SYDNEY BUS ROUTES

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

Unnumbered routes

Includes:

- *Move Zones* (on-demand night services in Western Sydney)
- *Permit services*
- *Routes ceased prior to December 1925* (some having been allocated 1924 route numbers, but not 1925 route numbers)
- *Routes with route number unknown*
- *Tourist services*

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

Routes in this section have either ceased or have continued (in the same or altered format), after being numbered.

Summary of unnumbered routes

Avalon district	Granville-Merrylands	Redfern-Waterloo
Bankstown (Augusta St-Dorothy Pk)	Hornsby-Glenorie	Richmond-Kurrajong, etc
Brookvale-Oxford Falls	Leichhardt-Pagewood	Rockdale-Dolls Point (trolley bus)
Burwood-Brighton-le-Sands	Lidcombe-Cumberland College	Rose Bay-Vaucluse
Burwood-East Concord	Manly-Brookvale-Dee Why, etc	St Marys South Move Zone
Cabramatta-Sussex St	Manly-Dee Why (Surf'n'see)	St Marys-St Marys Industrial Area
Camden-Theresa Park	Manly Pumpkin bus	St Peters-Alexandria
Camden-Narellan	Mt Druitt North Move Zone	Strathfield-Brighton-le-Sands
Camden-Oakdale-Nattai, etc	Mt Druitt-St Marys Industrial Area	Strathfield-Earlwood
Camden-Warragamba	Parramatta-Rosehill Industrial Area	Strathfield-Leichhardt
Campsie-Punchbowl	Parramatta-Sydney Airport	Sydenham-Central
Central-Randwick Bus Depot	Parramatta-Toongabbie	Sydenham-South Annandale
City-Woolloomooloo (Blind Institute)	Penrith North Move Zone	Wallgrove Camp-St Marys Ind'l Area
Clyde-Rosehill Industrial Area	Penrith South Move Zone	Wentworthville-Pendle Hill
Cross-city loop (Blue route)	Penrith-Luddenham	Willoughby-Northbridge
Cross-city loop (Yellow route)	Plumpton-St Marys Industrial Area	Wollongong-Appin-Penrith
East Hills-Roselands	Potts Point-City (trolley bus)	Wollongong-Picton-Penrith
Fairfield-Old Guildford	Punchbowl-Herne Bay	

AVALON – BILGOLA PLATEAU
AVALON – STOKES POINT – TAYLORS POINT
AVALON – WHALE BEACH

Timeline

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

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 & numbered 191 [Sydney Region route number].

Avalon – Bilgola Plateau

1967 (Source: RGH notes)

From Avalon (Avalon Pde at 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 Old Barrenjoey Rd (Avalon).

Avalon – Stokes Point – Taylors Point

1967 (Source: RGH notes)

From Avalon (Avalon Pde at Old Barrenjoey Rd) via Old Barrenjoey Rd, Barrenjoey Rd, George St, Elvina Av, Patrick St, Cabarita Rd, Shore Brace **(Stokes Point)**, Riverview Rd, Hudson Pde **(Clareville)** 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 Old Barrenjoey Rd (Avalon).

Avalon – Whale Beach

1967 (Source: RGH notes)

From Avalon (Avalon Pde at 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 Old Barrenjoey Rd (Avalon).

Alteration

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 Plateau	4.48pm	8 trips	
		Sat						
		Sun						
Avalon-Taylors Point	32 round trip	M-F	Taylors Point	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						

BANKSTOWN (Augusta St) – BANKSTOWN (Dorothy Park)

(Most of Augusta St is in current Condell Park.)

Timeline

By September 1925: Commenced, possibly prior to the allocation of route numbers.

(?): Ceased or incorporated into other route/s.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown (Augusta St)-Bankstown (Dorothy Park)	15	M-F	Augusta St	6.00am	Dorothy Park	6.40pm	60*	A
		Sat		6.00am		6.25pm	60**	
		Sun						

* More frequent in peak hours.

** Less frequent in afternoon.

A – Extra trips Friday night.

BROOKVALE – OXFORD FALLS *(probable TOURIST SERVICE)*

Timeline

By September 1925: Sunday & public holiday service commenced. Tourist service such as this were possibly not allocated route numbers.

(?): Ceased.

Streets

September 1925

From Brookvale via Beacon Hill Rd, Frenchs Forest [now Warringah] Rd, Oxford Falls Rd to Oxford Falls.

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		
Brookvale-Oxford Falls	30	M-F						
		Sat						
		Sun	Brookvale	9.15am	Oxford Falls	5.00pm	60	

BURWOOD – BELMORE – BRIGHTON-le-SANDS

Timeline

By September 1925: Public holiday service commenced, possibly by JC Moreton. Possibly a public holidays-only extension of 36 Burwood – Belmore.

(?): Ceased. If not ceased before 31 October 1931, the Rockdale – Brighton-le-Sands part of route would most likely have been competitive under State Transport (Co-ordination) Act.

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		
Burwood-Brighton-le-Sands	67	M-F						
		Sat						
		Sun						
		Hols	Burwood	8.57am	Brighton	7.20pm	90	

BURWOOD – EAST CONCORD *(INDUSTRIAL)*

Commenced as a temporarily unnumbered route before being numbered 462 [Sydney Region route number].

CABRAMATTA – CABRAMATTA (Sussex St)

Timeline
4 February 1991: Limited weekday service, previously part of 40 [1925 route number], operated by Westbus (Bosnjak family). From this date appeared s an unnumbered route in the timetable for routes in the 800-837 range.
By 20 May 2002: Ceased as a route. Replaced by selected diversions of 834 [Sydney Region route number].

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-Cabramatta (Sussex St)	10 round trip	M-F	Cabramatta	9.32am	Cabramatta	12.10pm	2 trips	
		Sat						
		Sun						

CAMDEN – ELDERSLIE – NARELLAN

Timeline
By early 1950s: Limited weekday service commenced (probably from inception) by George W Higlett/Higletts Motor Coach Service.
January/February 1961 (?): Probably incorporated into 145 Campbelltown – Camden [1925 route number].

Timetable Summary
Early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Elderslie-Narellan		M-F	Camden	9.00am	Camden	3.30pm	2 trips	
		Sat						
		Sun						

CAMDEN – THE OAKS – OAKDALE – NATTAI

- **Extended from Nattai to Bimlow & Yerranderie** *(selected trips, until 1950s)*

  (Bimlow was a locality west of Nattai. It was flooded by Lake Burragorang, when Warragamba Dam was built in the 1950s.)

  (Yerranderie is similarly a locality west of Nattai & is now a ghost town. Before Warragamba Dam was built and Lake Burragorang filled, it was accessible from Nattai, but now only via Oberon.)

