



SYDNEY BUS ROUTES

1925 route numbers

Routes 101 – 125

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

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 101 - 125

| | |
|-----|-------------------------------|
| 101 | Homebush-State Abattoirs |
| 101 | Hornsby-Pennant Hills |
| 101 | Parramatta-Pennant Hills |
| 102 | Lidcombe-Central, etc |
| 102 | Macquarie Flds-Campb'ltn, etc |
| 103 | Hurlstone Park-Central |
| 103 | Hornsby-Somerville Rd, etc |
| 104 | Hurlstone Park-Central |
| 104 | Gladesville-Ryde |
| 104 | Hornsby-Mt Colah, etc |
| 105 | Hurstville-Connells Point |
| 105 | Granville-South Granville |
| 106 | Hurstville-Connells Point |
| 107 | Hurstville-Kingsgrove |
| 107 | Hornsby-Hornsby Hospital, etc |
| 108 | Hurstville-Lugarno, etc |
| 109 | Hurstville-Carss Park, etc |

| | |
|-----|-----------------------------|
| 110 | Hurlstone Park-Leichhardt |
| 110 | Hornsby-Wahroonga |
| 111 | Hurstville-Oatley |
| 111 | Hurstville-Kingsgrove, etc |
| 112 | Beverly Hills-Rockdale, etc |
| 113 | Ramsgate-Peakhurst |
| 114 | Hurstville-Miranda, etc |
| 115 | Hurstville-Hurstville Grove |
| 116 | Hurstville-Lakemba |
| 116 | Kogarah-Ramsgate |
| 116 | Auburn-Berala |
| 117 | Lakemba-Central |
| 117 | Oatley-Gungah Bay |
| 118 | Clovelly-Central |
| 118 | Leichhardt-Central |
| 118 | Hurstville-Bexley |
| 118 | Oatley-Oatley Bay |

| | |
|-----|-----------------------------|
| 119 | Newtown-White Bay, etc |
| 120 | Leichhardt-City |
| 120 | Enmore-Rozelle |
| 121 | Leichhardt-Central |
| 121 | Kogarah-Carss Park, etc |
| 122 | Lane Cove-Milsons Point |
| 122 | Kogarah-Hurstville |
| 123 | Lane Cove-Milsons Point |
| 123 | Hurlstone Park-Croydon Park |
| 123 | Lidcombe-Regents Park, etc |
| 123 | Warringah Mall-Dee Why East |
| 124 | Lidcombe-Berala, etc |
| 124 | Kogarah-Bexley North, etc |
| 124 | Lindfield-Chatswood |
| 125 | Lidcombe-Bankstown |

Route 101

HOME BUSH – STATE ABATTOIRS

(The State Abattoirs occupied most of the site of current Sydney Olympic Park at Homebush Bay.)

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

Timeline

Unnumbered period 1917-25 (& 1924 route number)

By date of Govt Gazette of 11 May 1917: Commenced prior to the allocation of route numbers. From circa 1923 shared route with 102.

As at date of Govt Gazette of 19 December 1924: Numbered 84 [1924 route number]. Shared this 1924 route number with Homebush – Homebush (Dickson Av), but only Homebush – State Abattoirs was given a 1925 route number.

By 15 June 1925 (Doran Report): Being operated by Arthur Stokes/Stokes Brothers, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 101 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. Replaced by existing 102.

Streets

1917 (Source: Govt Gazette of 11 May 1917)

From Homebush (Loftus Cr at Station) via Loftus Cr, Rochester St, Parramatta Rd, Underwood Rd to New Abattoirs (Homebush Bay). Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

From Homebush (Loftus Cr at Station) via Loftus Cr, Rochester St, Parramatta Rd to Abattoir gates [approx opposite current Bombay St] (State Abattoirs). 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 | | |
| Homebush-State Abattoirs | 15 | M-F | Homebush | 10.50am | Abattoirs | 4.30pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Route 101

HORNSBY – PENNANT HILLS via Pennant Hills Rd

Timeline

By date of Govt Gazette 22 June 1928: Commenced by John Morrow, proprietor. Competed with train service between same two points.

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

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Hornsby (Station St at Station) via Station St, Peats Ferry Rd [now Pacific Hwy], Pennant Hills Rd to Hillcrest Av [probably now The Crescent near Pennant Hills Station]. Reverse on return.

Routes 101A & 101B

Later

Route 101

PARRAMATTA – PENNANT HILLS via Pennant Hills Rd

Timeline

(?): Parramatta – North Parramatta commenced by WA (Bill) Atkins, proprietor.

1932: Extended to run Parramatta – Pennant Hills. Parramatta – Carlingford shared with 165.

John Morrow. WA (Bill) Atkins shared/ran in competition.

By October 1935: Two operators were each given a license to operate jointly over the same route on the basis that timetables did not conflict:

Bill Atkins – service designated 101A

John Morrow – service designated 101 or 101B.

By 1945: Atkins' license transferred to Parramatta-Epping Bus Service Pty Ltd (Moore family, proprietors).

December 1946: Moores' share transferred to Richards Bros, proprietors.

December 1947: Richards Bros' share re-transferred to Parramatta-Epping Bus Service (Moore family, proprietors).

March 1958: Morrow's share transferred to Parramatta-Epping Bus Service (Moore family), giving Parramatta-Epping Bus Service full control of route, then known as 101.

November 1958: Operator's name changed to Harris Park Transport Pty Ltd (Moore family, proprietors).

9 November 1996: Sunday service over part of route provided by extension of 181 (Parramatta – North Rocks) from North Rocks to Pennant Hills.

June 1997: Renumbered 625 [Sydney Region route number].

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Parramatta [Station] via Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Yarrara St [now Rd] (Pennant Hills).

1963 (Source: RGH notes)

From Parramatta (Argyle St at Station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Pennant Hills Rd (**Carlingford**), Yarrara Rd to Pennant Hills Station.

