



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 151 – 175

in the 1925 number system

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

All routes in this section have ceased.

Route 151

MAROUBRA BEACH – RANDWICK CEMETERY – DARLINGHURST – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Maroubra Beach – Randwick Cemetery – Central Railway being operated by:

- JC Tuckfield
- Coventry Motor Service (Priscilla Coventry & Joseph A Hallett).

By date of Govt Gazette 17 December 1926: Curtailed to run Central Railway – Randwick Cemetery (Lurline Bay).

By date of Govt Gazette 22 June 1928: Re-extended from Lurline Bay to Maroubra Beach.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Probably replaced by 199, which had been reduced to a feeder service, Randwick Junction – Maroubra Junction, operated by Maroubra Bus Service (Brian W McQuesne) & possibly also for a time by Coventry Motor Service.

Streets

Maroubra Beach – Randwick Cemetery – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Maroubra Beach (Marine Pde at Wryde St [possibly now McKeon St(?)] via Marine Pde, Hector Rd [now Marine Pde], The Corso, [Duncan Rd/St], Torrington Rd, Long Bay [now Malabar] Rd, Arden St, Oberon St (Coogee), Mount St, Dudley St, Howard St, Perouse Rd, Belmore Rd (**Randwick**), Alison Rd, Anzac Pde, Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Randwick Cemetery – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Randwick Cemetery (Lurline Bay) (Mermaid Av at Long Bay [now Malabar] Rd) via Long Bay [now Malabar] Rd, Arden St, Oberon St (Coogee), Mount St, Dudley St, Howard St, Perouse Rd, Belmore Rd (**Randwick**), Alison Rd, Anzac Pde, Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Maroubra Beach – Randwick Cemetery – Central Railway

1927 (Source: Govt Gazette of 27 May 1927)

From Maroubra Beach (Marine Pde at Wryde St [possibly now McKeon St(?)] via Marine Pde, Hector Rd [now Marine Pde], The Corso, [Duncan Rd/St], Torrington Rd, Long Bay [now Malabar] Rd, Arden St, Oberon St (Coogee), Mount St, Dudley St, Howard St, Perouse Rd, Belmore Rd (**Randwick**), Alison Rd, Anzac Pde, Flinders St (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Maroubra Beach from Oberon St via Perouse Rd. Reverse on return.

Route 152

MEADOWBANK – GLADESVILLE

- **Gladesville – Wharf Rd (limited service, circa 1951-73)**

Timeline

As at date of Govt Gazette 13 November 1925: Meadowbank – Gladesville via Morrison Rd direct (*not* diverting via Tennyson Point or Putney Point) being operated by Sidney Armitage & Frederick J Waller.

By 1931: 104 incorporated into 152, thus altering 152 to Meadowbank – Gladesville via Putney Point & Tennyson Point.

September 1948: Transferred to H Bedford Bus Service (Harry Bedford).

By January 1951: Extra route, with limited service, Gladesville – Wharf Rd, commenced.

27 April 1964: Transferred to Western Suburbs Bus Lines (Col Sinclair).

13 August 1964: Transferred to Meadowbank Bus Service (Eric H Wenban & EM (Eddie) Hayman).

1 July 1967: Meadowbank Bus Service entirely owned by Eric H Wenban.

By November 1971: Selected trips rerouted via Top Ryde shops (most trips ran via Top Ryde by December 1982).

By March 1973: Gladesville – Wharf Rd ceased. (There had been only one return trip per weekday since about 1963. It ran on school days only from about 1971.)

1 July 1976: Transferred to Cumberland Bus Co (Todd family).

31 August 1981: Transferred to Metro West Bus Lines (KA (Ken) Butt).

13 April 1993: Renumbered 535 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Meadowbank – Gladesville via Morrison Rd direct

1925 (Source: Govt Gazette of 13 November 1925)

From Meadowbank (Railway Rd at station) via Railway Rd, Constitution Rd, Belmore St, Morrison Rd, Meriton St to memorial (Gladesville). Reverse on return.

Meadowbank – Gladesville via Morrison Rd, Putney Point & Tennyson Point

Circa 1948 (Source: Gregory's Street Directory)

From Meadowbank (station) via Constitution Rd, Belmore Av, Junction Av [now St], Church St, Morrison Rd, Meriton St, Wharf Rd (Gladesville).

Putney Point diversion: From Morrison Rd via Charles St, Phillip Rd, Delange Rd, Pellisier Rd. Reverse on return.

Tennyson Point diversion: From Morrison Rd via [Tennyson Rd,] Champion Rd.

1963 (Source: RGH notes)

From Meadowbank (Constitution Rd at station) via Constitution Rd, Belmore St, Junction St, Church St, Morrison Rd, Payten St, Phillip Rd, Charles St, Morrison Rd, Meriton St to Victoria Rd (Gladesville).

From Gladesville (Meriton St at Victoria Rd) via Victoria Rd, Jordan St, Western Cr, Ross St, Morrison Rd, then reverse route to Meadowbank.

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

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

Alterations

- *From 15 December 1965 (Source: RGH notes):*

Putney Point diversion: From Phillip Rd/Charles St via Charles St, Waterview St, Delange Rd, Pellisier Rd, McGowan St, Putney Pde, Pellisier Rd, Delange Rd, Phillip Rd to Charles St.

- *Circa 1967 (Source: RGH notes):* Ex Gladesville from Victoria Rd via Gerard St, Western Cr, Morrison Rd.
- *By November 1971 (Source: timetable):*
Putney Point diversion: Both directions from Phillip Rd/Charles St via Phillip Rd, Delange Rd, Waterview St, Princes St, Phillip Rd to Payten St.
- *By November 1971 (Source: timetable):*
Putney Point diversion: Putney Point diversion reverted to that shown for 1963.
- *By November 1971 (Source: timetable):*
Top Ryde diversion: Ex Meadowbank from Morrison Rd/Church St via Church St, Devlin St, Blaxland Rd, Church St to Morrison Rd. Ex Gladesville from Morrison Rd/Gladstone Av via Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St, Victoria Rd, Belmore St.

Gladesville – Wharf Rd

1963 (Source: RGH notes)

From Gladesville (Meriton St at Victoria Rd) via Meriton St, Pile St, Wharf Rd to Victoria Rd (Gladesville).

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		
Meadowbank-Gladesville	25	M-F	Gladesville	6.55am	Meadowbank	6.59pm	50-60	
		Sat		6.55am		7.20pm	50-60	A
		Sun		1.15pm		9.45pm	50-70	

A – Plus picture trip Saturday night.

October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank-Gladesville	22	M-F	Meadowbank	6.16am	Gladesville	11.18pm	30*	A
		Sat		6.43am		11.10pm	30	A
		Sun		8.46am		10.46pm	60	A

* More frequent in peak hours.

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

November 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank-Gladesville	28	M-F	Meadowbank	6.08am	Gladesville	7.20pm	60*	A
		Sat		8.00am		1.15pm	60	
		Sun						

* More frequent in peak hours.

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

Route 153

MERRYLANDS – GREYSTANES (Ringrose Av Loop)

MERRYLANDS – GREYSTANES via various routes

MERRYLANDS – MERRYLANDS WEST (Betts Rd Loop)

- **Extended from Merrylands to Granville (selected trips, until 1931)**

Timeline

As at date of Govt Gazette 13 November 1925: Merrylands (Ringrose Av) [now in Greystanes] – Merrylands with selected trips extended to Granville, being operated by NRB (Bruce) Barklmore.

By date of Govt Gazette 15 October 1926: Extended in Greystanes from Ringrose Av to Cumberland Rd.

October 1931: Extension from Merrylands station to Granville ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.

By 1941: Transferred to Mrs FE (Fanny) Barklmore.

By 1944: Extended in Greystanes from Cumberland Rd to Greystanes Rd.

1944: Bruce Barklmore died. Operator's name changed to Barklmore Bros (the brothers were Bruce's sons, JCB (Jack) & WC (Colin)).

By 14 June 1960: Extra route, Merrylands – Merrylands West (Bristol St/Sherwood Rd), commenced.

By 18 June 1962: Merrylands – Merrylands West (Bristol St/Sherwood Rd) extended to Merrylands Rd/Betts Rd.

By November 1964:

- Extra route, Merrylands – Greystanes (Ringrose Av Loop) via Old Prospect Rd commenced.
- Merrylands – Greystanes routes rearranged as:
 - Merrylands – Greystanes via Macquarie Rd
 - Merrylands – Greystanes via Merrylands Rd
 - Merrylands – Greystanes via Whalans Rd

By August 1970: Extra route, Merrylands – Greystanes (Gipps Rd) via Dahlia St, commenced.

1 March 1981: Transferred to Baxter's Bus Lines, later also trading as Baxter's Holroyd Bus Lines.

November 1981: Merrylands – Greystanes routes rearranged generally as:

Merrylands – Greystanes via Tulip St, then Merrylands Rd

Merrylands – Greystanes via Whalans Rd, then Macquarie Rd

27 November 1983: Re-organised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

812 Merrylands – Merrylands West – South Wentworthville via Bristol St

813 Merrylands – Greystanes (Whalans & Macquarie Rds loop).

813 Merrylands – Greystanes (Gardenia Pde & Merrylands Rd loop).

Streets

Merrylands (Ringrose Av) [in current Greystanes] – Merrylands (*selected trips extended to Granville*)

1925 (Source: Govt Gazette of 13 November 1925)

From Merrylands (Merrylands Rd at Ringrose Av) [in current Greystanes] via Merrylands Rd to Merrylands station. Reverse on return.

Granville extension: Extended from Merrylands station via Merrylands Rd, Woodville Rd, William St, South St, Railway Pde to South St (Granville station). Reverse on return.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Merrylands Rd/Ringrose Av via Merrylands Rd to Cumberland Rd. Reverse on return.

Merrylands (Greystanes Rd) [in current Greystanes] – Merrylands

Circa 1948 (Source: Gregory's Street Directory)

From Merrylands (Greystanes Rd) via Merrylands Rd to Merrylands station.

Merrylands – Greystanes

1968 (Source: RGH notes)

Via Merrylands Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd to Greystanes Rd (Greystanes).

From Greystanes (Merrylands Rd at Greystanes Rd) via Merrylands Rd, Terminal Pl to Merrylands station.

Via Whalans Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Cumberland Rd, Whalans Rd, Greystanes Rd to Merrylands Rd (Greystanes).

From Greystanes (Merrylands Rd at Greystanes Rd) via Greystanes Rd, Whalans Rd, Cumberland Rd, Merrylands Rd, Terminal Pl to Merrylands station.

Via Macquarie Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Gipps Rd to Merrylands Rd (Greystanes).

From Greystanes (Merrylands Rd at Greystanes Rd) via Gipps Rd, Macquarie Rd, Bayfield Rd, Cumberland Rd, Merrylands Rd, Terminal Pl to Merrylands station.

Merrylands – Greystanes via Tulip St

Circa 1975 (Source: UBD Compact Street Directory)

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Daffodil St, Tulip St, Carnation St, Gardenia Pde, Dahlia St, Alpha Rd, Gipps Rd to Merrylands Rd (Greystanes).

From Greystanes (Merrylands Rd at Greystanes Rd) via reverse route to Merrylands Rd, then Terminal Pl to Merrylands station.

Merrylands – Greystanes

November 1981 (Source: timetable)

Via Whalans Rd, then Macquarie Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Cumberland Rd, Whalans Rd, Greystanes Rd (**Greystanes**), Gipps Rd, Macquarie Rd, Bayfield Rd, Cumberland Rd, Merrylands Rd, Terminal Pl to Merrylands station.

Via Tulip St, then Merrylands Rd

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Cumberland Rd, Bayfield Rd, Macquarie Rd, Daffodil St, Tulip St, Carnation St, Gardenia Pde, Dahlia St, Alpha Rd, Gipps Rd (**Greystanes**), Merrylands Rd, Terminal Pl to Merrylands station.

Merrylands – Ringrose Av

1968 (Source: RGH notes)

Morning

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Ringrose Av, Old Prospect Rd (**Greystanes**), Jersey Rd, Irrigation Rd, Centenary Rd, Merrylands Rd, Terminal Pl to Merrylands station.

Afternoon

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Centenary Rd, Irrigation Rd, Jersey Rd, Old Prospect Rd (**Greystanes**), Ringrose Av, Merrylands Rd, Terminal Pl to Merrylands station.

Merrylands – Betts Rd

1968 (Source: RGH notes)

Morning

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Sherwood Rd, Paton St, Betts Rd, Bruce St, Duffy St, Sherwood Rd (**Merrylands West**), Bristol St, Fowler Rd, Merrylands Rd, Terminal Pl to Merrylands station.

Afternoon

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Fowler Rd, Bristol St, Sherwood Rd, Duffy St, Bruce St, Betts Rd, Paton St, Sherwood Rd (**Merrylands West**), Merrylands Rd, Terminal Pl to Merrylands 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		
Sherwood Rd-Merrylands†	21	M-F	Sherwood Rd	6.47am	Merrylands	10.00pm	10 trips	A
		Sat		6.47am		10.00pm	10 trips	A
		Sun						

† Selected trips extended from Merrylands to Granville & from Sherwood Rd to Jersey Rd or Ringrose Av.

A – 3 trips extended from Sherwood Rd to Jersey Rd or Ringrose Av. 2 trips extended from Merrylands to Granville.

Plus picture trip Friday & Saturday nights.

18 June 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Greystanes	17	M-F	Cumberl'd Rd	5.35am	Merrylands	10.15pm	30*	A
		Sat		5.40am		10.34pm	30	A
		Sun		6.47am		8.06pm	30	
Merrylands-Betts Rd	17	M-F	Betts Rd	5.54am	Merrylands	6.35pm	40*	
		Sat		8.39am		10.06pm	60	B
		Sun		8.45am		6.36pm	5 trips	

* More frequent in peak hours.

A – Extended to Greystanes Rd approx hourly.

