regents Park

1968 (Source: RGH notes/Collins Street Directory)

Via Park Rd

From Auburn (South Pde at station) via South Pde, Auburn Rd, Mary St, Park Rd, Carlingford Rd to Clapham Rd (Regents Park).

From Regents Park (Carlingford Rd at Clapham Rd) via Carlingford Rd, Park Rd, South Pde to Auburn Station.

Via Cumberland Rd

From Auburn (South Pde at station) via South Pde, Auburn Rd, Mary St, Cumberland Rd, Chiswick Rd, Park Rd, Carlingford Rd to Clapham Rd (Regents Park).

From Regents Park (Carlingford Rd at Clapham Rd) via Carlingford Rd, Park Rd, Chiswick Rd, Cumberland Rd, Mary St, Park Rd, South Pde to Auburn Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Edgar St	10	M-F	Edgar St	9.20am	Auburn	7.05pm	60	A
		Sat		9.20am		12.00nn	60	
		Sun						

A – Extra trips Friday night.

23 March 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn- Berala (Princes Rd)	14	M-F	Princes Rd	6.30am	Auburn	11.00pm	30*	
		Sat		6.59am		11.15pm	30-60	
		Sun		9.15am		10.00pm	60	

* More frequent in peak hours.

July 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	23	M-F	Regents Park	5.51amA	Auburn	11.45pmR	30*	
		Sat	Princes Rd	6.25amA	Regents Park	12.15amA	AM 15 PM 60	
			Auburn	7.41amR				
		Sun	Regents Park	6.50amA		11.20pmA	40	

* More frequent in peak hours.

A – To Auburn.

R – To Regents Park.

20 October 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	15	M-F	Regents Park	5.54am	Auburn	7.57pm	30*	
		Sat		8.10am		12.55pm	30	
		Sun	Auburn	8.25am		7.55pm	30	A

* More frequent in peak hours.

A – Sunday service provided by combined 13/14/149. Gap in service.

26 October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	15	M-F	Auburn	5.54am	Regents Park	6.17pm	45*	
		Sat		7.55am		12.35pm	45	
		Sun						

* More frequent in peak hours.

Combined routes 13/14/149

AUBURN – SOUTH AUBURN Loop via Cumberland Rd, Park Rd & Chisholm Rd **(Sundays & Public Holidays)**

Timeline

By 1960s:

- Combined loop replaced services on individual routes on Sundays & Public Holidays.
- Initially ran day & night, but night service gradually reduced until it ceased by 9 September 1976. Day service then ran only approx. 10am-1pm & 3pm-6pm.
- Operated by Stone Bros Transport (Arthur & Jim Stone).

By 1977: Ceased.

Streets

Circa 1963 (Source: timetable)

From Auburn (South Pde at station) via South Pde, Alice St, Northcote St, Cumberland Rd, Wellington Rd, Park Rd, Albert Rd, Cumberland Rd, St Johns Rd (**South Auburn**), Chisholm Rd, Northcote St, Alice St, Queen St, Auburn Rd, South Pde to Auburn Station.

Timetable Summary

See 14

Route 14

AUBURN – SOUTH AUBURN via Cumberland Rd

Timeline

As at date of Govt Gazette 13 November 1925: Auburn – Rickard St via Cumberland Rd being operated by George R Sinclair. (September 1925 timetable suggests that route was Auburn – Wellington Rd at that time.)

By date of Govt Gazette 22 June 1928: Extended from Rickard St to Chiswick Rd.

By 1941: Extended from Chiswick Rd to Wellington Rd.

By 28 July 1950: Extended from Wellington Rd to St Johns Rd.

December 1950: Transferred to Stone Bros (by 1957 trading as Stone Bros Transport) (Arthur & Jim Stone).

By 1 January 1957: Sunday afternoon services ran as:

- Combined 14/13 loop (Auburn – Regents Park via Cumberland Rd & Chiswick Rd), *or*
- Combined 14/149 loop (Auburn – St Johns Rd via Cumberland Rd & return via Chisholm Rd).

By 1960s:

- Weeknights, Saturday afternoon & night service ran as a combined 14/149 loop (Auburn – St Johns Rd via Cumberland Rd, then return via Chisholm Rd).
- Sunday service ran as combined 13/14/149 loop. Sunday service ceased by August 1978.

5 April 1969: Terminal loop altered via south end of Chisholm Rd during off-peak to replace reduced service on 149. Applied to all trips from 9 September 1976.

April 1978: Transferred to Todd's Bus Services (a member of the Cumberland Bus Group).

22 February 1984: Transferred to Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

28 October 1984: Service on Sundays & Public Holidays provided by 499 (*see Private Route Histories – Contract Region 13*).

31 July 1985: As part of general reorganization of Auburn Passenger Transport's routes:

- 14 renumbered 918 in the Sydney Region Route Number System, running daytime Mondays-Saturdays (*see Private Route Histories – Contract Region 13*).
- At other times service along Cumberland Rd replaced by combined 918/919 (weeknights) & 920 (Sundays) (*see Private Route Histories – Contract Region 13*).

Streets

Auburn – South Auburn (Rickard Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Auburn (South Pde at station) via Park Rd, Queen St, Normanby Rd, Smith St [now part of Cardigan St], Cardigan St, Cumberland Rd to Rickard St (South Auburn).

From Rickard Rd (in Cumberland Rd) via reverse route to Queen St, then Auburn Rd, South Pde to Auburn Station.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): From Auburn Station via Park Rd, Mary St, Cumberland Rd. Reverse on return.

Auburn – South Auburn (Wellington Rd)

Circa 1948 (Source: Gregory's Street Directory)

From Auburn [Station] via South Pde, Park Rd, Mary St, Cumberland Rd (South Auburn).

Auburn – South Auburn (St Johns Rd)

1968 (Source: RGH notes)

From Auburn (South Pde at station) via South Pde, Park Rd, Mary St, Cumberland Rd, Albert Rd, Myall St, St Johns Rd (South Auburn), Cumberland Rd, Mary St, Auburn Rd, South Pde to Auburn Station.

Alteration

From 5 April 1969 (off-peak from this date, but all trips from 9 September 1976): Ex Auburn from Albert Rd via Chisholm Rd, St Johns Rd, Cumberland Rd, then return to Auburn.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn (Wellington Rd)	10	M-F	Wellington Rd	9.20am	Auburn	7.05pm	60	A
		Sat		9.20am		10.00pm	60	
		Sun						

A – Extra trips Friday night.

28 July 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-South Auburn (St Johns Rd) via Cumberland Rd	13	M-F	St Johns Rd	5.48am	Auburn	11.35pm	30*	
		Sat		6.30am		11.40pm	AM 15 PM 30	
		Sun		6.50am		10.30pm	30	

* More frequent in peak hours.

20 October 1973

Auburn – South Auburn via Cumberland Rd routes

14, 14/149, 13/14/149

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
14: Auburn-South Auburn (St Johns Rd)†	13	M-F	St Johns Rd	5.29am	St Johns Rd	6.17pm	30*	A
		Sat	Auburn	8.15am		12.58pm	30	A
		Sun						B
14/149: Auburn-South Auburn-Auburn Loop‡		M-F	Auburn	6.15pm	St Johns Rd	11.06pm	Ns	
		Sat		6.19am		9.06pm	30	C
		Sun						
13/14/149: Auburn-South Auburn-Auburn Loop¶		M-F						
		Sat						
		Sun	Auburn	8.25am	Albert Rd	8.06pm	30	D

* More frequent in peak hours.

† Via Cumberland Rd.

‡ Other than early Saturday morning – via Cumberland Rd, then Chisholm Rd (14/149). Early Saturday morning – via Chisholm Rd, then Cumberland Rd (149/14).

¶ Via Cumberland Rd, Park Rd & Chisholm Rd.

A – Weeknight, early Saturday morning & Saturday afternoon/early night service provided by combined 14/149 or 149/14.

B – Service provided by combined loop 13/14/149.

C – Early morning 20. Afternoon/early night 30. Other morning service provided by 14.

D – Gap in service.

Ns – Night service.

26 October 1983

Auburn – South Auburn via Cumberland Rd routes

14, 14/149

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
14: Auburn-South Auburn (St Johns Rd)†	13	M-F	St Johns Rd	5.29am	St Johns Rd	7.22pm	45*	A
		Sat	Auburn	8.05am		12.43pm	45	A
		Sun						
14/149: Auburn-South Auburn-Auburn Loop‡	20	M-F	Auburn	7.30pm	St Johns Rd	8.44pm	LN's	
		Sat		12.44pm		5.16pm	30	
		Sun						

* More frequent in peak hours.

† Via Cumberland Rd.

‡ Via Cumberland Rd, then Chisholm Rd.

A – Thursday night & Saturday afternoon service provided by combined 14/149.

LN's – Thursday night service.

Combined Routes 14/149 (loop via Cumberland Rd, then Chisholm Rd)

Combined Routes 149/14 (loop via Chisholm Rd, then Cumberland Rd)

AUBURN – SOUTH AUBURN – AUBURN (bidirectional loop via Cumberland Rd & Chisholm Rd)

Timeline

By 1 January 1957: Sunday night service on 14 & 149 ran as a combined loop 14/149 (via Cumberland Rd, then Chisholm Rd). Operated by Stone Bros Transport (Arthur & Jim Stone).

By 18 May 1964: Service on weeknights & Saturday afternoons & nights also ran as a combined loop 14/149.

By 5 April 1969: Service on early Saturday mornings ran as a combined loop 149/14 (via Chisholm Rd, then Cumberland Rd).

9 September 1976: Service on early weekday mornings also ran as a combined loop 149/14.

April 1978: Transferred to Todd's Bus Services (a member of the Cumberland Bus Group).

