



SYDNEY BUS ROUTES

Brief histories from 1925 to the present of the routes and operators of private bus services in the metropolitan area of Sydney, NSW, Australia

Route Histories

Unnumbered routes

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

All routes in this section have ceased.

Some unnumbered routes were “permit” (rather than licensed) services, meaning they were provisional. Some may have been associated with licensed routes, but those associations are not known.

AVALON – BILGOLA PLATEAU

AVALON – TAYLORS POINT

AVALON – WHALE BEACH

Timeline

14 October 1965: Commenced by Pittwater Bus Lines (John & K Booth) under permit.

1974/5: Operator incorporated as Pittwater Bus Lines.

By 1977: Reduced to school services only Mondays-Wednesdays, but full route services continued on Thursdays and Fridays only.

27 December 1985: Transferred to Urban Transit Authority [now State Transit Authority (trading as Sydney Buses)] & given number 191.

Streets

Avalon – Bilgola Plateau

1967 (Source: RGH notes)

From Avalon (Avalon Pde near Old Barrenjoey Rd) via Old Barrenjoey Rd, Plateau Rd, Argyle St, Raymond Rd (**Bilgola Plateau**), York Tce, The Outlook, Plateau Rd, Old Barrenjoey Rd, Barrenjoey Rd, Avalon Pde to near Old Barrenjoey Rd (Avalon).

Avalon – Taylors Point

1967 (Source: RGH notes)

From Avalon (Avalon Pde near Old Barrenjoey Rd) via Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd, Shore Brace, Riverview Rd, Hudson Pde to Taylors Point Rd (Taylors Point).

From Taylors Point (Hudson Pde at Taylors Point Rd) via reverse route to Barrenjoey Rd, then Avalon Pde to near Old Barrenjoey Rd (Avalon).

Avalon – Whale Beach

1967 (Source: RGH notes)

From Avalon (Avalon Pde near Old Barrenjoey Rd) via Old Barrenjoey Rd, Barrenjoey Rd, Whale Beach Rd, Norma Rd, Binya Rd (**Whale Beach**), Pacific Rd, Norma Rd, Whale Beach Rd, Barrenjoey Rd, Avalon Pde to near Old Barrenjoey Rd (Avalon).

1979 (Source: timetable)

North Avalon diversion: Ex Avalon from Barrenjoey Rd via North Avalon Rd, Catalina Cr, Coonangra Rd, Marine Pde, Watkins Rd, Milga Rd, Burrawong Rd to Whale Beach Rd. Reverse on return.

Timetable Summary

1 January 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Avalon-Bilgola Plateau	14 round trip	M-F	Avalon	7.45am	Bilgola Plat	4.48pm	8 trips	
		Sat						
		Sun						
Avalon-Taylors Point	32 round trip	M-F	Taylors Pt	8.02am	Avalon	5.12pm	5 trips	
		Sat						
		Sun						
Avalon-Whale Beach	24 round trip	M-F	Avalon	8.45am	Avalon	5.35pm	7 trips	
		Sat						
		Sun						

CABRAMATTA – CABRAMATTA (Sussex St)

Timeline

4 February 1991: Limited weekday service, previously part of 40 [1925 number], operated by Westbus (Bosnjak family).

By 20 May 2002: Ceased as a route. Replaced by selected diversions of 834 (in the Sydney Region Route Number System).

Streets

4 February 1991 (Source: timetable)

From Cabramatta (Railway Pde at station) via Railway Pde, Boundary Lane, Church St, Bolivia St, Huon St, Sussex St, Begonia Av, Jasmine Cr, Begonia Av, Sussex St, Carrabeen St, Brigalow St, Kauri St, Bolivia St, Kurrajong St, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta station.

Timetable Summary

4 February 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Sussex St	10 round trip	M-F	Cabramatta	9.32am	Cabramatta	12.10pm	2 trips	
		Sat						
		Sun						

EAST HILLS – PADSTOW – ROSELANDS

Timeline

Following opening of Roselands shops in October 1965, but by 24 August 1967: Commenced by McVicars Bus Services (AA (Archie junior) McVicar).

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

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

27 February 1984: Given number 928 in the Sydney Region Route Number System (see *Route Histories – Contract Region 13*), as part of reorganisation of South Western Coach Lines' South Bankstown routes.

