



SYDNEY BUS ROUTES

1925 route numbers

Routes 1 – 25

Histories of bus services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia, with route numbers first listed in the Government Gazette of 13 November 1925

Includes miscellaneous 1- & 2-digit route numbers

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

Routes are listed in numerical order of 1925 route numbers (shown in blue). Where routes ran before November 1925 (and/or ran with 1924 route numbers), details are listed in a box in the “Timeline” section, headed “Unnumbered period ...”

In the Timetable Summaries, times for Sundays typically also apply to Public Holidays. Details of Public Holiday services are only listed where they vary significantly from those on Sundays.

Timetable summaries dated September 1925 are taken from the *Complete Time Table of Metropolitan Bus Services* of that date.

All routes in this section have ceased.

Summary of routes 1 - 25

1	Potts Point-Central
1	Auburn-Silverwater, etc
2	Potts Point-Central
2	Rushcutters Bay-Central
2	Wynyard-Northbridge
2	St Marys district
3	Potts Point-Central
3	Dolls Point-Central
3	Parramatta-East Parramatta
4	Elizabeth Bay-Central
4	Bankstown-Roselands
5	Hampden Park-Central
5	East Bellevue Hill-Central
5	Rockdale-Arncliffe
5	Auburn-Guildford
5	Parramatta-Olympic Park
6	Arncliffe-Kogarah
7	Arncliffe-Bexley, etc

8	Arncliffe-Bexley, etc
9	Arncliffe-Wolli Creek, etc
9	Ashfield-Rookwood
9	Sutherland-Grays Point, etc
10	Ashfield-Dulwich Hill
10	Erskineville-Hospitals, etc
11	Ashfield-Sydenham
11	Parramatta-Toongabbie
12	Ashfield-Campsie
12	Arncliffe-Brighton
12	Bankstown-Panania
13	Auburn-Regents Park
14	Auburn-South Auburn
15	Auburn-Silverwater
16	Auburn-Ermington, etc
17	Balmain-City
17	Rockdale-Arncliffe
18	Rockdale-Brighton

18	Arncliffe-Brighton
18	Balgowlah-Brookvale
18	Newtown-Bondi Junction, etc
19	Balmoral-Milsons Point
19	Newtown-Redfern
20	Balmoral Heights-Milsons Pt
20	Bondi Beach-Vaucluse
20	Bankstown-Showground
20	Mascot-City
21	Bankstown-Villawood, etc
21	Burwood-City
21	City-Darling Harbour
22	Bankstown-East Hills
23	Bankstown-Picnic Point, etc
24	Bankstown-One Tree Point
25	Bankstown-Condell Park, etc

Routes 1 & 2

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

This history covers periods when the routes were **unnumbered**, numbered with **1924 route numbers** & numbered with **1925 route numbers**.

Unnumbered period 1919-25 (& 1924 route numbers)

By date of Govt Gazette of 20 June 1919:

- Potts Point (Darlinghurst Rd/Victoria St) (also referred to as “William St”) [in current Kings Cross] – Central Railway, commenced prior to the allocation of route numbers.
- (*As per list in MTA Journal as at August 1923*): Operated by WA (William) Hales, proprietor.
- Competed with Oxford St tram services.
- By September 1925 a full time service.

By date of Govt Gazette of 7 March 1924:

- Extended to run Potts Point (Challis Av) – Central Railway.
- Shared Kings Cross – Central Railway with Potts Point (Wylde St) – Central Railway.

As at date of Govt Gazette of 19 December 1924: Numbered 1 & 2 [1924 route numbers].

By 15 June 1925 (*Doran Report*): Hales also traded as Kings Cross Omnibus Service.

As at date of Govt Gazette 13 November 1925:

- Retained route numbers 1 & 2 [1925 route number] in the general renumbering of routes.
- By this time a full time service.

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

By date of Govt Gazette 15 October 1926:

- Use of 2 ceased.
- All trips ran as 1 (*see next entry*).

Streets

Kings Cross (William St) – Central Railway

1921 (Source: Govt Gazette of 8 July 1921)

From Kings Cross (Darlinghurst Rd at Victoria St) via Darlinghurst Rd (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av (terminus Pitt St at Eddy Av. Reverse on return.

Potts Point (Challis Av) – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

From Potts Point (Victoria St at Challis Av) via Victoria St (**Kings Cross**), Darlinghurst Rd (**Darlinghurst**), Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Timetable Summary

September 1925

1, 2

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

Route 1

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

- **Post 31 October 1931 feeder: KINGS CROSS – DARLINGHURST**

Timeline

By date of Govt Gazette 15 October 1926:

- Use of 2 ceased.
- All trips ran as 1.

By Govt Gazette of 22 February 1929: Curtailed to run Kings Cross (Earl St) – Central Railway.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

Late 1931/early 1932: Relicensed to run Kings Cross – Darlinghurst as a feeder route to Erskine St – Watsons Bay trams,

Soon after: Ceased.

Streets

Potts Point (Challis Av) – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

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

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

Kings Cross (Earl St) – Central Railway

Alteration

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

Route 1

(later)

Combined Routes 1/16

AUBURN – SILVERWATER (Skarratt St) via various routes

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

Also:

- **Auburn – Silverwater Industrial Area (*INDUSTRIAL*) (peak hours)**

[1, 15, 16 & 168 are 1925 route numbers.]

Timeline

1 February 1932:

- Auburn – Silverwater (Skarratt St) via Hampstead Rd commenced by Stan Sinclair & LH (Arch) Schofield, proprietors.
- Then or later shared part of route with 15.
- By 1967 a full time service.

9 January 1939:

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

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

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

October 1960: Transferred to WH Willcox Pty Ltd (trading as Willcox Bus Service?) (John Willcox, proprietor, but managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

By 1960s: Routes were:

Auburn – Silverwater (Skarratt St) via Hampstead Rd.

Auburn – Silverwater (Skarratt St) via Rawson St (mainly in morning peak hour)

Auburn – Silverwater Industrial Area (mostly to various industrial sites).

By 1967: A full-time service.

Early 1970s: Sunday services ceased.

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

November 1976:

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

By 1978:

- Times of service reduced to M-F daytime & Saturday morning.
- Over time the number of industrial trips lessened, as factories moved elsewhere, especially resulting from construction of the Western Motorway.

By January 1983:

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

Mid 1984: Auburn Bus Services transferred to Stephen Todd, proprietor.

By March 1986:

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

15 December 1986: Renumbered 406 [Sydney Region route number].

Streets

ROUTE 1

Auburn – Silverwater (Skarratt St) via Hampstead Rd

Circa 1946 (Source: Gregory's Street Directory)

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

Certain trips

Pre-1947 (Source: Ron Drummond):

Alteration: From Auburn via Rawson St, Parramatta Rd, Stubbs St, Adderley St, Skarratt St.

1968 (Source: RGH notes)

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

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

Auburn – Silverwater (Skarratt St) via Rawson St

Circa 1946 (Source: Gregory's Street Directory)

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

1968 (Source: RGH notes)

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

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

COMBINED ROUTES 1/16

Auburn – Silverwater – Ermington

January 1983 (Source: timetable)

Morning peak hour

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

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

Midday

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

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

Afternoon peak hour

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

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

Timetable Summary

1967

Auburn – Silverwater routes

1, 15

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

Average day frequencies along common route:

- M-F Auburn-Silverwater (Skarratt St) (1, 15) 15
- Sat AM Auburn-Silverwater (Skarratt St) (1, 15) 15
- Sat PM Auburn-Silverwater (Skarratt St) (all service provided by 1)
- Sun Auburn-Silverwater (Skarratt St) (all service provided by 1).

† Via Rawson St or Hampstead Rd.

‡ Via Kihilla Rd or Macquarie Rd.

A – Morning peak hour:

From Auburn - all trips Route 1 via Rawson St.

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

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

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

Also peak hours, Auburn – various factories in the Silverwater industrial area.

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

Afternoon, Route 1 via Hampstead Rd 30-90.

C – 6 trips from Silverwater (Skarratt St), 5 trips from Auburn.

1978

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

Average day frequencies along common route:

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

* More frequent in peak hours.

A – Morning peak hour:

From Auburn - all trips via Rawson St.

From Silverwater (Skarratt St), - most trips via Hampstead Rd or Macquarie Rd.

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

Also peak hours, Auburn – various factories in the Silverwater industrial area.

B – Via either Hampstead Rd or Kihilla Rd.

January 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
1/16: Auburn-Silverwater-Ermington	20	M-F	Auburn	6.13amE	Auburn	6.13pmE	B	
		Sat						C
		Sun						
1/16: Auburn-Silverwater Industrial Area (Wetherill St)		M-F	Auburn	6.35am	Wetherill St	4.35pm‡	Ph	
		Sat						
		Sun						
1/16/168: Auburn-Silverwater-Parramatta	40	M-F						
		Sat	Auburn	8.50am	Parramatta	12.10pm	3 trips	D
		Sun						

* More frequent in peak hours.

‡ Approximate time.

A – To Auburn.

B – Most trips via either Hampstead Rd or Kihilla Rd. Also peak hours, Auburn –various factories in the Silverwater industrial area. Plus short-working/s before first trip & after last trip shown.

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

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

E – To Ermington.

Ph – Peak hours only (both directions).

W – To Silverwater (Wetherill St).

March 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
1: Auburn-Silverwater-Ermington	Fr Aub 20S 25E	M-F	Auburn	6.15amE	Ermington	6.30pmA	60*	B
		Sat		8.55amE		11.50amA	C	
		Sun				Auburn	4.15pmS	

* More frequent in peak hours.

A – To Auburn.

B – Also peak hours, Auburn – various factories in Silverwater (industrial). Plus short-working/s after last trip shown.

C – Morning, Auburn-Ermington 3 trips. Afternoon, Auburn-Silverwater 3 trips from Auburn, 2 trips from Silverwater. Plus short-working/s before first trip shown.

E – To Ermington.

S – To Silverwater.

Combined Routes 1/16

AUBURN – SILVERWATER – ERMINGTON

See Route 1

Combined Routes 1/16/168

AUBURN – SILVERWATER (Skarratt St) – PARRAMATTA

[1, 16 & 168 are 1925 route numbers.]

Timeline

By January 1983:

- Saturday service on 1, 16 & 168 provided by combined route 1/16/168.
- Operated by RR, WC & EM Spackman Pty Ltd (trading as Auburn Bus Services) (Bob, Bill & Elaine Spackman, proprietors).

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

Streets

From January 1983 (Source: timetable)

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

Timetable Summary

See 1

Route 2

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

See 1

Route 2

RUSHCUTTERS BAY – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 27 May 1927:

- Monday-Saturday & Holiday service renumbered from 204 [1925 route number].
- Shared with other routes along New South Head Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along New South Head Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- .

As at 1 August 1927: Being operated by Comfort Coach Co Ltd. Monday-Saturday daytime & Holiday afternoon service.

By 1930: Times of service altered to Mondays-Saturdays full time & Sunday service.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service along New South Head Rd.

Streets

1927 (Source: Govt Gazette of 27 May 1927)

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

Timetable Summary

1 August 1927

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

A – Extra trip Friday night.

March 1930

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

Route 2

CITY (Wynyard) – WILLOUGHBY – NORTHBRIDGE (The Knoll)■

This history covers periods when the route was **unnumbered** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1936-37

28 May 1936: Suspension Bridge (northern end) – Northbridge (The Knoll) commenced by Department of Road Transport & Tramways as a full-time, unnumbered route, replacing the equivalent part (outer end) of the Wynyard – Northbridge tram service, which was curtailed to run Wynyard – Suspension Bridge (southern end) when the structure of the Suspension Bridge was found to be unsafe.

Soon after: Extended to run Willoughby (Frenchs Rd) – Suspension Bridge (north end) – Northbridge (The Knoll), connecting at Frenchs Rd with Wynyard – Chatswood trams.

4 April 1937:

- Extended to run North Sydney – Willoughby – Northbridge.
- Numbered 2 [1925 route number].

1 August 1937:

- Extended to run City (Wynyard) – Willoughby – Northbridge, as a result of pressure to provide a through service between Northbridge & the City, as had the previous tram service.
- First regular bus route to run over Sydney Harbour Bridge.

10 September 1939: Upon re-opening of Cammeray [formerly Suspension] Bridge:

- Rerouted via new bridge,
- Renumbered 202 [Sydney Region route number].

Streets

Willoughby – Northbridge (The Knoll)

From 1936

From Willoughby (Frenchs Rd at Willoughby Rd) via Frenchs Rd, Alpha Rd, Sailors Bay Rd, Mulgarra Rd, Baroona Rd, Strathallen Av, Sailors Bay Rd, Neeworra Rd to Weetaliba Rd (The Knoll, Northbridge). Reverse on return.

North Sydney – Willoughby – Northbridge (The Knoll)

From 4 April 1937

From North Sydney (Blue St at Station) via Walker St, Pacific Hwy, Willoughby Rd (**Crows Nest, Willoughby**), Frenchs Rd, Alpha Rd, Sailors Bay Rd, Mulgarra Rd, Baroona Rd, Strathallen Av, Sailors Bay Rd, Neeworra Rd to Weetaliba Rd (The Knoll, Northbridge).

From Northbridge (The Knoll) (Neeworra Rd at Weetaliba Rd) via reverse route to Pacific Hwy, then Miller St, Blue St to North Sydney Station.

City (Wynyard) – Willoughby – Northbridge (The Knoll)

From City (Wynyard) (Carrington St) via Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (North Sydney), Miller St, Pacific Hwy, Willoughby Rd (Crows Nest, Willoughby), Frenchs Rd, Alpha Rd, Sailors Bay Rd, Mulgarra Rd, Barooka Rd, Strathallen Av, Sailors Bay Rd to The Knoll (Northbridge).
From Northbridge (The Knoll) (Sailors Bay Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Wynyard St to Wynyard Park.

Timetable Summary

4 April 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
2: North Sydney-Northbridge (The Knoll)	20	M-F	The Knoll	5.28am	North Sydney	12.38am	15*	
		Sat		5.28am		12.38am	15	
		Sun	North Sydney	7.08am		11.48pm	15	A
		Hols	The Knoll	5.28am		12.38am	15	

* More frequent in peak hours.

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

1 August 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
2: City (Wynyard)-Northbridge (The Knoll)	28	M-F	The Knoll	5.28am	Wynyard	12.34am	15*	
		Sat		5.28am		12.34am	15	
		Sun		?		?		
		Hols		?		?		

* More frequent in peak hours.

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

Route 2

Routes north of railway line

ST MARYS – LETHBRIDGE PARK (via various routes)

ST MARYS – NORTH ST MARYS

ST MARYS – ST MARYS Industrial Area

ST MARYS – ST MARYS MIGRANT HOSTEL

ST MARYS – TREGEAR – MT DRUITT

ST MARYS – WILLMOT – MT DRUITT

Routes south of railway line

ST MARYS – COLYTON (Carpenter St)*

ST MARYS – OXLEY PARK*

ST MARYS – SOUTH ST MARYS

ST MARYS – ST CLAIR

- * **Extended to Colyton (Chatsworth Rd) (selected trips)**

(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.)

(St Marys Migrant Hostel, referred to in timetables as “Hostel”, was a hostel for newly arrived migrants. It is believed to have been in Dunheved Cct, St Marys.)

Timeline

(N) = Route north of railway line. (S) = Route south of railway line.

September 1945: St Marys – Oxley Park (S) commenced by FP (Fred) Bowman, proprietor. By 1957 ran Mondays-Saturdays.

By 1 December 1957:

- Selected St Marys – Oxley Park trips extended from Oxley Park to Colyton (Chatsworth Rd) (S).
- New routes commenced:
 - St Marys – St Marys Industrial Area (N) (peak hours, selected trips through-routed with St Marys – Oxley Park.
 - St Marys – St Marys Migrant Hostel (N) (weekday daytime & Saturday morning route)
- As other routes commenced, various routes were through-routed with and/or connections made at St Marys Station with St Marys – St Marys Industrial Area.
- Operator’s name changed to Bowmans Bus Service.

October 1961: Extended in St Marys “to take in new residential areas” [as per *Truck & Bus Transportation*, December 1961], probably referring to St Marys – Colyton (Carpenter St) (S) [Source: *Collins Street Directory* of circa 1962]. (See also entry for “By 20 September 1965”, immediately below.)

By 20 September 1965:

- Colyton (Chatsworth Rd) extension transferred from Oxley Park route to St Marys – Colyton (Carpenter St) route (S).
- Extra routes commenced:
 - St Marys – Colyton (Carpenter St) [first available timetable for this route] (occasional trips extended to Colyton (Chatsworth Rd)) (S) (daily daytime service).
 - St Marys – North St Marys (N) (Monday-Saturday daytime service).

By September 1969:

- Extra route, St Marys – Tregear via Government [now Forrester] Rd (N) commenced. May have replaced St Marys – Migrant Hostel route.
- Operator incorporated as Bowmans Bus Service Pty Ltd.

By 6 April 1970: Extra routes commenced, replacing St Marys – Tregear via Government [now Forrester] Rd:

St Marys – Tregear via Debrincat Av (N) (full time service)

St Marys – Lethbridge Park via Debrincat Av & Luxford Rd (N) (full time service).

St Marys – Lethbridge Park via Government [now Forrester] Rd (N) (daily daytime service).

By 14 November 1971:

- Extra route, St Marys – South St Marys (Marsden Rd) (S), commenced Monday-Saturday daytime service).
- Colyton (Chatsworth Rd) extension curtailed to run to Colyton (Shepherd Rd), due to construction of Western Motorway (M4).

By August 1973: St Marys – Lethbridge Park via Debrincat Av extended to run St Marys – Lethbridge Park – Willmot via Debrincat Av (N) (full time service).

By 1974: St Marys – Tregear extended to run St Marys – Tregear – Mt Druitt (N) (extension to Mt Druitt ran weekday daytime & Saturday morning).

By 20 July 1975:

- St Marys – South St Marys extended in South St Marys from Marsden Rd to Bennett Rd (S).
- Extra route, Mt Druitt – Willmot, commenced (N) (weekday daytime & Saturday morning service), related to the opening of the new shopping complex at Mt Druitt (known as “Great Western” at the time) in 1975.