22 February 1984: Transferred to Auburn Passenger Transport (part of the Highway Tours group – JD (Jim) Hill).

31 July 1985: Combined loop ceased as part of general reorganization of Auburn Passenger Transport's routes.

Streets

14/149, via Cumberland Rd, then Chisholm Rd

1 January 1957 (Source: timetable)

From Auburn (South Pde at station) via South Pde, (?), Northcote St, Cumberland Rd, St Johns Rd (**South Auburn**), Chisholm Rd, Northcote St, (?), Auburn Rd, South Pde to Auburn Station.

By 1960s (Source: timetable/RGH Notes)

From Auburn (South Pde at station) via South Pde, Park St, Mary St, Cumberland Rd, St Johns Rd (**South Auburn**), Chisholm Rd, Northcote St, Alice St, Queen St, Auburn Rd, South Pde to Auburn Station.

149/14 via Chisholm Rd, then Cumberland Rd

By 5 April 1969 (likely route)

From Auburn (South Pde at station) via South Pde, Alice St, Northcote St, Chisholm Rd, St Johns Rd (**South Auburn**), Cumberland Rd, Mary St, Auburn Rd, South Pde to Auburn Station.

Timetable Summary

See 14

Route 15

AUBURN – SILVERWATER (Skarratt St) via Macquarie Rd or Kihilla Rd

Timeline

As at date of Govt Gazette 13 November 1925: Auburn – Silverwater via North Pde [now Rawson St] being operated by George R Sinclair. Then or later shared part of route with 1.

1926: Transferred to Stan Sinclair & LH (Arch) Schofield.

August 1958: Stan Sinclair assumed full control on the death of Mr Schofield.

By March 1960: Operator incorporated (as Stan Sinclair Pty Ltd).

October 1960: Transferred to the Willcox Bus Service (managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

By 1960s: Routes were:

Auburn – Silverwater (Skarratt St) via Macquarie Rd

Auburn – Silverwater (Skarratt St) via Kihilla Rd

1 July 1976: Transferred to Auburn Bus Services (RR, WC & EM (Bob, Bill & Elaine) Spackman).

November 1976: 1 & 15 combined as 1.

Streets

Auburn – Silverwater (Skarratt St) via Macquarie Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Auburn (North Pde [now Rawson St] at station) via Northumberland Rd, Hall St, Macquarie Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St to Carnarvon St (Silverwater). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Auburn [Station] via Rawson St, Macquarie Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St (Silverwater).

1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Rawson St, Macquarie Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St, Carnarvon St, Stubbs St, Fisher St to Skarratt St (Silverwater).

From Silverwater (Fisher St at Skarratt St) via Skarratt St, then reverse route to Macquarie Rd, then Hall St, Northumberland Rd, Rawson St to Auburn Station.

Auburn – Silverwater (Skarratt St) via Kihilla Rd

1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Rawson St, Kihilla Rd, Parramatta Rd, Stubbs St, Adderley St, Skarratt St, Carnarvon St, Stubbs St, Fisher St to Skarratt St (Silverwater).

From Silverwater (Fisher St at Skarratt St) via Skarratt St, then reverse route to Rawson St, then Macquarie Rd, Hall St, Northumberland Rd, Rawson St to Auburn Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater (Carnarvon St) via Macquarie Rd	10	M-F	Carnarvon St	6.40am	Auburn	6.40pm	60	A
		Sat		6.40am		10.00pm	30-60	
		Sun						

A – Extra trips Friday night.

1967

See 1

Route 16

AUBURN – SILVERWATER – NEWINGTON – ERMINGTON

- **Extended from Ermington to Rydalmere (1962-63)**
- **Auburn – Silverwater Industrial Area (peak hours)**

(“Newington” in the 1920s referred to the Newington Asylum/Hospital, where Silverwater Prison is now located, and/or the north end of Silverwater Rd prior to building of the bridge over Parramatta River. The current suburb of Newington came into being in the lead-up to the 2000 Olympic Games.)

Timeline

As at date of Govt Gazette 13 November 1925: Auburn – Silverwater (selected trips extended to Newington) being operated by George R Sinclair.

By date of Govt Gazette 27 May 1927: Terminus altered from Sutherland St/Newington St [just south of current Silverwater Bridge] to Newington Asylum [later known as Newington Hospital, where Silverwater Prison is now located]. But *see* entry as at 13 November 1925 above.

September 1927: Transferred to WH Willcox, then or later trading as Willcox Bus Service.

November 1956: Following Willcox's death, service managed by Willcox's son-in-law & daughter, WFG & EH Parkes.

By 1959: Main service was Auburn – Newington Hospital, with short-workings Auburn – Egerton St. Limited service Auburn – Silverwater (? location).

November 1962: Following the opening of the Silverwater Rd Bridge over Parramatta River:

- Extended from Silverwater to Ermington.
- Selected trips continued to run to/divert via Newington Hospital (but ceased by 1976).
- Peak hour trips further extended temporarily from Ermington to Rydalmere.

January 1963: Extension from Ermington to Rydalmere ceased.

1 July 1976: Transferred to Auburn Bus Services (RR, WC & EM (Bob, Bill & Elaine) Spackman).

November 1976: 16 & 62 combined as 16, Auburn – Ermington and Auburn – Silverwater industrial area.

Mid 1984: Auburn Bus Services transferred to Stephen Todd.

By March 1986: 16 absorbed into 1.

Streets

Auburn – Newington

1925 (Source: Govt Gazette of 13 November 1925)

From Auburn (North Pde [now Rawson St] at station) via Northumberland Rd, Melton St, Carnarvon St, Sutherland St [now Silverwater Rd] (**Silverwater**) to Newington St [in current Silverwater Park] (Newington). Reverse on return.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended into Newington Asylum – no additional streets listed, so probably via internal roads within Asylum.

Auburn – Silverwater – Newington Hospital

Circa 1948 (Source: Gregory's Street Directory)

From Auburn [Station] via Rawson St, Northumberland Rd, Parramatta Rd, Sutherland St [now Silverwater Rd], Adderley St, Melton St, Carnarvon St, Sutherland St [now Silverwater Rd] (**Silverwater**), Holker St, The Drive [?] (Newington Hospital).

Auburn – Silverwater – Ermington

1968 (Source: RGH notes)

From Auburn (Rawson St at station) via Rawson St, Northumberland Rd, Parramatta Rd, Melton St, Adderley Rd, Silverwater Rd (**Silverwater**), Beaconsfield St, Melton St, Carnarvon St, Silverwater Rd, Victoria Rd, Betty Cuthbert Av to Ermington shops.

From Ermington (Betty Cuthbert Av at shops) via reverse route to Northumberland Rd, then Hall St, Station Rd, Rawson St to Auburn Station.

Alteration

By 1986 (Source: RGH notes): From Ermington via Spurway St, Coffey St, River Rd, South St, Silverwater Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater	15	M-F	Silverwater	9.16am	Auburn	6.46pm	60	A
		Sat		9.16am		10.00pm	60	
		Sun		6.25pm		10.00pm	60	
Auburn-Newington		M-F	Auburn	2.00pm	Newington	4.55pm	2 trips	
		Sat						
		Sun		2.02pm		5.30pm	4 trips	

A – Extra trips Friday night.

21 September 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Newington Hospital	Fr Aub 10E 15N	M-F	Auburn	5.30amN	Newington	10.20pmA	B	
					Egerton St	10.50pmA		
		Sat		7.15amN	Newington	5.25pmA	C	
					Auburn	11.45pmE		
		Sun		8.35amN	Silverwater	8.38pmA	D	
					Newington	10.05pmA		
Auburn-Silverwater	12	M-F	Auburn	6.05am	Silverwater	4.50pm	Ph	
		Sat		9.20am		9.58pm	7 trips	
		Sun		4.20pm		8.38pm	3 trips	

* More frequent in peak hours.

A – To Auburn.

B – Peak hours, various Auburn to Egerton St, Silverwater or Newington Hospital. Day, Auburn-Egerton St 2 trips per hour, Auburn-Newington Hospital 60. Night, Auburn-Egerton St or Newington Hospital. Plus picture bus.

C – Morning, Auburn-Egerton St 10-20, Auburn-Newington Hospital 45-70. Afternoon, Auburn-Egerton St 2 trips per hour, Auburn-Newington Hospital 30-60. Night, mainly Auburn-Egerton St, 1 trip extended to Silverwater. Plus short-working/s before first trip shown.

D – Morning, Auburn-Newington Hospital 2 trips. Afternoon, Auburn-Newington Hospital 30. Night, various Auburn to Egerton St, Silverwater or Newington Hospital.

E – To Egerton St.

N – To Newington Hospital.

Ph – Peak hours only.

27 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Ermington	15	M-F	Auburn	5.30amS 6.25amE	Silverwater Ind Ermington	4.35pmA 9.25pmA	B	
		Sat		6.55amE		8.40pmA	AM 1 trip PM 60-90	
		Sun		12.37pmE		7.43pmA	30-90	
Auburn-Newington Hospital	15	M-F	Newington	5.40am	Newington	10.05pm	60	
		Sat	Auburn	7.15am		3.08pm	60-90	C
		Sun		3.55pm		7.08pm	2 trips	D

A – To Auburn.

B – Peak hours, Auburn – Silverwater & Auburn – Ermington. Day service Auburn – Silverwater provided by Auburn – Newington Hospital trips & short-workings, Auburn – Silverwater. Night, Auburn – Ermington.

C – Service to Newington Hospital provided by selected diversions of afternoon & night Auburn-Ermington trips (last such trip 7.40pm from Ermington).

D – Service to Newington Hospital provided by diversions of most Auburn-Ermington trips (last such trip 7.25pm from Auburn).

E – To Ermington.

S – To Silverater Industrial Area.

1967

See also 1

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Ermington	15	M-F	Auburn	5.30amS 6.25amE	Ermington	10.03pmA	40*	B
		Sat		6.40amE		8.40pmA	40-60	
		Sun		9.10amE		6.10pmA	60	

* More frequent in peak hours.

A – To Auburn.