B – Gap in service.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Greystanes	20	M-F	Greystanes	5.21am	Merrylands	9.55pm	30*	
		Sat		6.38am	Greystanes	6.41pm	AM 30 PM 60	
		Sun		8.20am	Merrylands	6.25pm	30	A
Merrylands-Betts Rd	30 round trip	M-F	Betts Rd	5.36am	Merrylands	6.52pm	30	
		Sat	Merrylands	7.49am		1.00pm	30	
		Sun						
Merrylands-Ringrose Av	22 round trip	M-F	Ringrose Av	5.38am	Ringrose Av	9.38pm	30	
		Sat	Merrylands	6.55am		6.08pm	AM 30 PM 60	
		Sun						

* More frequent in peak hours.

A – Gap in service.

Route 154

MORTLAKE – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) Mortlake Motor Bus Service (Frederick Goldie, Michael James Cooley & Ernest Henry Smith) & (2) Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart).

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 Mortlake (Tennyson Rd at Northcote St) via Tennyson Rd, Gale St, Brays Rd, Lancelot St, Archer St, Majors Bay Rd (**Concord**), Crane St, Burwood Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], then reverse route to Mortlake.

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		
Mortlake-Central Railway	54	M-F	Mortlake	7.03am	Central Rly	11.00pm	30	
		Sat		7.03am		11.00pm	30	
		Sun		8.33am		11.05pm	60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mortlake-Central Railway		M-F	Central Rly	6.22am	Central Rly	11.22pm	30	
		Sat		6.22am		11.52pm	30	
		Sun	Mortlake	8.56am		11.22pm	30	

Route 155

MURRIVERIE RD, BONDI – CENTRAL RAILWAY

- **Post 31 October 1931 feeder: MURRIVERIE RD, BONDI – BONDI JUNCTION**
(Murriverie Rd is in current North Bondi.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated, possibly at different times, by (1) Harry Connell, (2) Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart), (3) JH Vigor & (4) Mrs E Tolhurst.

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

Later: Feeder service commenced, Bondi Junction – Murriverie Rd, operated by Blue Transit Co (Bardsley & Warburton families).

17 June 1933: Ceased, replaced by Department of Road Transport & Tramways 160, Bondi Junction – Murriverie Rd.

Streets

Murriverie Rd, Bondi – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Murriverie Rd (at Frederick St) via Murriverie Rd, Old South Head Rd, Birriga Rd, Victoria Rd (**Bellevue Hill**), Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), 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 Murriverie Rd.

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): Ex Central Railway via Eddy Av, Elizabeth St.
- **1928** (Source: Govt Gazette of 22 June 1928): Ex Murriverie Rd from Victoria Rd via Old South Head Rd, Oxford St. 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		
Murriverie Rd-Central Railway	37	M-F	Murriverie Rd	7.00am	Central Rly	11.44pm	30-40	A
		Sat		7.00am		11.44pm	30-40	A
		Sun		8.21am		11.35pm	35-45	

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

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Murriverie Rd-Central Railway		M-F	Central Rly	6.30am	Murriverie Rd	12.02am	20	A
		Sat		6.30am		12.42am	20	
		Sun		2.12pm		12.01am	30-40	

A – Extra trip Friday night.

Route 156

MUSGRAVE ST WHARF – SPIT JUNCTION – MOSMAN (Medusa St)

- **Post 31 October 1931 feeder: MUSGRAVE ST WHARF – MOSMAN (Calypso Av)**

(Musgrave St Wharf now known as Mosman South Wharf.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Paddison Bros (Herbert E & Roland R Paddison).

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

Later: Feeder service commenced, Musgrave St Wharf – Mosman (Calypso Av).

8 May 1933: Taken over by Department of Road Transport & Tramways & combined with 236 as:

Musgrave St Wharf – Spit Junction – Balmoral Heights (Wyargine St)

Musgrave St Wharf – Spit Junction – Mosman (Medusa St)

Streets

Musgrave St Wharf – Spit Junction – Mosman (Medusa St)

1925 (Source: Govt Gazette of 13 November 1925)

From Musgrave St Wharf (Mosman) via Musgrave St, Raglan St, Military Rd, Myahgah Rd to near Military Rd (**Spit Junction**), then Military Rd, Spit Rd, Upper Spit [now Spit] Rd to Medusa St (Mosman). Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Upper Spit [now Spit] Rd via Medusa St to Central [now Pindari] Av. 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		
Musgrave St Wharf-Mosman (Medusa St)	Fr Mus St Whf 12S 17M	M-F	Medusa St	7.55amW	Musgrave St	4.30pmM 7.30pmS	A	
		Sat		7.55amW		11.43amM 7.30pmS	B	
		Sun	Musgrave St	10.20amS	Spit Jun	12.45pmW	5 trips	

A – Day, Musgrave St Wharf-Mosman (Medusa St) 30. Afternoon peak hour, Musgrave St Wharf-Spit Junction.

B – Morning, Musgrave St Wharf-Mosman (Medusa St) 30. Afternoon, Musgrave St Wharf-Spit Junction 30

M – To Mosman (Medusa St).

S – To Spit Junction.

W – To Musgrave St Wharf.

Route 157

NAREMBURN – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Willitts & Schneider.

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Naremburn (Brook St at Slade St) via Brook St, Jenkins St, West St, Carlow 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		
Naremburn-Milsons Point	18	M-F	Naremburn	6.32am	Milsons Pt	11.31pm	40	A
		Sat		6.32am		12.31am	40	
		Sun		8.25am		11.33pm	40	

A – Extra trips Friday night.

Route 157

MANLY – NARRABEEN – CHURCH POINT

- *Post 31 October 1931 feeder: NARRABEEN – CHURCH POINT*

Timeline

By date of Govt Gazette 22 June 1928: Narrabeen – Church Point commenced by Pittwater Motor Tourist Co (Joseph J Thomas & Lawson H Grieg).

?: Extended from Narrabeen to Manly (?).

31 October 1931: Manly – Narrabeen classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act and route curtailed as Narrabeen – Church Point, feeding to the Manly-Narrabeen tram service.

30 July 1935: Altered to Mona Vale – Church Point, feeding to Department of Road Transport & Tramways 142 at Mona Vale.

By October 1935: Transferred to R Stacey.

20 January 1936: Re-extended from Mona Vale to Narrabeen, feeding to Manly-Narrabeen tram.

1 May 1936: Rerouted via Garden St & Macpherson St, Warriewood.

13 July 1938: Ceased, due to competition with Department of Road Transport & Tramways routes in the area. Replaced by Department of Road Transport & Tramways 157 (Manly Wharf – Church Point), which commenced on 18 July 1938.

Streets

Narrabeen – Church Point

1928 (Source: Govt Gazette of 22 June 1928)

From Narrabeen (Pittwater Rd at tram terminus [at Waterloo St]) via Pittwater Rd to Church Point (ferry wharf). Reverse on return.

Route 158

NORTH BONDI – BONDI BEACH – SOUTH ANNANDALE via Cleveland St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by SH Jackson.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Curlewis St, Birriga Rd, Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St, Bourke St (**Surry Hills**), Cleveland St, City Rd, Parramatta Rd, Johnston St to near Parramatta Rd (South Annandale). 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		
North Bondi-South Annandale		M-F	Nth Bondi	6.50am	Sth Annandale	10.01pm	30-90	
		Sat		6.50am		10.01pm	30-90	
		Sun		6.50am		10.01pm	30-90	

Route 158

NORTH SYDNEY (Benelong Rd) – MILSONS POINT via Ben Boyd Rd

(Benelong Rd is in current North Cremorne.)

Timeline

By date of Govt Gazette 22 June 1928: Commenced. Probably ran in conjunction with 163.

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

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From North Sydney (Benelong Rd at Brightmore St) via Benelong Rd, Young St, Barry St (**Neutral Bay**), Yeo St, Ben Boyd Rd, Phillips St, Spruson St, Montpelier St, Eaton St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Benelong Rd from Young St via Military Rd, Ben Boyd Rd. Reverse on return.

Route 159

NORTH BONDI – BONDI BEACH – CENTRAL RAILWAY via O’Sullivan Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by RE Cooper.

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

31 October 1931: Ceased as competitive with trams under State Transport (Co-ordination) Act. Later replaced by Department of Road Transport & Tramways 159.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Curlewis St, O’Sullivan Rd (**Rose Bay**), New South Head Rd, Bayswater Rd (**Kings Cross**), Victoria St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

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

Alteration

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

- Ex North Bondi from Bayswater Rd via Darlinghurst Rd. Reverse on return.
- Ex Central Railway via Eddy Av, 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		
North Bondi-Central Railway via O’Sullivan Rd	41	M-F	Nth Bondi	5.57am	Central Rly	12.25am	30	
		Sat		5.57am		12.41am	30	
		Sun		7.27am		12.25am	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		
North Bondi-Central Railway via O’Sullivan Rd	41	M-F	Central Rly	7.00am	Central Rly	11.30pm	90	
		Sat		7.00am		11.30pm	90	
		Sun	Nth Bondi	9.16am		11.30pm	90	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway via O’Sullivan Rd		M-F	Central Rly	6.45am	Central Rly	9.00pm	PNs	
		Sat		6.45am		11.15pm	45	
		Sun		8.15am		10.55pm	45	

PNs – Peak hours & early night only.

See also General Notes re North Bondi – Central Railway routes below.

Route 160

NORTH BONDI – BONDI BEACH – CENTRAL RAILWAY via O'Brien St

- **Post 31 October 1931 feeder: NORTH BONDI – BONDI BEACH – BONDI JUNCTION**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Bondi Motor Service (Mrs Maria McLean).

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

1920s: Probably also operated by others (*see also General Notes re North Bondi – Central Railway routes below*).

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

January 1932: Feeder service commenced, Bondi Junction – North Bondi, operated by Mr Hawkins, who soon after incorporated as Hawkins Bus Co.

17 June 1933: Taken over by Department of Road Transport & Tramways.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Hall St, O'Brien St, Old South Head Rd, Oxford St (**Bondi Junction, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

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

Alteration

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

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		
North Bondi-Central Railway via O'Brien St	37	M-F	Nth Bondi	6.34am	Central Rly	11.23pm	**	
		Sat		6.34am		11.23pm	**	
		Sun	Central Rly	8.41am		11.23pm	**	

** Alternately 14 & 70.

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway via O'Brien St		M-F	Nth Bondi	6.21am	Central Rly	12.12am	12	
		Sat		6.21am		12.12am	12	
		Sun		8.27am		12.12am	12	

See also General Notes re North Bondi – Central Railway routes below.

GENERAL NOTES RE NORTH BONDI – CENTRAL RAILWAY ROUTES

(1) Operators of North Bondi – Central Railway routes, 159, 160, 161 & 162

The operators of Routes 158 & 159 are believed to be as shown above. However, those for Routes 160, 161 & 162 are not as easily determined. The Doran Report shows the following operators ran between North Bondi & Central Railway, without specifying particular routes. As there are eight operators' names referring to several routes, all or most of the routes presumably had multiple operators.

- AH Barnier
- C Bridges
- L Donald
- Hamers Ltd
- Henry Lane
- WW Pope & Sons/SA Pope (at least 161)
- Standard Motor Co

- OH Suess

(2) Timetable summaries for North Bondi – Central Railway routes as at September 1925

Besides the timetables which can be identified as being for Routes 159 & 162, the “Complete” timetable of September 1925 lists six other timetables for bus routes between North Bondi & Central Railway. However, none of those six timetables indicate the route taken. They may have applied therefore to any of Routes 160, 161 & 162 (and possibly 159). Each of the six timetables, however, does list the name of the operator, a feature which is not shown for any other routes in the “Complete” timetable. The fact that there are six timetables referring to three (or four) routes is a further indication that at least some of the routes had multiple operators. A summary of each of these timetables, together with the operator’s name, is shown below.

Interestingly, an analysis of these six timetables reveals that overall there were departures at even seven-minute intervals from each terminus throughout the day, seven days a week, apart from a 28-minute gap in the early afternoon.

Timetable Summaries: North Bondi – Central Railway routes

September 1925

Operator: Hamers Ltd (J Hamer)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	6.39am	Central Rly	12.26am	**	
		Sat		6.39am		12.26am	**	
		Sun		7.56am		12.26am	**	

** Alternately 7, 42 and 35.

September 1925

Operator: Standard Motor & Engineering Works (Alfred Brett)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	6.53am	Central Rly	12.05am	42	
		Sat		6.53am		12.05am	42	
		Sun		8.17am		12.05am	42	

September 1925

Operator: OH Suess

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	6.46am	Central Rly	11.16pm	84	
		Sat		6.46am		1.20am	84	
		Sun		8.10am		1.20am	84	

September 1925

Operator: Henry Lane

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	6.18am	Central Rly	12.19am	**	
		Sat		6.18am		12.19am	**	
		Sun		7.42am		12.19am	**	

** Alternately 7 and 77.

September 1925

Operator: Alfred H Barnier

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	7.00am	Central Rly	11.30pm	84	
		Sat		7.00am		11.30pm	84	
		Sun		8.24am		11.30pm	84	

September 1925

Operator: WW Pope & Sons (Sydney AW Pope)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway	38	M-F	Nth Bondi	7.07am	Central Rly	11.58pm	**	
		Sat		7.07am		11.58pm	**	
		Sun		8.31am		11.58pm	**	

** Alternately 7, 14 & 63.

(3) Timetable summaries for North Bondi – Central Railway routes as at March 1930

Clark’s Guide & Diary of March 1930 also lists Sydney bus timetables. However, in contrast to the “Complete” timetable of September 1925, Clark’s Guide shows the route number for each timetable, but does not, on the other hand, indicate the operator’s name. We have available from Clark’s Guide the timetables for routes 159, 160 & 161. The tables for routes 160 & 161 demonstrate that the all-week *seven*-minute frequency of 1925 was slightly improved on, as between these two routes, buses ran at *six*-minute intervals in 1930. The service provided by route 159 was in addition to the other two routes.