By 17 August 1981: Extra route, St Marys – St Clair (S), commenced (Monday-Saturday daytime service).

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

1 February 1984:

- Reorganised & renumbered into Sydney Region route numbers:
 - 766 Mt Druitt – Willmot
 - 767 Mt Druitt – St Marys
 - 768 St Marys – Lethbridge Park
 - 769 St Marys – North St Marys
 - 770 St Marys – Oxley Park
 - 771 St Marys – Colyton
 - 772 St Marys – St Clair
 - 773 St Marys – West St Clair
 - 774 Mt Druitt – St Clair
- St Marys – St Marys Industrial Area continued as an unnumbered route.

Streets

ROUTES NORTH OF RAILWAY LINE

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

6 April 1970 (Source: timetable)

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

Trips before approx. 8.30am Mondays-Saturdays: St Marys terminus at north side of Station.

Alteration

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

St Marys – North St Marys

1970 (Source: RGH notes/timetables)

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

Alterations

- *By 1973 (Source: timetable):* Approached St Marys Station from Glossop St via Phillip St, Lethbridge St, Station St. Unaltered on return.
- ***Weekday trips before approx. 8.00am Mondays-Saturdays:*** St Marys terminus at north side of Station

St Marys – Tregear via Government [now Forrester] Rd

September 1969 (Source: timetable)

From St Marys (Station St at Station) via Queen St, Phillip St, Glossop St, Government [now Forrester] Rd, Ellsworth Dr, Aurora Dr, Luxford Dr, Hatherton Rd (Tregear), Rymill Rd, Ellsworth Dr, Government [now Forrester] Rd, Phillip St, Queen St, Station St to St Marys Station.

Trips before approx. 8.30am Mondays-Saturdays: St Marys terminus at north side of Station.

St Marys – Tregear via Debrincat Av

6 April 1970 (Source: timetable)

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

Trips before approx. 8.30am Mondays-Saturdays: St Marys terminus at north side of Station.

20 July 1975 (Source: timetable – loop in opposite direction)

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

Alterations

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

St Marys – Tregear – Mt Druitt via Debrincat Av

1975 (Source: timetable)

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

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

St Marys – Willmot via Debrincat Av

1972 (Source: timetable)

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

Trips before approx. 8.30am Mondays-Saturdays: St Marys terminus at north side of Station.

St Marys – Willmot – Mt Druitt via Debrincat Av

1975 (Source: timetable)

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

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

ROUTES SOUTH OF RAILWAY LINE

St Marys – Colyton (Carpenter St) (occasional trips extended to Colyton (Chatsworth Rd))

Circa 1961 (Source: Collins Street Directory)

From St Marys (Station St at Station) via Queen St, Mamre Rd, Lonsdale St, Monfarville St, Carpenter St, Railway Rd [now Hewitt St] to Chatsworth Rd (**Colyton**). Reverse on return.

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

Early weekday (later also Saturday) morning trips: From St Marys Station via Glossop St.

1970 (Source: RGH notes/timetables)

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

Early weekday & Saturday morning trips: From St Marys Station via Glossop St.

Alteration

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

St Marys – Oxley Park (occasional trips extended to Colyton (Chatsworth Rd))

Circa 1957 (Source: *timetable & later street directories*):

Anti-clockwise, before 11.00am

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

Clockwise, after 11.00am

Reverse route.

Colyton (Chatsworth Rd extension) (*occasional trips*): From Western Hwy/Melbourne St via Western Hwy, Railway Rd [now Hewitt St] to Chatsworth Rd. Reverse on return.

St Marys – Oxley Park

1970 (Source: *RGH notes/timetables*)

Anti-clockwise, before 10.30am

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

Early weekday morning trips: From St Marys Station via Glossop St.

Clockwise, after 10.30am

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

St Marys – South St Marys

1975 (Source: *timetable*)

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

Early morning trips: From St Marys Station via Glossop St, Great Western Hwy, Hewitt St, Shepherd St to Hough St.

St Marys – St Clair

From 17 August 1981 (Source: *timetable*)

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

Early morning trips: From St Marys Station via Great Western Hwy, Bennett Rd.

Timetable Summary

Routes north & south of railway line

1 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Hostel	10	M-F	Hostel	7.11am	St Marys	5.32pm	5 trips	
		Sat		7.20am		12.12pm	4 trips	
		Sun						
St Marys-Oxley Park†	22 round trip§	M-F	Oxley Park	5.53amS	Chatsworth Rd	1.26pmS	60*	A
			St Marys	10.05amC	St Marys	6.32pmO		
		Sat	Oxley Park	6.35amS		6.55pmO	20-40	B
			St Marys	10.05amC				
Sun								
St Marys-St Marys Industrial Area	5	M-F	St Marys	6.55am	Industrial Area	4.07pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Occasional trips extended to Colyton (Chatsworth Rd).

§ Colyton (Chatsworth Rd) extension 5.

A – Ran anti-clockwise until 11.00am, then clockwise. 2 trips extended to Colyton (Chatsworth Rd). Selected trips through-routed to St Marys Industrial Area.

B – Ran anti-clockwise until 11.00am, then clockwise. Morning 20-60, 1 trip extended to Colyton (Chatsworth Rd). Gap in service in afternoon. Late afternoon 3 trips. Plus picture bus Saturday night.

C – To Colyton (Chatsworth Rd).

O – To Oxley Park.

Ph – Peak hours only. Selected trips through-routed to Oxley Park.

S – To St Marys.

Routes north of railway line

20 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-North St Marys	15 round rip	M-F	North St Marys	5.40am	St Marys	6.40pm	60*	
		Sat		7.20am		5.25pm	AM 20 PM 60	
		Sun						A
St Marys-St Marys Industrial Area	6	M-F	St Marys	6.37am	Industrial Area	4.05pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

A – Service provided by combined North St Marys & Oxley Park routes (*see routes south of railway line*).

New route north of railway line commenced

September 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Tregear via Government Rd	30 round trip	M-F	Tregear	5.01am	Tregear	10.11pm	20	
		Sat		5.33am		10.56pm	AM 10-15 PM 30	
		Sun		8.01am		8.56pm	30	

Routes north of railway line

6 April 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Lethbridge Park via Government Rd	30 round trip	M-F	Lethbridge Pk	5.02am	St Marys	7.00pm	20-40	
		Sat	St Marys	5.33am		6.30pm	AM 35 PM 30	
		Sun	Lethbridge Pk	7.58am		8.50pm	30	
St Marys-Lethbridge Park via Debrincat Av	30 round trip	M-F	Lethbridge Pk	5.00am	St Marys	10.05pm	35-40	
		Sat	St Marys	5.30am		9.50pm	AM 35 PM 30	
		Sun						
St Marys-Tregear	30 round trip	M-F	Tregear	4.59am	St Marys	10.05pm	20*	
		Sat	St Marys	5.30am		10.50pm	AM 10-15 PM 30	
		Sun	Tregear	7.57am		8.50pm	30	

New route north of railway line commenced

Circa 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Willmot via Debrincat Av	33 round trip	M-F	Willmot	4.56am	Willmot	7.15pm	40*	
		Sat		5.07am		6.44pm	40	
		Sun						

* More frequent in peak hours.

Routes north of railway line

20 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Willmot	40 round trip	M-F	Willmot	7.55am	Mt Druitt	5.15pm	60	A
		Sat		7.55am		12.18pm	50	
		Sun						
St Marys-Lethbridge Park via Forrester Rd	30 round trip	M-F	Lethbridge Pk	4.59am	Lethbridge Pk	10.21pm	35	
		Sat		5.14am		12.59pm	35	B
		Sun						B
St Marys-North St Marys	17 round trip	M-F	North St Marys	5.29am	North St Marys	6.48pm	30-60*	
		Sat		7.13am		12.58pm	35	
		Sun		7.52am		10.57am	4 trips	C
St Marys-Tregear-Mt Druitt via Debrincat Av†	Fr St M 21STr 25M	M-F	Tregear	4.59amS	Mt Druitt	6.15pmS	D	
			St Marys	7.30amM 7.25pmW	Tregear Willmot	10.07pmS 10.14pmS		
		Sat	Tregear	5.16amS	Mt Druitt	1.15pmS	E	
			St Marys	7.28amM	Tregear	1.07pmS		
		Sun		4.25pmT		6.35pmS	60	F
St Marys-Willmot via Debrincat Av	34 round trip	M-F	Willmot	4.53am	Willmot	7.15pm	20-30	G
		Sat		5.05am		1.01pm	20-40	B
		Sun						B
St Marys-Tregear-Lethbridge Park-Willmot combined	43 round trip	M-F						
		Sat	St Marys	1.20pm	Willmot	10.16pm	30	
		Sun	Willmot	7.27am		9.14pm	60	

* More frequent in peak hours.

† Extended to run St Marys-Willmot on weeknights.

A – Extra trips Thursday night (last trip 9.10pm from Mt Druitt).

B – Saturday afternoon & Sunday service provide by combined route St Marys-Tregear-Lethbridge Park-Willmot.

C – First 2 trips run via Oxley Park.

D – Until 7.30am & after 6.00pm, St Marys-Tregear. Day, St Marys-Tregear-Mt Druitt 20-30. Night, St Marys-Tregear-Willmot. Extra trips St Marys-Tregear-Mt Druitt Thursday night (last rip 9.15pm from Mt Druitt).

E – Until 7.30am & 1 trip at 1.00pm St Marys-Tregear. Morning, St Marys-Tregear-Mt Druitt 20. Saturday afternoon & Sunday service provided by combined route St Marys-Tregear-Lethbridge Park-Willmot.

F – Most day service provided by combined route St Marys-Tregear-Lethbridge Park-Willmot.

G – Later night service provided by extension of St Marys-Tregear trips.

M – To Mt Druitt.

S – To St Marys.

STr – Round trip St Marys-Tregear-St Marys.

T – To Tregear.

W – To Willmot.

Routes south of railway line

20 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton (Carpenter St)†	Fr StM 10C 15W	M-F	Carpenter St	5.32amS	Chatsworth Rd	4.51pmS	30*	A
			St Marys	8.57amW	St Marys	7.05pmC		
		Sat	Carpenter St	6.05amS	Chatsworth Rd	12.02pmS	AM 15-30 PM 5 trips	B
			St Marys	8.25amW	St Marys	6.55pmC		
Sun	Carpenter St	7.58am	Carpenter St	10.37am	30-60	D		
St Marys-Oxley Park	23 round trip	M-F	Oxley Park	5.33am	St Marys	7.05pm	60*	F
		Sat		6.38am		6.55pm	AM 20 PM 4 trips	G
		Sun						E
St Marys-North St Marys & Oxley Park combined		M-F						
		Sat						
		Sun	North St Marys	7.50am	St Marys	10.30am	4 trips	H
St Marys-Oxley Park & Colyton (Carpenter St) combined		M-F						
		Sat	St Marys	2.00pm	St Marys	5.25pm	4 trips	
		Sun		10.50am		5.50pm	4 trips	

* More frequent in peak hours.

† Occasional trips extended to Colyton (Chatsworth Rd).

A – Morning, 20. St Marys-Colyton (Carpenter St) 30*, St Marys-Colyton (Chatsworth Rd) 3 trips.

B – Morning, St Marys-Colyton (Carpenter St) 15-30, St Marys-Colyton (Chatsworth Rd) 2 trips. Afternoon, St Marys-Colyton (Carpenter St) 60, some trips returned from Colyton (Carpenter St) to St Marys via Oxley Park. Plus picture bus to Penrith.

C – To Colyton (Carpenter St)

D – Additional service provided by combined North St Marys & Oxley Park routes

E – Additional service provided by combined North St Marys & Oxley Park routes & combined Oxley Park & Colyton (Carpenter St) routes.

F – Ran anti-clockwise until 10.30am, then clockwise. Selected trips through-routed to St Marys Industrial Area.

G – Ran anti-clockwise until 10.30am, then clockwise. Additional service provided by combined St Marys-Colyton (Carpenter St) & St Marys-Oxley Park. Plus picture bus to Penrith.

H – 2 trips also via Colyton (Carpenter St).

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

S – To St Marys.

W – To Colyton (Chatsworth Rd).

Routes south of railway line

14 November 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-Colyton (Carpenter St)†	Fr St M 28SCr §	M-F	Carpenter St	4.57amS	Shepherd Rd	4.51pmS	20-40	A
			St Marys	9.02amH	Carpenter St	9.18pm		
		Sat	Carpenter St	5.16amS	Shepherd Rd	12.01pmS	AM 15-20 PM 60	B
			St Marys	8.20amH	Carpenter St	8.58pm		
Sun	Carpenter St	7.55amS		8.00pm	60	C		
St Marys-Oxley Park	23 round trip	M-F	Oxley Park	5.24am	Oxley Park	7.10pm	60*	
		Sat		6.39am		7.00pm	D	
		Sun		9.08am		10.38am	3 trips	E
St Marys-South St Marys	17 round trip	M-F	South St Marys	5.28am	South St Marys	6.34pm	Ph	
		Sat		7.18am		12.49pm	20-30	
		Sun						
St Marys-Oxley Park & Colyton (Carpenter St) combined		M-F						
		Sat	St Marys	2.00pm	Carpenter St	5.28pm	4 trips	
		Sun		10.50am		5.58pm	5 trips	

* More frequent in peak hours.

† Selected trips extended to Colyton (Shepherd Rd).

§ Colyton (Shepherd Rd) extension extra 4.

A – Selected morning peak hour trips extended to St Marys Industrial Area.

B – Most afternoon trips ran St-Marys-Colton (Carpenter St)-Oxley Park combined.

C – Selected trips ran St-Marys-Colton (Carpenter St)-Oxley Park combined.

D – Morning 20. Late afternoon 4 trips. Mid-afternoon service provided by St-Marys-Colton (Carpenter St)-Oxley Park combined.

E – Late morning & afternoon service provided by St-Marys-Colton (Carpenter St)-Oxley Park combined.

H – To Colyton (Shepherd Rd).

Ph – Peak hours only.

S – To St Marys.

SCr – St Marys-Colyton (Carpenter St)-St Marys round trip.

New route south of railway line commenced

17 August 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
St Marys-St Clair	41 round trip	M-F	St Clair	5.06am	St Clair	9.31pm	25*	
		Sat		6.52am		8.00pm	AM 20-25 PM 60	
		Sun						

* More frequent in peak hours.

Route 3

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

- **Post 31 October 1931 feeder: POTTS POINT – DARLINGHURST**

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919:

- Potts Point (Wylde St) – Kings Cross (Victoria St at William St) (also referred to as “William St”) commenced prior to the allocation of route numbers.
- (*As per MTA Journal as at August 1923*): Operated by WA (William) Hales.
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- By September 1925 a full time service.

By date of Govt Gazette of 7 March 1924: Extended to run Potts Point (Wylde St) – Central Railway. 1, 2 & 3 shared Kings Cross – Central Railway.

As at date of Govt Gazette of 19 December 1924: Numbered 3 [1924 route number].

By 15 June 1925 (*Doran Report*): Also traded as Kings Cross Bus Co.

As at date of Govt Gazette 13 November 1925: Retained route number 3 [1925 route number] in the general renumbering of routes.

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

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

Service suspended until relicensed as a feeder.

By 1932:

- Relicensed as a feeder, Potts Point (Wylde St) – Darlinghurst, operated by United Motors Ltd (McNicol Brothers).
- The undated departmental timetable of about this time lists the proprietors as “United Motors Ltd, per William Andrew Gay, Director and Manager, 72 Pitt St, Sydney,”

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

22 January 1934:

- Monday-Saturday service replaced by Potts Point (Wylde St) – City (Liverpool St) trolley bus.
- Sunday service initially retained as a motor bus service, Potts Point (Wylde St) – Darlinghurst.

9 September 1934: Sunday service ceased, also replaced by Potts Point (Wylde St) – City (Liverpool St) trolley bus.

Streets

Potts Point (Wylde St) – Kings Cross (William St)

1921 (Source: Govt Gazette of 20 June 1919)

From Potts Point (Macleay St at Wylde St) via Macleay St, Darlinghurst Rd to Kings Cross (Victoria St at William St). Reverse on return.

Potts Point (Wylde St) – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

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

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Timetable Summary

September 1925

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

1 August 1927

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

March 1930

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

Undated, but 1932/3 (when United Motors were proprietors)

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)-Darlinghurst (Taylor Sq)	8	M-F	Taylor Sq	7.03am	Wylde St	11.17pm	10	
		Sat		7.03am		11.33pm	10	A
		Sun		9.10am		11.20pm	20	A

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

Route 3

CITY (Eddy Av, Central Railway) – KENSINGTON – DOLLS POINT

(Raleigh Park was the site of WD & HO Wills' tobacco factory in Todman Av, Kensington.)

Timeline

9 December 1934:

- 237 Kensington (Doncaster Av) – Ramsgate [1925 route number] taken over by Department of Road Transport & Tramways from South Sydney Bus Co Ltd (Darby & Perry, proprietors).
- Renumbered 3 [1925 route number].
- Extended from Kensington (Doncaster Av) to City (Eddy Av, Central Railway).
- Selected trips ran as an industrial service Central Railway (Eddy Av, Central Railway) – Raleigh Park.
- Initially ran City (Eddy Av, Central Railway) – Ramsgate (Ramsgate Av) daily (extended to Dolls Point on Saturday afternoons & Sundays).

12 May 1940:

- Renumbered 503 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes.

- 503 was then regarded as belonging to the “far south-eastern” suburbs, whose routes were to be renumbered in the 500-599 series. However, 503 appears to have been the only route to be numbered in that 500-599 series at that time.

Streets

From 9 December 1934

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde (**Kensington**), Day Av, Eastern Av, Gardeners Rd, Maloney St, King St, Botany Rd (**Mascot**), Lords Rd, Ascot Av [now part of General Holmes Dr], General Holmes Dr, The Grand Pde to President Av (**Brighton-le-Sands**). Reverse on return.

Extension to Dolls Point: From Brighton-le-Sands (The Grand Pde at President Av) via The Grand Pde (**Ramsgate**), Sandringham Rd, Malua St, Russell Av to near Malua Av (Dolls Point). Reverse on return.