B – Also peak hour trips Auburn-Silverwater industrial area.

E – To Ermington.

S – To Silverwater.

1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Ermington	15	M-F	Auburn	6.10am	Ermington	6.20pm	60*	A
		Sat	Ermington	8.32am	Auburn	1.00pm	60	
		Sun						

* More frequent in peak hours.

A – Also peak hour trips Auburn-Silverwater industrial area.

Route 17

BALMAIN – CITY (York St) via Pyrmont Bridge

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Robert S Trethewey (then or later trading as Balmain Bus Service Co and later Balmain Motor Service).

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Balmain (Post Office, Montague St at Darling St) via Montague St, Darling St, Beattie St, Mullens St, Mansfield St, Crescent St, Weston Rd, Commercial Rd [latter two now Victoria Rd], old Glebe Island Bridge, Bank St, Miller St, Union St (**Pymont**), Pymont Bridge, Market St, York St (City).

From City (York St) (at Market St) via Druitt St, Clarence St, Pymont Bridge, then reverse route to Mansfield St, then Mullens St, Montague St to Darling St (Balmain Post Office).

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex City from Weston [now Victoria] Rd via Evans St, Beattie St, Montague St. Returning via Darling St, Beattie St, Evans St, Weston Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmain-City (York St)	19	M-F	Balmain	6.55am	York St	6.12pm	15	A
		Sat		6.55am		1.13pm	15	
		Sun						

A – Extra trips Friday night.

Route 17

ROCKDALE – ARNCLIFFE (Fripp St)

Timeline

2 July 1934: Commenced by Innes Bros & Drover (William HC Innes, Sydney V Innes, Harold E Innes & William R Drover).

During World War II: Service may have been suspended for a period.

January 1978: Transferred to Moore's Tours (Trevor Moore).

By January 1984: Amalgamated with 8 to become combined 8/17 Rockdale – Bexley – Arncliffe.

For further entries – see combined route 8/17.

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Arncliffe (Fripp St & Athelstane Av) via Lorraine Av, Lansdowne St, Wollongong Rd, Forest Rd, Clarence Rd, Oswell St, Villiers St, Railway St (Rockdale).

Circa 1948 (Source: Gregory's Street Directory)

From Arncliffe (Fripp St & Athelstane Av) via Lorraine Av, Parliament Tce, Broadford St, Forest Rd, Clarence Rd, Oswell St, Villiers St, Railway St (Rockdale).

Alteration

1968 (Source: RGH notes): To approach Rockdale from Railway St via Walz St, Watkin St, Frederick St, Railway St to Rockdale Station.

Timetable Summary

1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Arncliffe (Fripp St)	12	M-F	Lansdowne St	6.42am	Rockdale	7.40pm	A	
			Fripp St	9.08am				
		Sat	Lansdowne St	6.45am		7.39pm	B	
			Fripp St	9.08am				
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Rockdale-Lansdowne St. Day & afternoon peak hour, Rockdale-Fripp St 30*

B – Early morning, Rockdale-Lansdowne St. Day, Rockdale-Fripp St 30

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Arncliffe (Fripp St)	10	M-F	Fripp St	6.30am	Rockdale	6.10pm	30*	
		Sat		8.04am		12.51pm	30	
		Sun						

* More frequent in peak hours.

Route 18

ROCKDALE – BRIGHTON-le-SANDS

Timeline

By date of Govt Gazette 15 October 1926: Commenced.

By date of Govt Gazette 27 May 1927: Combined with 9 as 18, Arncliffe – Wolli Creek [now Turrella] – Arncliffe (loop) – Brighton-le-Sands (*see next entry*).

Streets

1926 (*Source: Govt Gazette of 15 October 1926*)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via Rocky Point Rd, Bryant St, West Botany St, Bay St, Grand Pde, Gordon St, The Avenue [now Moate Av], Rowley St to Reading Rd (Brighton-le-Sands). Reverse on return.

Route 18

ARNCLIFFE – WOLLI CREEK – ARNCLIFFE (Loop) – BRIGHTON-le-SANDS

(Wolli Creek for this route refers to the current Turrella area, which is adjacent to actual creek of that name. Turrella was established as a suburb in 1931, when the Tempe-Kingsgrove railway was opened.)

Timeline

By date of Govt Gazette 27 May 1927:

- 9 & 18 combined as 18.
- The 1925 timetable for 9 shows base service ran Arncliffe – Wolli Creek – Arncliffe (Loop), with selected trips extended to Rockdale and at weekends to Brighton-le-Sands. As the route description for 18 at this time is almost identical to 9, 18 probably operated similarly.

By date of Govt Gazette 22 June 1928: Renumbered 12.

Streets

1927 (*Source: Govt Gazette of 27 May 1927*)

From Arncliffe (Firth St at station) via Firth St, Done St, Wollongong Rd, Kelsey St, Denison St, Hirst St, Dowling St, Hannam St, Arncliffe [now Turrella] St, Loftus St, Kelsey St, Wollongong Rd, Done St, Firth St (**Arncliffe**), Forest Rd, Rocky Point Rd [now Princes Hwy], Bay St, The Grand Pde, Gordon St, The Avenue [now Moate Av], Rowley St to Reading Rd (Brighton-le-Sands).

From Brighton-le-Sands (Rowley St at Reading Rd) via Rowley St, The Avenue [now Moate Av], The Grand Pde, Bay St, Rocky Point Rd [now Princes Hwy], Forest Rd, Firth St to Arncliffe (Station).

Timetable Summary

Probably similar to 9 for September 1925.

Route 18

BALGOWLAH – BROOKVALE

(The Brookvale terminus for this route is in current North Manly.)

Timeline

By date of Govt Gazette 22 February 1929: In operation.

Later 1929(?): Ceased.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Balgowlah (Condamine St at Sydney Rd) via Condamine St [including current Campbell Pde, Sloane Cr, Kentwell Rd] to Pittwater Rd (Brookvale). Reverse on return.

Route 18

NEWTOWN – ALEXANDRIA – CENTENNIAL PARK (Oxford St) – BONDI JUNCTION

- **Extended from Newtown to Children's Hospital (*selected trips, 1987*)**

Timeline

Circa 1929:

- Newtown – Alexandria (Fountain St/McEvoy St) commenced by Spencer Lowe.
- For a period, at least in the 1950s, traded as Alexandria Bus Co. Later traded as Lowes Bus Service. By 1960s, proprietor was Spencer Lowe's son, Peter Lowe.

31 July 1933: Rerouted via Henderson Rd tram line, which closed on 9 July 1933.

25 September 1933: Reverted to original route when 19 commenced (which operated via Henderson Rd).

By 1946: Extended from Alexandria to Moore Park (Anzac Pde/Dacey Av).

By 1948: Extended from Moore Park (Anzac Pde/Dacey Av) to Centennial Park (Oxford St/Moore Park Rd) (destination "Oxford St").

1979: Extended from Centennial Park (Oxford St/Moore Park Rd) to Bondi Junction to become Newtown – Bondi Junction, following opening of the Eastern Suburbs Railway & the bus/rail interchange at Bondi Junction.

November 1979: Lowes Bus Service transferred to Wally Horwood.

17 March 1980: Express service Erskineville – Bondi Junction commenced (when ceased?).

October 1982: Transferred to South Western Coach Lines (Max Holman).

February 1986: Transferred to ABC Coach Lines (Peter Brewer).

2 February 1987:

- Selected trips extended from Newtown to Children's Hospital, Camperdown.
- Service between Newtown & Royal Alexandra Hospital for Children shared with 10.

1 August 1987: Operator traded as ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Ken Westwood).

16 November 1987: As part of general reorganization of ABC Coach Lines' routes, coinciding with the opening of Marrickville Metro shopping centre, 10 & 18 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*) as:

453 Camperdown – Redfern Mall

454 Marrickville Metro – Redfern Mall

455 Camperdown – Marrickville Metro – Bondi Junction.

Streets

Newtown – Moore Park (Anzac Pde)

Circa 1946 (Source: Gregory's Street Directory)

From Newtown [Station] via Wilson St, Erskineville Rd, Swanson St, Copeland St, Mitchell Rd, Harley St, McEvoy St (**Alexandria**), Lachlan St, Dacey Av [to Anzac Pde] (Moore Park).

Newtown – Centennial Park (Oxford St)

Circa 1948 (Source: Gregory's Street Directory)

From Newtown [Station] via Wilson St, Erskineville Rd, Swanson St, Copeland St, Mitchell Rd, Harley St, McEvoy St (**Alexandria**), Bourke St, Lachlan St, Dacey Av, Anzac Pde, Robertson Rd, Martin Rd [to Oxford St] (Centennial Park).

1968 (Source: RGH notes)

From Newtown (Station St at Enmore Rd) via Enmore Rd, King St, Wilson St, Erskineville Rd, Swanson St, Copeland St, Mitchell Rd, Harley St, McEvoy St (**Alexandria**), Bourke St, Lachlan St, Dacey Av, Anzac Pde, Robertson Rd, Cook Rd, Mitchell St, Lang Rd to Moore Park Rd ("Oxford St", Centennial Park).

From "Oxford St" (Moore Park Rd at Lang Rd, Centennial Park) via Cook Rd, then reverse route to King St, then Holt St, Station St to Enmore Rd (Newtown).

Newtown – Bondi Junction

Alteration

1979 (*Source: timetable*): Extended from Oxford St (Lang Rd/Moore Park Rd) via Oxford St, Newland St, into Bondi Junction interchange. Return via Newland St, Oxford St, Moore Park Rd, Cook Rd.

Timetable Summary

22 August 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown-Centennial Park (Oxford St)	23	M-F	Newtown	5.50am	Oxford St	12.00mn	30*	
		Sat		6.00am		12.00mn	30	
		Sun		8.30am		11.00pm	60	

* More frequent in peak hours.