The information to hand from Clark’s Guide does not list the trip time for each route, but it could be assumed that they were little changed from September 1925.

Route 160

TURRAMURRA – WARRAWEE VALLEY

General note: A loop route via Finlay & Fox Valley Rds ran as part of 166 between March & June 1957.

Timeline

14 September 1965: Commenced by Turramurra-Bobbin Head Bus Co (RR (Ron) Deane).

By 26 February 1973: Reduced to a peak hour service. Off-peak service provided by diversion of 225.

1975/6: Operator’s name changed to Deane’s Coaches (a name already in use for Deane’s Lane Cove operation).

24 July 1985: 160 & 225 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

573 Turramurra – Warrawee Valley

574 Turramurra – Fox Valley

Warrawee – Fox Valley.

Streets

1965 (Source: RGH notes)

From Turramurra (William St at station) via Pacific Hwy, Blytheswood Av, Mildred St, Finlay Rd, Monteith St (**Warrawee Valley**), Roland Av, Fox Valley Rd, Pacific Hwy, William St to Turramurra station.

Timetable Summary

1 October 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Warrawee Valley	12 round trip	M-F	Warrawee Vly	7.01am	Turramurra	6.35pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 161

NORTH BONDI – BONDI BEACH – CENTRAL RAILWAY via Hall St

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Bondi Motor Service (Mrs Maria McLean) and probably other other operators (*see also General Notes re North Bondi – Central Railway routes above*).

31 October 1931: Ceased as competitive with trams under State Transport (Co-ordination) Act.

Streets

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

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Hall St, Old South Head Rd, Oxford St (**Bondi Junction, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

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

Alteration

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

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		
North Bondi-Central Railway via Hall St		M-F	Nth Bondi	6.15am	Central Rly	12.18am	12	
		Sat		6.15am		12.18am	12	
		Sun		7.33am		12.18am	12	

See also General Notes re North Bondi – Central Railway routes above.

Route 161

NARRABEEN – ELANORA HEIGHTS

PYMBLE – GORDON – TERREY HILLS – MONA VALE

- **Extended from Elanora Heights to Ingleside (selected trips)**
- **Further extended from Ingleside to Terrey Hills (school trips)**

Timeline

April 1949: Narrabeen – Elanora Heights – Terrey Hills commenced by B Douglas.

8 September 1952: Ceased, when bus destroyed by fire.

29 June 1953: Recommenced as a school service only, operated by Arthur H Gillott.

December 1957: Transferred to Green Hills Bus Co (EJ Williams), who resumed a regular service.

August/September 1963:

- Transferred to Narrabeen-Elanora Bus Service (Alfred J & B Richards).
- By then route was Narrabeen – Elanora Heights, with selected trips extended to Mona Vale Rd, Ingleside (school trips further extended to Terrey Hills till about 1987).
- Ran *either* via Rickard Rd *or* via Powder Works Rd, often performing a loop via those two roads.

1 July 1972: Transferred to Warringah Bus Lines (JH (Jim) Knox), later becoming part of the Hornsby Bus Group.

January 1979: Extra route, Pymble – Terrey Hills – Mona Vale, commenced, initially operated by mini-buses, later by standard buses. (School trips had run along this route since 17 April 1974.)

By March 1979: Selected Pymble – Terrey Hills – Mona Vale trips diverted via Gordon after leaving Pymble.

January 1990: Operator's trading name changed to Shorelink.

March 1990: Renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 14*):

195 Pymble – Gordon – Terrey Hills – Mona Vale

196 Narrabeen – Elanora Heights (selected trips extended to Mona Vale Rd, Ingleside)

Streets

Narrabeen – Elanora Heights (selected trips extended to Ingleside)

1963 (Source: RGH notes)

Via Powder Works Rd, then Rickard Rd

From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd, Garden St, Powder Works Rd, Kalang Rd (**Elanora Heights**), Elanora Rd, Anana Rd, Rickard Rd, Pittwater Rd to Waterloo St (Narrabeen).

Via Rickard Rd, then Powder Works Rd

From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd, Rickard Rd, Anana Rd, Elanora Rd, Kalang Rd (**Elanora Heights**), Powder Works Rd, Garden St, Pittwater Rd to Waterloo St (Narrabeen).

Ingleside extension: Extended from Elanora Heights (Powder Works Rd/Kalang Rd) via Powder Works Rd to Mona Vale Rd. Reverse on return.

Terrey Hills extension (school days): Terminated at Booralie Rd/Nerang Av (Terrey Hills).

Alterations

1986 (Source: RGH notes)

- From Narrabeen (Pittwater Rd at Waterloo St) via Pittwater Rd, Albert St, Lagoon St, Waterloo St, Pittwater Rd.
- **[Elanora Heights] “Loop” trips:** From Kalang Rd/Elanora Rd via Lumeah Av, Koorangi Av, Maralinga Av, Lumeah Av to Kalang Rd/Elanora Rd.
- **Ingleside extension:** Extended from Elanora Heights (Powder Works Rd/Kalang Rd) via Powder Works Rd, Ingleside Rd, Wattle Rd, Manor Rd, Mona Vale Rd, Power Works Rd to Kalang Rd.

Pymble – Gordon – Terrey Hills – Mona Vale

1986 (Source: RGH notes)

From Pymble (Pacific Hwy at station) via Pacific Hwy, St Johns Av, **Gordon** bus terminal, Henry St, St Johns Av, Pacific Hwy, Mona Vale Rd, Booralie Rd, Yulong Av (**Terrey Hills**), McCarrs Creek Rd, Mona Vale Rd, Bungan St to Waratah St (Mona Vale).

From Mona Vale (Bungan St at Waratah St) via reverse route to Booralie Rd, then Mona Vale Rd, Telegraph Rd, Pacific Hwy to Pymble station.

Timetable Summary

21 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	15	M-F	Elanora	6.45am	Elanora	6.45pm	60*	A
		Sat		8.20am		12.45pm	30	A
		Sun						

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – Trips extended to Ingleside: M-F 4, Saturday 2.

1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	17 round trip	M-F	Narrabeen	6.50am	Elanora	6.40pm	120*	A
		Sat						
		Sun						
Pymble-Mona Vale	30	M-F	Mona Vale	7.00am	Pymble	5.35pm	7 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – 2 trips extended to Ingleside.

Route 162

NORTH BONDI – BONDI BEACH – CENTRAL RAILWAY via Curlewis St

Timeline

As at date of Govt Gazette 13 November 1925: In operation (*see General Notes re North Bondi – Central Railway routes above*).

By date of Govt Gazette 22 February 1929: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Curlewis St, Birriga Rd, Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

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

Alteration

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

Timetable Summary

See General Notes re North Bondi – Central Railway routes above.

Route 162

PARRAMATTA – GRANVILLE – FAIRFIELD via Woodville Rd & Carrington St [now The Horsley Dr]

Timeline

By date of Govt Gazette 22 February 1929: Commenced.

?: Ceased.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd, Good St, Railway Pde (**Granville**), South St, William St, Woodville Rd, Liverpool Rd [now Hume Hwy], Carrington St [now The Horsley Dr], Gordon St, Vine St [incl level crossing], The Crescent to Fairfield station. Reverse on return.

Route 162

TURRAMURRA – SOUTH TURRAMURRA via Carina Rd

Timeline

14 September 1965: Turramurra – Carina Rd, Rofe Park commenced by Turramurra-Bobbin Head Bus Co (RR (Ron) Deane).

By 1 October 1968: Extended from Rofe Park to South Turramurra (Parkinson/Hicks Avs).

By 26 February 1973: Reduced to a peak hour service. Off-peak service via Carina Rd provided by diversion of 166.

1975/6: Operator's name changed to Deane's Coaches (a name already in use for Deane's Lane Cove operation).

24 July 1985: 162 & 166 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

- 570 Turrumurra – South Turrumurra via Kissing Point Rd
- 571 Turrumurra – South Turrumurra via Carina Rd
- 572 Turrumurra – South Turrumurra – Macquarie University.

Streets

Turrumurra – Turrumurra (Carina Rd, Rofe Park)

1965 (Source: RGH notes)

From Turrumurra (William St at station) via Kissing Point Rd, Catalpa Cr, Catalpa Cl [now Barellan Av], Waratah Rd, Mimosa Rd, Carina Rd to Kuruk Pl (Rofe Park, Turrumurra). Reverse on return.

Turrumurra – South Turrumurra (Parkinson Av/Hicks Av) via Carina Rd

1968 (Source: RGH notes/timetable)

Morning

From Turrumurra (William St at station) via Kissing Point Rd, Catalpa Cr, Catalpa Cl [now Barellan Av], Waratah Rd, Boronia Av, Kissing Point Rd, The Comenarra Pkwy, Hicks Av, Parkinson Av (**South Turrumurra**), The Comenarra Pkwy, Ravenhill Rd, Carina Rd, Mimosa Rd, Waratah Rd, Catalpa Cl [now Barellan Av], Catalpa Cr, Kissing Point Rd, William St to Turrumurra station.

Afternoon

From Turrumurra (William St at station) via Kissing Point Rd, Catalpa Cr, Catalpa Cl [now Barellan Av], Waratah Rd, Mimosa Rd, Carina Rd, Ravenhill Rd, The Comenarra Pkwy, Hicks Av, Parkinson Av (**South Turrumurra**), The Comenarra Pkwy, Kissing Point Rd, Boronia Av, Waratah Rd, Catalpa Cl [now Barellan Av], Catalpa Cr, Kissing Point Rd, William St to Turrumurra station.

Alteration

1970 (Source: RGH notes/timetable): Most trips reverted to route as at 1965.

Timetable Summary

1 October 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra	20 round trip	M-F	Sth Turrumurra	7.20am	Sth Turrumurra	6.25pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 163

PUNCHBOWL – CROYDON PARK – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Hoskins Bros.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (Punchbowl Rd at Highclere Av) via Punchbowl Rd, Georges River Rd (**Croydon Park**), Milton St, Palace St, Holden St, Clissold St, Prospect Rd, Junction Rd, Old Canterbury Rd (**Lewisham**), Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], then reverse route to Punchbowl.

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		
Punchbowl-Central Railway	60	M-F	Punchbowl	6.30am	Central Rly	10.55pm	30-60	A
		Sat		6.30am		10.55pm	30-60	A
		Sun		8.35am		10.55pm	30-60	A

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

Route 163

NORTH SYDNEY (Reynolds St) – MILSONS POINT via Ben Boyd Rd

(Reynolds St is in current North Cremorne.)

Timeline

By date of Govt Gazette 22 June 1928: Commenced (probably ran in conjunction with 158).

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

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From North Sydney (Reynolds St at Benelong Rd) via Reynolds St, Waters Rd, Military Rd, Barry St (**Neutral Bay**), Yeo St, Ben Boyd Rd, Phillips St, Spruson St, Montpelier St, Eaton St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Benelong Rd from Military Rd via Ben Boyd Rd. Reverse on return.

Route 163

NEUTRAL BAY (Ben Boyd Rd) – McMAHONS POINT

Timeline

March 1932: Commenced by Fred Rohrs (who had been a driver for White Transit Co). This route and 67 replaced tram service between North Sydney & McMahons Point, discontinued when Sydney Harbour Bridge opened.

14 February 1934: Taken over by Department of Road Transport & Tramways, extended from Ben Boyd Rd to Benelong Rd & renumbered part of 67.

Streets

Probably same as or similar to route when taken over by Department of Road Transport & Tramways – *see Route 67 in Government Route Histories – Inner Northern Suburbs.*

Route 163

EPPING – NORTH EPPING

Timeline

11 July 1963:

- The Epping – North Epping section of Col Sinclair's 82 transferred to North Epping Bus Service (Carl N Tattam) and renumbered 163.
- Late Saturday afternoon & Sunday service continued as combined 82/163 (same as 82 prior to this date) till at least 1969.

1960s-1980s: Various diversions commenced.

27 April 1972: North Epping Bus Service transferred to John E Burke.

4 August 1977: Transferred to Cumberland Bus Co (Todd family).

31 August 1981: Transferred to Metro West Bus Lines (KA (Ken) Butt)

23 July 1990: Renumbered 547 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

1963 (Source: *RGH notes*)

From Epping (Langston Pl at station) via Oxford St, Norfolk Rd, Malton Rd to Boundary Rd. Reverse on return.

Eastcote Rd extension: Extended from Malton Rd/Boundary Rd via Boundary Rd, Eastcote Rd to Malton Rd.

Alterations

- **1964** (Source: *timetable*): Extended in North Epping from Malton Rd/Boundary Rd via Boundary Rd to Beck St.
- **1964** (Source: *timetable*):
Gloucester Rd diversion: Ex Epping from Oxford St via Chester St, Gloucester Rd, Dorset St to Norfolk Rd. Reverse on return.
- **1964** (Source: *timetable*):
Grayson Rd diversion: Ex Epping from Norfolk Rd via Grayson Rd, Devon St to Malton Rd. (Selected trips ran in opposite direction.)
- **1964** (Source: *timetable*):
Norfolk Rd & Boundary Rd diversion: Ex Epping from Norfolk Rd/Malton Rd via Norfolk Rd, Boundary Rd to Malton Rd/Boundary Rd. Reverse on return.
- **1973** (Source: *timetable*)
Bedford Rd diversion: From Devon St (on Grayson Rd diversion) via Waterloo Rd, Bedford Rd, Newton Rd to Devon St. (Selected trips ran in opposite direction.)

1980 (Source: *timetable*)

From Epping (Cambridge St at Oxford St) via Oxford St, Norfolk Rd, Malton Rd, Boundary Rd, Beck St (**North Epping**), Downes St, Eastcote Rd, Malton Rd, Norfolk Rd, Oxford St, Chester St, Cambridge St to Epping station.