Timeline
Early 1940s *(first known timetable dated 15 October 1945):*
- Camden – The Oaks – Nattai – Burragorang House – Bimlow commenced by John (Jack) Pippen & family.
- Route partly provided transport for miners. Inscription on plaque outside Oakdale Workers Club states the Pippen family was the "first bus company to transport miners to work in the Burragorang Valley mines". As a result, some trips ran at change of shift times for colliery miners. Colliery services subject to colliery operating and shift time variations.
- Some trips also provided transport for tourists to Burrorgarang House at Upper Burragorang.
- An increasing number of trips ran as school trips
14 August 1946: Jack Pippen died & service passed to Mrs M Pippen (widow?).

I June 1948: Camden – Burragorang – Yerranderie commenced by George W Higlett & Gordon L Lee (possibly complementary to Pippen's route?), following a period when Higlett ran the mail service between Camden & Yerranderie, using a car & trailer.

October 1948: Camden – The Oaks – Nattai – Burragorang House – Bimlow transferred to Peter S Withers.

2 March 1950: Camden – The Oaks – Nattai – Burragorang House – Bimlow noted as being run by Burragorang Safety Coaches (Harold Jeffrey, manager).

By 18 May 1950:

- The two separate services appear to have been amalgamated as Camden – The Oaks – Burragorang Valley – Yerranderie (as per timetable in *Camden News* newspaper of that date). Selected trips ran via Upper Burragorang.
- Operator was Higletts Motor Coach Service by 13 September 1951.

Later 1950s (?) *(when the road between Nattai & Bimlow was cut by Lake Burragorang):* Curtailed to run Camden – Oakdale (selected trips extended to Nattai).

By 3 January 1986: Selected trips rerouted via Theresa Park & Orangeville.

June 1986: Transferred to Macarthur Coaches (Rowe family).

1989: Operator's name changed to Busways Macarthur.

By 25 December 1991: Numbered 40 [listed in this website as a 1925 route number].

Timetable Summary

15 October 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-The Oaks-Nattai-Bimlow	Fr Camd 60N 75B	M-F	Camden	5.45amB	Bimlow	6.30pmC	A	
		Sat	Bimlow	9.45amC	Camden	4.15pmB	1 trip	
		Sun		9.45amC		1.30pmB	1 trip	
		Hols		9.45amC	Bimlow	3.30pmC	D	

A – Camden-Nattai 4 trips, Camden-Bimlow 2 trips. Plus picture bus Wednesday nights.

B – To Bimlow.

C – To Camden.

D – 1 trip from Camden, 2 trips from Bimlow.

N – To Nattai.

20 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-The Oaks-Nattai-Bimlow-Yerranderie	Fr Camd 60N 90B 150Y†	M-F	Camden	5.45amN	Camden	4.30pmY	A	
			Yerranderie	6.30amC	Nattai	11.30pmC		
		Sat	U/Burragorang	7.20amC	Camden	9.00amY	D	
			Camden	9.00amY		4.00pmU		
						10.45pmB		
		Sun		9.00amY	Yerranderie	1.30pmC	E	
					Camden	5.30pmN		

† More if ran via Upper Burragorang.

A – *From Camden:* To Nattai (4 trips), Bimlow (1), Yerranderie (2).
   To Camden: From Yerranderie (1 trip), from Bimlow (2), from Nattai (5).
   Plus 7.15pm from Camden to Bimlow on Fridays only.

B – To Bimlow.

C – To Camden.

D – *From Camden:* To Nattai (4 trip), Bimlow (3), Upper Burragorang (2), Yerranderie (1).
   To Camden: From Yerranderie (1 trip), Upper Burragorang (2), Bimlow (2), Nattai (4).

E – *From Camden:* To Nattai (3 trips), Bimlow (1), Upper Burragorang (2), Yerranderie (1).
   To Camden: From Yerranderie (1 trip), Bimlow (2), Nattai (3).

N – To Nattai.

U – To Upper Burragorang.

Y – To Yerranderie.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Oakdale-Nattai	Fr Camd 25W 40N	M-F	Camden	5.50amR	Ridge Rd	1.50pmC	A	
				5.55amN	Nattai North	7.45pmC		
		Sat		7.35amW	Oakdale Wkrs	1.10pmC	2 trips	
		Sun						

Selected trips were through-routed with 145 to/from Campbelltown.
Services subject to operating & shift time variations.

A – ***From Camden:*** To Oakville Workers Club (9 trips), Oakdale (Ridge Rd) (2), Nattai or North Nattai (4). School trips additional.
  To Camden: From Nattai or Nattai North (6 trips), Oakdale (Ridge Rd) (2), Oakdale Workers Club (2), The Oaks (1). Plus 1.10am from Nattai North to Camden. School trips additional.
C – To Camden.
N – To Nattai or Nattai North.
R – To Oakdale (Ridge Rd).
W – To Oakdale Workers Club.

CAMDEN – WEROMBI – WARRAGAMBA via various routes
- ### Camden – Cobbitty – Theresa Park – Werombi – The Oaks *(1948-50)*

Timeline
By 14 October 1948: Camden – Cobbitty –Theresa Park – Werombi – The Oaks Monday-Saturday service commenced by George W Higlett & Gordon L Lee.
By 13 November 1950:
- Above service appears to have been curtailed to run Camden – Cobbitty – Theresa Park – Werombi.
- Days of service reduced to weekdays only.

By 3 January 1986: Extended/altered to run Camden – Theresa Park – Werombi – Warragamba. Service to Cobbitty replaced by limited service on selected Camden – Oakdale trips.
June 1986: Transferred to Macarthur Coaches (Rowe family).
By 1987: Selected trips rerouted via Bobs Range Rd & Orangeville.
1989: Operator's name changed to Busways Macarthur.
By 24 March 1989: Selected trips (most trips by 25 December 1991) rerouted by Cobbitty.
By 25 December 1991: Numbered 32 [listed as a 1925 route number].

Streets
Camden – Werombi – Warragamba
By 3 January 1986 (Not specified in timetable, but likely route):
From Camden (John St at Argyle St) via Argyle St, Cawdor Rd, Sheathers La, Werombi Rd **(Grasmere, Theresa Park)**, Silverdale Rd **(Werombi)**, Marsh Rd **(Silverdale)**, Warradale Rd, Farnsworth Av, Fourth St, Weir Rd to Fourteenth St (Warragamba).
From Warragamba (Weir Rd/Fourteenth St) via Weir Rd, Warradale Rd, Silverdale Rd, then reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Camden – Cobbitty – Werombi – Warragamba
By 24 March 1989
Not specified in timetable, but likely route same as 32 [listed under 1925 route numbers]

Timetable Summary
October 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Cobbitty-Werombi-The Oaks	60	M-F	The Oaks	7.30am	Camden	5.45pm	3 trips	A
		Sat		7.45am	The Oaks	2.30pm	B	
		Sun						

A – Plus picture bus Wednesday nights.
B – 2 trips from The Oaks, 1 trip from Camden.