1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown-Oxford St-Bondi Junction	30	M-F	Newtown	5.40am	Bondi Junction	7.05pm	35*	
		Sat		5.30am		5.05pm	AM 30 PM 70	
		Sun						

* More frequent in peak hours.

Route 19

BALMORAL BEACH – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being jointly operated by Cook & Inder; GF Inder; Sydney Motor Service; White Transit Co (Charles H Hicks). These operators may have jointly been grouped as North Sydney Motor Coaches. Mrs Edith Barham had been an/the operator until May 1924.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

Streets

1925 (*Source: Govt Gazette of 13 November 1925*)

From Balmoral Beach (Awaba St at Ruve St [now The Esplanade]) via Awaba St, Ruve St, Lawry Pde [last two streets now The Esplanade], Raglan St, Military Rd (**Mosman, Spit Junction, Cremorne Junction, Neutral Bay Junction**), Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Alteration

1926 (*Source: Govt Gazette of 15 October 1926*): Ex Milsons Point from Raglan St via Lawry Pde to Trewyn St [now Botanic Rd], then Lawry Pde [now The Esplanade]. Unaltered on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmoral-Milsons Point	39	M-F	Balmoral	7.02am	Milsons Point	12.10am	40	
		Sat		7.02am		12.10am	40	
		Sun		8.20am		12.10am	30-60	

Route 19

NEWTOWN – WATERLOO – REDFERN

- **Extended from Waterloo to Oxford St (Sundays, 1950s)**

Timeline

25 September 1933:

- Newtown – Dowling St, Waterloo commenced by Spencer Lowe, as the permanent part replacement for the Circular Quay – Henderson Rd tram line, which closed on 9 July 1933. Replaced 18 which had been temporarily rerouted via part of the tram line as from 31 July 1933.
- For a period at least in the 1950s, traded as Alexandria Bus Co. Later traded as Lowes Bus Service. By 1960s, proprietor was Spencer Lowe's son, Peter Lowe.

1950s: For a period, extended from Dowling St to Centennial Park (Oxford St) (same terminus as 18) on Sundays.

November 1979: Lowes Bus Service transferred to Wally Horwood.

October 1982: Transferred to South Western Coach Lines (Max Holman).

12 November 1985: 10 & 19 through-routed. Dowling St terminus re-located to Phillip/Morehead Sts, Redfern, probably at same time.

February 1986: Transferred to ABC Coach Lines (Peter Brewer).

2 February 1987: 10 & 19 amalgamated as 10. Phillip/Morehead Sts terminus moved to Redfern Mall [now Surry Hills shopping village], probably at the same time.

Streets

Newtown – Waterloo

Circa 1946 (Source: Gregory's Street Directory)

From Newtown [Station] via Wilson St, Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Botany Rd, Wellington St, Morehead St, Phillip St, Bourke St, Lachlan St (Waterloo).

1968 (Source: RGH notes)

From Newtown (Station St at Enmore Rd) via Enmore Rd, King St, Wilson St, Erskineville Rd (**Erskineville**), Swanson St, Park St, Henderson Rd, Botany St, Wellington St (**Waterloo**), Morehead St, Phillip St, Crescent St, Dowling St, Lachlan St, Bourke St, Phillip St, then reverse route to King St, then Holt St, Station St to Enmore Rd (Newtown).

Timetable Summary

20 December 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown-Waterloo†	Fr New 18W 27O	M-F	Newtown	6.30am	Waterloo	8.00pm	40	
		Sat		6.20am		6.00pm	40	
		Sun		9.00amO	Oxford St	7.30pmN	60	

† Extended to Centennial Park (Oxford St) on Sundays.

N – To Newtown.

O – To Centennial Park (Oxford St).

W – To Waterloo.

12 November 1985

See under 10 for through-routed 10 & 19.

Route 20

BALMORAL HEIGHTS – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Mrs Edith Barham.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Balmoral Heights (Kirkoswald Av opposite "Clandulla" residence) via Kirkoswald Av, Tivoli St, Stanton Rd, Moruben Rd, Punch St, Spit Rd (**Mosman**), Military Rd (**Spit Junction**, **Cremorne Junction**, **Neutral Bay**)

Junction), Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Balmoral Heights-Milsons Point	36	M-F	Balmoral Hts	6.45am	Milsons Point	11.45pm	40	
		Sat		6.45am		11.45pm	40	
		Sun		9.48am		11.26pm	30-60	

Route 20

BONDI BEACH – VAUCLUSE

Timeline

1931: Commenced by FW (Frank) Raines.

15 April 1934: Taken over by Department of Road Transport & Tramways.

Streets

Same as or similar to 20 (see Government Route Histories – Eastern Suburbs)

Route 20

BANKSTOWN – ELDRIDGE RD – BANKSTOWN SHOWGROUND

(Eldridge Rd is in current Condell Park.)

Timeline

January 1949: Bankstown – Eldridge Rd section of 25 transferred from AJ Clayton to Arthur E Wood (later trading as Bankstown-Eldridge Rd Bus Service) and renumbered 20.

September 1957: Selected trips diverted via Bankstown Hospital.

By 2 December 1957: Extended from Eldridge Rd to Bankstown Showground.

1977: Transferred to Bass Hill Bus Service (partnership of Bill Costello & Tony Prior).

May 1992: Bill Costello assumed complete control of operation.

1 July 1995: Transferred to Baxter's Bus Lines.

17 December 1995: Renumbered 930 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Eldridge Rd

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via Restwell St, Macauley Av, Chapel Rd, Brandon Av, Oxford Av, Chertsey Av, Pringle Av, Lancelot St, Market St, Gleeson Av (Eldridge Rd).

Bankstown – Eldridge Rd – Showground

1969 (Source: RGH notes/timetable)

From Bankstown (Restwell St at Greenfield St) via Greenfield St, Chapel Rd, Brandon Av, Oxford Av, Chertsey Av, Pringle Av, Lancelot St, Market St, Gleeson Av, Eldridge Rd (**Showground**), Ethel St to Yanderra St.

From Eldridge Rd (at Yanderra St) via Yanderra St, Simmat Av, Eldridge Rd, then reverse route to Chapel Rd, then South Tce, Restwell St to Bankstown Station.

Bankstown Hospital diversion:

Either from Market St via Augusta St, Antwerp St, Eldridge Rd;

or from Oxford Av via Augusta St, Antwerp St, Eldridge Rd;

then, in each case from Eldridge Rd via Gallipoli St, Claribel St, Artegaill St, Eldridge Rd.

Reverse on return.

Alteration

Circa mid 1980s (Source: timetable):

Bankstown Hospital diversion: All trips rerouted via Hospital from Gleeson Av/Eldridge Rd via Eldridge Rd, Gallipoli St, Claribel St, Artegaill St, Eldridge Rd.

Timetable Summary

2 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bankstown Showground	15	M-F	Showground	5.15am	Bankstown	7.46pm	30*	A
		Sat		6.10am		7.15pm	20-30	A
		Sun		6.40am		8.50pm	60	

* More frequent in peak hours.

A – Plus picture bus Wednesday, Friday & Saturday nights.

September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bankstown Showground	13	M-F	Showground	5.46am	Bankstown	6.35pm	30	
		Sat		7.48am		4.15pm	30	
		Sun		8.40am		4.15pm	30-60	A

A – Gap in service.

Route 21

BANKSTOWN – BASS HILL – DEEPWATER

BANKSTOWN – BASS HILL – VILLAWOOD

BANKSTOWN – YAGOONA WEST – GEORGES HALL (Denman Rd)

- **Bankstown – Upper Bankstown – Cabramatta (until 1937)**

(Bass Hill was known as Upper Bankstown in the 1920s, then Bass Hills until the 1960s.)

(Deepwater was named after Deepwater picnic grounds, located on the Georges River between current Lionel St & Haig Av. This location is in the current suburb of Georges Hall.)

Timeline

As at date of Govt Gazette 13 November 1925: Bankstown – Cabramatta being operated by ARB (Archie) McVicar.

By 1 October 1934: New route commenced, Bankstown – Deepwater.

By October 1935: Transferred to FJ Neave.

15 July 1935: Bankstown – Cabramatta curtailed to run Bankstown – Arundle Rd, Bass Hills.

9 December 1935: Bankstown – Deepwater ceased due to lack of patronage.

20 December 1935: Re-extended from Bass Hills to Cabramatta.

13 December 1936: (Re-)extended (presumably from Bass Hills) to Georges River (Deepwater) [at current intersection of Henry Lawson Dr & Haig Av, Georges Hall] on Sundays & Public Holidays.

By 26 July 1937: Route recorded in Department of Road Transport & Tramways annual report as Bankstown – Bass Hills & Deepwater (ie, discontinued between Bass Hills & Cabramatta).

By 1941: Operated by AJ Clayton.

1 January 1949: Transferred to JG Lewry.

June 1956: Transferred to JG & DA Lewry (by 1958 trading as Bass Hill Bus Service).

September 1957: Selected trips diverted via or ran to Yagoona West.

By 26 October 1958: Selected trips extended from Bass Hill to Georges Hall (Denman Rd). By 1967, Bankstown – Yagoona West – Georges Hall (Denman Rd) had become a regular service.

May 1963: Bankstown – Bass Hill extended from Bass Hill to Villawood on three months' trial (later permanent).

25 September 1964: Bass Hill Bus Service transferred to partnership of Bill Costello & Tony Prior.

May 1992: Bill Costello assumed complete control.

1 July 1995: Transferred to Baxter's Bus Lines.

17 December 1995:

- Bankstown – Villawood amalgamated with 902, Parramatta – Villawood, as 902, Bankstown – Villawood – Parramatta, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*)
- Bankstown – Georges Hall (Denman Rd) section renumbered 932 in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Upper Bankstown – Lansdowne – Cabramatta

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (North Tce at station) via North Tce, Chapel St, Liverpool Rd [now Hume Hwy] (**Upper Bankstown**), Cabramatta Rd to Cabramatta Station. Reverse on return.