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Church St, Argyle St to Parramatta Station.

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

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

Carlingford (Baker St) diversion: Ex Parramatta from Pennant Hills Rd via Baker St, Jenkins Rd, Post Office Rd to Pennant Hills Rd. Reverse on return.

Alterations

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

Timetable Summary

21 May 1946 (Parramatta-Epping Bus Service trips only)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|---------------|--------|------------|---------------|-------------------------|---------|
| | | | From | Time | From | Time | | |
| Parramatta-Pennant Hills | 33 | M-F | Pennant Hills | 7.58am | Parramatta | 6.12pm | 7 trips | |
| | | Sat | | 7.58am | | 6.10pm | 6 trips | |
| | | Sun | Parramatta | | 2.19pm | Pennant Hills | 5.54pm | 3 trips |

9 March 1948 (*J Morrow trips only*)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|---------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Parramatta-Pennant Hills | 34 | M-F | Pennant Hills | 7.09am | Parramatta | 6.54pm | 7 trips | |
| | | Sat | | 7.09am | | 5.21pm | 6 trips | |
| | | Sun | | | | | | |

Circa 1975

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Parramatta-Pennant Hills | 38 | M-F | Parramatta | 6.20am | Pennant Hills | 7.00pm | 30-60 | |
| | | Sat | | 7.15am | | 5.15pm | 60-120 | |
| | | Sun | | | | | | |

9 December 1996

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Parramatta-Pennant Hills | 38 | M-F | Parramatta | 6.00am | Pennant Hills | 7.12pm | 60* | |
| | | Sat | | 6.45am | | 5.17pm | 60 | |
| | | Sun | | 9.30am | | 3.34pm | 3 trips | A |

* More frequent in peak hours.

A – Combined with 181, via North Rocks.

Route 102

LIDCOMBE – CENTRAL RAILWAY via Parramatta Rd

- **Extended from Lidcombe to Rookwood Cemetery (*Sundays only*)**

Also:

- **Clyde – Aluminium works (*INDUSTRIAL?*) (*circa 1944*)**
- **Marne Park – Lidcombe – Homebush (*circa 1923-25*)**
- **Post 31 October 1931 feeder: LIDCOMBE – HOMEBUSH – STRATHFIELD – BURWOOD via various routes**

(Marne Park was a soldiers' settlement after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe.)

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

Timeline

Unnumbered period 1923-25 (& 1924 route number)

After February 1923 (*date application made to Lidcombe Council*): Marne Park – Lidcombe – Homebush commenced by Harold Batt prior to the allocation of route numbers. Competed with railway line between Lidcombe & Homebush, despite the bus route being largely remote from the railway line.

(?): Ceased or possibly replaced by/extended by/alterd to the route below.

By date of Govt Gazette 13 November 1925:

- Lidcombe (Railway Pde/Livingstone Rd) – Central Railway via Parramatta Rd, possibly replacing above unnumbered route & extended to/alterd to run Lidcombe (Railway Pde/Livingstone Rd) – Central Railway.
- (*Possibly at this time or later*): Part of route between Lidcombe Station & Parramatta Rd, North Lidcombe rearranged to run *either* via Frances St *or* via Marne Park. (*See also entry for September 1925 under Lidcombe – Central Railway in “Streets” below.*)
- Operated by DW Cox.

By date of Govt Gazette 22 June 1928: Lidcombe terminus altered from Railway Pde/Livingstone Rd to Station.

By date of Govt Gazette 22 February 1929 (*selected trips, possibly on Sundays only?*): Extended to run Central Railway – Lidcombe Station – [Rookwood] Cemetery Gates (East St).

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

Service suspended until recommenced as a feeder

1932(?): Lidcombe Station – North Lidcombe (Parramatta Rd, terminating at Abattoir Gates) recommenced as a feeder route by Glenister & Mackenzie Fageol Ltd (SA (Stan) Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

4 February 1932 (*SMH per Trove*): Extended to run Lidcombe – Homebush (Rochester St).

By June 1933: Transferred to GR (George Robert) Sinclair, proprietor.

24 December 1933 to 16 December 1934: Extended to run Rookwood Cemetery – Lidcombe – Homebush on Sundays only. Unaltered on other days.

15 June 1936: Extended to run Lidcombe – Strathfield.

22 November 1936 to 7 March 1937: Re-extended to run Rookwood Cemetery – Lidcombe – Strathfield on Sundays only. Unaltered on other days.

10 May 1937: Extended to run Lidcombe – Burwood.

28 February 1944: Clyde – Aluminium Works (location?) industrial service (?) commenced (when ceased?). Operated by ? Sinclair, assisted by Department of Road Transport & Tramways, but conductors supplied by C Sinclair.

By 1 April 1946: Routes were:

Lidcombe – Burwood via John St

Lidcombe – Burwood via Marne Park

29 May 1949: Taken over by Department of Road Transport & Tramways due to departmental dissatisfaction with the operations of George Sinclair & renumbered into Sydney Region route numbers:

402 Lidcombe – Burwood via John St

403 Lidcombe – Burwood via Marne Park.

Streets

Lidcombe (Railway Pde/Livingstone Rd) – Central Railway via Frances St & Parramatta Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Lidcombe (Railway Pde at Livingstone Rd) via Railway Pde, Livingstone Rd, Milton St, Railway Pde [which then extended to current Olympic Dr], railway subway, Church St, John St, Edith St, Frances St, Parramatta Rd (**Homebush, Strathfield, Burwood**), George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

September 1925 (Source: "Complete" timetable)

This timetable does not list the route's streets, but states that route was "Lidcombe Station to Central Railway *via Jellicoe St*" [which is in the Marne Park locality]. This conflicts with above route, suggesting at least selected trips may have run via Marne Park.

Lidcombe (Station) – Central Railway via Frances St & Parramatta Rd

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Lidcombe terminus moved to Station (John St at Church St).