13 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Cobbitty-Theresa Park Werombi	45	M-F	Camden	7.15am	Werombi	5.00pm	A	
		Sat						
		Sun						

A – 2 trips M-F. Extra trip daytime Tuesdays & Fridays. Plus picture bus Wednesday nights.

3 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Warragamba via Werombi Rd	35	M-F	Camden	10.10am	Warragamba	4.15pm	2 trips	A
		Sat						
		Sun						

A – Likely school trips additional.

24 March 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Cobbitty-Orangeville-Warragamba	53	M-F	Camden	6.18am	Warragamba	6.15pm	4 trips	A
		Sat						
		Sun						

A – School trips additional.

CAMPSIE – PUNCHBOWL (Victoria Rd) via Canterbury Rd

Timeline

Pre-1925
By date of Govt Gazette 20 June 1919: Commenced.
As at date of Govt Gazette 19 December 1924: Numbered 39 [1924 route number].
By date of Govt Gazette of 13 November 1925: Ceased. 187 provided a similar service.

Streets

1924 (Source: Govt Gazette of 19 December 1924)
From Campsie (North Pde at Station) via Beamish St, Canterbury Rd to Victoria Rd (Punchbowl). 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		
Campsie-Punchbowl (Victoria Rd)	23	M-F	Punchbowl	7.50am	Campsie	9.50pm	30	A
		Sat		7.50am		9.50pm	30	A
		Sun		9.50am		9.50pm	AM 60 PM 30	

A – Extra trips Friday & Saturday nights (last trips 10.50pm from both Campsie & Punchbowl).

CITY (Central Railway) – RANDWICK Bus Depot *(INDUSTRIAL)*
Commenced as a temporarily unnumbered route before being numbered 310 [Sydney Region route number].

CITY (Wynyard) – WOOLLOOMOOLOO (Blind Institute) *(INDUSTRIAL)*

Commenced as a temporarily unnumbered route before being numbered [Sydney Region route number].

CLYDE – ROSEHILL Industrial Area *(INDUSTRIAL)*

Timeline

By January 1963:

- Weekday peak hour, late evening & Saturday (limited service) industrial service commenced by Harris Park Transport (Moore family).
- Served Aluminum Co, Goodyear & Wunderlichs within Rosehill Industrial Area – possibly factories not well served by the Clyde – Sandown railway service. (The Clyde – Sandown railway service ceased in December 1991.)
- *See also* unnumbered Parramatta – Rosehill Industrial Area.

(?): Ceased.

Timetable Summary

7 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Clyde-Rosehill Industrial Area	5-10	M-F	Clyde	6.50am	Rosehill Ind'l	11.00pm	A	
		Sat		6.50am		7.05am	B	
		Sun						

A – Morning peak hour, from Clyde. Afternoon peak hour, most trips from Rosehill Industrial Area, plus limited service from Clyde. Late evening change-of-shift time, limited service, both directions.
B – Morning, limited service, both directions.

Blue route
CROSS-CITY LOOP (City (Wynyard) – City (Goulburn St) via Queens Square, then George St)

Timeline

13 October 1952:

- Weekday daytime cross-City service commenced by Department of Government Transport.
- Shared most of route with Yellow route, but in opposite direction.

31 October 1952: Ceased due to low patronage. Yellow route continued via a similar route until 2 January 1953**.**

Streets

From 13 October 1952
From City (Wynyard) (George St) one-way loop via Hunter St, Elizabeth St, King St, **Queens Square,** St James Rd, Elizabeth St, Market St, George St, Goulburn St, Elizabeth St, Park St, George St to Hunter St (Wynyard, City).

Timetable Summary

13 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F	Wynyard	9.57am	Goulburn St	3.57pm	6	
		Sat						
		Sun						

CROSS-CITY LOOP (City (Wynyard) – City (Goulburn St) via George St, then Queens Square)

Timeline

13 October 1952:
- Weekday daytime cross-City service commenced by Department of Government Transport.
- Shared most of route with Blue route, but in opposite direction.

2 January 1953: Ceased due to low patronage.

Streets

From 13 October 1952
From City (Wynyard) (George St) one-way loop via George St, Market St, Elizabeth St, Goulburn St, George St, Park St, Elizabeth St, St James Rd **(Queens Square),** Macquarie St, Martin Pl, Elizabeth St, Hunter St to George St (Wynyard, City).

Alteration
From 13 October 1952: From Goulburn St via George St, Park St, Elizabeth St, Hunter St.

Timetable Summary

13 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F	Wynyard	10.00am	Goulburn St	3.24pm	6	
		Sat						
		Sun						

31 October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-City (Goulburn St)		M-F		?		?	5	A
		Sat						
		Sun						

A – Hours of operation understood to be daylight hours.

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: Numbered 928 [Sydney Region route number] 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 – OLD GUILDFORD (?) (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: Numbered 905 [Sydney Region route number].

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 (Station) 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 Birralee.
1 July 1982: Ceased. Replaced by extra trips on Glenorie Bus Co's 60/184, Pennant Hills – Glenorie [1925 route numbers] from 28 June 1982.

Streets
Suburbs: Hornsby, Galston, Middle Dural, Glenorie, Birralee.

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						

LEICHHARDT (Norton St) – SYDENHAM – PAGEWOOD (Holdens & Naval Stores) *(INDUSTRIAL)*

Commenced as a temporarily unnumbered route before being numbered 353 [Sydney Region route number].

LIDCOMBE – CUMBERLAND COLLEGE of Health Sciences

(The college was located in the previous Lidcombe Hospital. It was incorporated into the University of Sydney in 1990.)

Timeline

1980s: Commenced by Cumberland College of Health Sciences.
(?): 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).
- Numbered 915 [Sydney Region route number].

Streets

Probably same as/similar to later 915 [Sydney Region route number].

Timetable Summary

Probably same as/similar to later 915 [Sydney Region route number].

MANLY WHARF – BROOKVALE – DEE WHY – SOUTH CREEK RD – FRENCHS FOREST RD – SYDNEY RD [– MANLY WHARF] *(TOURIST SERVICE)*

(Frenchs Forest Rd was then part of current Warringah Rd & the predecessor of Wakehurst Pkwy between Frenchs Forest & Seaforth.)

Timeline
By September 1925: Saturday afternoon, Sunday & public holiday round-trip service commenced.
(?): Ceased.

Timetable Summary
Departure times from Manly Wharf
September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Dee Why-Frenchs Forest Rd-Manly Wharf	84	M-F						
		Sat	Manly Wharf	2.30pm	Manly Wharf	4.00pm	2 trips	
		Sun		10.00am		4.00pm	4 trips	

MANLY WHARF – DEE WHY (Surf'n'see) *(TOURIST SERVICE)*

Timeline
18 December 1982: Summer school holiday daily tourist service commenced by Urban Transit Authority.
31 January 1983: Ceased.