Bankstown – Bass Hills – Deepwater

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via North Tce, Marion St, Meredith St, Carmen St, Cairds Av, Reynolds Av, Melanie St, Brancourt Av, Allum St, Glassop St, William St, Hume Hwy, Arundel Rd (**Bass Hill**), Johnston Rd, Denman Rd, Georges Cr to Birdwood Rd (Deepwater).

Bankstown – Yagoona West

Circa 1962 (Source: Collins street directory/Leon Batman)

From Bankstown (Bankstown Square shops) via The Mall [then extended to Stacey St], Stacey St, North Tce, Marion St, Meredith St, Carmen St, Cairds Av, Reynolds Av, Melanie St, Allum St, Glassop St, Highland Av (**Yagoona**), Hume Hwy, William St, Glassop St (**Yagoona West**).

Bankstown – Yagoona West – Bass Hill

1965 (Source: RGH notes/timetable/Leon Batman)

From Bankstown (Bankstown Square shops) via The Mall [then extended to Stacey St], Lady Cutler Av, North Tce, Marion St, Meredith St, Carmen St, Cairds Av, Reynolds Av, Melanie St, Allum St, Glassop St, Highland Av (**Yagoona**), Hume Hwy, William St, Glassop St (**Yagoona West**), Bertram St, Warringa St, Georgina St, Thornton Av, Sussman Av, Carysfield Rd to Hume Hwy (Bass Hill post office).

From Bass Hill (Carysfield Rd at Hume Hwy) via reverse route to Marion St, then Chapel Rd, The Mall, Fetherstone St, North Tce, The Appian Way, The Mall, Jacobs St to Bankstown Square shops.

Selected afternoon peak hour trips: Ex Bankstown from Allum St via Glassop St, Bertram St (*not* via Yagoona Station).

Bankstown – Yagoona West – Georges Hall (Denman Rd)

Alterations

- *1969 (Source: RGH notes/timetable/Leon Batman):* Extended from Carysfield Rd via Johnston Rd, Rex Rd, Flinders Rd, Henry Lawson Dr, Denman Rd (**Georges Hall**), Johnston Rd to Carysfield Rd.
- *Mid 1980s (Source: timetable):* Ex Bankstown from Carysfield Rd via Hume Hwy, Johnston Rd, Denman Rd, Henry Lawson Dr, Flinders Rd, Johnston Rd, Bass Hill Plaza internal roadway, Hume Hwy.
- *Later (Source: timetable):* Ex Bankstown from Meredith St via Carmen St, Brancourt Av, Melanie St and same route. Reverse on return.

Bankstown – Bass Hill – Villawood

1969 (Source: RGH notes/timetable)

From Bankstown (Bankstown Square shops) via The Mall [then extended to Stacey St], Stacey St, North Tce, Marion St, Meredith St, Carmen St, Cairds Av, Reynolds Av, Melanie St, Allum St, Glassop St, Highland Av (**Yagoona**), Hume Hwy (**Bass Hill**), Woodville Rd, Villawood Rd, Villawood Pl to Villawood Station.

From Villawood (Villawood Pl at station) via reverse route to Marion St, then Chapel Rd, The Mall, Fetherstone St, North Tce, The Appian Way, The Mall, Jacobs St to Bankstown Square shops.

Alteration

Later (Source: timetable): Ex Bankstown from Meredith St via Carmen St, Brancourt Av, Melanie St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Lansdowne Bridge-Cabramatta	Fr Banks 30L 41C	M-F	Johnston Rd	6.40amB	Cabramatta	5.50amB	A	
			Bankstown	8.05amC	Johnston Rd	7.35pmB		
		Sat	Johnston Rd	6.40amB	Cabramatta	5.50amB	A	
			Bankstown	8.05amC	Johnston Rd	7.35pmB		
		Sun	Bankstown	10.05amL	Cabramatta	7.20pmB	D	
				3.05pmC				

A – Peak hours, Bankstown-Upper Bankstown (Johnston Rd). Day, Bankstown-Cabramatta 90-120. Extra trips

Friday night.

B – To Bankstown.

C – To Cabramatta.

D – Day, 6 trips Bankstown to Lansdowne Bridge, 5 trips Lansdowne Bridge to Bankstown. 2 afternoon/evening trips extended from Lansdowne Bridge to Cabramatta. Plus short-working/s before first trip and after last trip shown.

L – To Lansdowne Bridge.

26 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bass Hill	18	M-F	Bass Hill	5.15amY 6.16amB	Bankstown	11.10pmH	A	
		Sat		5.50amB		11.10pmH		
		Sun		6.45amB		10.37pmH		
Bankstown-Yagoona West	20	M-F	Yagoona West	5.42amY 9.28amB	Bankstown Yagoona	4.00pmW 6.12pmW	D	
		Sat		7.52amB	Bankstown	12.20pmW		
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Yagoona-Bass Hill. Other times, Bankstown-Bass Hill 30*. Plus picture bus Friday night.

B – To Bankstown.

C – Plus picture bus Saturday night.

D – Peak hours, Yagoona-Yagoona West. Day, Bankstown-Yagoona West 40.

H – To Bass Hill.

W – To Yagoona West.

Y – To Yagoona.

10 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Villawood	Fr Banks 16H 26V	M-F	Bass Hill	5.11amY	Bankstown	6.43pmV	A	
			Villawood	5.55amB	Yagoona	7.33pmH		
		Sat	Bass Hill	5.33amB	Bankstown	7.43pmV	C	
			Villawood	8.00amB				
		Sun		7.35amB		6.04pmV	60	
Bankstown-Yagoona West-Bass Hill	20	M-F	Yagoona West	5.52amY	Bankstown	4.00pmH	D	
				9.20amB	Yagoona	6.12pmH		
		Sat		7.52amB	Bankstown	12.20pmH	7 trips	
		Sun						

* More frequent in peak hours.

A – Peak hours, Yagoona-Bass Hill. Day, Bankstown-Bass Hill 30*, Bankstown-Villawood 60. Plus picture bus Friday night.

B – To Bankstown.

C – Early morning, Bankstown-Bass Hill. Day, Bankstown-Bass Hill 20, Bankstown-Villawood 60. Plus picture bus Saturday night.

D – Peak hours, Yagoona-Yagoona West-Bass Hill. Day, Bankstown-Yagoona West-Bass Hill 60*.

H – To Bass Hill.

V – To Villawood.

Y – To Yagoona.

17 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Villawood	Fr Banks 16H 26V	M-F	Bass Hill	5.11amY	Bankstown	6.43pmV	A	
			Villawood	5.55amB	Yagoona	7.33pmH		
		Sat	Bass Hill	5.33amB	Bankstown	7.43pmV	C	
			Villawood	7.30amB				
		Sun	Villawood	8.35amB		6.04pmV	60	E
Bankstown-Yagoona West-Georges Hall (Denman Rd)	27	M-F	Denman Rd	8.27amB	Bankstown	5.12pmD	F	
					Yagoona	6.35pmD		
		Sat		7.52amB	Bankstown	12.20pmD	60	
		Sun						

* More frequent in peak hours.

A – Peak hours, Yagoona-Bass Hill. Day, Bankstown-Bass Hill 30*, Bankstown-Villawood 60.

B – To Bankstown.

C – Early morning, Bankstown-Bass Hill. Morning, Bankstown-Villawood 30. Afternoon, Bankstown-Villawood 60.

D – To Georges Hall (Denman Rd).

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

F – Day, Bankstown-Georges Hall (Denman Rd) 60*. Afternoon peak hour, Yagoona- Georges Hall (Denman Rd).

H – To Bass Hill.

V – To Villawood.

Y – To Yagoona.

Route 22

BANKSTOWN – MILPERRA – EAST HILLS

- **Extended from Milperra to Vale of Ah Reserve (*Sundays, 1928-1930s*)**

(The terminus at Beaconsfield St/Marigold St is on the border of current Revesby & Milperra.)

Timeline

As at date of Govt Gazette 13 November 1925: Bankstown – Bankstown (Beaconsfield St/Marigold St) being operated by:

- AP Hulbert
- TRB (Bede) Brennan (later Brennan Bros).

1927:

- Brennan became sole operator.
- Service ceased due to fire.
- Later recommenced by ARB (Archie) McVicar.

By date of Govt Gazette 22 June 1928: Extended from Bankstown (Beaconsfield St/Marigold St):

- On Mondays to Fridays to Milperra Soldiers' Settlement (Fleurbaix Av [now part of Henry Lawson Dr in current Milperra] area)
- On Sundays to Vale of Ah Reserve (still in operation as at October 1935, when ceased?).

2 November 1934: Milperra terminus altered to Bullecourt Av/Ashford Av.

20 December 1937: Extended from Milperra to Milperra Bridge.

(?): Selected trips ran Bankstown – Milperra Bridge via Milperra Rd.

November 1948:

- Bankstown – Milperra Bridge via Milperra Rd renumbered 12.
- Bankstown – Milperra via Beaconsfield St extended from Milperra to East Hills (selected trips diverted via Milperra Bridge).

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

5 March 1978: Transferred to Bankstown Bus Lines (Max Holman).

22 May 1978:

- Diversion of selected trips via Milperra Bridge ceased on weekdays & Saturday mornings
- Saturday afternoons, Sunday & Public Holidays service provided by combined 12/22.

October 1979: Operator's name altered to South Western Coach Lines.

27 February 1984: Renumbered 922 in the Sydney Region Route Number System as part of general reorganization of South Western Coach Lines' South Bankstown routes (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Bankstown (Beaconsfield St/Marigold St)

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St, River Rd, Beaconsfield St to Marigold St (Revesby). Reverse on return.