Lidcombe (Station) – Central Railway via Frances St & Parramatta Rd (possibly selected trips extended to [Rookwood] Cemetery Gates)

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Lidcombe Station (John St) via Church St, Railway St, East St to [Rookwood] Cemetery gates. Reverse on return.

Lidcombe – Homebush – Strathfield – Burwood

Circa 1946 (likely routes based on Gregory's Street Directory & Department of Road Transport & Tramways timetable for routes 402 & 403, which replaced 102 in May 1949)

Via John St

From Lidcombe (Church St at Station) via Church St, John St, Parramatta Rd, Station St, Loftus Cr (**Homebush**), Rochester [now Knight] St, Parramatta Rd, Concord Rd [now Swan Av], Cooper St, Moseley St (**Strathfield**), Everton Rd, Moseley St, Cooper St, Rowley St, Park Rd, Park Av, Burwood Rd, George St East, Mary St, Deane St (Burwood Station).

From Burwood (Deane St at Station) via Burwood Rd, then reverse route to John St, then Mary St, Swete St, Church St to Lidcombe Station.

Via Marne Park

From Lidcombe (Church St at Station) via Church St, John St, Mary St, Swete St, Rawson St, Platform St, Belgium St, Jellicoe St, Nicholas St, Mons St, Parramatta Rd, then same route as “via John St” to Burwood Station.

From Burwood (Deane St at Station) via Burwood Rd, then reverse route to Swete St, then Church St to Lidcombe Station.

Timetable Summary

Circa 1923-25

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|---------------------------|-----|------------|----------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Marne Park-Lidcombe-Homebush | Fr Marne Pk 10L 25H | M-F | Marne Park | 9.20amH | Homebush | 4.45pmM | A | |
| | | | | | Marne Park | 7.20amL | | |
| | | Sat | | 9.20amH | Homebush | 4.45pmM | A | |
| | | | | | Marne Park | 7.20amL | | |
| | | Sun | | 10.00amH | | 6.30pmH | B | |
| | | | | | Homebush | 6.55pmL | | |

- A – Day, Marne Park-Homebush 60. Afternoon peak hour, Marne Park-Lidcombe. No morning peak hour service. Extra trips Marne Park-Lidcombe Friday & Saturday nights (last trip 10.20pm from Marne Park). Plus picture bus from Lidcombe to Marne Park on Saturday nights.
- B – From Marne Park to Homebush 3 trips. From Homebush to Marne Park 2 trips, then last trip from Homebush to Lidcombe. Gap in service middle of the day.
- H – To Homebush.
- L – To Lidcombe.
- M – To Marne Park.

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Central Railway | 64 | M-F | Lidcombe | 4.41am | Central Rly | 10.27pm | 30-120 | |
| | | Sat | | 4.41am | | 12.06am | 30-120 | |
| | | Sun | | 9.24am | | 10.27pm | 30-120 | |

4 February 1932

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|------------|------|-----------|------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Homebush (Rochester St) | | M-F | ? | ? | ? | ? | 40 | |
| | | Sat | ? | ? | ? | ? | ? | |
| | | Sun | | | | | | |

Days of service not known.

13 December 1948

Lidcombe – Burwood routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---------------------------------|--------------------|-----|------------|--------|-----------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Burwood via John St | 34 | M-F | Burwood | 6.49am | Burwood | 10.07pm | 25/50* | A |
| | | Sat | | 6.08am | | 9.52pm | AM 20/40 PM 30-60 | A |
| | | Sun | Lidcombe | 7.23am | | 10.53pm | 60 | |
| Lidcombe-Burwood via Marne Park | 34 | M-F | Lidcombe | 7.55am | Lidcombe | 5.51pm | 75 | A |
| | | Sat | | 8.25am | Burwood | 6.42pm | 60 | A |
| | | Sun | | 7.53am | | 10.23pm | 60 | B |

Average day frequency along common route:

- M-F Lidcombe-Burwood 25.
- Sat AM Lidcombe-Burwood 20.
- Sat PM Lidcombe-Burwood 30.
- Sun Lidcombe-Burwood 30.

* More frequent in peak hours.

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

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

Route 102

INGLEBURN – INGLEBURN TOWNSHIP

MACARTHUR SQUARE – CAMPBELLTOWN – INGLEBURN –MACQUARIE FIELDS via various routes

MACQUARIE FIELDS – MACQUARIE FIELDS Housing Commission area (Eucalyptus Dr)

MINTO – EAGLE HEIGHTS

MINTO – MINTO Housing Estate (Mortimer St & Pendergast Av areas)

MINTO – ST ANDREWS

(Eagle Heights was perhaps an informal locality name for the suburb of Raby, used at least in the timetable of 1 December 1980, although the suburb name Raby had been approved in 1976.)

(The Point is now known as Long Point.)

Timeline

February 1953:

- Campbelltown – Ingleburn – Macquarie Fields via The Point/Long Point renumbered from part of 92 [1925 route number], operated by HP (Herbert) Harrison, proprietor.
- Then or later routes were:
 - Campbelltown – Ingleburn (Mondays-Saturdays & Holidays):
 - Ingleburn – Macquarie Fields – Ingleburn via Oakley Rd (selected trips diverted via The Point/Long Point) (Mondays-Saturdays & Holidays)
 - Ingleburn – Macquarie Fields via Macquarie Rd (peak hours).
- Many trips on these routes were through-routed at Ingleburn or Macquarie Fields, particularly in the off-peak, on Saturdays & Holidays.

1 September 1961: Transferred to Oliveri Bros (later incorporated as Oliveri Transport Services Pty Ltd).

By 16 September 1963: Services on Holidays ceased.

By June 1970:

- Transferred to one branch of the Oliveri family & operator's name changed to Ingleburn Bus Services Pty Ltd.
- Extra peak hour routes commenced:
 - Ingleburn – Ingleburn Township loop
 - Macquarie Fields – Macquarie Fields (Parliament Rd) loop.