Trips to Raleigh Park: Ex Central Railway from Anzac Pde/Todman Av via Todman Av to Raleigh Park entrance. Reverse on return.

Timetable Summary

9 December 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Kensington-Ramsgate†	Fr C/Rly 50R 52D	M-F	Ramsgate	6.33amE	Eddy Av	7.55pmR	A	
					Ramsgate	11.46pmK		
					Brighton	12.11amK		
		Sat	Ramsgate	6.33amE	Dolls Point	7.49pmE	C	
					Eddy Av	10.55pmR 11.25pmB		
		Sun	Eddy Av	7.55amD	Dolls Point	8.21pmE	E	
					Ramsgate	10.55pmR		
		Hols	Ramsgate	7.03amE	Dolls Point	8.21pmE	F	
Eddy Av	7.55amD		Ramsgate	10.55pmR				
Ramsgate-Raleigh Park		M-F	Ramsgate	6.56am	Raleigh Park	5.35pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

† Extended to Dolls Point on Saturday afternoon & Sunday.

A – Peak hours & day, City (Eddy Av, Central Railway)-Ramsgate 30*. Night, from Kensington (Doncaster Av) alternately to Brighton-le-Sands & Ramsgate. On Fridays all trips until approx. 11.00pm extended from Kensington (Doncaster Av) to Eddy Av, Central Railway.

B – To Brighton-le-Sands.

C – Morning, City (Eddy Av, Central Railway)-Ramsgate 30. Afternoon, City (Eddy Av, Central Railway)-Dolls Point 30. Night, from City (Eddy Av, Central Railway) alternately to Brighton-le-Sands & Ramsgate. Plus short-working/s after last trip shown.

D – To Dolls Point.

E – Day & early evening, City (Eddy Av, Central Railway)-Dolls Point 30. Night, City (Eddy Av, Central Railway)-Ramsgate.

F – Early morning, from Ramsgate to City (Eddy Av, Central Railway). Plus short-working/s before first trip & after last trip shown.

E – To City (Eddy Av, Central Railway).

K – To Kensington (Doncaster Av).

Ph – Peak hours only (morning from Ramsgate, afternoon from Raleigh Park).

R – To Ramsgate.

Route 3

PARRAMATTA – EAST PARRAMATTA – BURNSIDE HOMES (via various routes) **PARRAMATTA – NORTH PARRAMATTA – EAST PARRAMATTA (Webb St)** **(bidirectional loop)**

Timeline

October 1946: Daily daytime service Parramatta (Macquarie St) – Burnside Homes via Macarthur St commenced by LV Gallagher, proprietor.

January 1948:

- Transferred to Parramatta-Epping Bus Service Pty Ltd (Moore family, proprietors).
- During off-peak & at most times at weekends, ran *either* via Brabyn St *or* via Buller St, usually running from Parramatta by one route and returning by the other, creating a form of bidirectional loop. At other times ran via Betts St only.

June 1951: Transferred to AJ (Alfred) Richards, proprietor. Timetable dated 1 October 1951 shows operator (traded) as Burnside Bus Service.

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

By 1956: Sunday service ceased.

By 1961: Curtailed to run Parramatta – North Parramatta (Katia St/Romani St) (still a bidirectional loop), due to altered road layout at James Ruse Dr/Pennant Hills Rd intersection, when James Ruse Dr was being built.

July 1969: Transferred to OW & CS Bevan, proprietors.

16 March 1971:

- Amalgamated with 164 [1925 route number] Parramatta – East Parramatta (Webb St) as 3 Parramatta – North Parramatta – East Parramatta (Webb St) – Parramatta, in an enlarged bidirectional loop.
- Trips running generally anti-clockwise regarded as “East Parramatta” trips (as they travelled to that point first after leaving Parramatta) and those running generally clockwise as “Webb St” (previous 164 terminus name) trips.

By 4 September 1972:

- Transferred to East Parramatta Bus Lines (Bruce Whiteoak, proprietor).
- Saturday afternoon service ceased.

February 1984: Transferred to Harris Park Transport Co Pty Ltd (Moore family, proprietors).

24 January 1994:

- Transferred to North & Western Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).
- Rerouted & absorbed into 546 Parramatta – Oatlands (Bettington Rd) Loop [already a Sydney Region route number].

Streets

Circa 1948 (Sources: Gregory’s Street Directory & timetable)

Parramatta – Burnside Homes

Via Brabyn St

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

Via Buller St

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

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

May 1970 (Source: RGH notes)

Via Brabyn St, then Buller St

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

Alteration

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

Via Buller St, then Brabyn St

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

Alteration

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

From 16 March 1971 (when 3 & 164 amalgamated) (based on RGH notes dated 1986)

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

“East Parramatta” trips

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

“Webb St” trips

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

Saturday afternoon trips

From Parramatta (old Interchange, Station St) via “East Parramatta” route to Fennell St/Brickfield St, then Brickfield St, Elizabeth St, Thomas St, Pemberton St, Victoria Rd, Wandsworth St, Thomas St, Macarthur St, Harris St, Macquarie St, Smith St to Parramatta old Interchange (*ie, ran via Pemberton St loop both leaving from and returning to Parramatta*).

Alteration

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

1988 (Source: timetable)

“East Parramatta” trips

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

“Webb St” trips

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

Timetable Summary

1948 (when Parramatta-Epping Bus Service was proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Burnside Homes via Buller St	14	M-F	Burnside Hms	6.01am	Burnside Hms	7.50pm	60	A
		Sat		6.20am		7.20pm	60	B
		Sun	Parramatta	8.35am		7.50pm	60	B
Parramatta-Burnside Homes via Brabyn St	14	M-F	Burnside Hms	9.50am	Burnside Hms	3.50pm	60	
		Sat		6.50am		4.50pm	60	
		Sun		8.50am	Parramatta	5.50pm	60	

During periods when trips ran both via Buller St & Brabyn St, they ran from Parramatta via one route & returned via the other.

Average day frequency over common parts of routes, 30.

A – All peak hour trips ran via Buller St. Plus picture bus Wednesdays.

B – Late afternoon trips ran via Buller St. Plus picture bus Saturdays & Holidays.

1 October 1951 (Burnside Bus Service, proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Burnside Homes via Buller St	19	M-F	Burnside Hms	6.01am	Burnside Hms	7.20pm	80	A
		Sat		6.20am		7.20pm	80	B
		Sun	Parramatta	8.35am	Parramatta	7.30pm	80	B
Parramatta-Burnside Homes via Brabyn St	19	M-F	Burnside Hms	9.50am		3.40pm	80	
		Sat		7.50am		5.20pm	80	
		Sun		8.50am	Parramatta	4.50pm	80	

During periods when trips ran both via Buller St & Brabyn St, they ran from Parramatta via one route & returned via the other.

Average day frequency over common parts of routes, 40.

A – All peak hour trips ran via Buller St. Plus picture bus Wednesdays.

B – Late afternoon trips ran via Buller St. Plus picture bus Saturdays & Holidays.

5 May 1956 (AJ Richards, proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Burnside Homes via Buller St	19	M-F	Burnside Hms	5.52am	Burnside Hms	7.50pm	60	A
		Sat		6.20am		7.20pm	60	B
		Sun						
Parramatta-Burnside Homes via Brabyn St	19	M-F	Burnside Hms	9.50am	Burnside Hms	3.50pm	60	
		Sat		6.50am		4.20pm	60	
		Sun						

During periods when trips ran both via Buller St & Brabyn St, they ran from Parramatta via one route & returned via the other.

Average day frequency over common parts of routes, 30.

A – All peak hour trips ran via Buller St. Plus picture bus Wednesdays.

B – Late afternoon trips ran via Buller St. Plus picture bus.

13 June 1961

Similar timetable as at 5 May 1956, but terminus relocated to Katia St/Romani St (*not* Burnside Homes). No picture bus on Wednesday nights.

6 March 1971 (after amalgamation with 164)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-East Parramatta (Webb St)	26 round trip	M-F	Romani St	5.36am	Parramatta	6.30pm	40	A
		Sat		7.10am		4.50pm	40	B
		Sun						

A – Generally ran alternately clockwise and anti-clockwise.

B – Morning, generally ran alternately clockwise and anti-clockwise. Afternoon, all trips anti-clockwise.

4 September 1972

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

A – Generally ran alternately clockwise and anti-clockwise.

Route 4

1924 – 1935

ELIZABETH BAY – CENTRAL RAILWAY via Darlinghurst Rd

- **Post 31 October 1931 feeder: ELIZABETH BAY – DARLINGHURST**

1935 – 1940

ELIZABETH BAY – DARLINGHURST – PADDINGTON – RUSHCUTTERS BAY (1935-38)

ELIZABETH BAY – DARLINGHURST – PADDINGTON – CENTRAL RAILWAY (1938-40)

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Elizabeth Bay – Central Railway, commenced prior to the allocation of route numbers.
- (As per list in *MTA Journal* as at August 1923): Operated by WA (William) Hales, proprietor.
- Shared with other routes along Oxford St (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- A full time service by September 1925.

As at date of Govt Gazette of 19 December 1924: Numbered 4 [1924 route number].

By 15 June 1925 (*Doran Report*): Hales also traded as Kings Cross Bus Co.

As at date of Govt Gazette 13 November 1925: Retained route number 4 [1925 route number] in the general renumbering of routes.

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

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

1932:

- Relicensed as a feeder, Elizabeth Bay – Darlinghurst (Taylor Square), operated by United Motors (McNicol Brothers).
- Timetable when United Motors was operator shows William Andrew Gray as director & manager.

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

26 August 1935: Amalgamated with private 229 [1925 route number] Darlinghurst (Taylor Square)– Paddington – Rushcutters Bay, taken over by Department of Road Transport & Tramways from Mrs Monaghan, as 4 Elizabeth Bay – Darlinghurst – Paddington – Rushcutters Bay.

15 December 1935:

- Reverted to original route when a feeder, Elizabeth Bay – Darlinghurst (Taylor Square).
- Darlinghurst – Paddington (Lawson St) replaced by part of restored 229 [1925 route number].
- Paddington (Lawson St) – Rushcutters Bay not replaced.

14 November 1938: Extended to run Elizabeth Bay – Darlinghurst (Taylor Square) – City (Eddy Av, Central Railway).

12 May 1940: Renumbered 304 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

Elizabeth Bay – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Elizabeth Bay (Ithaca Rd at Oval) via Ithaca Rd, Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt to Eddy Av (Central Railway).

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

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Elizabeth Bay – Darlinghurst

From 26 October 1933

From Elizabeth Bay (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St to Taylor Square (Darlinghurst).

From Darlinghurst (Taylor Square) (*likely route*) via Oxford St, Darlinghurst Rd, Elizabeth Bay Rd to end (Elizabeth Bay).

Elizabeth Bay – Darlinghurst – Rushcutters Bay

From 26 August 1935

From Elizabeth Bay (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Liverpool St, Glenmore Rd (**Paddington**), New South Head Rd, Beach Rd [to ?] (Rushcutters Bay).

Elizabeth Bay – Darlinghurst

From 15 December 1935

Resumed streets as at 26 October 1933.

Elizabeth Bay – Darlinghurst – City (Eddy Av, Central Railway)

From 14 November 1938

From Elizabeth Bay (end of Elizabeth Bay Rd) via Elizabeth Bay Rd, Darlinghurst Rd (**Kings Cross**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av to Central Railway (City). 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		
Elizabeth Bay-Central Railway	18	M-F	Elizabeth Bay	7.03am	Central Rly	11.35pm	10-30	
		Sat		7.03am		11.35pm	10-30	
		Sun		1.46pm		11.35pm	10-30	

1 August 1927

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

March 1930

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

Circa 1933 (when United Motors was operator)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Elizabeth Bay-Darlinghurst (Taylor Square)	8	M-F	Taylor Square	6.57am	Elizabeth Bay	11.07pm	20	A
		Sat		6.57am		11.07pm	20	A
		Sun		1.00pm		12.10am	20	A

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

15 December 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Elizabeth Bay-Darlinghurst (Taylor Square)	8	M-F	Elizabeth Bay	7.07am	Elizabeth Bay	11.47pm	20	A
		Sat		7.07am		11.47pm	20	A
		Sun		10.07am		11.47pm	20	A

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

Route 4

BANKSTOWN – CHULLORA – PUNCHBOWL – ROSELANDS

Also:

- **Punchbowl – Chullora (Elcar Workshops) (1960s) (INDUSTRIAL)**
(Areas of Chullora served by this route are now in Greenacre.)

Timeline

1946:

- Bankstown – Chullora (Cardigan Rd) commenced by XL Transport Co (Alfred, Henry & Eric O’Hara, proprietors).
- Ran M-F daytime & Saturday morning.

11 May 1955: Transferred to GP Bus Co Pty Ltd (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje) (CJ (Joe) & WH Griffin & FS (Fred) Fobje, proprietors), although buses were signwritten “Narwee Bus Co”.

16 September 1957: Extended to run Bankstown – Chullora – Punchbowl.

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

By 1959: Punchbowl – Chullora (Elcar Workshops) trips on 190 [1925 route number] absorbed into 4.

October 1965: Extended to run Bankstown – Chullora – Punchbowl – Roselands, when shopping centre opened.

6 November 1967: 4 & 28 amalgamated as 244 [all 1925 route numbers]:

- Bankstown – Chullora – Punchbowl – Roselands – Narwee – Hurstville (full time service)
- Punchbowl – Chullora Railway Workshops (Elcar) trips. (peak hours).

Streets

Bankstown – Chullora (Cardigan Rd)

Circa 1948 (Source: Gregory's Street Directory)

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

Alteration

From 1954 (Source: O'Hara family): From Bankstown [Station] via Fetherstone St (*not* Chapel Rd), The Mall.

15 October 1956 (Source: timetable)

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

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

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

Bankstown – Chullora – Punchbowl

By 16 September 1957

(Likely route based on timing points in timetable)

From Bankstown (North Tce at Station) via (?), Wattle St (**Mt Lewis**), Noble Av, Cardigan Rd, Waterloo Rd, Norfolk Rd (**Chullora**), (?), Roberts Rd, (?), Juno Pde (**Greenacre**), Waterloo Rd, Wattle St, then *either* Henry St, Kelly St, *or* Highclere Av to Punchbowl Station.

Bankstown – Chullora – Punchbowl – Roselands

1965 (Source: timetable)

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

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

Timetable Summary

1940s/1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora (Cardigan Rd)	13	M-F	Cardigan Rd	7.34am	Bankstown	5.58pm	30	
		Sat		8.08am		12.58pm	30	A
		Sun						

A – Plus picture bus Saturday night.

Circa 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora (Cardigan Rd)	13	M-F	Cardigan Rd	7.31am	Bankstown	6.25pm	30	
		Sat		8.08am		12.58pm	30	A
		Sun						

A – Plus picture bus Saturday night.

15 October 1956

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

A – Gap in service in afternoon. Plus picture bus .

16 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora-Punchbowl	28	M-F	Punchbowl	6.06am	Bankstown	7.20pm	30	A
		Sat		7.46am		7.00pm	30	B
		Sun						

Trips generally ran alternately via Highclere Av & Henry St, Punchbowl.

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

B – Gap in service in afternoon. Plus picture bus Saturday night.

1 June 1959

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

Trips generally ran alternately via Highclere Av & Henry St, Punchbowl on weekdays daytime & Saturday mornings.

Night, Saturday afternoon & Holiday trips all via Henry St.

A – Plus picture bus Friday & Saturday nights.

29 November 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chullora-Punchbowl-Roselands	Fr Banks 26P 35R	M-F	Punchbowl	6.35amB	Roselands	5.48pmB	A	
			Bankstown	7.16amR	Bankstown	11.12pmP		
		Sat		7.34amR	Roselands	12.29pmB	C	
					Punchbowl	7.06pmB		
		Sun						
Hols		Punchbowl	8.26amB	Bankstown	6.55pmP	60		
Punchbowl-Chullora (Elcar Workshops)	13	M-F	Punchbowl	7.03am	Elcar W'shops	4.04pm	Ph	
		Sat						
		Sun						

A – Early morning & night, Bankstown-Punchbowl. Day, Bankstown-Roselands 30*. Plus short-working/s before first trip shown.

B – To Bankstown.

C – Morning, Bankstown-Roselands 30. Afternoon, Bankstown-Punchbowl 60. Plus picture bus. Plus short-working/s before first trip shown.

P – To Punchbowl.

Ph – Peak hours only (morning from Punchbowl, afternoon from Chullora (Elcar Workshops)).

R – To Roselands.

Route 5

PADDINGTON (Hampden Park) – CENTRAL RAILWAY

(Hampden Park is now known as Trumper Park.)

Timeline

By date of Govt Gazette 13 November 1925:

- Daily daytime service commenced by Johnson Bros (Stanley M & William E Johnson, proprietors).
- Shared with other routes along New South Head Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along New South Head Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 17 December 1926:

- Ceased.
- Buses & trams continued to provide service along New South Head Rd.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Timetable Summary

September 1925

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

Route 5

EAST BELLEVUE HILL – CENTRAL RAILWAY

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

Timeline

By date of Govt Gazette 22 February 1929:

- Full time service East Bellevue Hill – Central Railway commenced by Blue Transit Co (Bardsley & Warburton families, proprietors).
- Shared with other routes along New South Head Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along New South Head Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

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

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

17 June 1933: Ceased, as route was served by Department of Road Transport & Tramways 159 [1925 route number], Central Railway – Bondi Junction via East Bellevue Hill, which had started on 14 May 1933.

Streets

East Bellevue Hill – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

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

Timetable Summary

March 1930

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

Route 5

ROCKDALE – ARNCLIFFE (east side)

Timeline

1947: Commenced by TE (Thornton) Harrigan, proprietor.

Circa October 1951 (*Propellor*, 27 September 1951): Ceased. Possibly replaced by diversion of 129 [1925 route number].