Bankstown – Milperra (*extended to Vale of Ah Reserve on Sundays*)

1928 (Source: Govt Gazette of 22 June 1928)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St, [The] River Rd, Beaconsfield Rd [now St], Marigold St (**Revesby**), unnamed street [probably now Amour St], Horsley St [now Rd], Bullecourt Av, Fleurbaix Av [now Henry Lawson Dr], Pozieres Av, Amiens Av to Bullecourt Av [now Henry Lawson Dr] (Milperra). Reverse on return.

Milperra (Vale of Ah Reserve) extension (*Sundays*): Extended from Milperra (Marigold St) via Milperra Rd, Keys Pde [now Henry Lawson Dr], Auld Av to Vale of Ah Reserve. Reverse on return.

Bankstown – Milperra via Beaconsfield St

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via South Tce Chapel Rd, Canterbury Rd, [The] River Rd, Beaconsfield St, Horsley Rd, Bullecourt Av, Ashford Av, Milperra Rd (Milperra).

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, [The] River Rd, Beaconsfield St (**Revesby**), Horsley Rd, Bullecourt Av, Ashford Av, Milperra Rd (Milperra).

Bankstown – Milperra via Milperra Rd

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via South Tce, Chapel Rd, Canterbury Rd, Milperra Rd (Milperra).

Bankstown – East Hills

1969 (Source: RGH notes)

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Beaconsfield St (**Revesby**), Horsley Rd, Bullecourt Av, Fleurbaix Av (**Milperra**), Henry Lawson Dr, MacLaurin Av to Park Rd (East Hills).

From East Hills (Park Av at MacLaurin Av) via Park Rd, Forrest Rd, Bass Av, Henry Lawson Dr, then reverse route to Chapel Rd, then South Tce to Bankstown Station.

Milperra Bridge diversion: From Bullecourt Av/Henry Lawson Dr via Henry Lawson Dr, Milperra Rd, Rickard Rd (**Milperra Bridge**) to Arthur St, then Rickard Rd, Milperra Rd, Henry Lawson Dr to Bullecourt Av.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bankstown (Beaconsfield St)†	Fr Banks 20B 25V	M-F	Beaconsf'd St	6.40am	Bankstown	7.05pm	90-120	A
		Sat		6.40am		5.07pm	90-120	C
		Sun	Bankstown	10.05am	Vale of Ah Res	6.35pm	120	

† Extended to Vale of Ah Reserve on Sundays.

A – Extra trip Friday night.

B – To Bankstown (Beaconsfield St).

C – Plus picture bus Saturday night.

V – To Vale of Ah Reserve.

28 May 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	Fr Banks 24M 29E	M-F	Milperra	5.54amB	Bankstown	4.31pmE	A	
			East Hills	9.17amB		11.05pmM		
		Sat	Milperra	6.21amB	Bankstown	6.20pmE	C	
			East Hills	8.21amB		10.40pmM		
		Sun	Milperra	6.14amB	East Hills	9.20pmB	D	
			East Hills	8.42amB				

* More frequent in peak hours.

A – Peak hours & night, Bankstown-Milperra. Day, Bankstown-East Hills 60*

B – To Bankstown.

C – Early morning & night, Bankstown-Milperra. Day, Bankstown-East Hills 60. Plus picture bus Saturday night.

D – Early morning, Bankstown-Milperra. Day, Bankstown-East Hills 60. Plus short-working/s after last trip shown.

E – To East Hills

M – To Milperra.

28 October 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	Fr Banks 23M 28E	M-F	Milperra	5.33am	Bankstown	10.50pm	A	
			East Hills	5.56am				
		Sat	Milperra	6.14am	Bankstown	10.50pm	B	
			East Hills	8.09am				
		Sun	Bankstown	7.09am	East Hills	10.06pm	60	

* More frequent in peak hours.

A – Morning peak hour, Bankstown-Milperra. Day, Bankstown-East Hills 60*. Night, Bankstown-East Hills.

B – Early morning, Bankstown-Milperra. Day, Bankstown-East Hills 60. Night, Bankstown-East Hills.

E – To East Hills.

M – To Milperra Bridge.

22 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra-East Hills	29	M-F	East Hills	5.55am	Bankstown	7.50pm	60*	A
		Sat		7.10am	East Hills	6.36pm	60	B
		Sun	Bankstown	9.30am		5.59pm	120	B

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Saturday afternoon & Sunday service provided by combined 12/22.

Route 23

BANKSTOWN – PANANIA – EAST HILLS – PICNIC POINT

(The East Hills terminus referred to in 1925 was in current day Panania. Panania did not exist as a separate suburb until the opening of the Kingsgrove-East Hills railway in 1931.)

(The Georges River terminus referred to in 1925 is in the current suburb of Picnic Point.)

Timeline

As at date of Govt Gazette 13 November 1925:

- Bankstown – East Hills [current Panania] being operated by TRB (Bede) Brennan (later Brennan Bros).
- Extended from East Hills [current Panania] to Georges River [south end of Lambeth St, now Picnic Point] on Saturday afternoons, Sundays & Public Holidays.

1927:

- Service ceased due to fire.
- Later recommenced by ARB (Archie) McVicar.

By date of Govt Gazette 22 February 1929: Extended from Georges River to Picnic Point at weekends.

By 8 May 1938: Extended from Picnic Point to [current] East Hills.

By 30 September 1957:

- Routes were:
 - Bankstown – Revesby – Picnic Point via Kennedy St
 - Bankstown – Revesby – Panania – Picnic Point via Lambeth St
 - Bankstown – Revesby – Panania – East Hills – Picnic Point
- Picnic Point trips ran daily.
- Most trips ran from Bankstown via one route & returned by another.

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

By 30 August 1965:

- Selected trips also ran Bankstown – Revesby – Panania – Picnic Point via Picnic Point Rd.
- Sunday service rerouted via Northam Av (Bankstown Hospital) & Revesby Heights, replacing 38 on that day.

5 March 1978: Transferred to Bankstown Bus Lines (Max Holman).

October 1979: Operator's name altered to South Western Coach Lines.

27 February 1984: As part of general reorganization of South Western Coach Lines' South Bankstown routes, renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*) as:
923 Bankstown – Picnic Point via Burns Rd, Kennedy St, Picnic Point Rd & Lambeth St
924 Bankstown – East Hills – Picnic Point via Tower St.

Streets

Bankstown – East Hills – Georges River

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St [now Rd], Canterbury Rd, [The] River Rd (**Revesby**), Tower St, Lambeth St to Pleasure Grounds gates (Georges River). Reverse on return.

Bankstown – East Hills – Georges River (*weekend trips extended to Picnic Point*)

Alteration

1929 (Source: Govt Gazette of 22 February 1929)

Picnic Point extension (*weekends*): From Pleasure Grounds gates (Georges River) via Picnic Point Rd to Picnic Point.

Bankstown – Picnic Point – East Hills

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via South Tce, Chapel Rd, Canterbury Rd, [The] River Rd (**Revesby**), Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd to **Picnic Point**, then Picnic Point Rd, Doris St, Lambeth St, Tower St, Braesmere Av, Park Rd, Cook Cr (East Hills).

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, [The] River Rd (**Revesby**), Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd to **Picnic Point**, then Picnic Point Rd, Doris St, Lambeth St, Tower St, Braesmere Av, Park Rd, Cook Cr (East Hills).

Bankstown – Picnic Point via Kennedy St

1969 (Source: RGH notes)

From Bankstown (South Tce at Restwell St) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Ferndale Rd, Kennedy St, Burns Rd, Picnic Point Rd, Henry Lawson Dr to Carinya Rd (Picnic Point "top").

From Picnic Point (Henry Lawson Dr at Carinya Rd) via reverse route to Ferndale Rd, then The River Rd, Macarthur Av, Revesby Pl, Blamey St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Picnic Point "bottom" extension: From Picnic Point "top" via Carinya Rd to Picnic Point "bottom" [now known as Picnic Point boatshed]. Reverse on return.

Bankstown – Panania – Picnic Point via Picnic Point Rd

1969 (Source: RGH notes)

From Bankstown (South Tce at Restwell St) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, Milperra Rd, Sherwood St, Bransgrove Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Weston St (**Panania**), Anderson St, Tower St, Picnic Point Rd, Henry Lawson Dr to Carinya Rd (Picnic Point "top").

From Picnic Point (Henry Lawson Dr at Carinya Rd) via reverse route to Weston St, then The River Rd, Macarthur Av, Revesby Pl, Blamey St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Picnic Point "bottom" extension: From Picnic Point "top" via Carinya Rd to Picnic Point "bottom" [now known as Picnic Point boatshed]. Reverse on return.

Bankstown – Panania – Picnic Point via Lambeth St

1969 (Source: RGH notes)

From Bankstown (South Tce at Restwell St) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Tower St, Hinemoa St, Weston St (**Panania**), Anderson St, Tower St, Lambeth St, Henry Lawson Dr to Carinya Rd (Picnic Point "top").

From Picnic Point (Henry Lawson Dr at Carinya Rd) via reverse route to Tower St, then The River Rd, Macarthur Av, Revesby Pl, Blamey St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Picnic Point "bottom" extension: From Picnic Point "top" via Carinya Rd to Picnic Point "bottom" [now known as Picnic Point boatshed]. Reverse on return.

Bankstown – Panania – East Hills – Picnic Point

1969 (Source: RGH notes)

From Bankstown (South Tce at Restwell St) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Tower St, Hinemoa St, Weston St (**Panania**), Anderson St, Tower St, Park Rd, Cook Cr (**East Hills**), Henry Lawson Dr to Carinya Rd (Picnic Point “top”).

From Picnic Point (Henry Lawson Dr at Carinya Rd) via reverse route to Tower St, then The River Rd, Macarthur Av, Revesby Pl, Blamey St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Picnic Point “bottom” extension: From Picnic Point “top” via Carinya Rd to Picnic Point “bottom” [now known as Picnic Point boatshed]. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-East Hills-Georges River	30	M-F	East Hills	5.50am	Bankstown	6.40pm	60-120	A
		Sat		5.50am		12.17pm	4 trips	B
			Bankstown	1.07pm	Georges River	7.15pm	60	
		Sun		9.05am		7.35pm	60	

A – Plus picture bus Wednesday night. Extra trip Friday night.