Streets

1969 (Source: RGH notes)

From East Hills (Park Rd at station) via Cook Cr, Henry Lawson Dr, Lambeth St, Tower St (**Panania**), Picnic Point Rd (**Picnic Point**), Burns Rd, Kennedy St, Ferndale Rd, The River Rd, Uranus Rd, Windsor Rd, Adelaide Rd, Astley Av, Faraday Rd, Howard Rd (**Padstow**), Cahors Rd [incl current Memorial Dr], Gibson Av, Canterbury Rd, Bonds Rd, Martin St, Roselands Dr to Roselands shops.

From Roselands (shops) via reverse route to Henry Lawson Dr, then Maclaurin Av, Park Rd to East Hills station.

Timetable Summary

24 August 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
East Hills-Roselands	29	M-F	East Hills	10.00am	Roselands	4.45pm	4 trips	
		Sat		9.30am		12.10pm	4 trips	
		Sun						

FAIRFIELD – ORCHARDLEIGH ST

Timeline

January 1961: Commenced by SC Katen & AJ Heath under permit.

?: Ceased.

GRANVILLE – SOUTH GRANVILLE – MERRYLANDS

Timeline

26 July 1989: Commenced by Delwood Coaches (Jim Newport).

28 May 1990: Given number 905 in the Sydney Region Route Number System (*see Route Histories – Contract Region 13*).

Streets

1990 (*Source: timetable*)

From Granville (interchange) via Railway Pde, South St, William St, Clyde St, Rawson Rd (**South Granville**), Blaxcell St, Adam St, Excelsior St, Farnell St, Blaxcell St, Louis St, Woodville Rd, Merrylands Rd, Loftus St, Mombri St, Neil St, Treves St, Merrylands Rd to Merrylands station.

From Merrylands via Pitt St, Neil St, then reverse route to South St, then Mary St to Granville interchange.

Timetable Summary

1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Merrylands	25	M-F	Granville	7.10am	Merrylands	5.40pm	60	A
		Sat		8.10am		12.40pm	60	
		Sun						

A – Gap in service.

HORNSBY – GLENORIE via Galston Gorge

Timeline

14 April 1980: Commenced by Glenorie Bus Co (Todd family) on three-month trial, using 17-seat Mazda minibuses. One trip each way diverted via Birralelee.

1 July 1982: Ceased. Replaced by extra trips on Glenorie Bus Co's 60/184, Pennant Hills – Glenorie, from 28 June 1982.

Timetable Summary

8 September 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Glenorie	30	M-F	Glenorie	6.10am	Hornsby	6.00pm	6 trips	
		Sat						
		Sun						

LIDCOMBE – CUMBERLAND COLLEGE [now University of Sydney, Cumberland campus]

Timeline

1980s: Commenced by Cumberland College.

?: Transferred to Westlink (partnership of four business men, later reduced to two, who were John Clisdale & Hector Castrow).

1 February 1990: Transferred to E Street Bus Lines (Bob Taylor) and given number 915 in the Sydney Region Route Number System (*see Route Histories – Contract Region 13*).

Streets

Probably same as later 915.

MT DRUITT – ST MARYS Industrial Area

Timeline

By 1971: Peak period industrial service, previously Plumpton – Mt Druitt – St Marys Industrial Area (part of 71), curtailed to run Mt Druitt – St Marys Industrial Area. Operated by Rowes Bus Service.

June 1989: Operator's name changed to Busways Blacktown (Rowe family).

11 October 2009: Ceased without replacement, as part of Ministry of Transport review of Region 1.

Streets

From 11 September 1988 (Source: timetable)

From Mt Druitt (North Pde at station) via North Pde, Belmore Av, Woodstock Av, Carlisle Av, Jersey Rd, Popondetta Rd, Manifold Rd (**Bidwill**), Carlisle Av, Luxford Rd, Palmyra Av (**Lethbridge Park**), Forrester Rd, Links Rd to 3M Company, then Dunheved Circ, Forster Rd, Christie St, Power St, Bent St to Anne St (St Marys Industrial Area). Reverse on return.

Alteration

By 7 June 1997: Ex Mt Druitt, from North Pde via Oxford Lane, Kurrajong Av, Carlisle Av. Unaltered on return.