Streets

Circa 1948 (Source: *Gregory's Street Directory*)

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

Route 5

AUBURN – SOUTH GRANVILLE – GUILDFORD

Timeline

24 September 1956:

- The Guildford – South Granville (Oakleigh Av/Clyde St) section of 97 transferred from VP Munday to Stone Bros (by 1957 trading as Stone Bros Transport Pty Ltd) (Arthur & Jim Stone, proprietors) & renumbered 5.
- On this route, operator also traded as Guildford Bus Service, at least until 1961.
- Ran peak hours only.

18 March 1957: Extended on one-month trial to run Auburn – South Granville – Guildford, with the opening of the bridge in Wellington Rd over Duck Creek. Trial confirmed as permanent in April 1957.

By 17 April 1961: Ran M-F daytime & Saturday morning.

5 April 1969:

- Monday–Friday trips between 9am and 3pm and all Saturday trips altered to run via Northcote St and Chisholm Rd instead of Park and Wellington Rds, replacing 149 when reduced to a peak hour service. Applied to all trips from 9 September 1976.
- Service in Park Rd already being provided by 13 [1925 route numbers].

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

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

31 July 1985: Renumbered part of 917 [Sydney Region route number], as part of general reorganization of Auburn Passenger Transport's routes.

Streets

Guildford – South Granville (Oakleigh Av)

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

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

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

Auburn – Guildford

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

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

1965 (Source: RGH notes)

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

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

Alteration

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

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

Timetable Summary

24 September 1956

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

Ph – Peak hours only.

1 June 1959

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

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

20 October 1973

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

* More frequent in peak hours.

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

B – Via Chisholm Rd.

26 October 1983

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

* More frequent in peak hours.

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

Route 5

PARRAMATTA – ERMINGTON – SYDNEY OLYMPIC PARK

Timeline

20 April 1998:

- Daily daytime service commenced by Riverside Bus & Coach Service Pty Ltd (trading as Parramatta-Ryde Bus Service) (Ferris family & KA (Kenneth Alfred, known as Ken) Butt, proprietors) on behalf of the Olympic Roads & Transport Authority.
- Possibly given the interim number of 5, as it provided a service to replace the equivalent part of Homebush Bay special event route 5 Castle Hill – Homebush Bay (& 8).

November 1998: Renumbered 555 [Sydney Region route number].

Streets

1998 (Source: timetable)

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

Timetable Summary

1998

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

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

Route 6

ROSE BAY HEIGHTS – ROSE BAY – CENTRAL RAILWAY via New South Head Rd

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

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Rose Bay – Central Railway, commenced prior to the allocation of route numbers.
- Shared with other routes along New South Head Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along New South Head Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Full time service by September 1925.

As at date of Govt Gazette of 19 December 1924: Numbered 172 [1924 route number].

By 15 June 1925 (Doran Report):

- Being operated by J Hamers, proprietor.
- Also operated for a period by Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 6 [1925 route number].

By date of Govt Gazette 22 February 1929: Extended to run Rose Bay Heights (Dover St/Victory St) – Rose Bay – Central Railway.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

1932:

- Relicensed as feeder, Rose Bay Heights – Rose Bay (Dover Rd/New South Head Rd).
- By this date, being operated by Blue Transit Co (FJ (Frank) Bardsley, proprietor).
- Connected at Rose Bay (Dover Rd/New South Head Rd) with Erskine St – Watsons Bay tram service.

26 March 1933: Replaced by Department of Road Transport & Tramways 66 [1925 route number] Bondi Junction – Rose Bay (Dover Rd).

Streets

Rose Bay – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

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

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

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Approached Central Railway from Eddy Av via Pitt St, Barlow St, Barker St, Hay St, Pitt to Eddy Av. Return via Eddy Av, Elizabeth St.

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Rose Bay Heights – Rose Bay – Central Railway

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Rose Bay (Dover Rd/New South Head Rd) via Dover Rd, Dover St [now Rd] to Victory St (Rose Bay Heights). Reverse on return.

Timetable Summary

September 1925

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

1 August 1927

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

March 1930

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

Route 6

DOVER HEIGHTS (Russell St/Peel St) – ROSE BAY – WATSONS BAY (Russell St/Hopetoun Av) via Hopetoun Av, Vaucluse

(Russell St, Dover Heights is now Kobada Rd.)

(Russell St, Watsons Bay [different street] is now in Vaucluse.)

Timeline

8 August 1937:

- Dover Heights (Russell St/Peel St) – Rose Bay (extended to Watsons Bay (Russell St/Hopetoun Av) in peak hours) commenced by Department of Road Transport & Tramways. Feeder at Rose Bay to Erskine St trams.
- Rose Bay – Watsons Bay (Russell St) replaced “supplementary service between Dover Rd & Russell St, Watsons Bay” [route number?], according to *Sydney Morning Herald* per Trove.

6 September 1937: Curtailed to run Rose Bay (Dover Rd) – Dover Heights (Russell St [now Kobada Rd]). Rose Bay – Watsons Bay (Russell St) replaced by 228 [1925 route number].

12 May 1940: Renumbered 306 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

Dover Heights (Russell St) – Rose Bay (extended to Watsons Bay (Russell St) in peak hours)

From 8 August 1937 (Sydney Morning Herald, per Trove)

From Dover Heights (Russell St) via Russell St, Peel St, Lancaster Rd, Portland St, Blake St, Gilbert St, Victory St, Dover Rd to Rose Bay.

Vaucluse extension (peak hours): From Rose Bay via New South Head Rd, Hopetoun Rd to Russell St (Watsons Bay).

Rose Bay (Dover Rd) – Dover Heights (Russell St)

From 9 September 1937

From Rose Bay (Dover Rd) (at New South Head Rd) via Dover Rd, Victory St, Gilbert St, Blake St, Military Rd, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Dover Heights)

Timetable Summary

From 8 August 1937 (SMH per Trove)

Frequency: Rose Bay – Dover Heights (Russell St) 20. Service extended from Rose Bay to Watsons Bay (Russell St) in peak hours.

Route 6

ARNCLIFFE – EARLWOOD – BEXLEY

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

(Kogarah Hospital is an informal name for St George Hospital.)

Timeline

(The source of some material for this route is the March 1977 issue of Fleetline.)

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

August 1948:

- Transferred to WR Adams.
- Extended to run Arncliffe – Bardwell Park – Bexley (extended route almost the same as the equivalent part of EH Blythe’s 68).
- By 1948 ran Monday-Saturday daytime.

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

January 1958:

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

By January 1961: Saturday afternoon service ceased.

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

7 April 1965: Transferred to TR (Terrence) Jamieson, proprietor.

30 January 1968: Transferred to EH Blythe (later incorporated as EH Blythe Pty Ltd).

January 1968 or later: Re-extended to run Arncliffe – Earlwood – Kogarah Hospital.

1969: Most trips ran Arncliffe – Earlwood (selected trips extended to Kogarah).

By 1973: Curtailed to run Arncliffe – Earlwood

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

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

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

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

2 December 1983: Transferred to Jenteeno Nominees Pty Ltd, trading as Toughs Bus Service (Bob Stephens & John Brown, proprietors).

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

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

By December 1985: Base service remained as Arncliffe – Earlwood, but extended from Arncliffe to Rockdale on Monday-Friday off-peak and Saturday morning, in order to through-route it with 49 [1925 route number].

14 October 1996:

- Transferred to State Transit Authority of NSW.
- Renumbered 471 [Sydney Region route number].
- All trips extended from Arncliffe to Rockdale.

Streets

Arncliffe – Bardwell Park – Bexley

Circa 1948 (Source: Gregory's Street Directory)

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

Arncliffe (via Victoria St & Henry St) – Earlwood – Bexley – Kogarah Hospital

1968 (Source: RGH notes)

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

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

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

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

1985 (Source: timetable)

From Arncliffe (Firth St at Station) via Belmore St, Station St, Done St, Wollongong Rd, Kelsey St, Loftus St, Turrella St (**Turrella**), Hannam St, Rickard St, Wilkins St, Hannam St, John St, Bardwell Rd, Darley Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, William St, Cameron Av, Clarke St to Homer St (Earlwood).

From Earlwood (Clarke St at Homer St) via Homer St, Hartill-Law Av, then reverse route to Done St, then Firth St to Arncliffe Station.

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

Alteration

From 22 August 1988

Turrella (Victoria St & Henry St) diversion: Ex Rockdale from Kelsey St via Hirst St, Denison St, Victoria St, Henry St to Loftus St. Reverse on return.

Timetable Summary

December 1948

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

* More frequent in peak hours.

A – Plus picture bus Monday-Saturday & Holidays.

January 1961

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

* More frequent in peak hours.

A – To Arncliffe.

B – To Bexley.

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

E – To Earlwood.

1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Arncliffe-Earlwood	14	M-F	Arncliffe	6.48am	Earlwood	6.25pm	30	
		Sat	Earlwood	8.20am		12.30pm	30	
		Sun						

During off-peak & Saturday morning ran alternately via Henry & Victoria Sts and Walker & Bonar Sts.

1984

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

* More frequent in peak hours.

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

1986

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

* More frequent in peak hours.

† Extended to Rockdale in off-peak & Saturdays.

A – To Arncliffe.

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

E – To Earlwood.

R – To Rockdale.

Route 7

ARNCLIFFE – BEXLEY via Forest Rd

- **Extended from Bexley to Rockdale (1919-21)**

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919:

- Commenced prior to the allocation of route numbers.
- Complemented Arncliffe – Bexley – Rockdale via Wollongong Rd (numbered 8 from 1925),
- Competed with part of Arncliffe – Bexley steam tram service until the tram service ceased on 31 December 1926.

By date of Govt Gazette of 8 July 1921: Curtailed to run Arncliffe – Bexley.

As at August 1923 (*MTA Journal*): Operated by AS (Arthur) Wright, proprietor

As at date of Govt Gazette of 19 December 1924: Numbered 7 [1924 route number].

By date of Govt Gazette of 13 November 1925: Retained route number 7 [1925 route number] in the general renumbering of routes.

By 1935: Transferred to Innes Bros & Drover (WHC (William) Innes, SV (Sydney) Innes, HE (Harold) Innes & WR (William) Drover, proprietors).

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

About 1989: Renumbered part of combined 8/17 [1925 route numbers].

Streets

Arncliffe – Bexley – Rockdale

1919 (Source: *Govt Gazette of 20 June 1919*)

From Arncliffe (Lyne [now part of Firth] St at Station) via Lyne St, Done St, Forest Rd (**Bexley**), Frederick St, Railway St to Rockdale Station. Reverse on return.

Arncliffe – Bexley

1921 (Source: *Govt Gazette of 8 July 1921*):

From Arncliffe (Lyne [now part of Firth] St at Station) via Lyne St, Done St, Forest Rd to (*likely based on 1924 Streets*) Bexley Public School. Reverse on return.

1924 (Source: *Govt Gazette of 7 March 1924*):

From Arncliffe (Lyne [now part of Firth] St at Station) via Lyne St, Firth St, Forest Rd to Bexley Public School. Reverse on return.

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

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

Circa 1946 (Source: *Gregory's Street Directory*)

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

Alterations

1968 (Source: *RGH notes*)

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

Timetable Summary*September 1925***Arncliffe-Bexley routes****7, 8**

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

*Undated (possibly 1950s)***Arncliffe-Bexley routes****7, 8**

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
7: Arncliffe-Bexley via Forest Rd		M-F	Bexley	9.20am	Arncliffe	6.31pm	30	
		Sat		9.20am		1.40pm	30	
		Sun						
8: Arncliffe-Bexley via Wollongong Rd		M-F	Bexley	6.19am	Arncliffe	11.54pm	30*	
		Sat		6.14am		11.54pm	AM 30 PM 15	
		Sun		9.20am		10.54pm	AM 30 PM 15	

* More frequent in peak hours.

*1960s***Arncliffe-Bexley routes****7, 8**

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

* More frequent in peak hours.

A – Gap in service middle of day.

*1980s***Arncliffe-Bexley routes****7, 8**

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

Route 8

ARNCLIFFE – BEXLEY via Wollongong Rd

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced by AS (Arthur) Wright, proprietor prior to the allocation of route numbers.
- Complemented Arncliffe – Bexley – Rockdale via Wollongong Rd (numbered 7 from 1925),
- Competed with part of Arncliffe – Bexley steam tram service until the tram service ceased on 31 December 1926.

As at date of Govt Gazette of 19 December 1924: Numbered 8 [1924 route number].

As at date of Govt Gazette 13 November 1925: Retained route number 8 [1925 route number] in the general renumbering of routes.

By 1935: Transferred to Innes Bros & Drover (WHC (William) Innes, SV (Sydney) Innes, HE (Harold) Innes & WR (William) Drover, proprietors).

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

By January 1984: 8 & 17 [1925 route numbers] amalgamated as combined 8/17 Arncliffe – Bexley – Rockdale (*see following entry*).

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Arncliffe (Lyne [now Firth] St at Station) via Lyne St, Done St, Wollongong Rd, Forest Rd, Dunmore St To Bexley Public School. fReverse on return.

Circa 1946 (Source: Gregory's Street Directory)

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

Alterations

1968 (Source: RGH notes)

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

Timetable Summary

See 7

Combined Routes 8/17

ARNCLIFFE – BEXLEY – ROCKDALE via Wollongong Rd

Timeline

By January 1984:

- 8 & 17 [1925 route numbers] amalgamated to become combined 8/17 Arncliffe – Bexley – Rockdale.
- Operated by Moore's Tours (Trevor Moore, proprietor).

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

20 December 1996:

- Combined 8/17 transferred to State Transit Authority & incorporated into 471 [Sydney Region route number], which became Rockdale – Bexley – Arncliffe – Earlwood – Five Dock.
- Between Rockdale & Earlwood 471 amalgamated ex-private 8/17 & 6 [all 1925 route numbers]. (6 had been transferred to the State Transit Authority & renumbered 471 on 14 October 1996).

Streets

1989 (Source: timetable)

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

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

Arncliffe (The Glen Rd) diversion (*likely route*): Ex Arncliffe from Lorraine Av via East St, The Glen Rd, Pile St, Orion St, Virginia Av to Lorraine Av. Reverse on return.

Timetable Summary

February 1989

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

* More frequent in peak hours.

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

Route 9

ARNCLIFFE – WOLLI CREEK Loop

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

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

Timeline

By date of Govt Gazette 13 November 1925:

- Daily service Arncliffe – Wolli Creek Loop commenced by GS Mackay, proprietor, replacing part of Unnumbered (pre-1925) [Woli-Newt] Wolli Creek – Arncliffe – Newtown.
- Extended from Arncliffe to Rockdale (selected trips Mondays to Saturdays)
- Extended from Arncliffe to Brighton-le-Sands (The Grand Pde) (selected trips on Sundays).

By date of Govt Gazette 27 May 1927: Combined with 18 [1925 route number] as 18 Arncliffe – Wolli Creek – Arncliffe (Loop) – Brighton-le-Sands (Rowley St).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Timetable Summary

September 1925

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

* More frequent in peak hours.

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

A – To Arncliffe.

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

B – To Brighton-le-Sands.

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

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

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

R – To Rockdale.

W – To Wolli Creek.

Route 9

HURLSTONE PARK – ASHFIELD – FIVE DOCK – BURWOOD – ROOKWOOD CEMETERY

Timeline

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

By October 1935: Extended to run Ashfield – Five Dock – Burwood – Homebush – Rookwood Cemetery.

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 11 [1925 route number] (simultaneously taken over from Dunn's Motor Omnibus Service (LM (Louisa) Dunn, proprietor) as 9 Hurlstone Park – Ashfield – Five Dock – Burwood – Rookwood Cemetery (then or later at Mortuary No 4).

16 January 1938: Extended in Rookwood Cemetery from Mortuary No 4 to Mortuary No 3 on Saturdays & Sundays.

21 September 1941: Renumbered 409 [Sydney Region route number].

Streets

Ashfield – Five Dock – Burwood

1929 (Source: Govt Gazette of 22 February 1929)

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

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

Hurlstone Park – Ashfield – Five Dock – Burwood – Rookwood Cemetery

Circa February 1938 (Source: 1938 Sydney Tramway & Omnibus Guide)

From Hurlstone Park (Station) via Crinan St, Old Canterbury Rd, Queen St, Liverpool Rd, Hercules St (**Ashfield**), Brown St, Elizabeth St, Frederick St, Parramatta Rd, Great North Rd, Garfield St (**Five Dock**), Harris Rd, Parramatta Rd, Shaftesbury Rd, George St, Burwood Rd (**Burwood**), Railway Pde, Conder St, Woodside Av, The Boulevard (**Strathfield**), Albyn Rd, Chalmers Rd, Barker St, Pemberton St, Arthur St, internal Cemetery road to Mortuary No 4 (Rookwood Cemetery).

Route 9

SUTHERLAND – GRAYS POINT

SUTHERLAND – KIRRAWEE (Hunter St)

Also:

- **Sutherland – Lucas Heights (1970s?)**

(Lucas Heights was renamed Barden Ridge in 1996.)

Timeline

March 1948: Sutherland – Grays Point section of Ramsay's 182 [1925 route number] transferred to MW Jones and renumbered 9.

August/September 1948: Transferred to WR Cox, proprietor.

July 1953: Transferred to Smail & Hammond, proprietors.

April 1957: Transferred to NJ Smail, proprietor.

June 1958: Transferred to Smail & Powers.

June 1960:

- Transferred to Grays Point Bus Service (KJ (Kevin) Powers, proprietor).
- By then a daily daytime service.

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

September 1965: Off-peak Sutherland – Grays Point trips rerouted via Gymea.

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

1977:

- Operator's name changed (or transferred to) to Grays Point Bus Co.
- By then a Monday-Saturday daytime service.
- Extra peak hour route, Sutherland – Lucas Heights, commenced (when ceased?). Possibly for Atomic Energy Research Establishment staff at Lucas Heights (when ceased or replaced by another proprietor?).

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

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

By 1986: Service reduced to run weekdays daytime & Saturday morning.

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

28 January 1992: Transferred to Deane's Coaches (South) Pty Ltd, trading as Southtrans (RR (Ron) Deane, proprietor).

12 October 1992: Renumbered 975 [Sydney Region route number], as part of general reorganization & renumbering of Southtrans' Hurstville/Miranda/Sutherland/ Menai area routes.