By 21 July 1975:

- New Monday-Saturday route, Macquarie Fields – Macquarie Fields Housing Commission area (Eucalyptus Dr), commenced, replacing Macquarie Fields – Macquarie Fields (Parliament Rd) loop peak hour route.
- Other routes rearranged as:
 - Campbelltown – Ingleburn – Macquarie Fields via Macquarie Rd (Mondays-Saturdays)
 - Ingleburn – The Point/Long Point – Macquarie Fields (Mondays-Saturdays)
 - Ingleburn – Ingleburn Township (peak hours, but Monday-Saturday daytime by 1980).

By 7 July 1980:

- Campbelltown – Macquarie Fields extended at both ends to run Macarthur Square – Campbelltown – Macquarie Fields Housing Commission area (Eucalyptus Dr), following opening of Macarthur Square shopping centre on 10 September 1979. Shared Eucalyptus Dr loop with Macquarie Fields – Macquarie Fields Housing Commission area (Eucalyptus Dr).
- New routes commenced:
 - Minto – Minto Housing Estate (Mortimer St & Pendergast Av areas) (Mondays-Saturday). Shared route in the Pendergast Av area with part of Macarthur Square - Macquarie Fields Housing Commission route.
 - Minto – St Andrews Estate (new suburb) (Mondays-Saturday).
- Trips to The Point/Long Point probably reduced to school services.

By 1 December 1980: New route, Minto – Eagle Heights (new suburb), commenced (initially limited service Mondays-Fridays)

29 August 1982: New combined Sunday service, Macquarie Fields – Macquarie Fields Housing Commission area – Ingleburn via Eucalyptus Dr, Fields Rd & Chester Rd & Sackville St, commenced, as a combined route providing a Sunday service on routes radiating from Macquarie Fields & Ingleburn Stations.

26 June 1983: Sunday-only service rearranged & renumbered into Sydney Region route numbers:

- 871 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Saywell Rd
- 872 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Parliament Rd.

4 December 1983: All routes reorganized and renumbered into Sydney Region route numbers:

- 870 Macarthur Square – Macquarie Fields
- 871 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Saywell Rd
- 872 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Parliament Rd
- 873 Ingleburn – Minto via Lagonda Dr & Mortimer St [incorporating Ingleburn Township loop]
- 874 Minto – St Andrews – Raby.

Streets

1950s-early 1960s

Campbelltown – Ingleburn

Circa 1962 (likely route based on Collins Street Directory & timing points in undated timetable, when Harrison was proprietor)

From Campbelltown (Queen St) via Queen St, Chamberlain St, Rudd Rd [part now Beverley Rd], O'Sullivan Rd,[Old] Leumeah Rd, (**Leumeah**), Pembroke Rd, Redfern Rd, Minto Rd (**Minto**), Cumberland Rd, Oxford St [now Rd] to Ingleburn Station.

Ingleburn – Macquarie Fields

Circa 1962 (likely routes based on Collins Street Directory & timing points in undated timetable, when Harrison was proprietor)

Via The Point

From Ingleburn (Station) via Oxford St [now Rd], Bensley Rd, Oakley Rd, Wills Rd to Kingdon Pde (**The Point**), then Wills Rd, Saywell Rd [including current Groundsel Av, Astelia St], Railway Pde to Macquarie Fields Station. Reverse on return.

Via Macquarie Rd

From Ingleburn (Station) via Oxford St [now Rd], Macquarie Rd, Fields Rd, Saywell Rd, Railway Pde to Macquarie Fields Station. Reverse on return.

1970s

Campbelltown – The Point – Macquarie Fields

1970 (Source: RGH notes)

From Campbelltown (Queen St at Post Office) via Queen St, Allman St, Oxley St [now Moore-Oxley Bypass], Dumaresq St, Queen St, Chamberlain St, Rudd Rd [part now Beverley Rd], O'Sullivan Rd (**Leumeah**), [Old] Leumeah Rd, Chester St, Rd, Pembroke Rd, Redfern Rd, Minto Rd (**Minto**), Cumberland Rd, Sackville St, Brenda St, Carlisle St, Oxford St [now Rd], Nardoo St, Norfolk St, Ingleburn Rd (**Ingleburn**), Oxford Rd, Bensley Rd, Oakley Rd, Wills Rd [including current Linum St], to Kingdon Pde (**The Point**), then Wills Rd, Saywell Rd [including current Groundsel Av & Astelia St], Railway Pde to Macquarie Fields Station.

From Macquarie Fields (Railway Pde at Station) via reverse route to Carlisle St, then Nardoo St, Norfolk St, Ingleburn Rd (**Ingleburn**), Oxford St [now Rd], Bensley Rd, then reverse route to Campbelltown Post Office.

Trips via Macquarie Rd: Ex Macquarie Fields from Saywell Rd via Fields Rd, Macquarie Rd, Cumberland Rd to Oxford Rd. Reverse on return.

Leumeah (Kingsclare St) diversion: Ex Macquarie Fields from O'Sullivan Rd via Kingsclare St to Rudd Rd. Reverse on return.

Macquarie Fields – Macquarie Fields (Parliament Rd) Loop

By June 1970

Mornings

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Third Av, Parliament Rd, Alice St, First Av, Edgar St, Victoria Rd, Atchison Rd, Saywell Rd, Railway Pde to Macquarie Fields Station.

Afternoons

Reverse route.