Grayson Rd & Bedford Rd diversions combined: From Malton Rd/Devon St via Devon St, Newton St, Bedford Rd, Waterloo Rd, Devon St, Grayson Rd to Norfolk Rd.

Timetable Summary

11 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	10	M-F	Epping	5.56am	Nth Epping	7.20pm	30*	
		Sat		7.05am		7.39pm	30	A
		Sun		6.40am		11.37am	5 trips	

* More frequent in peak hours.

A – Gap in service.

29 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	9	M-F	Nth Epping	6.02am	Nth Epping	7.10pm	30*	
		Sat		8.01am		12.52pm	30	
		Sun						

* More frequent in peak hours.

Route 164

NORTHWOOD – LANE COVE (Gentle St)

- **Extended from Lane Cove (Gentle St) to Gladesville (selected trips)**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Lane Cove Motors (Arthur Bower & Frederick Dunn).

Approx November 1925: Transferred to George H Newman (who initially ran it as a full time route, but reduced to peak hours only from 8 March 1926).

31 December 1926: Ceased (as noted in Govt Gazette 27 May 1927), due to lack of patronage. Partly replaced from 16 February 1927 by Newman's Longueville – Lane Cove West (Gentle St) (part of 127).

Streets

Northwood – Lane Cove (Gentle St)

1925 (Source: Govt Gazette of 13 November 1925)

From Northwood (Northwood Rd at wharf) via Northwood Rd, Longueville Rd, Burns Bay Rd, Gentle St to near Burns Bay Rd (Lane Cove). 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		
Northwood-Lane Cove (Gentle St)†	Fr Nthwd 12L 33G	M-F	Gentle St	7.24am	Northwood	6.39pm	30	A
		Sat		7.24am		1.35pm	30-60	A
		Sun	Gladesville	1.54pm		4.37pm	120	B

† Selected trips extended to Gladesville.

A – Trips extended from Lane Cove (Gentle St) to Gladesville: M-F 2, Saturday 5.

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

G – To Gladesville.

L – To Lane Cove (Gentle St).

Route 164

PARRAMATTA – NORTHMEAD (Moxhams Rd)

Timeline

By date of Govt Gazette 27 May 1927: Commenced by Henry (Harry) Howell.

?: Ceased.

Streets

1927 (Source: Govt Gazette of 27 May 1927)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Pennant St [now Victoria Rd], O'Connell St, Clifford St [now part of O'Connell St], Dunlop St, Church St, Windsor Rd to Moxhams Rd (Northmead). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Parramatta from Argyle St via Church St, Windsor Rd. Reverse on return.

Route 164

PARRAMATTA – EAST PARRAMATTA (Webb St)

Timeline

1950/1: Commenced. Operated by both Parramatta-Epping Bus Service (Moore family) and Alfred J Richards at different times until September 1959.

September 1959: Transferred to Dundas Valley Coach Co (Col Sinclair). Also traded as:

- East Parramatta Transport Co in respect of this route
- Fleet Services

9 June 1967: Transferred to East Parramatta Bus Service (Barry D Barton).

1 December 1968: Transferred to Forest Coach Lines (Royle family).

31 January 1969: Transferred to OW (later CS & OW) Bevan.

September 1971: 3 & 164 amalgamated into a large bidirectional loop, as 3 Parramatta – East Parramatta – Webb St – Parramatta.

Streets

1964 (Source: timetable)

From Parramatta (Darcy St at Church St) via Church St, Market St, Villiers St [now Marist Pl], Victoria Rd, Brickfield St, Isabella St, Sorrell St, Gladstone St, Webb St (**East Parramatta**), Murray St, Barton St, Isabella St, Brabyn St, Gladstone St, Sorrell St, Isabella St, Brickfield St, Victoria Rd, Church St, George St, Smith St, Darcy St to Church St (Parramatta).

Timetable Summary

19 August 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 (Webb St)	30 round trip	M-F	Webb St	6.52am	Parramatta	6.20pm	30	A
		Sat		8.05am		12.20pm	30	
		Sun						

A – Gap in service.

Route 165

PARRAMATTA – EPPING

- **Extended from Parramatta to Northmead (selected trips until 1928)**
- **Parramatta – Telopea – Epping (circa 1958-61)**

Timeline

As at date of Govt Gazette 13 November 1925: Northmead – Parramatta – Epping being operated by Henry (Harry) Howell.

By date of Govt Gazette 22 June 1928: Curtailed to run Parramatta – Epping. 170 & 185 were already providing service between Parramatta & Northmead.

1931: Jointly run by Henry (Harry) Howell & JH Moore.

November 1931: Classed as competitive with trams under State Transport (Co-ordination) Act and split into feeder routes:

- Parramatta – Tintern Av, Carlingford
- Epping – Carlingford.

8 December 1931: Restored as a through route, Parramatta – Epping.

By October 1935: List shows operator as H Howell.

1939: JH Moore became sole operator.

December 1946: Transferred to Richards Bros, although the Moore family continued to control operation of the route.

December 1947: Retr transferred to Moore family, trading as Parramatta-Epping Bus Service.

By 21 July 1958: New route, Parramatta – Telopea – Epping, commenced, serving part of new suburb of Dundas Valley.

November 1958: Operator's name changed to Harris Park Transport.

By 1959: Selected trips ran via Carlingford Rd instead of Willoughby St between Carlingford and Epping, covering 90 which had been reduced to a peak-hour service.

By 26 June 1961: Parramatta – Telopea – Epping ceased. Telopea/Dundas Valley was already being served by Sinclair's 172.

Circa 1984: Trips via Carlingford Rd rerouted via Willoughby St (standard route), as 590 [later 630] provided service along Carlingford Rd.

June 1997: Renumbered 624 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Northmead – Parramatta – Epping via Pennant Hills Rd

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

From Northmead (Windsor Rd at Moxhams Rd) via Windsor Rd, Church St, Argyle St (**Parramatta**), then Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Church St [now Marsden Rd], Tomah St, Willoughby St, Ryde St, Elizabeth St, Station St [last two, now Boronia Av], Bridge St to High St [now Becroft Rd] (Epping station).

Reverse on return.

Parramatta – Epping via Pennant Hills Rd

1928 (*Source: Govt Gazette of 22 June 1928*)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Church St [now Marsden Rd], Tomah St, Willoughby St, Ryde St, Boronia Av, Kent St, Bridge St to Epping station. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Church St [now Marsden Rd], Tomah St, Pennant Pde, Willoughby St, Ryde St, Boronia Av, Kent St, Carlingford Rd, Beecroft Rd (Epping).

1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Pennant Hills Rd (**Carlingford**), Church St [now Marsden Rd], Tomah St, Pennant Pde, Willoughby St, Ryde St, Boronia Av, Bridge St, Rawson St, Carlingford Rd, Beecroft Rd to Epping station.

From Epping (Beecroft Rd at station) via Bridge St, then reverse route to Pennant Hills Rd, then Church St, Argyle St to Parramatta station.

Prindle St diversion: Ex Parramatta from Pennant Hills Rd via Gollan Av, Gowen Brae Av, Prindle St, Charles St, Bettington Rd to Pennant Hills Rd. Reverse on return.

Tintern Av diversion: Ex Parramatta from Pennant Hills Rd via Tintern Av, Robert St, Adderton Rd to Pennant Hills Rd. Reverse on return.

Alteration

From 15 September 1985 (opening of Church St mall):

- From Parramatta (old interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.
- Ex Epping from Church St via George St, Smith St to Parramatta bus interchange.

Parramatta – Telopea – Epping

Circa 1958 (likely route based on timing points)

From Parramatta (station) via same route as “circa 1948” above to Pennant Hills Rd/Evans Rd, then Evans Rd, (?) to **Telopea** station, then (?), Evans Rd, Pennant Hills Rd, then same as “circa 1948” above to Epping station.

Parramatta – Burnside Homes

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St, Pennant Hills Rd, Masons Dr (Burnside Homes).

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		
Parramatta-Epping via Pennant Hills Rd†	51	M-F	Parramatta	8.23am	Epping	2.53pm	3 trips	A
		Sat		8.23am		2.53pm	3 trips	A
		Sun						

† Selected trips extended from Parramatta to Northmead.

A – 3 trips from Northmead to various destinations between Parramatta & Carlingford. 1 trip Epping-Parramatta-Northmead. Plus other short-working/s. Extra trips Friday night.

21 May 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd	28	M-F	Parramatta	6.20am	Epping	10.27pm	30*	A
		Sat		6.20am		7.12pm	30	A
		Sun		9.04am		9.42pm	60	A

* More frequent in peak hours.

A – Plus short-working/s Parramatta-Bettington Rd after last trip shown. Plus picture buses from Parramatta & Epping.

21 July 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Telopea-Epping†	Fr P'matta 24T 46E	M-F	Parramatta	7.25amE	Epping	5.57pmP	A	
					Telopea	7.05pmP		
		Sat		7.00amT			6.17pmP	9 trips
		Sun						

† Additional to Parramatta-Epping via Pennant Hills Rd circa 1958-61.

A – Parramatta-Telopea: 9 trips from Parramatta, 11 trips from Telopea. 6 trips extended to Epping.

E – To Epping.

P – To Parramatta.

T – To Telopea.

26 February 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd	30	M-F	Parramatta	5.33am	Epping	9.31pm	30*	
		Sat		6.15am		7.56pm	AM 30 PM 60	A
		Sun		7.35am		9.31pm	60	

* More frequent in peak hours.

A – Plus late night return trip.

9 November 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd	30	M-F	Parramatta	5.36am	Epping	8.56pm	40*	
		Sat		6.00am		7.00pm	60	
		Sun		8.00am		5.55pm	50	

* More frequent in peak hours.

Route 166

PADDINGTON (Five Ways) – CENTRAL RAILWAY

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Henry (Harry) Connell.

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 Paddington (Five Ways) (Broughton St at Glenmore Rd) via Broughton St, Glenmore Rd, Oxford St (Darlinghurst), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

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

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway via Eddy Av, 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		
Paddington-Central Railway	14	M-F	Paddington	6.22am	Central Rly	12.03am	12	
		Sat		6.22am		12.03am	12	
		Sun		7.30am		11.39pm	15	

Route 166

TURRAMURRA – SOUTH TURRAMURRA – MACQUARIE UNIVERSITY via Kissing Point Rd

• **Turrumurra – Finlay & Fox Valley Rds loop (1957)**

(South Turrumurra is also known as Kissing Point.)

General note: 219 Turrumurra – South Turrumurra had previously run for a period commencing 1 May 1939 (when ceased?) and had covered part of 166.

Timeline

By 10 October 1949: Turrumurra – South Turrumurra commenced by Turrumurra Hire Car Service (RR (Ron) Deane, manager).

August 1955: Transferred to RR Deane.

March to June 1957: Turrumurra – Finlay & Fox Valley Rds loop ran (similar to later 160, Turrumurra-Warrawee Valley).

By July 1962: Operator's name changed to Turrumurra-Bobbin Head Bus Co (RR (Ron) Deane, proprietor).

By 26 February 1973: Selected off-peak trips diverted via Carina Rd to cover part of 162.

1975/6: Operator's name changed to Deane's Coaches (a name already in use for Deane's Lane Cove operation).

14 December 1981: Selected trips extended from South Turrumurra to Macquarie University.

24 July 1985: 162 & 166 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 12*):

570 Turrumurra – South Turrumurra via Kissing Point Rd

571 Turrumurra – South Turrumurra via Carina Rd

572 Turrumurra – South Turrumurra – Macquarie University.

Streets

Turrumurra – South Turrumurra (Kissing Point Rd)

1963 (Source: RGH notes)

From Turrumurra (William St at station) via Kissing Point Rd, Buller St, Maxwell St, The Broadway [now Koombalah Av] (**South Turrumurra**), Kissing Point Rd, William St to Turrumurra station.

Turrumurra – South Turrumurra (Kissing Point Rd) – Macquarie University

1982 (Source: timetable)

From Turrumurra (William St at station) via Kissing Point Rd, Koombalah Av (**South Turrumurra**), Maxwell St, The Comenarra Pkwy, Doncaster Av, Yanko Rd (**West Pymble**), Lane Cove Rd, Waterloo Rd, Herring Rd to Macquarie Centre shops, then Herring Rd, University Av, Macquarie Dr to Macquarie University.

From Macquarie University (Macquarie Dr) via Herring Rd to Macquarie Centre shops, then reverse route to Turrumurra station.

Timetable Summary

10 October 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra (Kissing Point Rd)	10	M-F	Turrumurra	7.30am	Sth Turrumurra	6.50pm	120*	
		Sat		7.50am		6.35pm	7 trips	
		Sun						

* More frequent in peak hours.

June 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-South Turramurra (Kissing Point Rd)	9	M-F	Sth Turramurra	6.15am	Sth Turramurra	7.00pm	30*	
		Sat	Turramurra	7.33am		12.28pm	60	
		Sun						
Turramurra-Macquarie University†	28	M-F	Turramurra	9.27am	Macquarie Uni	2.30pm	2 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Additional to above.

Route 167

PARRAMATTA – MERRYLANDS WEST – SMITHFIELD

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by NRB (Bruce) Barklimore.

Circa 1943: Transferred to Parramatta Bus Co.

Circa 1949: Transferred to NA McIntosh.

By circa early 1950s (during McIntosh's proprietorship):

- Base service was Parramatta – Merrylands West (Merrylands Rd/Sherwood Rd) with selected trips extended to Woodpark Rd and further selected trips extended to Smithfield.
- Ran *either* via Railway St & Burnett St *or* via Boundary St, Hilltop Rd & Holroyd Rd.

October 1954: Transferred to Merrylands Bus Co (Try family).

August 1960: Transferred to Berala Bus Co (Carl N Tattam), also trading as Smithfield Passenger Service or Smithfield Bus Service.

July 1962: Transferred to Cleary Bros (Parramatta).