Streets

Sutherland – Grays Point

Circa 1948 (Source: Gregory's Street Directory)

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

§ Now North West Arm Rd.

1970 (Source: RGH notes)

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

Alteration

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

Sutherland – Kirrawee (Hunter St)

1970 (Source: RGH notes)

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

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	17	M-F	Grays Point	5.25am	Sutherland	7.15pm	60*	
		Sat	Sutherland	7.08am	Grays Point	7.00pm	50-60	A
		Sun		9.00am		5.30pm	5 trips	

* More frequent in peak hours.

A – Gap in service in afternoon.

Later 1960s?

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	17	M-F	Grays Point	5.50amK 6.35amS	Grays Point	6.35pmS	A	
		Sat	Sutherland	7.05am		12.35pm	7 trips	
		Sun						
Sutherland-Kirrawee (Hunter St)	15 round trip	M-F	Sutherland	7.00am	Hunter St	11.52am	3 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Early morning, Kirrawee-Grays Point. Remainder of peak hours, Sutherland-Grays Point. Day Sutherland-Gynea-Grays Point 60.

K – To Kirrawee.

Ph – Peak hours only (morning from Sutherland, afternoon, from Lucas Heights).

S – To Sutherland.

Circa 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	15	M-F	Grays Point	5.25amK 6.35amS	Grays Point	7.35pmS	A	
		Sat	Sutherland	7.05am		6.49pm	11 trips	
		Sun						
Sutherland-Lucas Heights	25	M-F	Sutherland	6.50am	Lucas Heights	4.59pm	Ph	
		Sat						
		Sun						

* More frequent in peak hours.

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

K – To Kirrawee.

Ph – Peak hours only, morning from Sutherland, afternoon from Lucas Heights.

S – To Sutherland.

1 February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Grays Point	17	M-F	Grays Point	6.08amG 6.23amS	Sutherland	6.35pmB	60*	A
		Sat	Sutherland	8.00amB	Grays Point	11.48amS	60	C
		Sun						
Sutherland-Kirrawee (Hunter St)	15 round trip	M-F	Sutherland	11.00am	Hunter St	12.37pm	2 trips	
		Sat		10.05am		11.12am	2 trips	
		Sun						

* More frequent in peak hours.

A – First trip from Grays Point to Gymea & return. Other trips Sutherland-Grays Point (selected trips via Gymea).
Plus short-working/ after last trip shown.

B – To Gymea Bay.

C – All trips via Gymea.

G – To Gymea.

S – To Sutherland.

Route 10

ASHFIELD – DULWICH HILL via Queen St

Timeline

By date of Govt Gazette 13 November 1925:

- Full time service commenced by Dunn's Motor Bus Service (LM (Louisa) Dunn, proprietor).
- Shared route with 11.
- Timetable co-ordinated with 11.

By date of Govt Gazette 13 November 1925: Numbered 10 [1925 route number].

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- 11 Hurlstone Park – Ashfield relicensed as a feeder after 31 October 1931, incorporating 10.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

Timetable Summary

Ashfield – Dulwich Hill via Queen St routes

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
10: Ashfield-Dulwich Hill	15	M-F	Dulwich Hill	7.30am	Ashfield	11.15pm	20	A
		Sat		7.30am		11.30pm	20	
		Sun		10.10am		10.50pm	AM 40 PM 20	
11: Ashfield-Dulwich Hill-Sydenham	25	M-F	Sydenham	7.50am	Ashfield	9.45pm	60	
		Sat						
		Sun		9.55am		10.20pm	60	

Average day frequencies along common route:

- M-F Ashfield-Dulwich Hill (10, 11) 4 trips per hour.
- Sat Ashfield-Dulwich Hill (10) 20
- Sun AM Ashfield-Dulwich Hill (10, 11) 2-3 trips per hour.
- Sun PM Ashfield-Dulwich Hill (10, 11) 4 trips per hour.

A – Extra trip Friday night

Route 10

ERSKINEVILLE – NEWTOWN – CAMPERDOWN (Children’s Hospital)

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

(The full name of the Children’s Hospital at Camperdown was the Royal Alexandra Hospital for Children.)

Timeline

May 1947:

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

By 1960s: Service ran weekdays daytime & weekend afternoons.

November 1979: Lowes Bus Service transferred to Wally Horwood, proprietor.

Mid 1982: Transferred to Tregills Bus Service.

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

12 November 1985:

- 10 & 19 [1925 route numbers] through-routed as 10 Redfern (Phillip St/Morehead St) – Erskineville – Newtown – Camperdown (Children’s Hospital).
- By then days of service reduced to weekdays daytime.

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

2 February 1987:

- Phillip St/Morehead St terminus moved to Redfern Mall [now Surry Hills Shopping Village], probably from this date.
- 10 & 19 amalgamated as 10 Redfern Mall – Erskineville – Newtown – Camperdown (Children’s Hospital).
- Service between Newtown and Camperdown (Children’s Hospital) shared between 10 & 18 [1925 route numbers].

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

16 November 1987: As part of general reorganization of ABC Coach Lines’ routes, coinciding with the opening of Marrickville Metro shopping centre, 10 & 18 renumbered into Sydney Region route numbers as:

453 Camperdown (Children’s Hospital) – Redfern Mall

454 Marrickville Metro – Redfern Mall

455 Camperdown (Children’s Hospital) – Marrickville Metro – Bondi Junction.

Streets

Erskineville – Newtown – Camperdown (Children’s Hospital)

Circa 1948 (Source: Gregory’s Street Directory)

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

Circa 1963 (Source: RGH notes)

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

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

Timetable Summary

1960s

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

12 November 1985

Through-routed 10 & 19

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

Route 11

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

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Full time service weekdays & Sundays Ashfield – Dulwich Hill commenced prior to the allocation of route numbers.
- Shared Ashfield – Dulwich Hill with 10.
- Competed with Dulwich Hill – Cooks River tram service.
- Saturday service between Ashfield & Dulwich Hill provided by 10.

As at **August 1923** (*MTA Journal of 15 September 1923*): Operated by Dunns Motor Bus Service (or Dunn's Motor Bus Co) (LM (Louisa) Dunn, proprietor).

By date of Govt Gazette of 19 December 1924: Extended to run Ashfield – Dulwich Hill – Sydenham.

As at date of Govt Gazette of 19 December 1924: Numbered 9 [1924 route number].

As at date of Govt Gazette 13 November 1925:

- Renumbered 11 [1925 route number]. By this date Ashfield – Dulwich Hill shared with 10.
- Timetable co-ordinated with 10.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

After 31 October 1931: Hurlstone Park – Ashfield relicensed as a feeder, incorporating 10.

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 9 [1925 route number] as 9 Hurlstone Park – Ashfield – Five Dock – Burwood – Rookwood Cemetery.

Streets

Ashfield – Dulwich Hill

1921 (*Source: Govt Gazette of 8 July 1921*)

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

Ashfield – Dulwich Hill – Sydenham

1924 (*Source: Govt Gazette of 19 December 1924*)

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

Timetable Summary

September 1925

See 10

Route 11

PARRAMATTA – PENDLE HILL – TOONGABBIE – The MEADOWS

- **Extended from The Meadows to Seven Hills (*limited service*)**

Also:

- **Wentworthville – Greystanes (*shoppers service, 1957-?*)**

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

Timeline

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

- Wentworthville – Pendle Hill – Toongabbie – The Meadows part of 178 transferred from SW (Sol) Williams to Girraween Bus Service (D Mathieson, proprietor) & renumbered 11.
- By 13 January 1947 services ran:

Off-peak & Saturday mornings: Wentworthville – Pendle Hill – Toongabbie – The Meadows

Peak hours: Pendle Hill – Girraween.

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

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

By Early 1960s: Service ran weekdays daytime & Saturday mornings.

By 19 June 1967: Altered/extended to run:

Off-peak & Saturday mornings: Parramatta – Toongabbie

Peak hours: Pendle Hill – Girraween.

1 April 1968: Transferred to Thornley Transport Services Pty Ltd (trading as Western Road Bus Services) (Col Neyland & Trevor Thornley, proprietors). Company name was later altered to Western Road Bus Services Pty Ltd. Thornley was sole proprietor from 1974.

2 April 1982: 11 & 174 [1925 route numbers] amalgamated as 705 [Sydney Region route number].

See also Note under the December 1957 entry for route 174 [1925 route number].

Streets

North Toongabbie (The Meadows) – Wentworthville

Circa 1948 (Source: Gregory's Street Directory)

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

Parramatta – Pendle Hill – Toongabbie

Circa 1967 (Source: RGH notes/timetable)

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

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

Pendle Hill – Girraween Loop (*peak hours*)

Circa 1967 (Source: RGH notes/timetable)

Morning peak hour

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

Afternoon peak hour

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

Timetable Summary

Early 1960s

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

* More frequent in peak hours.

† Selected trips extended to The Meadows & Seven Hills.

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

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

G – To Girraween.

H – To Pendle Hill.

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

P – To Parramatta.

S – To Seven Hills.

T – To The Meadows.

19 June 1967

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

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

B – Plus picture bus to Parramatta.

G – To Girraween.

H – To Pendle Hill.

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

P – To Parramatta.

PT – Parramatta-Toongabbie.

T – To Toongabbie.

Route 12

ASHFIELD – CAMPSIE via Georges River Rd

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By August 1923 (*MTA Journal of 15 September 1923*) (as confirmed by *Govt Gazette of 7 March 1924*): Commenced prior to the allocation of route numbers.

As at August 1923 (*MTA Journal*): Operated by HE Askew.

As at date of Govt Gazette of 19 December 1924: Numbered 10 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by SH Miller, proprietor.

By September 1925: A full time service.

As at date of Govt Gazette 13 November 1925: Renumbered 12 [1925 route number].

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

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

Timetable Summary

September 1925

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

Route 12

ARNCLIFFE – WOLLI CREEK – ARNCLIFFE (Loop) – BRIGHTON-le-SANDS (The Grand Pde) via Bryant St

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

Timeline

By date of Govt Gazette 22 June 1928: Partly replaced 18 [1925 route number].

1929-1931, possibly at different times (?):

- Arncliffe – Wolli Creek ceased, possibly due to the opening of the Tempe – Kingsgrove railway on 21 September 1931 & the proximity of the route to Arncliffe & Turrella Stations.
- Rockdale – Brighton-le-Sands replaced by 196 [1925 route number], which commenced by date of Govt Gazette 22 February 1929.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

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

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

Route 12

BANKSTOWN – MILPERRA BRIDGE – PANANIA via Milperra Rd

Timeline

November 1948:

- Bankstown – Milperra Bridge via Milperra Rd renumbered from part of 22 [1925 route number].
- Operated by ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor).

1949: Extended to run Bankstown – Milperra Bridge – Panania.

By 28 May 1951: Service ran daily daytime.

July 1959: Operator incorporated as McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar, proprietor).

By 12 February 1968:

- Service ran Mondays-Saturday daytime.
- Sunday service ran as combined 12/22. Alternate trips ran Bankstown – Panania – East Hills – Milperra Bridge – Bankstown (via Beaconsfield St in both directions) & vice versa.

By 8 January 1977: Saturday afternoon service also ran as combined 12/22, same Streets as Sundays.

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

22 May 1978:

- Sunday service altered to run a shortened version of combined 12/22 Bankstown – East Hills – Milperra Bridge – Bankstown. Continued to run via Beaconsfield St in both directions, but *not* via Panania.
- Saturday afternoon service unaltered.

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

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

- Bankstown – Milperra Bridge section transferred to Milperra Bus Service and amalgamated with the Liverpool – Milperra Bridge part of Milperra Bus Service's 69 [1925 route number] to become "Red Arrow" 860 Bankstown – Liverpool [Sydney Region route number].
- Milperra Bridge – Panania incorporated into 925 Milperra Bridge – Revesby Heights [Sydney Region route number], still operated by South Western Coach Lines

Streets

Bankstown – Milperra Bridge

Circa 1948 (Source: Gregory's Street Directory)

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

Bankstown – Milperra Bridge – Panania

Circa 1962 (Source: Collins Street Directory)

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

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

Alteration

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

Timetable Summary

28 May 1951

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

* More frequent in peak hours.

A – Early morning, Milperra Bridge-Bankstown. Day, Bankstown-Panania 60*. Plus short-working/s after last trip shown. Plus picture bus Wednesday & Friday nights.

B – To Bankstown.

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

P – To Panania.

12 February 1968

Bankstown – Milperra routes

12, 22, 12/22

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
12: Bankstown-Milperra Bridge-Panania†	28	M-F	Panania	5.37am	Panania	7.38pm	60*	
		Sat	Bankstown	5.55pm		7.13pm	60	
		Sun						A
22: Bankstown-Milperra-East Hills‡	29	M-F	East Hills	5.21am	East Hills	9.54pm	60*	
		Sat		6.02am		9.49pm	60	B
		Sun						A
12/22: Bankstown-Milperra-East Hills	57 round trip	M-F						
		Sat						
		Sun	Bankstown	7.10am	Milperra Bge	8.49pm	60	C

Average day frequencies along common route:

M-F Bankstown-Milperra (12, 22) 30
 Sat Bankstown-Milperra (12, 22) 30
 Sun Bankstown-Milperra (12/22) 60

* More frequent in peak hours.

† Via Milperra Rd.

‡ Via Beaconsfield St.

A – Sunday service provided by combined 12/22.

B – Plus picture bus.

C – Alternately via clockwise & anti-clockwise loops in Milperra.

22 May 1978

Bankstown – Milperra routes

12, 22, 12/22

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
12: Bankstown-Milperra Bridge-Panania†	28	M-F	Panania	6.07am	Bankstown	6.12pm	60*	
		Sat		7.24am		12.20pm	60	A
		Sun						A
22: Bankstown-Milperra-East Hills‡	29	M-F	East Hills	5.55am	Bankstown	7.50pm	60*	B
		Sat		7.10am		12.15pm	60	A
		Sun						A
12/22: Bankstown-Milperra-East Hills	53 round trip	M-F						
		Sat	Bankstown	1.12pm	Milperra Bge	6.36pm	60	C
		Sun		9.30am		5.59pm	120	D

Average day frequencies along common route:

M-F Bankstown-Milperra (12, 22) 30
 Sat AM Bankstown-Milperra (12, 22) 30
 Sat PM Bankstown-Milperra (12/22) 60
 Sun Bankstown-Milperra (12/22) 120

* More frequent in peak hours.

† Via Milperra Rd.

‡ Via Beaconsfield St.

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

B – Extra trip Thursday night.

C – Via Saturday afternoon route, alternately via clockwise & anti-clockwise loops in Milperra.

D – All trips via Sunday route.

Combined Routes 12/22

BANKSTOWN – PANANIA – EAST HILLS – MILPERRA (weekends)

Timeline

By 12 February 1968:

- Sunday service on 12 & 22 ran as combined 12/22.
- Alternate trips ran Bankstown – Panania – East Hills – Milperra Bridge – Bankstown (via Beaconsfield St in both directions) & vice versa.
- Operated by McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar, proprietor).

By 8 January 1977: Saturday afternoon service also ran as combined 12/22 (same as Sundays).

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

22 May 1978:

- Sunday service altered to run a shortened version of combined 12/22 Bankstown – East Hills – Milperra Bridge – Bankstown. Continued to run via Beaconsfield St in both directions, but *not* via Panania.
- Saturday afternoon service unaltered.

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

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

- Routes renumbered into Sydney Region route numbers (12 became part of 925 & 22 became 922),
- Service on Saturday afternoons & Sundays remained unaltered after renumbering.

Streets

Likely routes based on timing points in timetable

From 12 February 1968

Bankstown – Panania – East Hills – Milperra (Sundays, also Saturday afternoons by 8 January 1977)

Clockwise loop in Milperra

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Beaconsfield Rd, Horsley Rd, Lawson St, Killara Av, Panania Av, Topping St, Braesmere Rd (**Panania**), Anderson St, Marco Av, Topping St, Braesmere Rd, Park Rd, Maclaurin Av (**East Hills**), Henry Lawson Dr, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Rd, Horsley Rd, Beaconsfield St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Anti-clockwise loop in Milperra

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Canterbury Rd, The River Rd, Beaconsfield Rd, Horsley Rd, then reverse of clockwise loop to Horsley Rd, then Beaconsfield St, The River Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Bankstown – Milperra – East Hills (Sunday route)

From 22 May 1978

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

From East Hills (Park Rd at Station) via (?), Henry Lawson Dr, Beaconsfield Rd, Horsley Rd, Bullecourt Rd, Henry Lawson Dr, Milperra Rd, Canterbury Rd, Chapel Rd, South Tce to Bankstown Station.

Timetable Summary

8 January 1977

See 22

Other dates

See 12

Route 13

AUBURN – REGENTS PARK via various routes

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Auburn – Auburn (Chiswick Rd) via Park Rd, commenced prior to the allocation of route numbers.

As at August 1923 (*MTA Journal of 15 September 1923*): Operated by GR (George Robert) Sinclair, proprietor.

By date of Govt Gazette of 19 December 1924: Extended to run Auburn – Auburn (Wellington Rd) via Park Rd.

As at date of Govt Gazette of 19 December 1924: Numbered 11 [1924 route number].

By September 1925: Ran weekdays daytime & Saturday morning

By date of Govt Gazette 13 November 1925: Extended to run Auburn – Auburn (Albert St) via Park Rd.

As at date of Govt Gazette 13 November 1925: Renumbered 13 [1925 route number].

(?): Extended to run Auburn – Auburn (York St).

5 August 1935: Extended to run Auburn – Berala (Princes Rd).

By 30 October 1944: Service ran full time except Sunday morning.

By 1946:

- Selected morning peak hour trips diverted via Cumberland Rd to cover part of 14 at times when 14 did not run.
- Service ran full time.

By 26 September 1949: Extended to run Auburn – Regents Park Station.

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

By 1 January 1957: Sunday afternoon service ran as combined 14/13 [1925 route numbers] loop Auburn – Regents Park via Cumberland Rd & Chiswick Rd.

By 1960s: Sunday & Public Holiday service ran as a combined 13/14/149 [1925 route numbers] loop Auburn – South Auburn – Auburn via Cumberland Rd, Park Rd & Chisholm Rd. Ceased by August 1978.