1980s

Macarthur Square – Campbelltown – Macquarie Fields Housing Commission (Eucalyptus Dr)

As at 7 July 1980 (likely route based on timing points, and routes in later timetables)

Trips via Minto Station

From Macarthur Square (bus terminal near Station) via Menangle Rd, Geary St, Kellicar Rd, Bolger St, Menangle Rd, Camden Rd, Queen St (**Campbelltown**), Rudd Rd (**Leumeah**), Pembroke St, Redfern Rd, Minto Rd (**Minto**), Durham St, Guernsey Av, Mortimer St, Benham Rd, Kitson Pl, Ohlfsen Rd, Minto Rd, Cumberland Rd, Sackville St, Brenda St, Chester Rd, Ingleburn Rd (**Ingleburn**), Oxford Rd, Cumberland Rd, Macquarie Rd, Fields Rd, Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, (right) Eucalyptus Dr (**Macquarie Fields**), Rosewood Dr, then reverse route to Kellicar Rd, then Macarthur Square bus terminal.

Trips via Pendergast Av, Minto

Via same route to Pembroke St, then Westmoreland Rd, Townson Av, Pendergast Av (**Minto**), Ben Lomond Rd, Brookfield Rd, Pembroke Rd, Durham St, then same route.

Leumeah Station diversion: Ex Macarthur Square from Rudd Rd via O'Sullivan Rd, Old Leumeah Rd, Pembroke Rd. Reverse on return.

Macquarie Fields Station diversion: From Fields Rd/Saywell Rd via Saywell Rd, Railway Pde to Station. Reverse on return.

Ingleburn – Ingleburn Township

As at 7 July 1980 (likely route based on timing points, and routes in later timetables)

Mornings

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Collins Prom, Sackville St, Brenda St, Chester Rd, Ingleburn Rd to Ingleburn Station.

Afternoons

Reverse route.

Ingleburn (Bensley Rd) diversion: (Mornings) From Oxford Rd/Collins Prom via Oxford Rd, Bensley Rd, Chester Rd, Collins Prom. Reverse in afternoon.

Minto – Minto Housing Estate (Mortimer St & Pendergast Av areas)

As at 7 July 1980 (likely route based on timing points, and routes in later timetables)

From Minto (Minto Rd at Station) via Minto Rd, Durham St, Pembroke Rd, Minto Rd, Ohlfsen Rd, Kitson Pl, Benham Rd, Mortimer St, Guernsey Av, Durham St, Pembroke Rd, Brookfield Rd, Ben Lomond Rd, Pendergast Av, Townson Av, Westmoreland Rd, Pembroke Rd, Redfern Rd to Minto Station.

Minto – Eagle Heights

1 December 1980 (Source: timetable)

From Minto (western side of Station) via Redfern Rd, Campbelltown Rd, Raby Rd, Spitfire Dr, Hurricane Dr (**Eagle Heights**), Mustang Dr, Raby Rd, then return to Minto Station.

Macquarie Fields – Macquarie Fields Housing Commission area – Ingleburn via

Eucalyptus Dr, Fields Rd & Chester Rd & Sackville St (**Sundays only**)

From 29 August 1982 (Source: timetable)

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Harold St, Rosewood Dr, Eucalyptus Dr, Evelyn St, Saywell Rd [including current Groundsel Av, Astelia St], Fields Rd, Collins Prom, Chester Rd, Cumberland Rd, Sackville St, Brenda St, Chester Rd, Ingleburn Rd to Ingleburn Station.

From Ingleburn (Ingleburn Rd at Station) via Oxford Rd, Carlisle St, Chester St, Brenda St, then reverse route to Macquarie Fields Station.

Timetable Summary

Circa 1950s (while Harrison was proprietor)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|------|----------------|---------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campbelltown-Ingleburn | 35 | M-F | Ingleburn | 7.00am | Campbelltown | 4.40pm | A | |
| | | Sat | | 8.40am | | 5.00pm | 4 trips | B |
| | | Sun | | | | | | |
| | | Hols | | 10.28am | | 5.00pm | 2 trips | |
| Ingleburn-Macquarie Fields via Oakley Rd† | 24 | M-F | Ingleburn | 5.25am | Macquarie Flds | 6.25pm | C | |
| | | Sat | | 7.10am | Ingleburn | 6.35pm | D | |
| | | Sun | | | | | | |
| | | Hols | | 8.00am | | 6.35pm | E | |
| Ingleburn-Macquarie Fields via Macquarie Rd | 7 | M-F | Macquarie Flds | 8.29am | Ingleburn | 12.42pm | F | |
| | | Sat | | 7.29am | | 5.20pm | G | |
| | | Sun | | | | | | |
| | | Hols | | 8.26am | | 5.20pm | F | |

Many trips on these routes were through-routed at either Ingleburn or Macquarie Fields.

† Selected trips via The Point.

A – 4 trips from Ingleburn, 5 trips from Campbelltown.

B – Plus picture bus.

C – 4 trips from Macquarie Fields, 6 trips from Ingleburn.

D – 4 trips from Macquarie Fields, 3 trips from Ingleburn.

E – 3 trips from Macquarie Fields, 2 trips from Ingleburn.

F – 3 trips from Macquarie Fields, 2 trips from Ingleburn.

G – 4 trips from Macquarie Fields, 3 trips from Ingleburn. Plus picture bus.

16 September 1963

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|---------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campbelltown- Ingleburn | 25 | M-F | Brenda St | 5.32amI | Campbelltown | 5.40pmI | A | |
| | | | Macquarie Flds | 7.00amC | Ingleburn | 7.09pmB | | |
| | | Sat | Ingleburn | 8.05amC | Campbelltown | 12.20pmI | 4 trips | D |
| | | Sun | | | | | | |
| Ingleburn- Macquarie Fields via The Point | 21 | M-F | Bensley Rd | 5.27amM | Macquarie Flds | 7.05pmM | E | |
| | | | Ingleburn | 6.31amM | | | | |
| | | Sat | | 7.10amM | | 12.50pmI | F | |
| | | Sun | | | | | | |
| Ingleburn- Macquarie Fields via Macquarie Rd | 5 | M-F | Macquarie Flds | 7.52am | Ingleburn | 5.25pm | G | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Many trips on these two routes were through-routed at either Ingleburn or Macquarie Fields.