18 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Manly Wharf-Dee Why (Surf'n'see)		M-F					60	
		Sat	Hours of service: 10.15am – 3.15pm				60	
		Sun					60	

MANLY WHARF – NORTH CURL CURL – NARRAWEENA – MANLY WHARF Loop
("PUMPKIN BUS")
Commenced as a temporarily unnumbered route before being numbered 130 [Sydney Region route number].

MT DRUITT NORTH "MOVE ZONE" *(ON-DEMAND NIGHT SERVICE)*

Timeline
18 November 2002: On-demand night service commenced by Westbus (National Express Group) from Mt Druitt to North St Marys, Whalan, Tregear, Lethbridge Park & Willmot, replacing night service on 767 & 769.
1 November 2004: Replaced by N4 St Marys – Willmot – Mt Druitt, covering daytime 766 & 769.

Timetable Summary
Departure times from Mt Druitt Station
18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Mt Druitt North Move Zone		M-F	Mt Druitt	7.30pm	Mt Druitt	10.30pm	5 trips	A
		Sat		6.30pm		9.30pm	4 trips	A
		Sun		6.30pm		8.30pm	3 trips	A

A – On-demand service.

MT DRUITT – ST MARYS Industrial Area *(INDUSTRIAL)*

(St Marys Industrial Area, also referred to as St Marys Factory Area, surrounds the localities & former railway stations of Dunheved & Ropes Creek and later Cochrane. The St Marys – Ropes Creek railway closed on 21 March 1986.)

Timeline
By 1971:
- Peak hour industrial service, probably replacing other unnumbered industrial services:
  - Wallgrove (Migrant Camp) – St Marys Industrial Area (Munitions Factory)
  - Plumpton (Migrant Hostel) – St Marys Industrial Area (Clothing Factory)
- 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 Contract 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
14 April 1971

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	6.50am	St Marys Ind'l	4.05pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from Mt Druitt, afternoon from St Marys Industrial Area).

PARRAMATTA – BANKSTOWN – SYDNEY AIRPORT

Timeline
14 May 1990: Commenced by Delwood Coaches (Jim Newport).
April 1992: Ceased without replacement.

Streets
Suburbs: Parramatta, Rosehill, Auburn, Bankstown, Sydney Airport.

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 EXPLORER *(TOURIST SERVICE)*

Timeline
By 3 November 1986: Commenced by Hopkinsons.
(?): Ceased.

<u>*General note:*</u> A similar service, also known as Parramatta Explorer, commenced as 444 on 23 December 2000.

Streets
From Parramatta Wharf (Phillip St/Charles St) via Charles St, George St, Alfred St, Alice St (**Elizabeth Farm Cottage**), Arthur St, Hassall St (**Hambledon Cottage**), Harris St, Ruse St (**Experiment Farm Cottage**), then return via Ruse St, Harris St, Hassall St, Station St, Macquarie St, O'Connell St, Argyle St, Pitt St, Parramatta Park internal roadways (**Old Government House**), Macquarie St, O'Connell St, Westfield shopping centre, Marsden St, Market St, Church St (**St Patricks Cemetery**), Factory St (**North Parramatta**), Fleet St, Grose St (**Parramatta Leagues Club**), O'Connell St, George St, Horwood Pl, Phillip St to Parramatta Wharf.

Timetable Summary
3 November 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta Explorer	45 round trip	M-F	Parramatta Whf	10.30am	Parramatta Whf	1.50pm	50	TF
		Sat		10.40am		3.15pm	55	
		Sun		10.40am		3.15pm	55	

TF – Tuesdays to Fridays only.

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

Timeline

By 20 October 1969:

- **C**ommenced 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.
- Shared Parramatta – Girraween with 177 [1925 route number].

(?): Ceased.

Streets

Parramatta – Girraween – Toongabbie

1969 (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)*

1969 (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 18TGr 27P	M-F	Girraween	6.29amT	Parramatta	3.45pmT	A	
			Toongabbie	9.18amP	Toongabbie	5.40pmG		
		Sat		8.00amP	Parramatta	12.25pmT	B	
		Sun						

* More frequent in peak hours.

A – Peak hours, Toongabbie-Girraween. Day, Parranatta-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.

TGr – Round trip, Toongabbie-Girraween-Toongabbie *(peak hours)*.

PARRAMATTA – ROSEHILL Industrial Area *(INDUSTRIAL)*

Timeline

By January 1963:

- Weekday peak hour, late evening & Saturday (limited service) industrial service commenced by Harris Park Transport (Moore family).
- Served Aluminum Co, Goodyear & Wunderlichs within Rosehill Industrial Area – possibly factories not well served by the Clyde – Sandown railway service. (The Clyde – Sandown railway service ceased in December 1991.)
- *See also* unnumbered Clyde – Rosehill Industrial Area.

(?): Ceased.

Timetable Summary
7 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Rosehill Industrial Area	5-10	M-F	Parramatta	8.32am	Rosehill Ind'l	4.35pm	A	
		Sat		10.10pm		10.33pm	B	
		Sun						

A – Peak hours only (morning from Parramatta, afternoon both directions).
B – Late evening change-of-shift time, limited service, both directions.

PENRITH NORTH "MOVE ZONE" *(ON-DEMAND NIGHT SERVICE)*

Timeline

18 November 2002: On-demand night service commenced by Westbus (National Express Group) from Penrith to Cranebrook, Mt Pleasant, Werrington Downs & Cambridge Gardens, replacing night service on 782, 785 (part) & 787.
1 November 2004: Replaced by N3 Penrith – Cranebrook – Cambridge Gardens – Cambridge Park, covering daytime 782-786.

Timetable Summary
Departure times from Penrith Station
18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Penrith North Move Zone		M-F	Penrith	7.25pm	Penrith	10.55pm	5 trips	A
		Sat		6.15pm		9.15pm	4 trips	A
		Sun		6.45pm		7.45pm	2 trips	A

A – On-demand service.

PENRITH SOUTH "MOVE ZONE" *(ON-DEMAND NIGHT SERVICE)*

Timeline

18 November 2002: On-demand night service commenced by Westbus (National Express Group) from Penrith to Kingswood, Glenmore Park, Jamisontown, South Penrith & Regentville, replacing night service on 790 (part), 791, 796 & 797.
1 November 2004: Replaced by:
- N1 Penrith – Glenmore Park, covering daytime 797 & 798.
- N2 Penrith – South Penrith – Jamisontown, covering daytime 791 & 794.