15 December 1976: Transferred to Western Road Bus Service (Trevor Thornley).

By January 1977: Base service extended in Merrylands West from Sherwood Rd to Woodpark Rd (most off-peak & afternoon peak hour trips returned via Bruce St). More frequent service extended to Smithfield.

10 August 1981: Transferred to Bosnjaks Bus Service (Bosnjak family).

2 November 1981: Amalgamated with Cabramatta – Edensor Park via St Johns Rd part of 45 and renumbered 800 (*see Private Route Histories – Contract Region 3*) (first private bus route renumbered into the Sydney Region Route Number System).

Streets

Parramatta – Smithfield

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Early St, Marsden Rd, Crimea St, Burnett St, Merrylands Rd, Sherwood Rd, Kenyons Rd [now Duffy St, Warren Rd], Liverpool Rd [now Warren Rd, Smithfield Rd] to Fairfield Rd (?) (Smithfield).

From Smithfield (Liverpool Rd at Fairfield Rd (?)) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Market St) via Church St, Railway St, Pitt St, Crimea St, Franklin St, Bowman [now Railway] St, Burnett St, Merrylands Rd, Sherwood Rd (**Merrylands West**), Woodpark Rd, Kenyons Rd, Liverpool Rd [last two streets now Warren Rd, Smithfield Rd] (Smithfield).

Parramatta – Merrylands West (selected trips extended to Smithfield)

Circa early 1950s (during McIntosh's proprietorship) (likely routes):

Via Railway St & Burnett St

From Parramatta as per "circa 1948" above to Merrylands Rd/Sherwood Rd (Merrylands West),

Via Boundary St, Hilltop Rd & Holroyd Rd

From Parramatta as per “circa 1948” route to Church St, then Boundary St, Railway St, Pitt St, Crimea St, Franklin St, Railway St, Burnett St, Hilltop Rd, Holroyd Rd, Merrylands Rd to Sherwood Rd (Merrylands West).

Smithfield extension: Extended from Merrylands West (Merrylands Rd/Sherwood Rd) via Sherwood Rd, Woodpark Rd, Kenyons Rd, Liverpool Rd [last two streets now Warren Rd, Smithfield Rd] (Smithfield).

1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Boundary St, Railway St, Burnett St, Hilltop Rd, Holroyd Rd, Merrylands Rd, Sherwood Rd, Kenyons Rd, Fowler Rd (**Merrylands West**), Merrylands Rd, Holroyd Rd, then reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Smithfield extension: Extended from Sherwood Rd/Kenyons Rd via Sherwood Rd, Woodpark Rd, Warren Rd, Liverpool [now Smithfield] Rd to The Horsley Dr (Smithfield).

Bruce St diversion: Ex Parramatta from Sherwood Rd via Duffy St, Bruce St, Betts Rd, Woodpark 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		
Parramatta-Smithfield	35	M-F	Smithfield	9.10am	Parramatta	3.15pm	3 trips	A
		Sat		9.10am		11.30am	2 trips	A
		Sun						

A – Extra trips Friday night. Plus short-working/s after last trip shown.

Early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Merrylands West (Sherwood Rd)†	Fr P'matta 25M 37S	M-F	Merrylands W	6.50amP	Parramatta	6.15pmS	A	
			Smithfield	8.18amP				
		Sat	Merrylands W	7.30amP		1.00pmS	B	
			Smithfield	8.18amP				
		Sun						

Generally alternate trips via Railway St/Burnett St & via Boundary St/Hilltop Rd/Holroyd Rd.

** More frequent in peak hours. More frequent on Fridays.

† Selected trips extended to Smithfield.

A – Base service Parramatta-Merrylands West 60**. 5 trips extended to Smithfield. Plus picture bus Wednesday night.

B – Base service Parramatta-Merrylands West 20. 3 trips extended to Smithfield. Plus late afternoon return trip. Plus picture bus Saturday night.

M – To Merrylands West (Sherwood Rd).

P – To Parramatta.

S – To Smithfield.

June 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Merrylands West (Sherwood Rd)†	35PMr 27PS	M-F	Merrylands W	5.40amP	Smithfield	5.43pmP	A	
			Parramatta	7.50amS	Merrylands W	6.57pmP		
		Sat	Merrylands W	7.05amP	Smithfield	6.53pmP	B	
			Parramatta	7.50amS				
Sun								

* More frequent in peak hours.

† Selected trips extended to Smithfield.

A – Parramatta-Merrylands West (Sherwood Rd) 20*, 4 trips extended to Smithfield.

B – Parramatta-Merrylands West (Sherwood Rd), morning 15, afternoon 40. 3 trips extended to Smithfield. Plus picture bus Saturday night.

P – To Parramatta.

PMr – Round trip Parramatta-Merrylands West (Sherwood Rd)-Parramatta.

PS – Parramatta to Smithfield.

S – To Smithfield.

January 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Merrylands West-Smithfield	53PMr 28PS	M-F	Smithfield	5.48amP	Parramatta	6.00pmS	A	
		Sat	Parramatta	7.20amM		1.30pmM	B	
		Sun						

A – Morning peak hour, Parramatta-Smithfield. Day, Parramatta-Merrylands West (Woodpark Rd) 30*, Parramatta-Merrylands West (Bruce St) 30/60 alternately, Parramatta-Smithfield 90. Extra trips Thursday night. Plus short-working/s after last trip shown.

B – Parramatta-Merrylands West (Woodpark Rd) 20, 6 trips extended to Smithfield.

M – To Merrylands West (Woodpark Rd).

P – To Parramatta.

PMr – Round trip Parramatta-Merrylands West (Bruce St)-Parramatta.

PS – Parramatta to Smithfield.

S – To Smithfield.

Route 168

PARRAMATTA – AUBURN NORTH – AUBURN

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by George R Sinclair.

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

20 December 1937: Partly recommenced as Parramatta –Auburn North (Station Rd/Parramatta Rd) by Tom O’Bryan.

August 1946: Transferred to HF (Herb) Katen.

February 1959: Transferred to Willcox Bus Service (managed by Willcox’s son-in-law & daughter, WFG & EH Parkes).

March 1963: Extended from Auburn North to Auburn.

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

Mid 1984: Auburn Bus Services transferred to Stephen Todd.

15 December 1986: Renumbered 405 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Parramatta – Auburn

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Darcy St, Station St, Hassall St, Wigram St, Bowden St, Good St (**Granville**), Sydney [now Parramatta] Rd, Station Rd, Rawson St, North Pde [now Rawson St] to Auburn station.

From Auburn (North Pde [now Rawson St] at station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

- **1926** (Source: Govt Gazette of 15 October 1926): From Parramatta (George St at Church St) via George St, Church St. Return from Marsden St via George St to Church St (Parramatta).
- **1927** (Source: Govt Gazette of 27 May 1927): From Parramatta (Market St) via Market St, Church St. Return from Church St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St (Parramatta).

Parramatta – Auburn North

Circa 1948 (Source: Gregory’s Street Directory)

From Auburn North via Great Western Hwy [now Parramatta Rd], Howell St, Cowper St, Good St (**Granville**), Allen St, Harris St, Una St, Wigram St, Hassall St, Allen [now Station] St, Taylor [now Smith] St, Macquarie St (Parramatta).

Parramatta – Auburn

1968 (Source: RGH notes)

From Parramatta (Church St at Macquarie St) via Church St, Argyle St, Valentine Av, Parkes St, Station St, Kendall St, Wigram St, Una St, Harris St (**Harris Park**), Allen St, Good St, Bridge St (**Granville**), Rowell St, Parramatta Rd, Northumberland Rd, Hall St, Station Rd, Rawson Rd to Auburn station.

From Auburn (Rawson Rd at station) via Northumberland Rd, then reverse route to Station St, then Smith St, Macquarie St, Church St to near Macquarie St (Parramatta).

Alteration

From 15 September 1985 (opening of Church St mall): From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St. Return from Station St to Parramatta bus interchange.

1986 (Source: RGH notes)

From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Smith St, Station St, Parkes St, Wigram St, Una St, Harris St (**Harris Park**), Allen St, Good St, Bridge St (**Granville**), Rowell St, Cowper St, Good St, Parramatta Rd, Station Rd, Rawson Rd to Auburn station.

From Auburn (Rawson Rd at station) via Northumberland Rd, Parramatta Rd, Rowell St, Bridge St, Good St, Allen St, then reverse route to Station St to Parramatta.

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		
Parramatta-Auburn	25	M-F	Auburn	8.30am	Parramatta	5.00pm	60	A
		Sat		8.30am		12.00md	60	B
		Sun						

A – Plus short-working/s after last trip shown. Plus picture bus to Auburn Wednesday & Friday nights.

B – Plus picture bus to Auburn Saturday night.

1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn North	20	M-F	Parramatta	7.00am	Parramatta	5.55pm	60	
		Sat	Auburn Nth	8.30am		12.50pm	60	
		Sun						

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn	20	M-F	Auburn	6.10am	Parramatta	6.05pm	30	
		Sat		8.30am		1.00pm	30	
		Sun						

Route 169

PARRAMATTA – AUBURN via Hampstead Rd

- **Extended in Parramatta from station to Park Gates (Sundays)**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by WL Tweedie. The “Complete” timetable of September 1925 shows the route ran Parramatta – Auburn on Mondays to Saturdays, but “Park Gates” – Auburn on Sundays & Holidays.

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 Parramatta Park (Grose St at park gates) via Grose St, O’Connell St, George St, Marsden St, Macquarie St, Church St, Darcy St, Station St, Hassall St, Wigram St, Una St, Harris St (**Harris Park**), Crown St, Good St, Sydney [now Parramatta] Rd, Hampstead Rd, North Pde [now Rawson St] to Auburn station.

From Auburn (North Pde [now Rawson St] at station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St, George St, O’Connell St, Grose St to park gates (Parramatta Park).

Alterations

- *1926 (Source: Govt Gazette of 15 October 1926):* Ex Parramatta Park from George St via Church St. Unaltered on return.
- *1927 (Source: Govt Gazette of 27 May 1927):* Ex Parramatta Park from O’Connell St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St, Church St. Ex Auburn, terminating at Market St, from Church St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St. Ex Auburn, terminating at park gates, from Church St via Pennant St [now Victoria Rd], O’Connell St, Grose 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		
Parramatta-Auburn†	29	M-F	Parramatta	10.00am	Auburn	4.55pm	60	
		Sat		10.00am		4.55pm	60	
		Sun	Auburn	10.30am	P’matta Park	5.05pm	60	

† Extended to Parramatta Park gates on Sundays.

Route 169

CITY (Wynyard) – LANE COVE – TAMBOURINE BAY – LANE COVE WEST (Mars Rd)

CITY (Wynyard) – NORTHWOOD – LONGUEVILLE

LANE COVE – LANE COVE WEST (Mars Rd)

Timeline

1948: Lane Cove – Lane Cove West (Cullen St) commenced by JH (Jack) Hales.

Circa May 1949: Extended in Lane Cove West from Cullen St to Mars Rd (new industrial area). Selected peak hour trips ran Wynyard – Lane Cove West over 224 & 169.

By 1960s: Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips were combined in a loop, Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or vice versa.

13 April 1966: Transferred to Barnes Coaches (JD (Doug) Barnes).

9 October 1970: Transferred to Deane’s Coaches (RR (Ron) Deane).

19 July 1971: Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips ran in a combined loop **169/224** Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or reverse (*see combined routes 169/224 following Route 169*).

1 September 1974: Weekday off-peak City (Wynyard) – Northwood – Lane Cove (224) trips extended from Lane Cove to Lane Cove West (Mars Rd) (169) via Tambourine Bay in place of the loop service.

7 December 1977: Transferred to Lane Cove Bus Service (Bernie Best).

February 1983: Use of route numbers 127, 169 & 224 rearranged to reflect actual usage as [all 1925 numbers]:

127 Northwood – Longueville – Chatswood

169 City (Wynyard) – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd)

224 City (Wynyard) – Northwood – Longueville.

30 July 1985: Lane Cove Bus Service transferred to Macquarie Towns Coach Lines.

7 September 1987: 52, 127, 169 & 224 renumbered into the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*):

261 City (Wynyard) – Northwood – Longueville – Lane Cove

264 Chatswood – Longueville.

Streets

Lane Cove – Lane Cove West (Mars Rd)

1963 (*Source: RGH notes*)

From Lane Cove (Burns Bay Rd at Longueville Rd) via Burns Bay Rd, Sutherland St, Garling St, Hallam Av, Mars Rd to Sirius Rd (Lane Cove West). Reverse on return.

Wynyard – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd)

1986 (*Source: RGH notes*)

From Wynyard (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Shirley Rd, River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Longueville Rd (**Lane Cove**), Birdwood Av, Rosenthal Av, Burns Bay Rd, Tambourine Bay Rd, Hamilton St (**Tambourine Bay**), Pengilly St, Fox St, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Mars Rd, Sirius Rd, Orion Rd to end (Lane Cove West).

From Lane Cove West (Mars Rd) (end of Orion Rd) via reverse route to Northwood Rd, then Cliff Rd, Eva St, Point Rd, Northwood Rd, then reverse route to Pacific Hwy, then Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard).

Trips via Northwood Rd direct (*not* via Northwood): Ex Wynyard from Northwood Rd to Longueville Rd. Reverse on return.

Trips via Burns Bay Rd direct (*not* via Tambourine Bay): Ex Wynyard from Rosenthal Av via Burns Bay Rd to Gentle St. Reverse on return.

Timetable Summary

1 May 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove-Lane Cove West (Mars Rd)	6	M-F	Lane Cove	7.10am	Mars Rd	5.16pm	60*	
		Sat		8.40am		11.26am	40	
		Sun						

* More frequent in peak hours.

1 November 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove-Lane Cove West (Mars Rd)	Fr L Cove 5D 14T	M-F	Lane Cove	6.45am	Mars Rd	4.42pm	30	A
		Sat		8.55am		11.52am	45	D
		Sun						

A – Off-peak, combined 169/224.