By 18 May 1964: Service ran Mondays-Saturdays daytime.

By 20 October 1973: Service ran weekdays daytime & Saturday morning.

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

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

28 October 1984: Service on Sundays & Public Holidays provided by 499 [Sydney Region route number] until 31 July 1985.

31 July 1985: Renumbered part of 919 [Sydney Region route number], as part of general reorganization of Auburn Passenger Transport's routes.

Streets

Auburn – Berala (Chiswick Rd) via Park Rd

1921 (Source: Govt Gazette of 8 July 1921)

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

Auburn – Berala (Wellington Rd) via Park Rd

Alteration

1924 (Source: Govt Gazette of 19 December 1924)

Extended in Auburn from Chiswick Rd via Park Rd to Wellington Rd. Reverse on return.

Auburn – Berala (Albert St) via Park Rd

Alteration

1925 (Source: Govt Gazette of 13 November 1925)

Extended in Auburn from Wellington Rd via Park Rd to Albert St. Reverse on return.

Auburn – Berala (Cnr Park & Princes Rds)

Circa 1946 (Source: Gregory's Street Directory)

Via Park Rd

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

Via Cumberland Rd

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

Auburn – Regents Park

1968 (Source: RGH notes/Collins Street Directory)

Via Park Rd

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

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

Via Cumberland Rd

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

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

Timetable Summary

September 1925

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

A – Extra trips Friday night.

30 October 1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn- Berala (Princes Rd)	14†	M-F	Auburn	7.13am	Princes Rd	10.14pm	30*	A
		Sat		8.45am		10.15pm	B	
		Sun		1.00pm		10.15pm	60	
		Hols		9.00am		10.15pm	60	C

* More frequent in peak hours.

† Slightly longer for trips via Mary, Cumberland & Chiswick Rds.

A – Selected morning peak hour & trips after 8.00pm ran via Mary, Cumberland & Chiswick Rds (covering part of 14 before & after its span of operation). All other trips direct via Park Rd. Plus various short-working/s after last trip shown (first trip 6.21am from Auburn to Berala (Albert St). Plus picture bus.

B – Morning, 15/15/30, afternoon 60. Plus various short-working/s after last trip shown. Plus picture bus.

C – Plus picture bus.

23 March 1946

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

* More frequent in peak hours.

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	Fr Aub 14A 23R	M-F	Regents Park	5.51am	Auburn	11.45pm	30*	B
		Sat	Auburn	7.20am	Regents Park	12.10am	C	
		Sun	Regents Park	6.50am		11.20pm	40	

* More frequent in peak hours.

A – To Auburn.

B – Additional peak hour short-workings Auburn-Berala (Albert St).

C – Morning, Auburn-Berala (Albert St) 15, Auburn-Regents Park 30. Afternoon, Auburn-Regents Park 60.

R – To Regents Park.

4 March 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park		M-F	Regents Park	5.50am	Auburn	11.45pm	30*	
		Sat	Auburn	6.24am	Regents Park	12.05am	AM 15 PM 30	
		Sun	Regents Park	6.27am		11.10pm	30	

* More frequent in peak hours.

1 January 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	15	M-F	Auburn	6.05am	Regents Park	10.13pm	30*	A
		Sat	Regents Park	6.25am		10.10pm	AM 15 PM 30	B
		Sun	Auburn	6.45am		9.14pm	60	

* More frequent in peak hours.

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

B – Plus picture bus.

18 May 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Regents Park	15	M-F	Regents Park	5.54am	Regents Park	8.10pm	30*	
		Sat		6.25am		8.11pm	AM 20 PM 30	
		Sun						A

* More frequent in peak hours.

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

20 October 1973

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

* More frequent in peak hours.

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

26 October 1983

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

* More frequent in peak hours.

Combined routes 13/14/149

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

Timeline

By 1960s:

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

By 1977: Ceased.

Streets

Circa 1963 (Source: timetable)

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

Timetable Summary

See 14

Route 14

AUBURN – SOUTH AUBURN via Cumberland Rd

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By August 1923 (*MTA Journal of 15 September 1923*) (as confirmed by *Govt Gazette of 7 March 1924*): Auburn – Auburn (Edgar St) commenced prior to the allocation of route numbers.

As at August 1923 (*MTA Journal*): Operated by GR (George Robert) Sinclair, proprietor.

By date of *Govt Gazette of 19 December 1924*: Extended to run Auburn – Auburn (Rickard St)

As at date of *Govt Gazette of 19 December 1924*: Numbered 12 [1924 route number].

By 15 June 1925 (*Doran Report*): Proprietor confirmed as GR Sinclair.

By September 1925: Ran Mondays-Saturdays daytime & Saturday evenings.

As at date of *Govt Gazette 13 November 1925*: Renumbered 14 [1925 route number].

By date of *Govt Gazette 13 November 1925*: Extended to run Auburn – Auburn (Rickard St) via Cumberland Rd.

As at date of *Govt Gazette 13 November 1925*: The September 1925 timetable suggests that route was Auburn – Auburn (Wellington Rd) at that time.

By date of *Govt Gazette 22 June 1928*: Extended to run Auburn – Auburn (Chiswick Rd).

By 1941: Extended to run Auburn – Auburn (Wellington Rd).

By 28 July 1950: Extended to run Auburn – South Auburn (St Johns Rd).

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

By 1 January 1957: Sunday afternoon services ran as:

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

By 30 October 1944: Ran full time except weeknights.

By 28 July 1950: Ran full time.

By 1960s:

- Weeknights, Saturday afternoon & night service ran as a combined 14/149 [1925 route number] loop Auburn – St Johns Rd via Cumberland Rd, then return via Chisholm Rd.
- Sunday service ran as combined 13/14/149 [1925 route numbers] loop. Sunday service ceased by August 1978.
- Destination sign for standard trips typically was “Cumberland Rd”.

5 April 1969: Terminal loop altered via south end of Chisholm Rd during off-peak to replace reduced service on 149 [1925 route number]. Applied to all trips from 9 September 1976.

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

By 20 October 1973: Ran weekdays daytime & Saturday mornings.

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

28 October 1984: Service on Sundays & Public Holidays provided by 499 [Sydney Region route number].

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

- Renumbered 918 [Sydney Region route number] (daytime Mondays-Saturdays).
- At other times service along Cumberland Rd replaced by combined 918/919 (weeknights) & 920 (Sundays) [Sydney Region route numbers].

Streets

Auburn – Auburn (Edgar St)

1924 (Source: Govt Gazette of 7 March 1924)

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

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

Auburn – South Auburn (Rickard Rd)

Alterations

- **1925** (Source: Govt Gazette of 13 November 1925): Extended from Auburn (Edgar St) via Cumberland Rd to Rickard Rd. Reverse on return.
- **1928** (Source: Govt Gazette of 22 June 1928): From Auburn Station via Park Rd, Mary St, Cumberland Rd. Reverse on return.

Auburn – South Auburn (Wellington Rd)

Circa 1948 (Source: Gregory’s Street Directory)

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

Auburn – South Auburn (St Johns Rd)

1968 (Source: RGH notes)

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

Alteration

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

Timetable Summary

September 1925

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

A – Extra trips Friday night.

30 October 1944

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Auburn-South Auburn (Wellington Rd) via Cumberland Rd	12	M-F	Wellington Rd	6.10am	Wellington Rd	7.20pm	60*	A	
		Sat	Auburn	9.00am		11.15pm	AM 15-25 PM 35-50		
		Sun			1.30pm	Auburn	10.30pm	60	
		Hols			8.30am	Wellington Rd	11.30pm	60	

* More frequent in peak hours.

A – Additional trips Auburn- Auburn (Chiswick Rd) in early afternoon. Plus short-working/s before first trip shown.

28 July 1950

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

* More frequent in peak hours.

20 October 1973

Auburn – South Auburn via Cumberland Rd routes

14, 14/149, 13/14/149

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

* More frequent in peak hours.

† Via Cumberland Rd.

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

¶ Via Cumberland Rd, Park Rd & Chisholm Rd.

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

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

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

D – Gap in service middle of day.

Ns – Night service.

26 October 1983

Auburn – South Auburn via Cumberland Rd routes

14, 14/149

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

* More frequent in peak hours.

† Via Cumberland Rd.

‡ Via Cumberland Rd, then Chisholm Rd.

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

LN's – Thursday night service.

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

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

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

Timeline

By 1 January 1957:

- Sunday night service on 14 & 149 ran as a combined loop 14/149 (via Cumberland Rd, then Chisholm Rd).
- Operated by Stone Bros Transport Pty Ltd (Arthur & Jim Stone, proprietors).

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

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

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

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

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

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

Streets

14/149, via Cumberland Rd, then Chisholm Rd

1 January 1957 (Source: timetable)

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

By 1960s (Source: timetable/RGH Notes)

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

149/14 via Chisholm Rd, then Cumberland Rd

By 5 April 1969 (likely route)

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

Timetable Summary

See 14

Route 15

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Auburn – Silverwater (Carnarvon St/Skarratt St) via Macquarie Rd commenced as a separate unnumbered route when unnumbered route Newington Gates – Auburn – Silverwater (Skarratt St) was split into two routes (*see Timeline for 16 below*).

As at date of Govt Gazette of 19 December 1924: Auburn – Silverwater (Carnarvon St/Skarratt St) via Macquarie Rd numbered 14 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by GR (George Robert) Sinclair, proprietor.

By September 1925: Ran Mondays-Saturdays daytime & Saturday evening.

By date of Govt Gazette 13 November 1925: Renumbered 15 [1925 route number].

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

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

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

October 1960: Transferred to WH Willcox Pty Ltd (trading as Willcox Bus Service?) (John Willcox, proprietor, but managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

By 1960s: Routes were (full time weekdays & Saturday mornings):

Auburn – Silverwater (Skarratt St) via Macquarie Rd

Auburn – Silverwater (Skarratt St) via Kihilla Rd

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

November 1976: 1 & 15 combined as 1 [1925 route numbers].

Streets

Auburn – Silverwater (Skarratt St) via Macquarie Rd

1925 (Source: Govt Gazette of 13 November 1925)

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

Circa 1946 (Source: Gregory's Street Directory)

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

1968 (Source: RGH notes)

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

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

Auburn – Silverwater (Skarratt St) via Kihilla Rd

1968 (Source: RGH notes)

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

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

Timetable Summary

September 1925

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

A – Extra trips Friday night.

1967

See 1

Route 16

AUBURN – SILVERWATER – NEWINGTON* – ERMINGTON

- **Extended to run Newington Gates* – Auburn – Silverwater (1924)**
- **Extended from Ermington to Rydalmere (1962-63)**

Also:

- **Auburn – Silverwater Industrial Area (peak hours) (INDUSTRIAL)**

(Newington in the 1920s referred to the area between Silverwater and Parramatta River, surrounding Sutherland St [now Silverwater Rd], all well prior to the extension of current Silverwater Rd across the bridge over Parramatta River in 1962 & prior to preparations for the 2000 Sydney Olympic Games (when the current suburb of Newington was created). In the 1920s there appear to have been two termini at Newington:

- **Newington Gates – at the corner of Sutherland St & Newington St (former street, where current Silverwater Park is now located.)*
- *Newington Asylum/Hospital, where Silverwater Prison is now located.)*

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Auburn – Newington Gates commenced prior to the allocation of route numbers.

By date of Govt Gazette of 7 March 1924: Extended to run Newington Gates – Auburn – Silverwater (Skarratt St).

By date of Govt Gazette of 19 December 1924: Split into two routes [1924 route numbers]:

14 Auburn – Silverwater (Carnarvon St/Skarratt St) [which became 15 in 1925 route numbers]

15 Auburn – Newington Gates [which became 16 in 1925 route numbers]

By 15 June 1925 (Doran Report): Being operated by GR (George Robert) Sinclair, proprietor.

As at date of Govt Gazette 13 November 1925: 15 [1924 route number] renumbered 16 [1925 route number].

By September 1925: Extended to run Auburn – Newington (north end of Sutherland St [now Silverwater Rd]) (selected trips extended to Newington [Asylum]).

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

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

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

October 1960: Transferred to WH Willcox Pty Ltd (trading as Willcox Bus Service?) (John Willcox, proprietor, but managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

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

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

January 1963: Extension from Ermington to Rydalmere ceased.

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

November 1976: 16 & 62 combined as 16 Auburn – Ermington and Auburn – Silverwater Industrial Area [1925 route numbers].

Mid 1984: Auburn Bus Services transferred to Stephen Todd, proprietor.

By March 1986: 16 absorbed into 1 [1925 route number].

Streets

Auburn – Newington Gates

1919 (Source: Govt Gazette of 20 June 1919)

From Auburn (Northumberland Rd at Station) via Northumberland Rd, Melton St, Caroon St‡ [location? - probably Carnarvon St,] Sutherland St [now Silverwater Rd] (**Silverwater**) to Newington Gates [probably north end of Sutherland St at current Silverwater Park] (Newington). Reverse on return.

‡ *In the Govt Gazette of 8 July 1921 this street name was spelt “Carson”.*

Newington Gates – Auburn – Silverwater (Skarratt St)

1924 (Source: Govt Gazette of 7 March 1924)

From Newington (Sutherland St at Newington Gates) via Sutherland St, Carnarvon St, Melton St, Northumberland Rd to **Auburn Station**, then [Northumberland Rd,] Hall St, Macquarie Rd, Parramatta Rd, Stubbs St, Adderley Rd, Skarratt St to Carnarvon Rd (Silverwater).

Auburn – Newington

1924 (Source: Govt Gazette of 19 December 1924)

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

Alteration

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

Auburn – Silverwater – Newington Hospital

Circa 1948 (Source: Gregory’s Street Directory)

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

Auburn – Silverwater – Ermington

1968 (Source: RGH notes)

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

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

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Newington (north end of Sutherland St)	15	M-F	Sutherland St	9.16am	Auburn	6.46pm	60	A
		Sat		9.16am		10.00pm	60	
		Sun		6.25pm		10.00pm	60	
Auburn-Newington (Asylum)		M-F	Auburn	2.00pm	New'tn Asylum	4.55pm	2 trips	
		Sat						
		Sun		2.02pm		5.30pm	4 trips	

A – Extra trips Friday night.

Circa 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Newington	15	M-F	Auburn	7.25amN	Newington	9.59pmA	B	
		Sat		7.54amN		11.56pmA	C	
			Silverwater		12.02amA			
		Sun		10.29amN	Newington	10.09pmA	D	

Silverwater in this table means Sutherland St [now Silverwater Rd]/Carnarvon St.

A – To Auburn.

B – Auburn-Silverwater 17 trips, Auburn-Newington 13 trips. Extra trips on Friday night, mainly Auburn-Silverwater, but also Auburn-Newington.

C – Most trips Auburn-Silverwater 30-60, Auburn-Newington 6 trips.

D – Morning, Auburn-Newington 1 trip. Afternoon, Auburn-Newington 60. Night, Auburn-Silverwater, last trip Auburn-Newington.

N – To Newington.

S – To Silverwater.

21 September 1959

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

* More frequent in peak hours.

A – To Auburn.

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

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

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

E – To Silverwater (Egerton St).

N – To Newington Hospital.

Ph – Peak hours only.

27 July 1964

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

A – To Auburn.

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

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

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

E – To Ermington.

S – To Silverwater Industrial Area.

1967

See also 1

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

* More frequent in peak hours.

A – To Auburn.

B – Also peak hour trips Auburn-Silverwater Industrial Area.

E – To Ermington.

S – To Silverwater.

1978

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

* More frequent in peak hours.

A – Also peak hour trips Auburn-Silverwater Industrial Area.

Route 17

BALMAIN – CITY (York St) via Pyrmont Bridge

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Unnumbered (pre-1925) [Balm-York] commenced prior to the allocation of route numbers.
- Competed with parts of Fort Macquarie – Balmain & Fort Macquarie – Ryde tram services.

As at August 1923 (*MTA Journal of 15 September 1923*): Operated by RS (Robert Stanley) Trethewey, proprietor.

As at date of Govt Gazette of 19 December 1924: Numbered 16 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 17 [1925 route number].

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Streets

1921 (*Source: Govt Gazette of 8 July 1921*)

From Balmain (Post Office, Montague St at Darling St) via Montague St, Darling St, Beattie St, Mullens St, Mansfield St, Crescent St, Weston Rd§, Commercial Rd§, old Glebe Island Bridge, Bank St, Miller St, Union St (**Pyrmont**), Pyrmont Bridge, Market St, York St (City).

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

§ Now part of Victoria Rd.

Alteration

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

Timetable Summary

September 1925

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

A – Extra trips Friday night.

Route 17

ROCKDALE – ARNCLIFFE (Fripp St)

Timeline

2 July 1934: Commenced by Innes Bros & Drover (WHC (William) Innes, SV (Sydney) Innes, HE (Harold) Innes & WR (William) Drover, proprietors).

During World War II: Service may have been suspended for a period. If so, reinstated by 1946.

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

By January 1984: Amalgamated with 8 [1925 route number] to become combined 8/17 Rockdale – Bexley – Arncliffe.

For further entries – see combined routes 8/17 [under 8 above].

Streets

Circa 1946 (Source: *Gregory's Street Directory*)

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

Circa 1948 (Source: *Gregory's Street Directory*)

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

Alterations

- *1968* (Source: *RGH notes*): Approached Rockdale from Railway St via Walz St, Watkin St, Frederick St, Railway St to Rockdale Station.
- *Circa 1982*:
Arncliffe (The Glen Rd) diversion (*likely route*): Ex Arncliffe (Fripp St) via East St, The Glen Rd, Pile St, Orion St, Virginia Av to Lorraine Av. Reverse on return.

Timetable Summary

1953

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

* More frequent in peak hours.

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

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

1978

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

* More frequent in peak hours.

Route 18

ROCKDALE – BRIGHTON-le-SANDS (Rowley St) via Bryant St

Timeline

By 15 June 1925 (*Doran Report*): Commenced by Gamer & Kemp, proprietors.