Timetable Summary

June 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-St Marys industrial area	20	M-F	Mt Druitt	6.36am	St Marys ind'l	4.05pm	1 trip	
		Sat						
		Sun						

PARRAMATTA – BANKSTOWN – SYDNEY AIRPORT

Timeline

14 May 1990: Commenced by Delwood Coaches (Jim Newport).

April 1992: Ceased without replacement.

Timetable Summary

1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Sydney Airport	75	M-F	Parramatta	5.15am	Sydney Airport	7.30pm	5 trips	
		Sat		5.15am		7.30pm	5 trips	
		Sun		5.15am		7.30pm	5 trips	

PARRAMATTA – GIRRAWEEEN – TOONGABBIE via Great Western Hwy & Magowar Rd

Timeline

By 20 October 1969: Commenced by Western Road Bus Services (Col Neyland & Trevor Thornley). Ran Girraween – Toongabbie in weekday peak hours, but extended from Toongabbie to Parramatta in off-peak & Saturday morning.

(?): Ceased.

Streets

Parramatta – Girraween – Toongabbie

1990 (Source: timetable)

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, Targo Rd, Mandoon Rd, Girraween Rd (Girraween), Magowar Rd, Toongabbie Rd, Octavia St, Aurelia St to Toongabbie station.

From Toongabbie (Portico Pde (?) at station) via reverse route to Great Western Hwy, then Marsden St, Argyle St to Parramatta station.

Toongabbie – Girraween (peak hours)

1990 (Source: timetable)

From Toongabbie (Portico Pde (?) at station) via Aurelia St, Octavia St, Toongabbie Rd, Magowar Rd, Girraween Rd (Girraween), Mandoon Rd, Toongabbie Rd, Octavia St, Aurelia St to Toongabbie station.

Timetable Summary

20 October 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Girraween-Toongabbie	Fr Toon 8T 27P	M-F	Girraween	6.29amT	Parramatta	3.45pmT	A	
			Toongabbie	9.18amP	Toongabbie	5.40pmG		
		Sat	Toongabbie	8.00amP	Parramatta	12.25pmT	B	
		Sun						

* More frequent in peak hours.

A – Peak hours, Toongabbie-Girraween. Day, Parramatta-Girraween-Toongabbie 65*.

B – 2 trips from Toongabbie to Parramatta, 1 trip from Parramatta to Toongabbie. Plus short-working/s after last trip shown.

P – To Parramatta.

G – To Girraween.

T – To Toongabbie.

PENRITH – LUDDENHAM

Timeline

By November 1983: Limited service being operated by Bosnjaks Penrith.

October 1984: Operator's name changed to Westbus (Bosnjak family).

31 August 1992: Numbered 789 in the Sydney Region Route Number System (see *Route Histories – Contract Region 1*).

ST MARYS – DUNHEVED/ROPES CREEK Industrial Area

Timeline

1 February 1984: Peak period industrial service previously part of 2 continued without a route number. Operated by Bosnjaks Bus Service Westbus (Bosnjak family, proprietors; Roger L Graham, general manager till 1990).

October 1984: Operator's name changed to Westbus.

May 1999: Majority share of Westbus transferred to National Express group.

13 August 2001: Given number 768i in Sydney Region Route Number System (see *Route Histories – Contract Region 1*).

Timetable Summary

26 May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Dunheved/Ropes Ck Industrial Area		M-F	St Marys	6.40am	Dunheved	4.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

WENTWORTHVILLE – GREYSTANES – PENDLE HILL via Ringrose Av & Cumberland Rd

Timeline

During mid-1960s: Shopping service commenced by Western Road Transport Service (FJ (Jack) Spellacy).

?: Ceased.

Streets

1960s (Source: timetable)

From Wentworthville (station) via Station St, Great Western Hwy, Rawson Rd, Old Prospect Rd, Ringrose Av, Merrylands Rd, Cumberland Rd (**Greystanes**), Old Prospect Rd, Ettalong Rd, Great Western Hwy, Wyena Rd, Magowar Rd, Pendle Way to Pendle Hill station.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wentworthville-Greystanes-Pendle Hill	25	M-F	Pendle Hill	9.00am	Went'ville	4.30pm	60	
		Sat						
		Sun						