A – Peak hours, Ingleburn-Ingleburn (Brenda St). Day, Ingleburn-Campbelltown (7 trips from Ingleburn, 11 trips from Campbelltown).

B – To Ingleburn (Brenda St).

C – To Campbelltown.

D – Plus picture bus.

E – Through trips, 6 from Macquarie Fields, 4 from Ingleburn. Plus various short-workings.

F - 4 from Macquarie Fields, 4 from Ingleburn. Plus picture bus.

G - 6 trips from Macquarie Fields, 4 trips from Ingleburn.

I – To Ingleburn.

M – To Macquarie Fields.

July 1970

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|---------------------|-----|----------------|--------|----------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campbelltown- Ingleburn- Macquarie Fields† | 31 | M-F | Macquarie Flds | 6.47am | Campbelltown | 5.40pm | 30-90 | A |
| | | Sat | | 7.48am | | 12.28pm | 60 | A |
| | | Sun | | | | | | |
| Ingleburn- Macquarie Fields via Macquarie Rd | 6 | M-F | Macquarie Flds | 6.47am | Ingleburn | 6.07pm | B | |
| | | Sat | | | | C | | |
| | | Sun | | | | | | |
| Ingleburn-Ingleburn Township Loop | 18 round trip | M-F | Collins Prom | 5.58am | Ingleburn | 6.30pm | Ph | |
| | | Sat | | 9.28am | | 12.38pm | D | |
| | | Sun | | | | | | |
| Macquarie Fields- Maquarie Fields (Parliament Rd) Loop | 17 round trip | M-F | Macquarie Flds | 5.38am | Macquarie Flds | 6.26pm | E | |
| | | Sat | | | | F | | |
| | | Sun | | | | | | |

† Via either Macquarie Rd or The Point.

A – Selected trips also ran Campbelltown – Leumeah (Kingsclare St).

B – Mainly peak hour: mainly from Macquarie Fields in morning & from Ingleburn in afternoon.

C – Limited service provided by diversions of Campbelltown – Macquarie Fields trips.

D – Morning, 1 trip from Collins Prom. Early afternoon, 1 trip from Ingleburn.

E – Peak hours (morning, anti-clockwise loop, afternoon, clockwise loop). Day, 2 trips.

F – Service provided by diversions of selected trips on other routes.

Ph – Peak hours only (morning, anti-clockwise loop, afternoon, clockwise loop).

21 July 1975

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|---------|----------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Campbelltown-Ingleburn-Macquarie Fields† | 31 | M-F | Macquarie Flds | 6.55am | Campbelltown | 5.35pm | 60 | |
| | | Sat | | 8.40am | | 12.20pm | 60 | |
| | | Sun | | | | | | |
| Ingleburn-The Point-Macquarie Fields | 18 | M-F | Ingleburn | 7.08am | Macquarie Flds | 6.13pm | A | |
| | | Sat | Bensley Rd | 8.54amM | | 11.55amI | B | |
| | | Sun | | | | | | |
| Ingleburn-Ingleburn Township Loop | | M-F | Bensley Rd | 5.23am | Ingleburn | 5.54pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| Macquarie Fields-Housing Commission Area | 20 round trip | M-F | Macquarie Flds | 5.36am | Macquarie Flds | 6.37pm | 60* | |
| | | Sat | | 7.09am | | 1.00pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Via Macquarie Rd.

A – 7 trips from Macquarie Fields, 5 trips from Ingleburn.

B – 1 trip from Ingleburn (Bensley Rd/Oxford Rd) to Macquarie Fields. 1 trip from Macquarie Fields to Ingleburn.

I – To Ingleburn.

M – To Macquarie Fields.

Ph – Peak hours only (morning from Ingleburn (Bensley Rd/Oxford Rd), afternoon from Ingleburn).

7 July 1980

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|----------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macarthur Square-Macquarie Fields (Eucalyptus Dr) | 51 | M-F | Eucalyptus Dr | 7.20am | Macarthur Sq | 5.40pm | 35 | A |
| | | Sat | | 7.44am | | 12.40pm | 45 | B |
| | | Sun | | | | | | |
| Macquarie Fields-Macquarie Fields (Eucalyptus Dr) | 20 round trip | M-F | Macquarie Flds | 5.21am | Eucalyptus Dr | 7.26pm | 30* | |
| | | Sat | | 7.05am | | 1.19pm | 30 | |
| | | Sun | | | | | | |
| Minto-Minto Housing Estate | 17 round trip | M-F | Minto | 5.36am | Minto | 7.09pm | 30* | |
| | | Sat | | 7.21am | | 1.11pm | 30 | |
| | | Sun | | | | | | |
| Minto-St Andrews | 16 round trip | M-F | Minto | 5.55am | Minto | 6.36pm | 120* | |
| | | Sat | | 9.12am | | 12.12pm | 2 trips | |
| | | Sun | | | | | | |
| Ingleburn-Ingleburn Township Loop | 12 round trip | M-F | Ingleburn | 5.44am | Ingleburn | 6.51pm | 30* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Between Campbelltown & Minto generally ran via Pendergast Av, Minto & via Minto Station alternately. Plus short-working/sbefore first trip shown.

B – Between Campbelltown & Minto generally ran via Pendergast Av, Minto & via Minto Station alternately.

1 December 1980

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Minto-Eagle Heights | 15 round trip | M-F | Minto | 7.40am | Eagle Heights | 3.58pm | 5 trips | A |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Timetables for other routes unchanged (?).

A – Plus school trips.

29 August 1982

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|----------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Macquarie Fields-Macq Flds Housing Comm-Ingleburn† | 24 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Macquarie Flds | 9.38am | Ingleburn | 6.07pm | 60 | A |

Timetables for other routes unchanged (?).