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

Streets

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

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

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		
Rockdale-Brighton-le-Sands (Rowley St) via Bryant St	15	M-F	Rowley St	6.05am	Rowley St	9.57pm	60*	
		Sat		6.36am	Rockdale	7.35pm	AM 30 PM 60	A
		Sun		1.50pm		10.50pm	60	
		Hols		8.50am		11.35pm	60	A

* More frequent in peak hours.

A – Plus picture bus from Rockdale.

Route 18

ARNCLIFFE – WOLLI CREEK – ARNCLIFFE (Loop) – BRIGHTON-le-SANDS (Rowley St) via Bay St

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

Timeline

By date of Govt Gazette 27 May 1927: 9 & 18 combined as 18 [1925 route numbers].

By date of Govt Gazette 22 June 1928: Ceased. Partly replaced by 12 [1925 route number]. Part of route in Brighton-le-Sands between The Grand Pde & Rowley St not replaced.

Streets

1927 (Source: Govt Gazette of 27 May 1927)

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

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

Route 18

BALGOWLAH – BROOKVALE

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

Timeline

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

Later 1929(?): Ceased.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

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

Route 18

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

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

(The full name of the Children’s Hospital at Camperdown was the Royal Alexandra Hospital for Children.)

Timeline

Circa 1929:

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

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

25 September 1933: Reverted to original route when 19 [1925 route number] commenced (which operated via Henderson Rd).

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

By 1948: Extended to run Newtown – Moore Park – Centennial Park (Oxford St/Moore Park Rd) (destination “Oxford St”).

1979: Extended to run Newtown – Centennial Park – Bondi Junction, following opening of the Eastern Suburbs Railway & the bus/rail Interchange at Bondi Junction.

November 1979: Lowes Bus Service transferred to Wally Horwood, proprietor.

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

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

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

2 February 1987:

- Selected trips extended to run Camperdown (Children’s Hospital) – Newtown – Bondi Junction,
- Service between Newtown and Camperdown (Children’s Hospital) shared between 10 & 18 [1925 route numbers].

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

16 November 1987: As part of general reorganization of ABC Coach Lines’ routes, coinciding with the opening of Marrickville Metro shopping centre, 10 & 18 renumbered into Sydney Region route numbers as:

453 Camperdown (Children’s Hospital) – Redfern Mall

454 Marrickville Metro – Redfern Mall

455 Camperdown (Children’s Hospital) – Marrickville Metro – Bondi Junction.

Streets

Newtown – Moore Park (Anzac Pde)

Circa 1946 (Source: Gregory’s Street Directory)

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

Newtown – Centennial Park (Oxford St)

Circa 1948 (Source: Gregory’s Street Directory)

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

1968 (Source: RGH notes)

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

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

Newtown – Bondi Junction

Alteration

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

Timetable Summary

22 August 1959

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

* More frequent in peak hours.

1979

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

* More frequent in peak hours.

Route 19

BALMORAL BEACH – MILSONS POINT

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced jointly by:
 - Cook & Inder
 - GF Inder
 - Sydney Motor Service
 - White Transit Co (CH (Charles) Hicks).
- These operators may have jointly been grouped as North Sydney Motor Coaches.
- Shared with other routes along Military Rd (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Military Rd (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Timetables of 19 & 20 were co-ordinated.

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

§ Now The Esplanade.

Alteration

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

Timetable Summary

Milsons Point – Spit Junction (continuing to Balmoral area) routes

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
19: Balmoral Beach-Milsons Point	39	M-F	Balmoral Bch	7.02am	Milsons Point	12.10am	40	
		Sat		7.02am		12.10am	40	
		Sun		8.20am		12.10am	30-60	
20: Balmoral Heights-Milsons Point	36	M-F	Balmoral Hts	6.45am	Milsons Point	11.41pm	40	
		Sat		6.45am		12.30pm	40	
		Sun		9.48am		11.26pm	30-60	

Average day frequencies along common route:

M-F	Milsons Point-Spit Junction (19, 20)	20
Sat	Milsons Point-Spit Junction (19, 20)	20
Sun	Milsons Point-Spit Junction (19, 20)	20-30

Route 19

NEWTOWN – WATERLOO – REDFERN

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

Also:

- Newtown – Rozelle (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)

Timeline

25 September 1933:

- Newtown – Dowling St, Waterloo commenced by Spencer Lowe, proprietor, as the permanent part replacement for the Circular Quay – Henderson Rd tram line, which closed on 9 July 1933.
- Replaced 18 [1925 route number], which had been temporarily rerouted via part of the tram line as from 31 July 1933.
- For a period at least in the 1950s, traded as Alexandria Bus Co. Later traded as Lowes Bus Service Pty Ltd. By 1960s, proprietor was Spencer Lowe’s son, Peter Lowe.

11 July 1948: Due to shortages of coal to generate electricity for tram services:

- “Tramless Sunday” replacement service, Newtown – Rozelle via Norton St, Leichhardt, commenced in conjunction with 119 & 222 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Canterbury – Darling St Wharf tram service.
- Services were also maintained on normal route/s.

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

November 1979: Lowes Bus Service transferred to Wally Horwood, proprietor.

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

12 November 1985:

- 10 & 19 through-routed.
- Dowling St terminus re-located to Redfern (Phillip/Morehead Sts), probably at same time.

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

2 February 1987:

- 10 & 19 amalgamated as 10 [1925 route number].
- Redfern (Phillip/Morehead Sts) terminus moved to Redfern Mall [now Surry Hills shopping village], probably at the same time.

Streets

Newtown – Waterloo

Circa 1946 (Source: Gregory’s Street Directory)

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

1968 (Source: RGH notes)

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

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Newtown-Rozelle via Norton St†		M-F						
		Sat						
		Sun	Newtown	8.30am	Rozelle	10.00pm	60	

Co-ordinated with tram replacement services on 119 & 222 [1925 route numbers].

† Sunday tramway replacement service.

20 December 1958

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

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

N – To Newtown.

O – To Centennial Park (Oxford St).

W – To Waterloo.

12 November 1985

See under 10 for through-routed 10 & 19.

Route 20

BALMORAL HEIGHTS – MILSONS POINT

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Commenced prior to the allocation of route numbers.
- Shared with other routes along Military Rd (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Military Rd (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 17 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mrs Edith Barham, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 20 [1925 route number].

By date of Govt Gazette 27 May 1927:

- Ceased.
- Trams continued to provide service.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Balmoral Heights (Kirkoswald Av at Fairfax St/opposite “Clandulla” residence) via Kirkoswald Av, Tivoli St, Stanton Rd, Moruben Rd, Punch St, Spit Rd (**Mosman**), Military Rd (**Spit Junction, Cremorne Junction, Neutral**

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

Timetable Summary

See 19

Route 20

BONDI BEACH – ROSE BAY – VAUCLUSE (Parsley Bay)

Timeline

1931: Commenced by FW (Frank) Raines, proprietor, possibly replacing 199 [1925 route number].

15 April 1934: Taken over by Department of Road Transport & Tramways. By then a full-time service.

12 May 1940: Renumbered 320 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

From 15 April 1934

From Bondi Beach (Campbell Pde at Lamrock Av) via Warners Av, Mitchell St, Murriverie Rd, Old South Head Rd, Dover Rd (**Rose Bay**), New South Head Rd, Vaucluse Rd, Wentworth Rd, Fitzwilliam Rd (possibly to approx. to Parsley Rd) (Parsley Bay, Vaucluse).

From Vaucluse (Parsley Bay) (Fitzwilliam Rd possibly at Parsley Rd) via reverse route to Warners Av, then Gould St, Matilda St [now Beach Rd], Campbell Pde to Bondi Beach.

Timetable Summary

15 April 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Vaucluse (Parsley Bay)	Fr Bondi 10D 22V	M-F	Bondi Beach	7.40am	Parsley Bay	11.38pm	30*	A
		Sat		7.40am	Bondi Beach	11.40pm	20	C
		Sun		7.40am	Parsley Bay	11.38pm	20	C

* More frequent in peak hours. Some peak hour trips ran Bondi Beach-Rose Bay (Dover Rd) only.

A – Plus short-working/s before first trip & after last trip shown. Plus picture bus from Rose Bay to Vaucluse.

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

D – To Rose Bay (Dover Rd).

V – To Vaucluse (Parsley Bay)

7 October 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Beach-Vaucluse (Parsley Bay)	Fr Bondi 10D 22V	M-F	Bondi Beach	7.42am	Parsley Bay	11.38pm	30*	A
		Sat		7.42am		12.20pm	20	C
		Sun		7.42am		11.50pm	20	C

* More frequent in peak hours. Some peak hour trips ran Bondi Beach-Rose Bay (Dover Rd) only. Plus picture bus from Rose Bay to Vaucluse.

A – Plus short-working/s before first trip & after last trip shown. Plus picture bus from Rose Bay to Vaucluse.

C – Plus short-working/s before first trip & after last trip shown. Plus picture bus from Rose Bay to Vaucluse on Saturdays.

D – To Rose Bay (Dover Rd).

V – To Vaucluse (Parsley Bay)

Route 20

BANKSTOWN – BANKSTOWN (Eldridge Rd) – BANKSTOWN SHOWGROUND

(Eldridge Rd is in current Condell Park.)

Timeline

January 1949: Bankstown – Bankstown (Eldridge Rd) section of 25 [1925 route number] transferred from AJ Clayton to AE (Arthur) Wood, proprietor (later trading as Bankstown-Eldridge Rd Bus Service) and renumbered 20.

September 1957: Selected trips diverted via Bankstown Hospital.

By 2 December 1957: Extended to run Bankstown – Bankstown Showground.

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

May 1992: Bill Costello assumed complete control of operation.

1 July 1995: Transferred to RP & I Baxter Pty Ltd, trading as Baxter's Bus Lines (Gary Baxter, proprietor).

17 December 1995: Renumbered 930 [Sydney Region route number].

Streets

Bankstown – Bankstown (Eldridge Rd)

Circa 1948 (Source: Gregory's Street Directory)

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

Bankstown – Bankstown Showground

1969 (Source: RGH notes/timetable)

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

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

Bankstown Hospital diversion:

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

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

Then, in each case, from Eldridge Rd via Gallipoli St, Claribel St, Artagall St, Eldridge Rd.

Reverse on return.

Alteration

Circa mid 1980s (Source: timetable):

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

Timetable Summary

2 December 1957

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

* More frequent in peak hours.

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

September 1988

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

A – Gap in service middle of day.

Route 20

MASCOT (Gardeners Rd) – CITY (Towns Bond, Millers Point) (INDUSTRIAL) ■

(The location of Towns Bond is marked by current Towns Place, Millers Point (off Hickson Rd), where labourers once gathered to seek work on the wharves. Named after Robert Towns 1794-1873.)

Timeline

By 1 September 1953 (also recorded as commencing 1 February 1957):

- Listed as Mascot – City (Towns Bond, Millers Point).
- Operated by Department of Government Transport.

By 14 March 1960: Listed as City (Towns Bond, Millers Point) – Darlinghurst.

By January 1971: Extended to run Kingsford Junction – City (Towns Bond, Millers Point).

By January 1976: Ceased.

Route 21

BANKSTOWN – BASS HILL – DEEPWATER

BANKSTOWN – BASS HILL – VILLAWOOD

BANKSTOWN – YAGOONA WEST – GEORGES HALL (Denman Rd)

Also:

- **Bankstown – Upper Bankstown – Lansdowne Bridge (weekends & holiday, 1924-1925)**
- **Bankstown – Upper Bankstown – Cabramatta (1925-1937)**

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

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Bankstown – Upper Bankstown, commenced prior to the allocation of route numbers.

As at August 1923 (MTA Journal of 15 September 1923): Operated by Peter Bennett.

By date of Govt Gazette of 19 December 1924: Weekend & holiday service extended to Lansdowne Bridge.

As at date of Govt Gazette of 19 December 1924: Numbered 23 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor.

By date of Govt Gazette 13 November 1925: Extended to run Bankstown – Upper Bankstown – Lansdowne – Cabramatta.

As at date of Govt Gazette 13 November 1925: Renumbered 21 [1925 route number].

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

15 July 1935: Bankstown – Cabramatta curtailed to run Bankstown – Bass Hills (Arundle Rd). This curtailment probably resulted from the introduction of a full electric train service between Lidcombe and Liverpool via Regents Park on 3 February 1930.

By October 1935: Transferred to FJ Neave, proprietor.

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

20 December 1935: Re-extended to run Bankstown – Bass Hills – Cabramatta.

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

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

By 1941: Operated by AJ Clayton.

1 January 1949: Transferred to JG Lewry, proprietor.

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

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

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

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

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

May 1992: Bill Costello assumed complete control.

1 July 1995:

- Transferred to Baxter's Bus Lines (Gary Baxter, proprietor).
- Incorporated body may have been RP & I Baxter Pty Ltd or Villawood Bankstown Coaches Pty Ltd (?).

17 December 1995:

- Bankstown – Villawood amalgamated with 902 as Bankstown – Villawood – Parramatta.
- Renumbered into Sydney Region route numbers:
 - 902 Bankstown – Villawood – Parramatta
 - 932 renumbered Bankstown – Georges Hall (Denman Rd).

Streets

Bankstown – Upper Bankstown

1919 (Source: Govt Gazette of 20 June 1919)

From Bankstown (South Tce at railway bridge) via North Tce, Chapel Rd, Liverpool Rd [now Hume Hwy] (Upper Bankstown). Reverse on return.

Bankstown – Upper Bankstown (extended to Lansdowne Bridge on weekends & holidays)

1924 (Source: Govt Gazette of 19 December 1924)

From Bankstown (North Tce at Station) via Chapel Rd, Liverpool Rd [now Hume Hwy], Johnson Rd (Upper Bankstown). Reverse on return.

Lansdowne Bridge extension (*weekends & holidays*): Extended from Liverpool Rd/Johnson Rd via Liverpool Rd to Lansdowne Bridge. Reverse on return.

Bankstown – Upper Bankstown – Lansdowne – Cabramatta

Alteration

1925 (Source: Govt Gazette of 13 November 1925): Extended from Lansdowne Bridge via Liverpool Rd, Cabramatta Rd to Cabramatta Station. Reverse on return.

Bankstown – Bass Hills – Deepwater

Circa 1946 (Source: Gregory's Street Directory)

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

Bankstown – Yagoona West

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

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

Bankstown – Yagoona West – Bass Hill

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

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

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

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

Bankstown – Yagoona West – Georges Hall (Denman Rd)

Alterations

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

Bankstown – Bass Hill – Villawood

1969 (Source: *RGH notes/timetable*)

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

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

Alteration

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

Timetable Summary

September 1925

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

A – Peak hours, Bankstown-Upper Bankstown (Johnston Rd). Day, Bankstown-Cabramatta 90-120. Extra trips Friday night (last trip 9.30pm from Bankstown to Upper Bankstown (Johnston Rd)).

B – To Bankstown.

C – To Cabramatta.

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

L – To Lansdowne Bridge.

26 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bass Hill	18	M-F	Bass Hill	5.15amY 6.16amB	Bankstown	11.10pmH	A	
		Sat		5.50amB		11.10pmH	AM 20 PM 60	C
		Sun		6.45amB		10.37pmH	60	
Bankstown-Yagoona West	20	M-F	Yagoona West	5.42amY	Bankstown	4.00pmW	D	
				9.28amB	Yagoona	6.12pmW		
		Sat		7.52amB	Bankstown	12.20pmW	60	
		Sun						

* More frequent in peak hours.

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

B – To Bankstown.

C – Plus picture bus Saturday night.

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

H – To Bass Hill.

W – To Yagoona West.

Y – To Yagoona.

10 July 1964

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

* More frequent in peak hours.

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

B – To Bankstown.

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

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

H – To Bass Hill.

V – To Villawood.

Y – To Yagoona.

17 March 1967

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

* More frequent in peak hours.

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

B – To Bankstown.

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

D – To Georges Hall (Denman Rd).

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

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

H – To Bass Hill.

V – To Villawood.

Y – To Yagoona.

Route 21

BURWOOD – CITY (Towns Bond, Millers Point) (INDUSTRIAL) ■

(The location of Towns Bond is marked by current Towns Place, Millers Point (off Hickson Rd), where labourers once gathered to seek work on the wharves. Named after Robert Towns 1794-1873.)

Timeline

24 September 1945: Burwood (Burwood Rd) – City (Towns Bond, Millers Point) peak hour service commenced by Department of Road Transport & Tramways.

By 11 April 1949: Curtailed to run Camperdown Hospital – City (Towns Bond, Millers Point).

October 1969: Re-extended/alterd (?) to run Burwood – No 1 Wharf, Walsh Bay.

After 26 May 1971: Ceased.

Streets

Via 459, 390 & Sussex St.

Route 21

CITY (Queen Victoria Building) – DARLING HARBOUR (Temporary Casino)

Timeline

3 April 1995: Part time service commenced by State Transit Authority of NSW.

18 August 1995: Hours of service increased to full time, replacing 088 industrial service.

15 November 1997: Replaced by 443 [Sydney Region route number].

Streets

From (?)

From City (Queen Victoria Building) (York St) via Druiitt St, Kent St, Market St, Western Distributor, Pyrmont Bridge Rd, Murray St, Darling Dr [now Pirrama Rd] to Temporary Casino (Darling Harbour).

From Darling Harbour (Temporary Casino) via Darling Dr [now Pirrama Rd], Murray St, Pyrmont St, Western Distributor, Sussex St, Market St, York St to Queen Victoria Building (City).

Timetable Summary

After 18 August 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Q Vic Bldg)- Darling Harbour (Temporary Casino)		M-F	Q Vic Bldg	10.00am	Q Vic Bldg	1.00am	30	
		Sat		10.00am		1.00am	30	
		Sun		10.00am		1.00am	30	

Route 22

BANKSTOWN – MILPERRA – EAST HILLS via either Beaconsfield St or Milperra Rd

- **Extended in Milperra from Beaconsfield St to Vale of Ah Reserve (Sundays, 1920s-early 1930s)**

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

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period early 1920s-25 (& 1924 route number)

Early 1920s, but by date of Govt Gazette of 7 March 1924:

- Unnumbered (pre-1925) Bankstown – Bankstown (Beaconsfield St/Marigold St) via Beaconsfield St [Bank-Banm] commenced prior to the allocation of route numbers, probably by TRB (Thomas Robert Bede, known as Bede) Brennan.
- *(Based on Jack Maddock's unpublished manuscript & "Complete" timetable):* While Brennan was proprietor, route was extended to run Bankstown – Vale of Ah Reserve, Milperra. The timetable for this extension was listed in the "Complete" timetable of 1925 as running on Sundays only. The extension was not reflected in Govt Gazettes until that of 22 June 1928.