B – Plus picture bus Saturday night.

30 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Picnic Point†	25	M-F	Picnic Point	5.17am	Bankstown	11.07pm	30*	
		Sat		5.28am		12.14am	30	
		Sun	Bankstown	6.00am	Picnic Point	10.29pm	30	

* More frequent in peak hours.

† Routes were:

Bankstown-Picnic Point via Kennedy St

Bankstown-Picnic Point via Lambeth St

Bankstown-East Hills-Picnic Point

Trips normally ran from Bankstown via one route & returned via another.

30 August 1965

Bankstown – Picnic Point routes

Destinations§	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Bankstown-Picnic Point via Kennedy St	25	M-F	Bankstown	5.11am	Picnic Point	11.00pm	60*	A
		Sat		4.50am	Bankstown	11.52pm	60	
		Sun		6.05am		9.41pm	60	C
Bankstown-Picnic Point via Picnic Point Rd	29	M-F	Picnic Point	9.05am	Picnic Point	2.43pm	D	
		Sat		8.45am	Bankstown	2.28pm	3 trips	
		Sun						
Bankstown-Picnic Point via Lambeth St†	31	M-F	Picnic Point	5.14am	Picnic Point	10.25pm	60*	
		Sat		5.18am		11.17pm	60	
		Sun		7.15amE	East Hills	9.39pmB	60	
Bankstown-East Hills-Picnic Point	30	M-F	Bankstown	5.48am	Bankstown	8.57pm	120	F
		Sat		8.12am		10.51pm	G	
		Sun						H

§ Picnic Point terminus:

Weekdays: Most peak hour trips ran to Picnic Point (bottom). Most off-peak trips ran to Picnic Point (top), with selected trips (approx. hourly) extended to Picnic Point (bottom).

Saturdays: Most trips ran to Picnic Point (bottom).

Sundays: Service to Picnic Point (bottom) provided by all “via Kennedy St” trips.

Average day frequencies along common route:

M-F Bankstown-Revesby 3 trips per hour.
 Sat AM Bankstown-Revesby 3-4 trips per hour.
 Sat PM Bankstown-Revesby 30.
 Sun Bankstown-Revesby 30.

* More frequent in peak hours.

† Extended from Picnic Point to East Hills on Sundays.

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

B – To Bankstown via Picnic Point & Lambeth St.

C – Via Bankstown Hospital & Revesby Heights.

D – 2 trips from Bankstown, 4 trips from Picnic Point.

E – To East Hills via Lambeth St & Picnic Point.

F – Plus picture bus. Extra trip Friday night.

G – Morning limited service. Afternoon 60.

H – Service to East Hills via Picnic Point provided by “via Lambeth St” trips.

22 May 1978

Bankstown – Picnic Point routes

Destinations§	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Bankstown-Picnic Point via Kennedy St	24	M-F	Picnic Point	5.30am	Picnic Point	7.14pm	60*	A
		Sat	Bankstown	7.10am		7.45pm	B	
		Sun	Picnic Point	8.16am		4.41pm	C	
Bankstown-Picnic Point via Picnic Point Rd	23	M-F	Picnic Point	10.36am	Picnic Point	2.40pm	D	
		Sat	Bankstown	9.10am		12.42pm	B	
		Sun						
Bankstown-Picnic Point via Lambeth St	25	M-F	Picnic Point	5.30am	Bankstown	7.40pm	60*	E
		Sat	Bankstown	7.45am		7.15pm	B	
		Sun		9.50am	Bankstown	6.15pm	C	
Bankstown-East Hills-Picnic Point	28	M-F	Bankstown	5.42am	Bankstown	5.10pm	120	
		Sat		8.10am	Picnic Point	1.25pm	B	
		Sun						

§ Picnic Point terminus:

Weekdays: Most weekday trips ran Bankstown – Picnic Point (top), with selected trips (approx. hourly) extended to Picnic Point (bottom).

Saturdays: All trips ran to Picnic Point (top).

Sundays: All trips ran to Picnic Point (bottom). From Bankstown via Lambeth St, from Picnic Point via Kennedy St.

Average day frequencies along common route:

M-F Bankstown-Revesby 3 trips per hour.
 Sat AM Bankstown-Revesby 3 trips per hour.
 Sat PM Bankstown-Revesby 60.
 Sun Bankstown-Revesby 120.

* More frequent in peak hours.

A – Extra trips Thursday night.

B – From Bankstown to Picnic Point (top):

Via Kennedy St 8 trips, via Picnic Point Rd 2 trips, via Lambeth St 10 trips, via East Hills 2 trips.

From Picnic Point (top) to Bankstown:

Via Kennedy St 12 trips, via Picnic Point Rd 3 trips, via Lambeth St 7 trips, via East Hills 3 trips.

C – From Bankstown to Picnic Point (bottom) via Lambeth St 120. From Picnic Point (bottom) to Bankstown via Kennedy St 120. All trips ran via Bankstown Hospital & Revesby Heights.

D – From Bankstown to Picnic Point 2 trips, from Picnic Point to Bankstown 3 trips.

E – Most morning peak hour trips from Picnic Point also ran via Kennedy St. Extra trips Thursday night.

Route 24

BANKSTOWN – PADSTOW – SALT PAN CREEK – ONE TREE POINT

(One Tree Point is in the current suburb of Padstow Heights.)

Timeline

As at date of Govt Gazette 13 November 1925: Bankstown – Padstow – Salt Pan Creek [current day Davies Rd/ Windsor Rd, Padstow] being operated by Hugh Prosser

By 1927: Transferred to ARB (Archie) McVicar.

11 September 1933: Extended from Salt Pan Creek to One Tree Point

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

5 March 1978: Transferred to Bankstown Bus Lines (Max Holman).

October 1979: Operator's name altered to South Western Coach Lines.

27 February 1984: Renumbered 927 in the Sydney Region Route Number System, as part of general reorganization of South Western Coach Lines' South Bankstown routes (*see Private Route Histories – Contract Region 13*).

Streets

Bankstown – Padstow – Salt Pan Creek

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St [now Rd], Gibson Av, Cahors Rd [parts now Memorial Dr & Howard Rd] (**Padstow**), Ryan St [now Rd], Davies Rd to Windsor Rd (Salt Pan Creek). Reverse on return.

Bankstown – Padstow – One Tree Point

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via South Tce, Chapel Rd, Gibson Av, Cahors Rd [incl current Memorial Dr], Howard Rd (**Padstow**), Faraday Rd, Alma Rd, Chamberlain Rd, Clancy St, Dilke Rd, Villiers Rd (One Tree Point).

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via Restwell St, Macauley Av, Chapel Rd, Gibson Av, Cahors Rd [incl current Memorial Dr], Howard Rd (**Padstow**), Faraday Rd, Alma Rd, Chamberlain Rd, Clancy St, Dilke Rd, Villiers Rd (One Tree Point).

1969 (Source: RGH notes)

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Gibson Av, Cahors Rd [incl current Memorial Dr], Howard Rd (**Padstow**), Faraday Rd, Alma Rd, Chamberlain Rd, Clancy St, Dilke Rd, Villiers Rd to Raftree St (One Tree Point).

From One Tree Point (Villiers Rd at Raftree St) via reverse route to Chapel Rd, then South Tce to Bankstown Station.

Padstow (Adelaide Rd) diversion: Ex Bankstown from Faraday Rd/Astley St via Astley St, Adelaide Rd, Windsor Rd to Faraday Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Salt Pan Creek	20	M-F	Salt Pan Creek	6.00am	Bankstown	6.48pm	6 trips	A
		Sat		6.00am		11.05pm	8 trips	A
		Sun		9.00am		7.05pm	4 trips	

A – Plus picture bus Friday & Saturday nights.

14 August 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-One Tree Point	27	M-F	One Tree Point	5.25am	Bankstown	11.17pm	30*	
		Sat	Bankstown	5.27am	One Tree Point	11.25pm	30	
		Sun		6.32am		9.29pm	60	

* More frequent in peak hours.

22 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-One Tree Point	23	M-F	One Tree Point	5.50am	Bankstown	7.23pm	30*	A
		Sat		7.27am		7.30pm	60	
		Sun	Bankstown	8.50am	One Tree Point	5.33pm	120	

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 25

BANKSTOWN – CONDELL PARK

BANKSTOWN – GEORGES HALL – DEEPWATER

BANKSTOWN – YAGOONA WEST – GEORGES HALL (Rex Rd & Bambil St)

- **Bankstown – Eldridge Rd (1937-49)**

(Deepwater was named after Deepwater picnic grounds, located on the Georges River between current Lionel St & Haig Av. This location is in the current suburb of Georges Hall.)

(Eldridge Rd is in current Condell Park.)

Timeline

As at date of Govt Gazette 13 November 1925: Bankstown – Condell Park (Simmat St [now Av]), being operated by Flavelle & Ryan.

1928: Operator incorporated as Condell Park Motor Transport (Ivy Flavelle).

By October 1935: Transferred to AJ Clayton.

5 July 1937: Extra route, Bankstown – Eldridge Rd, commenced.

1943: Industrial trips, Bankstown – de Havillands (aircraft factory) via Milperra Rd, commenced.

1 January 1949:

- Bankstown – Eldridge Rd transferred to Arthur E Wood & renumbered 20.
- Remaining sections of route transferred to FHW (Harry) Mapstone & MH (Max) Treuer (the Treuer family later became sole owner).

By 4 July 1949:

- Condell Park terminus extended to Townsend St/Manahan St.
- Extra route, Bankstown – Georges Hall – Deepwater, commenced. Base service was Bankstown – Georges Hall (Birdwood Rd/Georges Cr - destination sign “Daltons Corner”), with selected trips on weekends extended to [Riverwood ?] Golf Links.