D – To/from Lane Cove West (Mars Rd) direct.

T – To Lane Cove West (Mars Rd) via Tambourine Bay.

Combined routes 169/224

LANE COVE – TAMBOURINE BAY – LANE COVE WEST (Mars Rd)

Timeline

By 1960s: Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips were combined in a loop, Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or vice versa. Operated by JH (Jack) Hales.

13 April 1966: Transferred to Barnes Coaches (JD (Doug) Barnes).

9 October 1970: Transferred to Deane's Coaches (RR (Ron) Deane).

19 July 1971: Combined 169/224 loop was standard route.

7 December 1977: Transferred to Lane Cove Bus Service (Bernie Best).

February 1983: Combined route ceased when use of route numbers 127, 169 & 224 rearranged to reflect actual usage as [all 1925 numbers]:

127 Northwood – Longueville – Chatswood

169 City (Wynyard) – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd)

224 City (Wynyard) – Northwood – Longueville.

Streets

By 1960s

From Lane Cove (Burns Bay Rd at Longueville Rd) via Burns Bay Rd, Tambourine Bay Rd, Hamilton St (**Tambourine Bay**), Pengilly St, Fox St, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Mars Rd to Sirius Rd (**Lane Cove West**), then Mars Rd, Hallam Av, Garling St, Sutherland St, Burns Bay Rd to Longueville Rd (Lane Cove).

Selected trips: Reverse.

Route 170

PARRAMATTA – BAULKHAM HILLS MASONIC SCHOOLS

- **Possibly extended from Masonic Schools to Kellyville**

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by DF Ryan.

September 1926 or January 1927: Transferred to Mrs FG (Flo) McIntosh.

1 March 1932: Renumbered part of 200, as part of the agreement to provide bus services to replace the Parramatta – Rogans Hill railway.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Pennant St [now Victoria Rd], O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, Windsor Rd (**Northmead**), Seven Hills Rd to Jasper Rd (Baulkham Hills Masonic Schools). Reverse on return.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Parramatta from Argyle St via Church St, Windsor Rd. Reverse on return.

Route 170

GUILDFORD – FAIRFIELD RD

Timeline

June 1948: Commenced by Merrylands Bus Co (Try family).

1950: Absorbed into 171.

Route 170

GUILDFORD – SMITHFIELD Industrial Area

MERRYLANDS – GUILDFORD via Bristol St

Timeline

May 1960: Merrylands – Guildford via Bristol St commenced by Merrylands Bus Co (Try family).

By 1973: Also traded as Grayline of Australia

1 April 1978: Transferred to Hopkinson's Merrylands Bus Services (Graham Hopkinson).

By January 1981: New peak hour route, Guildford – Smithfield industrial area, commenced.

1 March 1984: 170, 171 & 190 reorganised and renumbered into the Sydney Region Route Number System (*see Private Route Histories – Contract Region 3*):

- 802 Parramatta – Guildford – Fairfield
- 803 Parramatta – Merrylands – Fairfield
- 804 Parramatta – West Guildford – Fairfield
- 819 Merrylands – West Merrylands – Guildford
- 821 Guildford – West Guildford industrial service
- 822 Guildford – Woodpark industrial service

Streets

Merrylands – Guildford

1968 (*Source: RGH notes*)

From Merrylands (Terminal Pl at station) via Pitt St, Merrylands Rd, Chertsey St [now Memorial Av], St Ann St, Chetwynd Rd, Hawksview St, Fowler Rd, Bristol St, Woodpark Rd, Fairfield Rd, McCredie Rd, Guildford Rd, Kane St, Calliope St, Military Rd to Guildford station.

From Guildford (Military Rd at station) via Guildford Rd, then reverse route to Merrylands Rd, then Terminal Pl to Merrylands station.

Carrington Rd diversion: Ex Merrylands from Guildford Rd via Byron Rd, Carrington Rd, Military Rd. Reverse on return.

22 October 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford	17	M-F	Merrylands	5.53am	Guildford	5.57pm	40*	A
		Sat		6.37am		1.01pm	20	
		Sun						

* More frequent in peak hours.

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

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Guildford	20	M-F	Merrylands	5.44am	Guildford	6.33pm	40*	A
		Sat		7.20am	Merrylands	12.26pm	45	B
		Sun						

* More frequent in peak hours.

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

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

Route 171

PARRAMATTA – MERRYLANDS – GUILDFORD via Loftus Park

PARRAMATTA – MERRYLANDS – GUILDFORD WEST – FAIRFIELD via Loftus Park

- **Extended from Guildford to Yennora Industrial Area (peak hours, 1962-?)**
- **Parramatta – Guildford – Fairfield (partly limited stops) (1964-67)**

(Loftus Park was an estate near Rosebery St, Belmont St & Fowler Rd, Merrylands.)

(“Pipe Head” is near where Fowler Rd crosses the Water Supply Pipeline.)

(The Government Gazette refers to Fowler Rd as “Fowler’s Av”, but the Premier Street Directory of the time shows the street as Fowler Rd.)

Timeline

As at date of Govt Gazette 13 November 1925: Parramatta – Guildford and Parramatta – Fowler Rd (at corner of Hawksview Rd) being operated by ST (Sid) Try.

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

January 1932: Relicensed (curtailed from Guildford to Pipe Head?).
(?): Parramatta – Fowler Rd extended from Fowler Rd to Pipe Head.

5 November 1934: Extended from Pipe Head to Guildford.

By 1941: Transferred to Mrs Linda I Try.

By 1947: Routes were:

Parramatta – Fairfield Rd via Chetwynd Rd

Parramatta – Guildford via Fowler Rd

1950: 170 (Guildford – Fairfield Rd) absorbed into 171.

By 1960s: Operator incorporated as Merrylands Bus Co (Try family).

August 1962: Peak hour trips extended through Yennora industrial area.

By 1964: Selected trips extended from Fairfield/McCredie Rds to Fairfield. Parramatta – Fairfield trips operated limited stops between Parramatta & Guildford.

February 1967:

- Parramatta – Fairfield (limited stops between Parramatta & Guildford) renumbered 190.

- 171 routes then reverted to:

Parramatta – Fairfield Rd via Chetwynd Rd

Parramatta – Guildford via Fowler Rd

By 1973: Operator also traded as Grayline of Australia

1 April 1978: Transferred to Hopkinson's Merrylands Bus Services (Graham Hopkinson).

1 March 1984: 170, 171 & 190 reorganised and renumbered into the Sydney Region Route Number System (*see*

Private Route Histories – Contract Region 3):

802 Parramatta – Guildford – Fairfield

803 Parramatta – Merrylands – Fairfield

804 Parramatta – West Guildford – Fairfield

819 Merrylands – West Merrylands – Guildford

821 Guildford – West Guildford industrial service

822 Guildford – Woodpark industrial service

Streets

Parramatta – Merrylands – Fowler Rd via Loftus Park

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Landsdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], Denmark St, Hawksview Rd to Fowler Rd (Guildford).

From Guildford (Hawksview Rd at Fowlers Rd) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St. Return from Church St to Macquarie St.

Parramatta – Merrylands – Guildford via Loftus Park

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Landsdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], Denmark St, Hawksview Rd, The Esplanade, Guildford Rd, Military Rd to near Guildford Rd (Guildford station).

From Guildford (Military Rd at station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St. Return from Church St to Macquarie St.

Parramatta – Merrylands – Pipe Head – Guildford

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via Market St, Church St, Lansdowne St, Marsden St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], St Ann St, Denmark St, Myall St, Rosebery St, Hawksview Rd, Fowler Rd, Guildford Rd (Guildford).

1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Lansdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], St Ann St, Denmark St, Rosebery St, Hawksview St, Fowler Rd, Guildford Rd, Kane St, Calliope St, Military Rd to Guildford station.

From Guildford (Military Rd at station) via Guildford Rd, then reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Parramatta – Fairfield (Fairfield & McCredie Rds) [now in Guildford West]

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Market St, Church St, Lansdowne St, Marsden St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], St Ann St, Chetwynd St, Guildford Rd, Fowler Rd, McCredie Rd to Fairfield Rd (Fairfield).

August 1962 (Source: T&BT)

Yennora industrial area diversion (peak hours): [From Guildford station] via Military Rd, Boola Av, Yennora Av, Nelson Rd [then extending from Yennora Av through to Pine Rd], Pine Rd, Dursley Rd to Fairfield Rd.

1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Lansdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], St Ann St, Chetwynd Rd, Guildford Rd, McCredie St to Fairfield Rd (Guildford West).

From Guildford West (Fairfield Rd at McCredie Rd) via reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

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		
Parramatta-Guildford	22	M-F	Guildford	8.30am	Parramatta	5.12pm	6 trips	A
		Sat		8.30am		12.10pm	60	
		Sun						

A – Extra trips Friday night. Plus short-working/s after last trip shown.

1 September 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	28	M-F	Guildford	8.20am	Parramatta	5.31pm	40	A
		Sat		8.20am		1.11pm	40	B
		Sun						
Parramatta-Fairfield (Fairfield Rd)	28	M-F	Fairfield Rd	7.58am	Parramatta	4.51pm	40	
		Sat		7.58am		12.51pm	40	
		Sun						

A – Plus short-working/s Fowlers Rd-Merrylands in morning (first trip 6.10am) & Merrylands-Guildford in afternoon (last trip 6.54pm). Plus 2 night trips. Plus picture bus M-F nights.

B – Plus picture bus Saturday night.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford	28	M-F	Guildford	5.58am	Parramatta	6.20pm	40*	A
		Sat		7.00am		5.15pm	AM 40 PM 60	B
		Sun		8.29am		4.33pm	70	B
Parramatta-Guildford West (Fairfield Rd)	28	M-F	Fairfield Rd	8.45am	Parramatta	6.05pm	40*	C
		Sat		8.00am		5.15pm	AM 40 PM 60	B
		Sun		8.21am		4.33pm	70	B

* More frequent in peak hours.

A – Plus short-working/s Hawksview Rd-Guildford in morning (first trip 5.48am). Extra trips Thursday night.

B – Saturday afternoon & Sunday, combined Parramatta-Fairfield Rd & Parramatta-Guildford.

C – Extra trips Thursday night.

Route 172

PARRAMATTA – BETTINGTON RD [in current Oatlands]

PARRAMATTA – DUNDAS VALLEY – EASTWOOD

PARRAMATTA – EASTWOOD via Kissing Point Rd

Route 86

PARRAMATTA – DUNDAS VALLEY – EASTWOOD

- Rydalmere – Dundas Valley (selected trips)

Combined routes 86/172

PARRAMATTA – DUNDAS VALLEY – EASTWOOD via Quarry Rd area & Kissing Point Rd

(Route number 172 applied to Parramatta-Eastwood trips via Kissing Point Rd for the entire period from then 1920s to 1990. When the new suburb of Dundas Valley was built in circa 1957, trips through that suburb were initially numbered part of 172. From circa 1960 to circa 1981, however, they were renumbered 86. In circa 1981 they reverted to 172.)

(When the Dundas Valley route commenced, destination signs displayed either “via Main Rd” [for Kissing Point Rd trips] or “via Valley” [Dundas Valley] to distinguish the route of Parramatta–Eastwood buses.)

Timeline

Route 172

As at date of Govt Gazette 13 November 1925: Parramatta – Eastwood via Kissing Point Rd being operated by William J Gambrill.

By 1941: Transferred to George R Sinclair (Sinclair was proprietor until at least 19 April 1949).

By 26 September 1949:

- Parramatta – Isabella St part of 174 absorbed into 172.
- Selected 172 trips continued to divert via Bowden, Webb & Isabella Sts, East Parramatta, until at least 1973, in recognition of the route taken by 174 until this time.

1949: Transferred to Parramatta – Epping Bus Service (Moore & Sinclair).

By 28 February 1953: Retr transferred to George R Sinclair trading as Eastwood Bus Service (Carl N Tattam was also a proprietor for a period in the 1950s). At various times also traded as Fleet Services or Sinclair’s Passenger Service.

February 1955: Transferred to George R Sinclair & Colin Sinclair.

By 7 August 1955: Extra route, Parramatta – Bettington Rd, commenced. From this date or later, some trips via the Isabella St diversion were transferred to this route.

7 September 1957: As a result of new housing development in Dundas Valley:

- New route, Parramatta – Dundas Valley, commenced.
- Selected Parramatta – Eastwood trips rerouted via Dundas Valley.

By 8 March 1958: Following development of the road system within the Dundas Valley, routes rearranged as:
Parramatta – Dundas Valley – Eastwood
Parramatta – Eastwood via original route along Kissing Point Rd (by then referred to as “Main Rd”).

Routes 86 & 172

1960/1 (between 9 April 1960 & 19 August 1961):

- Parramatta – Dundas Valley – Eastwood trips renumbered from 172 to 86.
- 172 remained as Parramatta – Eastwood via Kissing Point Rd.
- 172 then shared route with 86 (except through Dundas Valley).

By 18 March 1963 (after 19 August 1961):

- Transferred to Cumberland Bus Co (Todd family).
- Selected trips ran via combined 86/172 (by 1971 most night & Saturday afternoon and all Sunday trips ran via the combined route).

31 August 1981: Transferred to Metro West Bus Lines (KA (Ken) Butt).

1983/4 (by 29 January 1985): 86 renumbered back to part of 172.

Route 172

23 July 1990: As part of general reorganisation of North & Western/Metro-West’s routes:

- Parramatta – Eastwood via Kissing Point Rd (or “Main Rd”) amalgamated with 54 and Eastwood – Macquarie University section of 85 and renumbered 550 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Parramatta – Dundas Valley – Eastwood amalgamated with Eastwood – Ryde section of 89 and renumbered as 545 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Parramatta – Bettington Rd renumbered 546 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).
- Operator’s name changed to North & Western Bus Lines.