† Combined route via Eucalyptus Dr, Fields Rd, Chester Rd & Sackville St.

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

Route 103

HURLSTONE PARK – CENTRAL RAILWAY via various routes & Parramatta 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 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Commenced prior to the allocation of route numbers.
- Competed with Darling St Wharf – Canterbury & Parramatta Rd tram services.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers)

As at date of Govt Gazette of 19 December 1924: Numbered 86 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Hookey & Son, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 103 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926:

- Ceased.
- Buses & trams continued to provide service along Parramatta Rd.

Streets

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

From Hurlstone Park (New Canterbury Rd/Old Canterbury Rd) via New Canterbury Rd (**Dulwich Hill**), Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Pitt St (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Hurlstone Park.

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

From Hurlstone Park (Old Canterbury Rd at Griffith St) via Old Canterbury Rd, Cobar St, Jesmond Av, Union St, Constitution Rd, Denison Rd, Frazer Rd, Railway Tce, West St, Parramatta Rd, George St West [now Broadway], George St, Barlow St (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Hurlstone Park.

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

From Hurlstone Park (Old Canterbury Rd at Griffith St) via Old Canterbury Rd, Cobar St, Jesmond Av, Union St, Constitution Rd, Denison Rd, Toothill St, Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Hurlstone Park.

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 | | |
| Hurlstone Park-Central Railway | 35 | M-F | Hurlstone Park | 6.38am | Central Rly | 7.56pm | 30-60 | A |
| | | Sat | | 6.38am | | 11.28pm | 30-60 | |
| | | Sun | | 7.52am | | 10.06pm | 80 | |

A – Extra trips Friday night.

Route 103

HORNSBY – GALSTON – BIRRALEE via Galston Gorge

- Extended from Birralee to Berowra Creek (*selected trips, 1935-1950s?*)

HORNSBY – HORNSBY (Somerville Rd) via various routes

HORNSBY – HORNSBY NORTH

(“Birralee” has also been spelt “Birrilee”. Current spelling is “Berrilee”.)

(The stretch of Pacific Hwy between Hornsby & Asquith has reverted to its original name, Peats Ferry Rd.)

(Somerville Rd, Hornsby terminus is in current Hornsby Heights.)

Timeline

By date of Govt Gazette 22 June 1928: Hornsby – Galston – Arcadia commenced by Jack Scott, proprietor.

By October 1935: Transferred to F Black.

5 October 1935: Extended to run Hornsby – Galston – Arcadia – Birralee.

April 1943: Transferred to Berowra Coach Services Pty Ltd (RH (Roy) Corrigan, proprietor).

After 1948: Extra route, Hornsby – Hornsby (Somerville Rd) (new residential area), commenced.

By 1 August 1955:

- Hornsby – Hornsby (Somerville Rd) ran via various combinations of route, including short-workings. Typical trips were:
 - Hornsby – Hornsby (Somerville Rd) direct via Galston Rd
 - Hornsby – Hornsby (Somerville Rd) via Lodge St
 - Hornsby – Hornsby (loop via Lodge St & Rosamond St).
- Service between Birralee & Berowra Creek ceased or became a school-only route.

By 9 April 1963: Following the opening of new streets in Asquith, most “via Lodge St” trips rerouted via Asquith.

23 November 1970: Additional weekday off-peak route commenced on trial, Hornsby – Hornsby North (Loop), via Bouvardia St, Hazelmead Rd West (former street) & Mittabah Rd.

By November 1973: Hornsby – Hornsby (Somerville Rd) & short-workings thereof & Hornsby – Hornsby North (Loop) reorganised into two standard routes:

Hornsby – Hornsby Heights (Somerville Rd) via Galston Rd direct

Hornsby – Hornsby North (via a revised loop, anti-clockwise in morning and clockwise in afternoon) (originally weekday daytime, but also Saturday mornings by October 1974).

1 July 1974: Berowra Coach Services transferred to JH (James Huntley, known as Jim) Knox, proprietor (becoming part of the Hornsby Bus Group).

12 August 1974: Hornsby – Birralee replaced by new 203 Pennant Hills – Birralee, operated by Glenorie Bus Co Pty Ltd, eliminating bus services through Galston Gorge.

28 September 1987: As part of general reorganization of Hornsby Bus Group’s routes, renumbered into Sydney Region route numbers:

- 596 Hornsby – Hornsby Heights
- Hornsby – Hornsby North became part of 595 Hornsby – Mt Colah loops.

Streets

HORNSBY – BIRRALEE

Hornsby – Arcadia

1928 (Source: Govt Gazette of 22 June 1928)

From Hornsby (Railway premises near parcels office) via Station St, Coronation St, Peats Ferry Rd, Galston Rd (**Galston**), Arcadia Rd to Arcadia Post Office. Reverse on return.

Hornsby – Birralelee – Berowra Waters

Circa 1946 (Source: Gregory's Street Directory)

From Hornsby [Station] via Station St, Coronation St, Pacific Hwy, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Berowra Creek [now Bay] Rd (**Birralelee**) to Berowra Waters.

Hornsby – Birralelee

1963 (Source: RGH notes)

From Hornsby (Station St at Station) via Station St, Coronation St, Pacific Hwy, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Birralelee).

From Birralelee (Bay Rd at Chilcott Rd) via reverse route to Pacific Hwy, then Station St to Hornsby Station.

HORNSBY – HORNSBY HEIGHTS

Hornsby – Hornsby (Somerville Rd) & short-workings

1955 (likely routes based on 1 August 1955 timetable & 1963 RGH notes)

- **Hornsby – Hornsby (Somerville Rd) direct via Galston Rd**

From Hornsby (Station St at Station) via Coronation St, Pacific Hwy, Galston Rd, Somerville Rd (Hornsby).

From Hornsby (Somerville Rd) via reverse route to Pacific Hwy, then Station St to Hornsby Station.