By August 1923 *(As per list in MTA Journal as at August 1923):* Transferred to AP Hulbert, proprietor. A timetable dated 19 January 1925 was issued in Hulbert's name.

As at date of Govt Gazette of 19 December 1924: Numbered 18 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 22 [1925 route number].

1927 *(as per Jack Maddock's unpublished manuscript):* Transferred to ARB (Archibald Robert Brownlow, known as Arch or Archie senior) McVicar, proprietor.

By date of Govt Gazette 22 June 1928: Extended to run Bankstown – Milperra Soldiers' Settlement (Fleurbaix Av [now part of Henry Lawson Dr in current Milperra] area) on weekdays, belatedly replacing part of Bankstown – Milperra (Bullecourt Av) (unnumbered (pre-1925)).

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

20 December 1937: Extended to run Bankstown – Milperra – Milperra Bridge.

(?):

- Selected trips ran Bankstown – Milperra Bridge via Milperra Rd.
- Extension to Milperra (Vale of Ah Reserve) ceased.

November 1948:

- Bankstown – Milperra Bridge via Milperra Rd renumbered 12 [1925 route number].
- Bankstown – Milperra via Beaconsfield St extended from Milperra to East Hills (selected trips diverted via Milperra Bridge).

July 1959: Operator incorporated as McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar, proprietor).

By 12 February 1968: Sunday service ran as combined 12/22. Alternate trips ran Bankstown – Panania – East Hills – Milperra Bridge – Bankstown (via Beaconsfield St in both directions) & vice versa.

By 8 January 1977: Saturday afternoon service also ran as combined 12/22, same Streets as Sundays.

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

22 May 1978:

- Sunday service altered to run a shortened version of combined 12/22 Bankstown – East Hills – Milperra Bridge – Bankstown. Continued to run via Beaconsfield St in both directions, but **not** via Panania.
- Saturday afternoon service unaltered.

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

27 February 1984: Renumbered 922 [Sydney Region route number].

Streets

Bankstown – Bankstown (Beaconsfield St/Marigold St)

1924 (Source: Govt Gazette of 7 March 1924)

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

Bankstown – Milperra (Bullecourt Av) via Beaconsfield St (extended to Milperra (Vale of Ah Reserve) on Sundays)

1928 (Source: Govt Gazette of 22 June 1928)

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

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

Bankstown – Milperra (Milperra Rd) via Beaconsfield St

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

Bankstown – Milperra (Milperra Rd) via Milperra Rd

Circa 1946 (Source: Gregory's Street Directory)

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

Bankstown – Milperra – East Hills via Beaconsfield St

1969 (Source: RGH notes)

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

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

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

Timetable Summary

19 (or 27?) January 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Bankstown (Beaconsfield St)	20	M-F	Beaconsf ^l ld St	6.40am	Bankstown	7.05pm	90-120	A
		Sat		6.40am		5.07pm	90-120	B
		Sun						

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

September 1925

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

† Extended to Milperra (Vale of Ah Reserve) on Sundays.

A – Extra trip Friday night.

B – To Bankstown (Beaconsfield St).

C – Plus picture bus Saturday night.

V – To Milperra (Vale of Ah Reserve).

28 May 1951

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

* More frequent in peak hours.

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

B – To Bankstown.

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

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

E – To East Hills

M – To Milperra.

28 October 1963

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

* More frequent in peak hours.

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

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

E – To East Hills.

M – To Milperra Bridge.

12 February 1968

See 12

8 January 1977

Bankstown – Milperra routes

22, 12/22

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
22: Bankstown-Milperra-East Hills‡	29	M-F	East Hills	5.21am	East Hills	9.54pm	60*	A
		Sat		6.02am		12.33pm	60	B
		Sun						
12/22: Bankstown-Milperra-East Hills	53 round trip	M-F						
		Sat	Bankstown	1.12pm	Milperra Bge	6.36pm	60	C
		Sun		7.10am		8.48pm	60	C

Average day frequencies along common route:

M-F Bankstown-Milperra (12, 22) 30§

Sat AM Bankstown-Milperra (12, 22) 30§

Sat PM Bankstown-Milperra (12/22) 60

Sun Bankstown-Milperra (12/22) 60

§ Assuming 12 generally unaltered from 12 February 1968

* More frequent in peak hours.

† Via Milperra Rd.

‡ Via Beaconsfield St.

A – Plus picture bus.

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

C – Alternately via clockwise & anti-clockwise loops in Milperra.

22 May 1978

See 12

Route 23

BANKSTOWN – PANANIA – EAST HILLS – PICNIC POINT via various routes

EAST HILLS – PADSTOW – ROSELANDS

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

(The Georges River terminus referred to in 1925 was in current day Picnic Point.)

(Picnic Point “bottom” terminus is now referred to as Picnic Point Boatshed.)

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Bankstown – East Hills [current Panania] (extended to Georges River on Sundays & holidays) commenced prior to the allocation of route numbers.

As at August 1923 (MTA Journal): Operated by TRB (Thomas Robert Bede, known as Bede) Brennan.

As at date of Govt Gazette of 19 December 1924: Numbered 19 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 23 [1925 route number].

1926(?): Ceased when Brennan’s business was destroyed by fire. The *Daily Telegraph* of Monday 30 August 1926 reported a fire in Brennan’s premises (including his buses and a cinema in Bankstown) occurred on the previous Saturday.

1927 (as per Jack Maddock’s unpublished manuscript): Transferred to/recommended by ARB (Archibald Robert Brownlow, known as Arch or Archie senior) McVicar, proprietor.

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

By 8 May 1938: Extended to run Bankstown – Picnic Point – [current] East Hills.

By 30 September 1957:

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

July 1959: Operator incorporated as McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar, proprietor).

By 30 August 1965:

- Additional route Bankstown – Revesby – Panania – Picnic Point via Picnic Point Rd commenced.
- Sunday service rerouted via Northam Av (Bankstown Hospital) & Revesby Heights, replacing 38 on that day.

On or after October 1965 (*opening of Roselands shops*), but by 24 August 1967: Additional route, East Hills – Padstow – Roselands, commenced as a permit service.

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

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

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

- Bankstown – Picnic Point routes rearranged & renumbered into Sydney Region route numbers as:
 - 923 Bankstown – Picnic Point via Burns Rd, Kennedy St, Picnic Point Rd & Lambeth St
 - 924 Bankstown – East Hills – Picnic Point via Tower St
- East Hills – Padstow – Roselands remained unaltered & renumbered 928.

Streets

BANKSTOWN – PICNIC POINT 1919-1948

Bankstown – East Hills (extended to Georges River on Sundays & holidays)

1919 (Source: Govt Gazette of 20 June 1919)

From Bankstown (South Tce at railway bridge) via Chapel St [now Rd], Georges River Rd [now part of Canterbury Rd], [The] River Rd (**Revesby**), Tower St (**East Hills**), Lambeth St to near Tower St (East Hills). Reverse on return.

Georges River extension: Streets not listed in Govt Gazette.

Bankstown – East Hills – Georges River

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

1929 (Source: Govt Gazette of 22 February 1929)

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

Bankstown – Picnic Point – East Hills

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

BANKSTOWN – PICNIC POINT as at 1969

(Source: RGH notes)

Bankstown – Panania – East Hills – Picnic Point

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

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

Picnic Point “bottom” extension: From Picnic Point “top” via Carinya Rd to Picnic Point “bottom”. Reverse on return.

Bankstown – Panania – Picnic Point via Lambeth St

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

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

Picnic Point “bottom” extension: From Picnic Point “top” via Carinya Rd to Picnic Point “bottom”. Reverse on return.

Bankstown – Panania – Picnic Point via Picnic Point Rd

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

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

Picnic Point “bottom” extension: From Picnic Point “top” via Carinya Rd to Picnic Point “bottom”. Reverse on return.

Bankstown – Picnic Point via Kennedy St

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

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

Picnic Point “bottom” extension: From Picnic Point “top” via Carinya Rd to Picnic Point “bottom”. Reverse on return.

EAST HILLS – PADSTOW – ROSELANDS

As at 1969

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

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-East Hills†	30	M-F	East Hills	5.50amB	Bankstown	6.40pmE	60-120	A
		Sat		5.50amB	Georges River	7.15pmB	C	
			Bankstown	1.07pmG				
		Sun		9.05amG	Bankstown	8.05pmG	60	
Hols	Georges River	7.12amB		8.05pmG	30			

† Extended to Georges River on Saturday afternoons, Sundays & Holidays.

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

B – To Bankstown.

C – Morning, 5 trips from East Hills to Bankstown, 4 trips from Bankstown to East Hills. Afternoon, Bankstown-Georges River 60. Plus picture bus.

E – To East Hills.

G – To Georges River.

30 September 1957

Bankstown – Picnic Point routes

Destinations§	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Bankstown-Picnic Point via Kennedy St	25	M-F	Picnic Point	5.25am	Bankstown	9.23pm	60*	A
		Sat	Bankstown	5.03am		12.14am	60	B
		Sun		6.00am		10.05pm	60-90	
Bankstown-Picnic Point via Lambeth St†	31	M-F	Picnic Point	5.34am	Bankstown	10.05pm	30-60	
		Sat		5.28am	Picnic Point	11.30pm	C	
		Sun		7.27am			D	
Bankstown-East Hills-Picnic Point	30	M-F	Bankstown	5.58am	Picnic Point	7.20pm	8 trips	
		Sat		7.00am	Bankstown	10.59pm	E	
		Sun	Picnic Point	6.25am	Picnic Point	10.38pm	60-90	

§ Picnic Point termini:

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

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

Sundays: All trips ran to Picnic Point (bottom).

Average day frequencies along common route:

M-F Bankstown-Revesby 30
 Sat AM Bankstown-Revesby 5 trips per hour.
 Sat PM Bankstown-Revesby 60.
 Sun Bankstown-Revesby 30-60.

* More frequent in peak hours.

A – Extra trips Wednesday & Friday nights.

B – Plus short-workings Bankstown-Revesby in morning.

C – Morning 60. Night service, from Picnic Point only.

D – 1 trip from Picnic Point only.

E – 12 trips from Bankstown, 5 trips from Picnic Point.

30 August 1965

Bankstown – Picnic Point routes

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

§ Picnic Point termini:

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

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

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Extended from Picnic Point to East Hills on Sundays.

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

B – To Bankstown via Picnic Point & Lambeth St.

C – Via Bankstown Hospital & Revesby Heights.

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

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

F – Plus picture bus. Extra trip Friday night.

G – Morning limited service. Afternoon 60.

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

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						

22 May 1978

Bankstown – Picnic Point routes

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

§ Picnic Point termini:

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

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

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

Average day frequencies along common route:

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

* More frequent in peak hours.

A – Extra trips Thursday night.

B – From Bankstown to Picnic Point (top):

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

From Picnic Point (top) to Bankstown:

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

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

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

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

Route 24

BANKSTOWN – PADSTOW – SALT PAN CREEK – ONE TREE POINT

(One Tree Point is a locality in the current suburb of Padstow Heights, which was named as a suburb in circa 1988.)

(Salt Pan Creek is a locality in the suburb of Padstow.)

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Unnumbered (pre-1925) [Bank-Salt] Bankstown – Salt Pan Creek commenced prior to the allocation of route numbers.

As at August 1923 (*MTA Journal*): Operated by Hugh Prosser.

As at date of Govt Gazette of 19 December 1924: Numbered 20 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 24 [1925 route number].

By 1927: Transferred to ARB (Archibald Robert Brownlow, known as Archie or Arch senior) McVicar, proprietor.

11 September 1933: Extended to run Bankstown – One Tree Point.

July 1959: Operator incorporated as McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar, proprietor).

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

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

27 February 1984: Renumbered 927 [Sydney Region route number], as part of general reorganization of South Western Coach Lines' South Bankstown routes.

Streets

Bankstown – Padstow – Salt Pan Creek

1924 (Source: Govt Gazette of 7 March 1924)

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

Bankstown – Padstow – One Tree Point

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

1969 (Source: RGH notes)

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

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

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

Timetable Summary

September 1925

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

A – Plus picture bus Friday & Saturday nights.

14 August 1967

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

* More frequent in peak hours.

22 May 1978

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

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 25

BANKSTOWN – CONDELL PARK

BANKSTOWN – GEORGES HALL – DEEPWATER

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

Also:

- **Bankstown – Bankstown (Eldridge Rd) (1937-49)**
- **Bankstown – de Havillands (aircraft factory) via Milperra Rd (INDUSTRIAL, 1943-?)**

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

(Bankstown (Eldridge Rd) terminus is in current Condell Park.)

This history covers periods when the route was **unnumbered**, numbered with a **1924 route number** & numbered with a **1925 route number**.

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Bankstown – Bankstown (Simmat St [now Av]) commenced prior to the allocation of route numbers.

As at August 1923 (*MTA Journal*): Operated by HJ Fitz Henry,

As at date of Govt Gazette of 19 December 1924: Numbered 21 [1924 route number].

By 15 June 1925 (*Doran Report*): Transferred to Flavelle & Ryan, proprietor.

By September 1925: Days of service were Monday-Saturday daytime.

As at date of Govt Gazette 13 November 1925: Renumbered 25 [1925 route number].

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

By October 1935: Transferred to AJ Clayton, proprietor.

5 July 1937: Extra route, Monday-Saturday daytime service, Bankstown – Bankstown (Eldridge Rd), commenced.

By 25 August 1941: Times of service extended to daily daytime.

1943: Industrial trips, Bankstown – de Havillands (aircraft factory) via Milperra Rd, commenced (Wartime industrial route? When ceased?).

1 January 1949:

- Bankstown – Bankstown (Eldridge Rd) transferred to Arthur E Wood, proprietor.
- Renumbered 20 [1925 route number].
- Remaining sections of route transferred to FHW (Harry) Mapstone & MH (Max) Treuer. The Treuer family later became sole proprietor.

By 4 July 1949:

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

1956: Operator incorporated as West Bankstown Bus Service Pty Ltd (Treuer family, proprietors).

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

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

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

By 20 June 1972:

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

12 January 1992: Renumbered into Sydney Region route numbers:

935 Bankstown – Condell Park

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

937 Bankstown – Georges Hall (Henry Lawson Dr)

Streets

1924-1948

Bankstown – Bankstown (Simmat St [now Av])

1924 (Source: Govt Gazette of 7 March 1924)

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

Circa 1946 (Source: Gregory's Street Directory)

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

Bankstown – Bankstown (Eldridge Rd)

Circa 1946 (Source: Gregory's Street Directory)

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

Bankstown – Georges Hall – Deepwater

Circa 1948 (Source: Gregory's Street Directory)

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

1965

Bankstown – Georges Hall – Deepwater

1965 (Source: RGH notes/Leon Batman)

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

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

Alteration

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

Bankstown – Yagoona West

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

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

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

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

1965 (Source: *Leon Batman*)

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

From 1969

Bankstown – Condell Park (bidirectional loop)

1969 (Source: *RGH notes*)

Anti-clockwise loop (via Manahan St, then Yanderra St)

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

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

Clockwise loop (via Yanderra St, then Manahan St)

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

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

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

1972 (Source: *timetable*)

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

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

Alteration

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

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

By 5 October 1982 (Source: *timetable*)

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

Alteration

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

Timetable Summary

September 1925

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

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

25 August 1941

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

* More frequent in peak hours.

** Less frequent in afternoon. Gap in service in afternoon.

A – Plus picture bus Saturday night.

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

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

4 July 1949

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

* More frequent in peak hours.

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

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

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

D – Bankstown-Lancelot St/Simmat St 30, Bankstown-Townsend St/Manahan St 60*.

E – Gap in service in afternoon

G – To Georges Hall (Daltons Corner).

5 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Deepwater	16	M-F	Bankstown	5.28am	Deepwater	12.33am	45*	
		Sat		5.36am		12.14am	AM 20 PM 40	
		Sun		7.08am		11.14pm	60	
Bankstown-Yagoona West	10	M-F	Bankstown	8.22am	Yagoona West	6.26pm	60*	A
		Sat		7.43am		7.38pm	AM 30 PM 60	B
		Sun		7.38am		10.00pm	60	
Bankstown-Condell Park	30 round trip	M-F	Bankstown	5.30am	Condell Park	11.20pm	30*	C
		Sat		5.35am		12.20am	AM 15 PM 20-40	C
		Sun		6.30am		10.26pm	30	C

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

C – At most times trips ran alternately clockwise and anti-clockwise.

5 October 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Georges Hall	21	M-F	Bankstown	5.20am	Georges Hall	7.36pm	50*	A
		Sat		6.51am		12.25pm	50	A
		Sun						
Bankstown-Yagoona West	20	M-F	Bankstown	5.50am	Yagoona West	7.16pm	40*	A
		Sat		7.12am		12.10pm	50	A
		Sun						
Bankstown-Condell Park	37 round trip	M-F	Bankstown	5.25am	Condell Park	7.11pm	40*	B
		Sat		7.03am		12.36pm	50	B
		Sun						
Bankstown-Condell Park-Georges Hall-Yagoona West†	40 round trip	M-F	Bankstown	7.30pm	Georges Hall	9.32pm	Ns	
		Sat		5.30am		7.07pm	C	
		Sun		8.30am		6.00pm	50	

* More frequent in peak hours.

† Combined loop.

A – Service on weeknights, early Saturday mornings, Saturday afternoons, and all day Sunday provided by combined loop.

B – Daytime M-F & Saturday mornings ran mainly alternately clockwise and anti-clockwise. Service on weeknights, early Saturday mornings, Saturday afternoons, and all day Sunday provided by combined loop.

C – Early morning, 2 trips. Afternoon, 40-55. Other morning service provided on individual routes.

Ns – Night service.