Timetable Summary
Departure times from Penrith Station
18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Penrith South Move Zone		M-F	Penrith	7.25pm	Penrith	10.55pm	5 trips	A
		Sat		7.15pm		9.15pm	3 trips	A
		Sun		6.00pm		7.00pm	2 trips	A

A – On-demand service.

PENRITH – LUDDENHAM

Timeline

By November 1983: Limited service commenced by Bosnjaks Penrith.
October 1984: Operator's name changed to Westbus (Bosnjak family).
31 August 1992: Numbered 789 [Sydney Region route number].

PLUMPTON (Migrant Hostel) – ST MARYS Industrial Area (Clothing factory) *(INDUSTRIAL)*

(St Marys Industrial Area, also referred to as St Marys Factory Area, surrounds the localities & former railway stations of Dunheved & Ropes Creek and later Cochrane. The St Marys – Ropes Creek railway closed on 21 March 1986.)

Timeline
1949: Peak hour (?) service commenced by RW (Dick) Rowe.
(?): Probably replaced by the unnumbered Mt Druitt – St Marys Industrial Area route.

POTTS POINT (Wylde St) – KINGS CROSS – CITY (Liverpool St) *(TROLLEY BUS)*

(Trolley bus routes in Sydney were not given route numbers, possibly because trolley buses were regarded as trams, the routes of which were not numbered.)

Timeline
22 January 1934:
- Potts Point (Wylde St) – City (Liverpool St) trolley bus service commenced by Department of Road Transport & Tramways, replacing [motor bus route] 3 [1925 route number].
- Ran Mondays to Saturdays.
- 3 continued to run on Sundays,

9 September 1934:
- Rerouted in City via Sydney Town Hall.
- Days of service extended to Sundays, probably replacing 3 [1925 route number].

8 or 15 March 1946: Trolley buses supplemented by motor buses on 322 [Sydney Region route number].
12 April 1948: "Temporarily" ceased, but cessation declared permanent in 1949. Replaced by [motor bus route] 301 [Sydney Region route number].

Streets
From 22 January 1934
Potts Point (Wylde St) – City (Liverpool St) via Elizabeth St
From Potts Point (Wylde St at St Neot Av) via Wylde St, Macleay St, Darlinghurst Rd **(Kings Cross)**, William St, Park St, Elizabeth St, Liverpool St **(City)**, College St, William St, then reverse route to Potts Point.

Potts Point (Wylde St) – Sydney Town Hall – City (Liverpool St)
Alteration
From 9 September 1934
Ex Potts Point from Park St via George St **(Sydney Town Hall)**, Bathurst St, Elizabeth St.

Timetable Summary
22 January 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Potts Point (Wylde St)-City (Liverpool St)		M-F	Elizabeth St†	6.08am	Elizabeth St†	11.38pm	15	
		Sat		6.08am		11.38pm	15	
		Sun						A

† Corner of Park St.
A – Service provided by [motor bus] 3.

PUNCHBOWL – HERNE BAY Army Camp *(INDUSTRIAL)*

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline
During World War II: Commenced by Department of Road Transport & Tramways**.**
(?): Ceased.

REDFERN – WATERLOO (Amelia St) *(INDUSTRIAL)*

Commenced as a temporarily unnumbered route before being numbered 340 [Sydney Region route number].

RICHMOND – KURRAJONG

- **Extended from Kurrajong to Bilpin & Berambing** *(selected trips)*
- **Extended from Kurrajong to Bowen Mountain** *(selected trips)*
- **Extended from Kurrajong to Grose Vale & Grose Wold** *(selected trips)*

Timeline

Circa 12/13 June 1952:
- Commenced by Mark A Duffy when the Richmond-Kurrajong steam train service ceased after heavy rain closed the bridge over Hawkesbury River & caused a landslide near Kurrajong.
- After the rain damage was repaired, buses ran Richmond – Kurrajong (selected trips extended from Kurrajong to Kurrajong Heights, Bilpin & Berambing).
- Selected trips (then or later) also extended from Kurrajong to Bowen Mountain, Grose Vale & Grose Wold.

By 1960s: Trading name changed to Kurrajong District Bus Service & later Duffys Bus Lines.

August 1980: Duffys Bus Lines transferred to Guild Management Services (N Hepburn), by 1982 trading as Macquarie Towns Coach Lines.

By February 1985: Numbered into Sydney Region route numbers:

> 691 Richmond – Kurrajong (selected trips extended to Bowen Mountain, Grose Vale & Grose Wold).
> 692 Richmond – Bilpin (& Berambing (?)).

Streets

Suburbs: Richmond, North Richmond, Kurmond, Kurrajong, Bowen Mountain, Grose Vale, Grose Wold, Kurrajong Heights, Bilpin, Berambing

Timetable Summary

25 January 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Kurrajong†	Fr Rich 20K 67B	M-F	Kurrajong	6.02amR	Richmond	3.45pmB	A	
			Berambing	7.18amR		7.10pmK		
		Sat	Kurrajong	6.55amR	Kurrajong Hts	4.15pmR	C	
			Richmond	9.15amH	Richmond	7.52pmK		
		Sun	Kurrajong	9.50amR	Kurrajong Hts	6.15pmR	D	
			Richmond	10.52amH	Richmond	6.56pmK		

† Selected trips extended to Bilpin & Berambing.

A – Richmond-Kurrajong (8 trips from Richmond, 9 trips from Kurrajong). Richmond-Berambing 1 trip. Last trip Richmond-Kurrajong extended to Kurrajong Heights on Fridays. Extra day trip Richmond-Kurrajong Heights Mondays, Thursdays & Fridays. Picture bus on Thursday night.

B – To Berambing.

C – Richmond-Kurrajong 9 trips. Richmond-Kurrajong Heights (3 trips from Richmond, 2 trips from Kurrajong Heights). Plus picture bus.

D – Richmond-Kurrajong 3 trips. Richmond-Kurrajong Heights (2 trips from Richmond, 1 trip from Kurrajong Hts).

H – To Kurrajong Heights.

K – To Kurrajong.

R – To Richmond.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Kurrajong†	Fr Rich 20K 67B	M-F	Kurrajong	6.24amR	Richmond	3.45pmB	A	
			Berambing	7.18amR		5.35pmK		
		Sat	Kurrajong	10.30amR	Richmond	12.05pmK	1 trip	
		Sun						

† Selected trips extended to Bilpin & Berambing.

A – Richmond-Kurrajong (6 trips from Richmond, 7 trips from Kurrajong). Richmond-Berambing 1 trip. Extra day trip Richmond-Kurrajong Heights Fridays.

B – To Berambing.

K – To Kurrajong.

R – To Richmond

ROCKDALE – KOGARAH – SANS SOUCI – DOLLS POINT *(TROLLEY BUS)*

(Sans Souci terminus was at Rocky Point Rd/Fraters Av, where trolley buses (and later route 476 motor buses) did a u-turn before continuing, prior to the opening of nearby Captain Cook Bridge in May 1965.)