Streets

Route 172

Parramatta – Eastwood via Kissing Point Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Pennant St [now Victoria Rd], Kissing Point Rd, Spurway [now Stewart] St, Marsden Rd, Terry[s] Rd, Blaxland Rd [now Shaftesbury Rd, Rowe St] to railway reserve (Eastwood station). Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Parramatta from Terry Rd via Tarrants Av, Richards Av, Blaxland Rd [now Shaftesbury Rd, Rowe St]. Reverse on return.

Circa 1948 (Source: Gregory’s Street Directory)

From Parramatta (station) via Argyle St, Church St, Pennant St [part now Victoria Rd], Kissing Point Rd, Spurway [now Stewart] St, Marsden Rd, Terry Rd, Tarrants Av, Richards Av, Blaxland [now Shaftesbury] Rd, Rowe St, Eastwood Av [now West Pde] (Eastwood).

Parramatta – Dundas Valley

7 September 1957 (Source: timetable)

From Parramatta via normal 172 to Kissing Point Rd/Burke St, then Burke St, Manson St, Sturt St (**Telopea station**), Shortland St, Evans Rd to Yates Rd (Dundas Valley). Reverse on return.

For later routes through Dundas Valley, see Route 86.

Parramatta – Eastwood via Kissing Point (“Main”) Rd

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd, Pennant St, Kissing Point Rd, Stewart St, Marsden Rd, Terry Rd, Tarrants Av, Richards Av, Shaftesbury Rd, Rowe St, West Pde to Eastwood station.

From Eastwood (West Pde at station) via reverse route to Pennant St, then Pemberton St, Victoria Rd, Church St, Argyle St to Parramatta station.

Isabella St diversion: Ex Parramatta from Pennant St via Bowden St, Webb St, Isabella St to Pennant St. Reverse on return.

Alterations

- *Circa 1970 (Source: RGH notes):* To approach Eastwood from Tarrants Av via Rowe St. Reverse on return.
- *Circa 1985 (Source: timetable):* To approach Eastwood from Rowe St via The Avenue, Lakeside Rd, Hillview Rd to Eastwood station. Reverse on return.
- *From 15 September 1985 (opening of Church St mall):* To approach Parramatta from Church St via George St, Smith St to (old) Parramatta interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Parramatta – Dundas Valley (“Valley”) – Eastwood

Circa 1983/4 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Shortland St (**Teloopa**), Evans Rd, Alexander St (**Dundas Valley**), Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Shaftsbury Rd, Rowe St, West Pde to Eastwood station.

From Eastwood (West Pde at station) via reverse route to Pennant St, then Pemberton St, Victoria Rd, Church St, Argyle St to Parramatta station.

Marshall Rd/Brand St diversion: Ex Parramatta from Evans Rd via Shortland St, Marshall Rd, Brand St back to Evans Rd. Reverse on return.

Alterations

- *Circa 1985 (Source: timetable):* To approach Eastwood from Rowe St via The Avenue, Lakeside Rd, Hillview Rd to Eastwood station. Reverse on return.
- *From 15 September 1985 (opening of Church St mall):* To approach Parramatta from Church St via George St, Smith St to (old) Parramatta interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Parramatta – Bettington Rd

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd, Pennant St, Kissing Point Rd, Bettington Rd, Belmore St, Prince St, Bettington Rd (**Oatlands**), Kissing Point Rd, Pennant St, Pemberton St, Victoria Rd, Church St, Argyle St to Parramatta station.

Isabella St diversion: Ex Parramatta from Pennant St via Bowden St, Webb St, Isabella St to Pennant St. Reverse on return.

Alterations

- *Circa 1970 (Source: RGH notes)*
Kerrie Rd extension: Extended from Belmore St/Prince St via Belmore St, Alanas Av, Anne St, Gollan Av, Kerrie Rd, Gollan Av, Anne St, Alanas Av, Belmore St to Prince St.
- *From 15 September 1985 (opening of Church St mall):* From Parramatta (bus interchange, Station St) via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.
- *From 15 September 1985:* Ex Bettington Rd from Church St via George St, Smith St to Parramatta bus interchange.

Route 86

Parramatta – Dundas Valley – Eastwood

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd, Pennant St, Kissing Point Rd, Sturt St, Evans Rd, Alexander St (**Dundas Valley**), Yates Av, King St, Stewart St, Marsden Rd, Terry Rd, Shaftsbury Rd, Rowe St, West Pde to Eastwood station.

From Eastwood (West Pde at station) via reverse route to Pennant St, then Pemberton St, Victoria Rd, Church St, Argyle St to Parramatta station.

Teloopa station diversion: Ex Parramatta from Sturt St/Evans Rd via Sturt St, Shortland St to Evans Rd. Reverse on return.

Marshall Rd/Brand St diversion: Ex Parramatta from Evans Rd/Shortland St via Shortland St, Marshall Rd, Brand St back to Evans Rd. Reverse on return.

Quarry Rd diversion (combined 86/172 trips): Ex Parramatta from Alexander St/Yates Av via Yates Av, Quarry Rd, Kissing Point Rd, Stewart St. Reverse on return.

Alterations

- **Circa 1970** (Source: RGH notes)
Quarry Rd diversion: Ex Parramatta from Yates St/Fullford St via Fullford St, Quarry Rd, Rumsey Cr, Summers St to Kissing Point Rd. Reverse on return.
- **Circa 1982** (Source: timetable): All trips ran via Telopea station diversion.
- **Circa 1985** (Source: timetable): Approached Eastwood from Rowe St via The Avenue, Lakeside Rd, Hillview Rd to Eastwood station. Reverse on return.

Rydalmere – Dundas Valley

Circa 1963 (Source: RGH notes)

From Rydalmere (bus depot at 305 Victoria Rd) via Victoria Rd, Park Rd, then to Dundas Valley. Reverse on return.

Combined routes 86/172 (172 from circa 1981)

Parramatta – Dundas Valley – Eastwood via Quarry Rd area & Kissing Point Rd

By 18 March 1963 (Source: timetable)

From Parramatta (Argyle St at station) via normal 172 to Alexander Av, then (right) Yates Av, Quarry Rd, Kissing Point Rd, then same route. Reverse on return.

Alteration

- **By 9 June 1969** (Source: timetable): From Alexander Av via (left) Yates Av, Fullford St, Quarry Rd, Rumsey Cr, Summers St, Kissing Point Rd. Reverse on return.
- **By 29 January 1985** (Source: timetable): From Fullford St via Quarry Rd, Kissing Point 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		
172: Parramatta-Eastwood via Kissing Point Rd	40	M-F	Parramatta	7.15am	Eastwood	6.50pm	6 trips	A
		Sat		7.15am		6.15pm	5 trips	B
		Sun						

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

1943

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
172: Parramatta-Eastwood via Kissing Point Rd		M-F	Parramatta	7.28am	Eastwood	6.47pm	60*	A
		Sat		7.28am		6.42pm	60	
		Sun		8.40am		10.10pm	8 trips	

* More frequent in peak hours.

A – Extra trips Friday night. Plus short-working/s after last trip shown.

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
172: Parramatta-Eastwood via Kissing Point Rd	29	M-F	Parramatta	5.42am	Eastwood	11.35pm	30*	
		Sat		5.53am		11.35pm	30	
		Sun		7.20am		10.48pm	60	

* More frequent in peak hours.

7 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
172: Parramatta-Eastwood via Kissing Point Rd	32	M-F	Parramatta	5.30am	Eastwood	10.25pm	30*	A
		Sat		5.50am		11.35pm	30	
		Sun		7.26am		10.23pm	60	
172: Parramatta-Bettington Rd	15	M-F	Bettington Rd	5.50am	Bettington Rd	6.55pm	60*	
		Sat		7.47am		7.00pm	7 trips	A
		Sun		8.30am		2.56pm	2 trips	
172: Parramatta-Dundas Valley	21	M-F	Dundas Vly	6.00am	Dundas Vly	6.53pm	B	
		Sat		8.00am	Parramatta	11.50pm	C	
		Sun		7.30am	Dundas Vly	7.46pm	D	

Selected Parramatta-Eastwood trips also diverted via Dundas Valley.

* More frequent in peak hours.

A – Plus picture bus.

B – 12 trips from Parramatta, 18 trips from Dundas Valley. Plus picture bus Wednesdays & Fridays.

C – 12 trips from Parramatta, 14 trips from Dundas Valley. Plus picture bus.

D – 7 trips from Parramatta, 8 trips from Dundas Valley.

28 June 1965

Parramatta – Eastwood routes

86, 172

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
86: Parramatta-Dundas Valley Eastwood	38	M-F	Dundas Valley	5.50amP	Eastwood	8.32pmP	A	
			Eastwood	9.25amP				
		Sat	Dundas Valley	7.44amP	Eastwood	7.28pmP	B	
			Parramatta	8.46amE				
Sun	Eastwood	7.40amP	Eastwood	8.32pmP	C			
172: Parramatta-Eastwood via Kissing Point Rd	31	M-F	Eastwood	5.56am	Eastwood	9.32pm	40*	D
		Sat		6.15am		9.28pm	AM 20 PM 60	
		Sun		7.40am	Parramatta	9.06pm	60	F
172: Parramatta-Bettington Rd	Approx 16	M-F	Bettington Rd	5.38am	Bettington Rd	7.10pm	G	
		Sat		7.45am	Parramatta	6.40pm	H	
		Sun	Parramatta	8.30am	Bettington Rd	11.11am	I	

At most times trips generally ran alternately via Dundas Valley (86) & Kissing Point Rd (172).

Average day frequencies along common route:

M-F Parramatta-Eastwood (86, 172) 20.

Sat AM: Parramatta-Dundas (Sturt St) (86, 172) 10.

AM: Parramatta-Eastwood (86, 172) 30.

PM: Parramatta-Eastwood (86, 172) 30.

Sun Parramatta-Eastwood (86, 172) 60.

* More frequent in peak hours.

A – Morning peak hour, from Dundas Valley to Parramatta & from Dundas Valley to Eastwood. Day, Parramatta-Dundas Valley-Eastwood 40*.

B – Morning, Parramatta-Dundas Valley 20, plus selected trips Parramatta-Eastwood. Afternoon, Parramatta-Eastwood (60 from Eastwood, less frequent from Parramatta). Plus picture bus from Parramatta.

C – 5 trips from Eastwood to Parramatta, 6 trips from Parramatta to Eastwood, plus short-workings.

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

E – To Eastwood.

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

G – 19 trips from Bettington Rd, 16 trips from Parramatta.

H – 7 trips from Bettington Rd, 9 trips from Parramatta.

I – 3 trips from Bettington Rd, 2 trips from Parramatta.

P – To Parramatta.

3 February 1973

Parramatta – Eastwood routes

86, 172

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/N o of trips#	Notes
			From	Time	From	Time		
86: Parramatta-Dundas Valley Eastwood†	38	M-F	Eastwood	5.40am	Parramatta	9.15pm	A	
		Sat		6.04am	Eastwood	7.28pm	B	
		Sun		7.46am	Parramatta	6.50pm	30-70	C
172: Parramatta-Eastwood via Kissing Point Rd	31	M-F	Parramatta	6.16am	Parramatta	8.10pm	40*	D
		Sat	Eastwood	6.04am		12.45pm	30-40	
		Sun						
172: Parramatta-Bettington Rd	Approx 16	M-F	Bettington Rd	6.18am	Parramatta	6.12pm	E	
		Sat		7.40am		12.22pm	F	
		Sun						

On weekdays (daytime) & Saturday mornings, trips generally ran alternately via Dundas Valley (86) & Kissing Point Rd (172).

Average day frequencies along common route:

M-F Parramatta-Eastwood (86, 172) 20.

Sat AM: Parramatta-Dundas (Sturt St) (86, 172) 10.

AM: Parramatta-Eastwood (86, 172) 20-30.

PM: Parramatta-Eastwood (combined 86/172) 30.

Sun Parramatta-Eastwood (combined 86/172) 60.

* More frequent in peak hours.

† Includes combined 86/172 trips.

A – Day, Parramatta-Eastwood (86) 40*. Night, Parramatta-Eastwood (combined 86/172). Extra trips Thursday nights. Plus short-working/s before first trip & after last trip shown.

B – Early morning, from Dundas Valley to Parramatta (86). Later morning Parramatta-Eastwood (86) 30. Afternoon, Parramatta-Eastwood (combined 86/172) 30-60. Plus short-working/s before first trip & after last trip shown.

C – All combined 86/172. Plus short-working/s before first trip & after last trip shown.

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

E – 15 trips from Parramatta, 14 trips from Bettington Rd.

F – 4 trips from Parramatta, 6 trips from Bettington Rd.

29 January 1985

Parramatta – Eastwood routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
172: Parramatta-Dundas Valley Eastwood†	38	M-F	Eastwood	5.31am	Parramatta	5.00pm	A	
		Sat		6.18am	Eastwood	7.30pm	B	
		Sun		9.00am	Parramatta	6.32pm	70	C
172: Parramatta-Eastwood via "Main Rd"	28	M-F	Parramatta	7.01am	Parramatta	5.08pm	45*	D
		Sat		9.23am		3.11pm	70	
		Sun						
172: Parramatta-Bettington Rd	16	M-F	Bettington Rd	6.07am	Parramatta	5.58pm	E	
		Sat		9.04am		1.10pm	3 trips	
		Sun						

On weekdays (daytime) & Saturday morning, trips ran alternately via Dundas Valley & Kissing Point Rd.

Average day frequencies along common route:

M-F Parramatta-Eastwood 20.

Sat Parramatta-Eastwood 35.

Sun Parramatta-Eastwood (combined route via Quarry Rd area & Kissing Point Rd) 70.

* More frequent in peak hours.

† Includes combined route via Quarry Rd area & Kissing Point Rd.

A – Day, Parramatta-Eastwood 45*. Night, Parramatta-Eastwood via combined route via Quarry Rd area & Kissing Point Rd. Extra trips Thursday nights. Plus short-working/s before first trip & after last trip shown.