1956: Operator incorporated as West Bankstown Bus Service (Treuer family).

June 1957: Bankstown – Condell Park route extended as a loop via Townsend & Yanderra Sts (loop was bidirectional by 1960).

September 1957: Selected trips ran to/diverted via Yagoona West. Then or later, Bankstown – Yagoona West was a separate route.

By 5 June 1967: Selected trips extended from Bankstown Station to Bankstown Square shops during shopping hours (approx 9.00am to 5.00pm weekdays and 9.00am to noon Saturdays). But free shuttle service also ran from Bankstown Station to Bankstown Square shops at same times.

By 20 June 1972:

- Bankstown – Yagoona West route extended to Georges Hall (Rex Rd/Bambil St)
- Saturday night services ran as a combined loop via Condell Park, Yagoona West & Georges Hall. Later extended to weeknights, early morning Saturday, Saturday afternoons and all day Sundays & Public Holidays.
- Free shuttle service from Bankstown Station to Bankstown Square shops had ceased, but trips continued to be extended from Bankstown Station to Bankstown Square shops during shopping hours.

12 January 1992: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 13*):

935 Bankstown – Condell Park

936 Bankstown – Yagoona West – Georges Hall (Rex Rd/Bambil St)

937 Bankstown – Georges Hall (Henry Lawson Dr)

Streets

Bankstown – Simmat St [now Av]

1925 (Source: Govt Gazette of 13 November 1925)

From Bankstown (North Tce at railway bridge) via North Tce, Marion St, Hunter St, Lancelot St to Simmat St [now Av] (Condell Park). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via North Tce, Marion St, Hunter St, Lancelot St (Simmat St) (Condell Park).

Bankstown – Eldridge Rd

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown [Station] via South Tce, Chapel Rd, Brandon Av, Oxford Av, Chertsey Av, Pringle Av, Lancelot St, Market St, Gleeson Av (Eldridge Rd).

Bankstown – Georges Hall – Deepwater

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown [Station] via North Tce, Marion St, Owen Rd (**Georges Hall**), Birdwood Rd (Deepwater).

1965 (Source: RGH notes/Leon Batman)

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Owen Rd, Birdwood Rd, Haig Av, Henry Lawson Dr (**Deepwater, Georges Hall**), Beale St, Georges Cr, Birdwood Rd, Owen Rd, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown Square extension: From Bankstown Station to Bankstown Square shops.

Alteration

Later (Source: timetable): Georges Hall terminal loop direction reversed, ie via Beale St, Henry Lawson Dr, Haig Av.

Bankstown – Yagoona West

1965 (Source: RGH notes/Leon Batman)

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Edgar St, Waruda St, Saltash St, Warringa St, Bertram St (**Yagoona West**), Glassop St, Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown Square extension: From Bankstown Station to Bankstown Square shops.

Bankstown – Yagoona West – Deepwater combined loop (weeknights, Saturday afternoons & all-day Sundays)

1965 (Source: Leon Batman)

From Bankstown via Yagoona West route to Saltash St, then Glassop St, Bertram St (**Yagoona West**), Warringa St, Horton St, Georgina St, Thornton Av, Bellevue St, Surrey Av, Marion St, then Deepwater route. Returning via same route to Glassop St, then Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown – Condell Park (bidirectional loop)

1969 (Source: RGH notes)

Anti-clockwise loop

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Hunter St, Lancelot St, Simmat Av, Townsend St, Manahan St, Fourth Av, Yanderra St (**Condell Park**), Edgar St, Augusta St, Cragg St, Lancelot St, Hunter St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown Square extension: From Bankstown Station to Bankstown Square shops.

Clockwise loop

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Hunter St, Lancelot St, Cragg St, Augusta St, Edgar St, Yanderra St (**Condell Park**), Fourth Av, Manahan St, Townsend St, Simmat Av, Lancelot St, Hunter St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown Square extension: From Bankstown Station to Bankstown Square shops.

Bankstown – Yagoona West – Georges Hall (Rex Rd & Bambil St)

1972 (Source: timetable)

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Edgar St, Waruda St, Saltash St, Warringa St, Horton St (**Yagoona West**), Georgina Av, Thornton Av, Bellevue Av, Rex Rd, Bambil St (**Georges Hall**), Amaro Av, Ballina St, Bellevue Av, Thornton Av, Georgina Av, Horton St, Warringa St, Bertram St, Glassop St, Colechin St, Cantrell St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Bankstown Square extension: From Bankstown Station to Bankstown Square shops.

Alteration

Later (Source: timetable): Ex Bankstown from Waruda St via Saltash St, Glassop St, Bertram St, Warringa St, Horton St, Georgina St. Return route unaltered.

Bankstown – Condell Park – Georges Hall – Yagoona West combined loop (weeknights, Saturday afternoons & all-day Sundays)

By 5 October 1982 (Source: timetable)

From Bankstown (Fetherstone St at North Tce) via North Tce, Marion St, Hunter St, Lancelot St, Cragg St, Augusta St, Edgar St, Yanderra St (**Condell Park**), Fourth Av, Manahan St, Marion St, Owen St, Birdwood Rd, Georges Cr (**Georges Hall**), Rex Rd, Bellevue Av, Thornton Av, Georgina St, Warringa St (**Yagoona West**), Saltash St, Waruda St, Edgar St, Marion St, Chapel Rd, The Mall, Fetherstone St to Bankstown Station.

Alteration

1989: From Rex Rd via Bambil St, Amaroo Av, Ballina St, Rex Rd, Bellevue St, Thornton Av, Georgina St, Warringa St, Bertram Av, Glassop St, Colechin St, Waruda St, Edgar St, Marion St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Simmat St	10	M-F	Simmat St	6.05am	Bankstown	7.09pm	30-60	A
		Sat		6.05am		6.14pm	30-60	A
		Sun						

A – Plus picture bus Wednesday & Saturday nights. Extra trips Friday night.

25 August 1941

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Simmat St	10	M-F	Simmat St	5.55am	Simmat St	7.27pm	45*	
		Sat		5.55am		7.40pm	30 AM 60 PM	A
		Sun	Bankstown	10.29am		9.25pm	B	
Bankstown-Eldridge Rd	10	M-F	Eldridge Rd	6.06am	Eldridge Rd	7.03pm	45*	
		Sat	Bankstown	8.51am		7.25pm	C	
		Sun						

* More frequent in peak hours.

** Less frequent in afternoon. Gap in service.

A – Plus picture bus Saturday night.

B – Morning, 2 trips. Afternoon, 60. Plus morning church bus. Gap in service.

C – Morning, 30. Afternoon, less frequent. Gap in service. Plus picture bus Saturday night.

4 July 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Georges Hall (Daltons Corner)	15	M-F	Bankstown	6.00amG	Daltons Corner	6.50pm	A	
					Aerodrome	12.05am		
		Sat		6.10amG	Daltons Corner	12.00mn	45	B
		Sun		7.15amG		9.15pm	C	
					Aerodrome	12.05am		
Bankstown-Condell Park	12	M-F	Condell Park	5.53am	Condell Park	7.38pm	D	
		Sat		5.53am		11.47pm	AM 15 PM 30-120	E
		Sun		6.40am		8.45pm	60	E

* More frequent in peak hours.

A – Most morning peak hour & night trips, Bankstown-Aerodrome. Day & most afternoon peak hour trips, Bankstown-Georges Hall (Daltons Corner) 60*. Extra trips Wednesday & Friday nights.

B – Gap in service. Selected afternoon trips extended to Golf Links. Plus short-working/s after last trip shown.

C – Day, Bankstown-Georges Hall (Daltons Corner) 60. Night, Bankstown-Aerodrome. Selected trips extended to Golf Links.

D – Bankstown-Lancelot St/Simmat St 30, Bankstown-Townsend St/Manahan St 60*.

E – Gap in service.

G – To Georges Hall (Daltons Corner).

5 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Deepwater	16	M-F	Bankstown	5.28am	Deepwater	12.33am	45*	
		Sat		5.36am		12.14am	AM 20 PM 40	
		Sun		7.08am		11.14pm	60	
Bankstown-Yagoona West	10	M-F	Bankstown	8.22am	Yagoona West	6.26pm	60*	A
		Sat		7.43am		7.38pm	AM 30 PM 60	B
		Sun		7.38am		10.00pm	60	
Bankstown-Condell Park	30 round trip	M-F	Bankstown	5.30am	Condell Park	11.20pm	30*	C
		Sat		5.35am		12.20am	AM 15 PM 20-40	C
		Sun		6.30am		10.26pm	30	C

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

C – At most times trips ran alternately clockwise and anti-clockwise.

5 October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Georges Hall	21	M-F	Bankstown	5.20am	Georges Hall	7.36pm	50*	A
		Sat		6.51am		12.25pm	50	A
		Sun						A
Bankstown-Yagoona West	20	M-F	Bankstown	5.50am	Yagoona West	7.16pm	40*	A
		Sat		7.12am		12.10pm	50	A
		Sun						A
Bankstown-Condell Park	37 round trip	M-F	Bankstown	5.25am	Condell Park	7.11pm	40*	B
		Sat		7.03am		12.36pm	50	B
		Sun						B
Bankstown-Condell Park-Georges Hall-Yagoona West†	40 round trip	M-F	Bankstown	7.30pm	Georges Hall	9.32pm	Ns	
		Sat		5.30am		7.07pm	C	
		Sun		8.30am		6.00pm	50	

* More frequent in peak hours.

† Combined loop.

A – Service on weeknights, early Saturday mornings, Saturday afternoons, and all day Sunday provided by combined loop.

B – Daytime M-F & Saturday mornings ran mainly alternately clockwise and anti-clockwise. Service on weeknights, early Saturday mornings, Saturday afternoons, and all day Sunday provided by combined loop.

C – Early morning, 2 trips. Afternoon, 40-55. Morning service provided on individual routes.

Ns – Night service.