(The suburb of Beverley Park was split off from Kogarah during the 1940s.)

(Trolley bus routes in Sydney were not given route numbers, possibly because trolley buses were regarded as trams, the routes of which were not numbered.)

Timeline

4 July 1937:
- Trolley bus services commenced by Department of Road Transport & Tramways, replacing Kogarah – Sandringham steam tram service.
- Routes were ("route" numbers 1-3 as per timetable, although not displayed on buses):
  - 1 Rockdale – Sans Souci terminus – Dolls Point – Rockdale (full time service).
  - 2 Rockdale – Sans Souci terminus via Rocky Point Rd direct in both directions (peak hour & limited Saturday morning service).
  - 3 Rockdale – Dolls Point (via Russell Av & Napoleon St Loop) (peak hour service).
  - Rockdale – Ramsgate (peak hour service – may have been known temporarily as "route" 4).

10 October 1938:
- Additional peak hour "route" commenced, 4 Rockdale – Dolls Point – Rockdale, turning left from Rocky Point Rd into Fontainebleau at Sans Souci.
- "Route" 4 Rockdale – Ramsgate may have been renumbered "route" 5.

By 17 March 1947: "Route" number 5 ceased to be printed in timetable.

Between 1947 & 1957: "Route" numbers 1-4 ceased to be printed in timetable.

30 August 1959: Replaced by motor buses [Sydney Region route numbers]:
- 474 Rockdale – Ramsgate (peak hour service)
- 475 Rockdale – Sans Souci (Russell St/Rocky Point Rd) (peak hour service)
- 476 Rockdale – Sans Souci* – Dolls Point – Rockdale (peak hour service)
- 477 Rockdale – Sans Souci terminus (peak hour service direct via Rocky Point Rd in both directions)
- 478 Rockdale – Sans Souci terminus – Dolls Point – Rockdale (full time service)

* Turned left from Rocky Point Rd into Fontainebleau St at Sans Souci.

Streets

From 4 July 1937

1 Rockdale – Sans Souci – Dolls Point – Rockdale

From Rockdale (Seven Ways at Station) via Keats Av, Princes Hwy, Regent St **(Kogarah)**, Railway Pde, Gray St, Rocky Point Rd **(Ramsgate)** (later also **Beverley Park**) to Fraters Av **(Sans Souci terminus)**, then Rocky Point Rd, Fontainebleau St, Napoleon St, Ida St, Clareville Av **(Sandringham, Dolls Point)**, Russell Av, Rocky Point Rd, Gray St, Railway Pde, Regent St, Princes Hwy, Seven Ways to Rockdale Station.

2 Rockdale – Sans Souci direct via Rocky Point Rd in both directions

From Rockdale (Seven Ways at Station) via Keats Av, Princes Hwy, Regent St **(Kogarah)**, Railway Pde, Gray St, Rocky Point Rd **(Ramsgate)** (later also **Beverley Park)** to Fraters Av (Sans Souci terminus).
From Sans Souci terminus (Rocky Point Rd at Fraters Av) via reverse route to Regent St, then Princes Hwy, Seven Ways to Rockdale Station.

3 Rockdale – Dolls Point loop via Russell Av & Napoleon St

From Rockdale (Seven Ways at Station) via Keats Av, Princes Hwy, Regent St **(Kogarah)**, Railway Pde, Gray St, Rocky Point Rd **(Ramsgate)** (later also **Beverley Park),** Russell Av, Napoleon St, Ida St, Clareville Av **(Sandringham, Dolls Point)**, Russell Av, Rocky Point Rd, Gray St, Railway Pde, Regent St, Princes Hwy, Seven Ways to Rockdale Station.

4 (?) Rockdale – Ramsgate

From Rockdale (Seven Ways at Station) via Keats Av, Princes Hwy, Regent St **(Kogarah)**, Railway Pde, Gray St, Rocky Point Rd **(Ramsgate)** (later also **Beverley Park),** Dillon St, Campbell St to Ramsgate Rd (Ramsgate).
From Ramsgate (Rocky Point Rd at Ramsgate Rd) via Rocky Point Rd, Gray St, Railway Pde, Regent St, Princes Hwy, Seven Ways to Rockdale Station.

From 10 October 1938
4 Rockdale – Dolls Point – Rockdale, turning left from Rocky Point Rd into Fontainebleau St (*not* via Sans Souci terminus).

From Rockdale (Seven Ways at Station) via Keats Av, Princes Hwy, Regent St **(Kogarah)**, Railway Pde, Gray St, Rocky Point Rd **(Ramsgate)** (later also **Beverley Park),** Fontainebleau St, Napoleon St, Ida St, Clareville Av **(Sandringham, Dolls Point)**, Russell Av, Rocky Point Rd, Gray St, Railway Pde, Regent St, Princes Hwy, Seven Ways to Rockdale Station.

5 (?) Rockdale – Ramsgate
Renumbered from 4.

Timetable Summary
11 February 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Sans Souci-Dolls Point-Rockdale†	50 round trip	M-F	Sans Souci	4.30am	Rockdale	12.09am	15*	A
		Sat		4.28am		12.53am	AM 10-15 PM 15	B
		Sun		6.02am		11.08pm	AM 30 PM 20	
Rockdale-Dolls Point (loop via Russell Av & Napoleon St)-Rockdale	34KDr	M-F	Dolls Point	6.51amK 7.13amR	Dolls Point Kogarah	7.13amR 6.31pmD	C	
		Sat	Rockdale	11.49amD	Dolls Point	12.14pmK	1 trip	
		Sun	Dolls Point	9.28amK			E	

* More frequent in peak hours.

† Normal route was from Rockdale via Rocky Point Rd south of Kogarah to Sans Souci terminus, returning via Fontainebleau St, Sandringham, Dolls Point & Russell Av.

A – Peak hours, most trips ran Kogarah-Sans Souci terminus-Dolls Point-Kogarah. Selected trips extended from Kogarah to Rockdale. Selected trips returned from Sans Souci terminus direct to Kogarah via Rocky Point Rd. Selected trips turned left from Rocky Point Rd into Fontainebleau St (***not*** via Sans Souci terminus). Plus short-working/s before first trip & after last trip shown.

   Day & night, Rockdale-Sans Souci terminus-Dolls Point-Rockdale.

B – Most trips, Rockdale-Sans Souci terminus-Dolls Point-Rockdale. Selected morning trips from Sans Souci terminus returned direct to Kogarah via Rocky Point Rd. Selected morning trips turned left from Rocky Point Rd into Fontainebleau St (***not*** via Sans Souci terminus). Plus short-working/s before first trip & after last trip shown.