B – Day, morning Parramatta-Eastwood 70. Late afternoon, Parramatta-Eastwood via combined route via Quarry Rd area & Kissing Point Rd 30-60. Plus short-working/s before first trip & after last trip shown.

C – All combined route via Quarry Rd area & Kissing Point Rd. Plus short-working/s before first trip & after last trip shown.

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

E – 9 trips from Parramatta, 12 trips from Bettington Rd.

Route 173

PARRAMATTA – WEST RYDE via Victoria Rd & various other routes

- **Parramatta – Ermington – Auburn (peak hour service, 1962-63)**

(Ryde station was renamed West Ryde in October 1945.)

Timeline

As at date of Govt Gazette 13 November 1925: Parramatta – Ryde [now West Ryde] via Kissing Point & Parramatta Rds [now Victoria Rd] direct being operated by WH (Bill) Phillips. (It had been transferred from RB Staunton to Phillips on 27 April 1925.)

1949: Transferred to WR Phillips (Bill junior) on the death of his father.

June 1950: Operator incorporated as Ryde-Parramatta Bus Service.

August 1958: Selected trips ran Parramatta – Ermington West – West Ryde.

By March 1960: Operator's name changed to Parramatta-Ryde Bus Service.

By 28 September 1961: Selected trips ran Parramatta – West Ryde via Boronia St.

From 10 November 1962 to January 1963: Extra peak hour service, Parramatta-Ermington-Auburn, commenced, following opening of Silverwater Rd bridge across Parramatta River.

February 1976: Parramatta-Ryde Bus Service transferred to Kennedy and Ferris families (FLD (Des) Kennedy, who had been company manager since 1950, and Ivan R Ferris, who had been supervisor of maintenance and vehicle building since 1955).

1 June 1992: Renumbered 540 in the Sydney Region Route Number System (*see Private Route Histories – Routes transferred to State Transit Authority*).

Streets

Parramatta – [West] Ryde via Victoria Rd direct

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Pennant St [now Victoria Rd], Victoria Rd (**Rydalmere, Ermington**), Kissing Point Rd, Parramatta Rd [last two, now Victoria Rd] to [West] Ryde station.

From [West] Ryde (station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (George St at Church St) via George St, Church St. Return from Church St via Phillip St, Marsden St, George St to Church St.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (station) via Argyle St, Church St, Pennant St [part now Victoria Rd], Victoria Rd (**Rydalmere, Ermington**), Railway reserve (West Ryde).

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd (**Rydalmere, Ermington**), West Pde to West Ryde interchange.

From West Ryde (interchange) via West Pde, Victoria Rd, Church St, Argyle St to Parramatta station.

Alterations

- *Circa 1970 (Source: RGH notes)*
Antoine St diversion: Ex Parramatta from Victoria Rd via Park Rd, Antoine St, Primrose St to Victoria Rd. Reverse on return.
- *January 1982 (Source: timetable)*
Spurway St diversion (Sundays, later also Saturdays): From Victoria Rd via Spurway St, Vignes St, Sinfield St, Bartlett St, Spurway St to Victoria Rd.
- *From 15 September 1985 (opening of Church St mall):* To approach Parramatta from Church St via George St, Smith St to (old) Parramatta interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Parramatta – Ermington West – West Ryde

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd (**Rydalmere**), Spurway St, Bartlett St (**Ermington West**), Kissing Point Rd, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Church St, then Argyle St to Parramatta station.

Alterations

- *Circa 1970 (Source: RGH notes)*
Fremont Av diversion: Ex Parramatta from Bartlett St (on Ermington West route) via Kissing Point Rd, Fremont Av, Monterey Pde, Cowells Lane, Marsden Rd to Victoria Rd. Reverse on return.
- *From 15 September 1985 (opening of Church St mall):* To approach Parramatta from Church St via George St, Smith St to (old) Parramatta interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Parramatta – West Ryde via Boronia St

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at station) via Argyle St, Valentine Av, Parkes St, Station St, Darcy St, Church St, Market St, Villiers St [now Marist Pl], Victoria Rd (**Rydalmere, Ermington**), Spurway St, Boronia St, Hope St, Hughes Pde, Victoria Rd, West Pde to West Ryde interchange.

From West Ryde (interchange) via reverse route to Church St, then Argyle St to Parramatta station.

Alterations

- *From 15 September 1985 (opening of Church St mall):* To approach Parramatta from Church St via George St, Smith St to (old) Parramatta interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.
- *Circa 1986 (Source: RGH notes):* Via Wharf Rd instead of Hughes Av.

Rydalmere Church bus (Sundays)

By 1961 (Source: timetable)

From Rydalmere (Roman Catholic church) via Spurway St, Bartlett St (**Ermington West**), Kissing Point Rd, Victoria Rd, Hughes Av, Hope St, Boronia St, Spurway St to Rydalmere.

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		
Parramatta-Ryde via Victoria Rd	40	M-F	Ryde	9.05am	Parramatta	4.25pm	4 trips	A
		Sat		9.05am		4.25pm	3 trips	A
		Sun		10.45am		4.35pm	2 trips	A

A – Extra trips Wednesday & Friday nights. Plus picture bus Saturday night. Plus short-working/s before first trip & after last trip shown.

Undated (possibly pre-World War II)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ryde via Victoria Rd	28	M-F	Parramatta	6.25am	Ryde	7.05pm	60*	A
		Sat	Ryde	8.07am		7.06pm	60-120	B
		Sun	Parramatta	8.55am	Parramatta	9.49pm	90	

* More frequent in peak hours.

A – Plus picture bus Wednesday night. Extra trips Friday night (last trip, picture bus from Parramatta).

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

February 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-West Ryde via Victoria Rd		M-F	West Ryde	5.50am	West Ryde	10.18pm	60*	A
		Sat		6.20am		8.50pm	AM 30 PM 60	A
		Sun		8.30am	Parramatta	9.49pm	40	A

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown. Plus picture bus Monday-Saturday nights.

28 September 1961

Parramatta – West Ryde routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-West Ryde via Victoria Rd	34	M-F	West Ryde	5.21am	Parramatta	11.22pm	15-30	A
		Sat		5.48am		11.57pm	AM 10-20 PM 30	A
		Sun		7.14am		10.53pm	30	A
Parramatta-Ermington West-West Ryde	35	M-F	West Ryde	6.16am	Parramatta	4.50pm	B	
		Sat	Parramatta	6.55am		11.51am	5 trips	C
		Sun						D
Parramatta-West Ryde via Boronia St	35	M-F	West Ryde	8.30am	Parramatta	5.20pm	E	
		Sat		9.39am		12.25pm	F	
		Sun						D

Average day frequencies along common route:

M-F Parramatta-West Ryde 15.

Sat AM: Parramatta-West Ryde 12.

PM: Parramatta-West Ryde 15-30.

Sun Parramatta-West Ryde 30.

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

B – 8 trips from Parramatta, 6 trips from West Ryde. Plus short-working/s before first trip & after last trip shown.

C – Plus short-working/s, Ermington (Spurway St)-West Ryde.

D – Rydalmere RC Church bus (to/from all church services), Rydalmere-Ermington West-Boronia St-Rydalmere.

E – 6 trips from Parramatta, 7 trips from West Ryde. Plus short-working/s before first trip & after last trip shown.

F – 3 trips from Parramatta, 4 trips from West Ryde.

August 1989

Parramatta – West Ryde routes

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

Average day frequencies along common route:

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

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

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

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

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

P – To Parramatta.

R – To Rydalmere.

W – To West Ryde.

Route 174

PARRAMATTA – CENTRAL RAILWAY via Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Parramatta Motor Bus Transport Co. Sydney Safety Coach Co may have also been an operator on this route.

By 1926: Transferred to Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926)

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 Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd (**Granville, Lidcombe, Strathfield, Burwood**), George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], Parramatta Rd, Church St, Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alterations

- **1926 (Source: Govt Gazette of 15 October 1926):** From Parramatta (George St at Church St) via George St, Church St. Return from Church St via Phillip St, Marsden St, George St to Church St.
- **1927 (Source: Govt Gazette of 27 May 1927):** From Parramatta (Market St) via Market St, Church St. Return from Church St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St (Parramatta).

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		
Parramatta-Central Railway	78	M-F	Parramatta	5.48am	Central Rly	10.54pm	15	
		Sat		5.48am		10.54pm	15	
		Sun		8.48am		10.54pm	15	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Central Railway		M-F	Central Rly	5.51am	Central Rly	12.11am	20	
		Sat	Parramatta	6.15am		12.11am	20	
		Sun		6.55am		12.11am	20	

Route 174

PARRAMATTA – WENTWORTHVILLE

- **Extended in Parramatta from station to Isabella St (1947-9)**
- **Extended from Wentworthville to Boronia St loop (selected trips)**
- **Extended from Wentworthville to Pendle Hill & Toongabbie (selected trips)**

Timeline

July 1947: Isabella St, Parramatta – Parramatta – Wentworthville commenced by George R Sinclair.

By 26 September 1949:

- Parramatta – Isabella St absorbed into 172.
- Ran *either* via Bridge Rd *or* via Hawkesbury Rd, Westmead.

December 1950: Parramatta – Wentworthville transferred to Western Road Transport Service (FJ (Jack) Spellacy).

By 1954: Separate via Bridge Rd & via Hawkesbury Rd trips merged into a single route.

December 1957: Selected off-peak trips extended:

- from Wentworthville to Smith St/Jones St, Pendle Hill
- from Wentworthville to Boronia St loop (may have been a replacement for the diversion of 177 along Station St between Great Western Hwy & Wentworthville, which ceased about the same time or earlier).

Note: It is not clear what route numbers these extensions bore. They may have been known as 177 originally. They may also have been known as 11 (to Smith & Jones Sts) and 213 (to Boronia St), according to a timetable of 1960s vintage. However, a Collins street directory of the time shows them as 174.

August 1961: Extension from Wentworthville to Smith St/Jones St further extended to Pendle Hill station.

1968 or after: Selected trips further extended from Pendle Hill to Toongabbie. Extension from Wentworthville to Boronia St loop had probably ceased by this time.

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

2 April 1982: 11 & 174 combined and renumbered 705, Parramatta – Wentworthville – Toongabbie, in the Sydney Region Route Number System (*see Private Route Histories – Contract Region 4*).

Streets

Wentworthville – Parramatta – Isabella St, Parramatta

Circa 1948 (Source: Gregory's Street Directory)

From Wentworthville (station) via The Kingsway, Station St, Dunmore St, Lane St, Veron St, Lytton St, Jordan St, Bridge Rd, Great Western Hwy, Church St, Fitzwilliam St, Wentworth St, Argyle St (**Parramatta**), Church St, Pennant St [now part of Victoria Rd], Kissing Point Rd, Bowden St, Webb St, Isabella St, Kissing Point Rd (Parramatta).

Parramatta – Wentworthville (extended from Wentworthville to Pendle Hill & Boronia St loop)

Circa 1968 (Source: RGH notes)

From Parramatta (Argyle St at station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Hawkesbury Rd, Church Av, Toohey St, Bridge Rd, Jordan St, Lytton St, Veron St, Lane St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

From Wentworthville (The Kingsway at station) via Station St, Dunmore St, then reverse route to Great Western Hwy, then Marsden Rd, Argyle St to Parramatta station.

Pendle Hill extension: Extended from Wentworthville (The Kingsway at station) via Station St, Dunmore St, Garfield St, Smith St, Pendle Way, Stapleton St, Goodall St, Joyce St to Pendle Hill station. From Pendle Hill station via Pendle Way, Smith St, Garfield St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

Boronia St loop extension: Extended from Wentworthville (The Kingsway at station) via Station St, Old Prospect Rd, Boronia St (**South Wentworthville**), Chelmsford Rd (? direction of loop), Old Prospect Rd, Station St, Dunmore St, Freame St, The Kingsway to Wentworthville station.

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Wentworthville	23	M-F	Wentw'thville	5.58am	Wentw'thville	11.22pm	30*	
		Sat		6.30am	Parramatta	11.30pm	30	
		Sun		6.00am	Wentw'thville	10.33pm	30	

* More frequent in peak hours.

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Wentworthville†	17	M-F	Parramatta	5.49am	Wentw'thville	7.00pm	30*	A
		Sat	Wentw'thville	7.56am		7.00pm	AM 20 PM 60	B
		Sun						

* More frequent in peak hours.

† Off-peak trips extended to Pendle Hill & Boronia St loop.

A – Plus off-peak extensions: Wentworthville-Pendle Hill (60) & Wentworthville-Boronia St loop (60). Plus short-working/s before first trip shown.

B – Plus picture bus Saturday night.

Route 175

PARRAMATTA – ROSEHILL – GRANVILLE

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by CW Wright.

1931: Transferred to W Murphy.

February 1934: Transferred to Tom O'Bryan.

August 1946: Transferred to HF (Herb) Katen.

February 1959: Transferred to Willcox Bus Service (managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

March 1963: Transferred to Granville Bus Co (Webb Bros) and amalgamated with 96 as 96, Parramatta – Granville – South Granville.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, George St, Alfred St (**Rosehill**), Sydney [now Parramatta] Rd, Good St to Granville station.

From Granville (Good St at station) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St, George St. Reverse on return.
- **1926** (Source: Govt Gazette of 17 December 1926): From Parramatta (George St at Church St) via George St, Alfred St. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via Market St, Church St, George St, Alfred St, Great Western Hwy, Good St, Bridge St (Granville).

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		
Parramatta-Granville	14	M-F	Granville	8.30am	Parramatta	6.45pm	60	A
		Sat		8.30am		12.45pm	60	
		Sun						

A – Extra trips Friday night.

1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville	16	M-F	Granville	8.00am	Parramatta	6.40pm	40	
		Sat		8.00am	Granville	1.10pm	40	
		Sun						