C – Peak hours only. Most trips ran Kogarah-Dolls Point-Kogarah. Selected morning peak hour trips extended from Kogarah to Rockdale.

D – To Dolls Point via Russell Av & Napoleon St.

E – 1 trip from Dolls Point to Kogarah, with a short-working before that trip.

K – To Kogarah.

KDr – Kogarah-Dolls Point (loop via Russell Av & Napoleon St)-Kogarah round trip. Extra 5/6 in each direction for trips extending from Kogarah to Rockdale.

R – To Rockdale.

ROSE BAY – VAUCLUSE

Timeline

By 15 June 1925: Full time service commenced by WW Pope & Sons.
By date of Govt Gazette of 13 November 1925: Ceased.

General note: Appears to be same as or similar to 199 Rose Bay – Vaucluse (Parsley Bay), which commenced circa 1930.

Timetable Summary
September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Rose Bay-Vaucluse	6	M-F	Vaucluse	6.25am	Rose Bay	11.26pm	15-30	
		Sat		6.25am		11.26pm	15-30	
		Sun		6.25am		11.26pm	15-30	

ST MARYS SOUTH "MOVE ZONE" *(ON-DEMAND NIGHT SERVICE)*

Timeline

18 November 2002: On-demand night service commenced by Westbus (National Express Group) from St Marys to St Marys South, Oxley Park, Colyton, St Clair & Erskine Park., replacing night service on 771-774.
1 November 2004: Replaced by N5 St Marys – Colyton – St Clair – Erskine Park, covering daytime 771-774.

Timetable Summary
Departure times from St Marys Station
18 November 2002

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
St Marys South Move Zone		M-F	St Marys	7.35pm	St Marys	10.35pm	5 trips	A
		Sat		7.05pm		9.05pm	3 trips	A
		Sun		7.05pm		8.05pm	2 trips	A

A – On-demand service.

ST MARYS – ST MARYS Industrial Area *(INDUSTRIAL)*

> *(St Marys Industrial Area, also referred to as St Marys Factory Area, surrounds the localities & former railway stations of Dunheved & Ropes Creek and later Cochrane. The St Marys – Ropes Creek railway closed on 21 March 1986.)*

Timeline

1 February 1984: Peak hour service, previously part of 2 [1925 route number], 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 [Sydney Region route number].

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-St Marys Industrial Area		M-F	St Marys	6.40am	Dunheved	4.22pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only (morning from St Marys, afternoon from Dunheved/Ropes Creek Industrial Area).

ST PETERS – ALEXANDRIA (Collins St) *(INDUSTRIAL)*
Commenced as a temporarily unnumbered route before being numbered 341 [Sydney Region route number].

STRATHFIELD – BELMORE – BRIGHTON-le-SANDS

Timeline
By September 1925:
- Sunday service commenced, probably by Mrs AE Rose.
- May have been a Sunday-only extension of 215 [1925 route number].

(?): Ceased.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Strathfield-Belmore-Brighton-le-Sands	65SL	M-F						
		Sat						
		Sun	Strathfield	8.12amL	Brighton	7.48pmS	A	
					Belmore	10.32pmS		

A – Day, Strathfield-Belmore 30-60, Strathfield-Brighton-le-Sands 90. Night, Strathfield-Belmore.

L – To Brighton-le-Sands.

S – To Strathfield.

SL – Strathfield-Brighton-le-Sands.

STRATHFIELD – CAMPSIE – EARLWOOD

Timeline
By September 1925: Monday-Saturday service commenced.
By date of Govt Gazette of 13 November 1925: Ceased.

Timetable Summary
September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		No of trips	Notes
			From	Time	From	Time		
Strathfield-Campsie-Earlwood	28	M-F	Earlwood	7.47am	Strathfield	6.19pm	60	A
		Sat		7.47am		6.19pm	60	B
		Sun						

A – Extra trips Friday night (last trip 8.50pm from Earlwood).

B – Plus picture bus.

STRATHFIELD – LEICHHARDT Bus Workshops *(INDUSTRIAL)*
Commenced as a temporarily unnumbered route before being numbered 30 [1925 route number].

SYDENHAM – ENMORE – CENTRAL RAILWAY
Timeline

Pre-1925
By date of Govt Gazette 19 December 1924: Commenced prior to the allocation of route numbers. Then or later being operated by VJ Siebert.
As at date of Govt Gazette 19 December 1924: Numbered 190 [1924 route number]
By date of Govt Gazette of 13 November 1925: Ceased prior to the allocation of 1925 route numbers.

Streets
1924 (Source: Govt Gazette of 19 December 1924)
From Sydenham (Unwins Bridge Rd at Railway St [now Rd]) via Unwins Bridge Rd, Railway St, Sydenham railway bridge, Sydenham Rd, Fitzroy St **(Marrickville)**, Edinburgh Rd, Edgeware Rd **(Enmore)**, Enmore Rd, King St **(Newtown)**, City Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay, Pitt St to Eddy Av (Central Railway).
From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Sydenham.

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		
Sydenham-Central Railway	28	M-F	Sydenham	6.54am	Central Rly	10.54pm	30	
		Sat		7.24am		12.54am	AM 30 PM 60	
		Sun		9.54am		11.54pm	60	
		Hols		8.24am		12.24am	60	

SYDENHAM – SOUTH ANNANDALE

Timeline

Pre-1925
By date of Govt Gazette 19 December 1924: Commenced prior to the allocation of route numbers. Then or later being operated by HS Farmer.
As at date of Govt Gazette 19 December 1924: Numbered 189 [1924 route number]
By date of Govt Gazette of 13 November 1925: Ceased prior to the allocation of 1925 route numbers.

Streets

1924 (Source: Govt Gazette of 19 December 1924)
From Sydenham (on Railway Bridge) via Railway Pde, Marrickville Rd (**Marrickville**), Illawarra Rd, Addison Rd, Audley St, Palace St [now Audley St], Trafalgar St (**Petersham**), Crystal St, Croydon St, Railway St, 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		
Sydenham-South Annandale	22	M-F	Sydenham	6.50am	Sth Annandale	8.05pm	60	
		Sat		6.50am		8.05pm	60	
		Sun						

WALLGROVE (Migrant camp) – ST MARYS Industrial Area (Munitions factory)
(INDUSTRIAL)

(St Marys Industrial Area, also referred to as St Marys Factory Area, surrounds the localities & former railway stations of Dunheved & Ropes Creek and later Cochrane. The St Marys – Ropes Creek railway closed on 21 March 1986.)

(Wallgrove Camp was a military camp during World War II, but after the war converted to a migrant hostel. It was located either side of Wallgrove Rd, south of Great Western Hwy in current Eastern Creek. Some of the original camp site was used by the Australian Defence Force until the 1990s.)

Timeline

1955: Peak hour (?) service commenced jointly by FP (Fred) Bowman & RW (Dick) Rowe. Bowman & Rowe were proprietors of bus services in adjacent suburbs.
(?): Probably replaced by:
    Unnumbered Mt Druitt – St Marys Industrial Area
    2 St Marys – St Marys Industrial Area [1925 route number].

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

Timeline

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	Wentw'thville	4.30pm	60	
		Sat						
		Sun						

WILLOUGHBY – NORTHBRIDGE (The Knoll)

Commenced as a temporarily unnumbered route before being numbered 2 [1925 route number].

WOLLONGONG – APPIN – CAMPBELLTOWN – CAMDEN – PENRITH via Bulli Pass

(This route connected Wollongong, south of Sydney, with the southern and western outskirts of the Sydney metropolitan area. While it ran only partly within the Sydney metropolitan area, its history is recorded here, as some later routes, Campbelltown – Camden, Campbelltown – Appin – Wollongong, followed the same or similar roadways.)

Timeline

11 November 1946: Wollongong – Campbelltown commenced by JH (Jim) Hill.
January 1948:
- Wollongong – Campbelltown extended to run Wollongong – Campbelltown – Camden – Bringelly – Luddenham – Kingswood – Penrith.
- Partly replaced Wollongong – Mt Keira – Picton – Camden – Penrith operated by Rutty & Sons.

February 1948: Bus interests of JH Hill amalgamated with those of his uncle, John J Hill, as Hill's Bus Service.
1950: Transferred to CJ (Chris) Horan.
29 April 1951: Curtailed to run Wollongong – Campbelltown – Camden. Service between Narellan & Penrith not replaced.
Possibly by 1 August 1955 *(when changes were made to the Metropolitan Traffic Act):* Numbered W19 (prefix "W" denoted route in the Wollongong transport district).
Before August 1962: Transferred to Hills (Wollongong).
August 1962: Transferred to Kelly's Bus Service (affiliated with Hills).
November 1962: Curtailed to run Wollongong – Campbelltown. Service between Campbelltown & Camden replaced by existing 145 (commenced early 1961).
Later 1960s: Transferred to Wollongong-Campbelltown Bus Service (Ken King).
By early 1970s: Transferred to Pleasure Tours of Australia (RJ Wood).
1973: Transferred to Farmborough Coaches (A & G Street).
23 June 1991: Transferred to Busways Campbelltown (Rowe family).
By 25 December 1991: Amalgamated with Busways 890 Campbelltown – Appin as 890 Campbelltown – Appin – Wollongong [Sydney Region route number].

Streets

(Likely route - main roads only)

From Wollongong via Princes Hwy, Bulli Pass, Campbelltown-Bulli [or Appin] Rd **(Appin, Campbelltown),** Narellan Rd **(Narellan),** Camden Valley Way to **Camden,** then Camden Valley Way **(Narellan),** The Northern Rd **(Bringelly, Luddenham, Kingswood)**, Great Western Hwy, Penrith Station.

Timetable Summary

11 November 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Campbelltown	90	M-F	Wollongong	8.30am	Campbelltown	6.30pm	2 trips	
		Sat		8.30am		11.00pm	3.trips	A
		Sun		8.00am		7.00pm	2 trips	

A – Plus picture bus from Appin to Campbelltown (return trip to Appin provided by 11.00pm trip from Campbelltown to Wollongong).

January 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Campbelltown-Camden-Penrith	Fr W'gong 90C 180P	M-F	Wollongong	8.30amP	Penrith	5.00pmW	2 trips	
		Sat		8.30amP		5.00pmW	A	
					Campbelltown	11.00pmW		
		Sun		8.00amP	Penrith	5.30pmW	2 trips	

A – Wollongong-Campbelltown 4 trips (including picture bus), Wollongong-Penrith 2 trips.
C – To Campbelltown.
P – To Penrith.
W – To Wollongong.

15 July 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Campbelltown-Camden	105	M-F	Wollongong	8.30am	Camden	6.15pm	2 trips	
		Sat		8.30am		6.15pm	2 trips	
		Sun		7.50am		7.15pm	2 trips	

1960s (when operated by Kellys Bus Service)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Campbelltown-	80	M-F	Wollongong	8.35am	Campbelltown	6.20pm	2 trips	
		Sat		8.35am		2.20pm	2 trips	
		Sun		8.00am		6.50pm	2 trips	

WOLLONGONG – PICTON – CAMDEN – PENRITH

> ***(This route connected Wollongong, south of Sydney, with the southern and western outskirts of the Sydney metropolitan area. While it ran only partly within the Sydney metropolitan area, its history is recorded here, as some later routes, Campbelltown – Camden, Penrith – Mulgoa – Warragamba and the "Camden country" route to Menangle followed the same or similar roadways.)***

Timeline

28 November 1939:
- Wollongong – Mt Keira – Picton – Camden commenced by Rutty & Sons.
- Ran Tuesdays, Thursdays & Saturdays.

September 1940: Days of service altered to Sundays.

By 1 September 1947:
- Extended to run Wollongong – Mt Keira – Picton – Camden – Penrith.
- Days of service altered to Mondays – Saturdays.

January 1948: Ceased. Partly replaced by the extension of JH Hill's Wollongong – Campbelltown (then or later numbered W19) to run Wollongong – Campbelltown – Camden – Bringelly – Luddenham – Penrith. (Prefix "W" denoted route in the Wollongong transport district.)

Streets

(Likely route - main roads only)

From Wollongong (Town Hall) via Mt Keira Rd **(Mt Keira),** Wilton Rd **(Wilton),** Picton Rd **(Picton),** Hume Hwy [now Remembrance Dr] **(Camden),** Hume Hwy [now Camden Valley Way] **(Narellan),** The Old Northern Rd **(Bringelly, Luddenham),** Park Rd **(Wallacia),** Mulgoa Rd **(Mulgoa),** Penrith Station.

Timetable Summary

28 November 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Picton-Camden	150	M-F	Wollongong	9.30am	Camden	3.30pm	1 trip	T
		Sat						
		Sun						

T – Tuesdays, Thursdays & Saturdays.

September 1940

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Picton-Camden		M-F						
		Sat						
		Sun	Wollongong	7.30am	Camden	8.00pm	2 trips	

1 September 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Picton-Camden-Penrith	Approx 180	M-F	Wollongong	8.00am	Penrith	1.15pm	1 trip	
		Sat		8.00am		1.15pm	1 trip	
		Sun						

1960s (when operated by Kellys Bus Service)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wollongong-Campbelltown-	80	M-F	Wollongong	8.35am	Campbelltown	6.20pm	2 trips	
		Sat		8.35am		2.20pm	2 trips	
		Sun		8.00am		6.50pm	2 trips	