- **Hornsby – Hornsby (Somerville Rd) via Lodge St**

From Hornsby (Station St at Station) via Jersey St, Citrus Av, Pacific Hwy, Lodge St, Amor St, Old Berowra Rd, Ethel St, Galston Rd, Somerville Rd (Hornsby).

From Hornsby (Somerville Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby Station.

- **Hornsby – Hornsby (Loop via Lodge St & Rosamond St)**

From Hornsby (Station St at Station) via Jersey St, Citrus Av, Pacific Hwy, Lodge St, Amor St, Old Berowra Rd, Ethel St, Rosamond St, Carrington St, Pacific Hwy, Station St to Hornsby Station.

Some trips: Reverse route.

1963 (Source: RGH notes)

At one stage in the mid-1960s Hornsby (Somerville Rd) terminus was at Talwood St.

- **Hornsby – Hornsby (Somerville Rd) direct via Galston Rd**

Unaltered

- **Hornsby – Hornsby (Somerville Rd) via Asquith**

From Hornsby (Station St at Station) via Jersey St, Pacific Hwy (**Asquith**), Amor St, Old Berowra Rd, Ethel St, Galston Rd, Somerville Rd (Hornsby).

From Hornsby (Somerville Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby Station.

- **Hornsby – Hornsby (Loop via Asquith & Rosamond St)**

From Hornsby (Station St at Station) via Jersey St, Pacific Hwy (**Asquith**), Amor St, Old Berowra Rd, Ethel St, Rosamond St, Carrington St, Pacific Hwy, Station St to Hornsby Station.

Some trips: Reverse route.

Alteration

By 1964: Ex Hornsby from Ethel St via Alan Av, Clarinda St, Rosamond St. Reverse on return.

Hornsby – Hornsby Heights

By November 1973 (Source: based on 1986 RGH notes)

From Hornsby (Station St at Station) via Coronation St, Pacific Hwy, Galston Rd, Somerville Rd to Binya Cl (Hornsby Heights).

From Hornsby Heights (Somerville Rd at Binya Cl) via reverse route to Pacific Hwy, then Station St to Hornsby Station.

Hornsby Heights (Brett Av) diversion (*morning ex Hornsby Heights, afternoon ex Hornsby*): From Galston Rd/Somerville Rd via Galston Rd, Brett Av, Ulolo Av (clockwise loop), Brett Av, Galston Rd to Somerville Rd.

HORNSBY – HORNSBY NORTH LOOP

By October 1974

Mornings

From Hornsby (Station St at Station) via Jersey St, Mildred Av, Citrus St, Pacific Hwy, Lodge St, Amor St, Bouvardia St, Mittabah Rd (**Hornsby North**), Old Berowra Rd, Ethel St, Alan Av, Clarinda St, Rosamond St, Carrington Rd, Galston Rd, Pacific Hwy, Station St to Hornsby Station.

Afternoons

From Hornsby (Station St at Station) via Coronation St, Pacific Hwy, Galston Rd, then reverse of morning route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby Station.

Alteration

By September 1982: From Hornsby via Coronation St, Pacific Hwy, Lodge St. Return from Lodge St via Pacific Hwy, Station St.

Timetable Summary

1 August 1955

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Birralee | 60 | M-F | Birralee | 6.30am | Hornsby | 6.15pm | 3 trips | |
| | | Sat | | 6.55am | | 6.30pm | 3 trips | |
| | | Sun | | 8.15am | | 6.30pm | 2 trips | |
| Hornsby-Hornsby (Somerville Rd)† | | M-F | Hornsby | 5.55am | Hornsby | 6.20pm | A | |
| | | Sat | | 8.05am | Somerville Rd | 10.50am | B | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Via various routes & short-workings.

A – 23 trips (approx. 30-45 frequency), serving Lodge St (13 trips), Rosamond St (7), Reeds Corner (3), Somerville Rd (12), Montview Pde (2), in various combinations.

B – 3 trips departing Hornsby, 4 trips arriving Hornsby, plus some Hornsby-Birralee trips diverted via Somerville Rd and/or Rosamond St, serving Lodge St (2 trips), Rosamond St (3), Somerville Rd (3), Montview Pde (3), in various combinations. Plus picture bus from Somerville Rd

9 April 1963

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Birralee | 60 | M-F | Birralee | 6.30am | Hornsby | 6.15pm | 3 trips | |
| | | Sat | | 7.00am | | 6.30pm | 3 trips | |
| | | Sun | | 8.15am | | 6.30pm | 2 trips | |
| Hornsby-Hornsby (Somerville Rd)† | | M-F | Hornsby | 5.48am | Somerville Rd | 6.15pm | A | |
| | | Sat | | 8.10am | | 10.50am | B | |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Via various routes & short-workings.

A – 26 trips (approx. 30-45 frequency), serving Amor St (13 trips), Lodge St (12), Rosamond St (11), Somerville Rd (14), Montview Pde (5) in various combinations.

B – 5 trips, plus some Hornsby-Birralee trips diverted via Rosamond St and/or Montview Pde, serving Amor St (1 trip), Lodge St (2 trips), Rosamond St (5), Somerville Rd (2), Montview Pde (3), in various combinations.

October 1974

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Hornsby Heights | 25 round trip | M-F | Hornsby Hts | 6.05am | Hornsby | 6.30pm | 30 | |
| | | Sat | | 7.30am | | 1.00pm | 60 | |
| | | Sun | | | | | | |
| Hornsby-Hornsby North Loop | 15 round trip | M-F | Hornsby | 6.40am | Hornsby | 5.15pm | 30 | |
| | | Sat | | 7.45am | | 12.30pm | 60 | |
| | | Sun | | | | | | |

September 1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------|--------------------|-----|-------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Hornsby Heights | 25 round trip | M-F | Hornsby Hts | 5.46am | Hornsby | 6.30pm | 30 | |
| | | Sat | | 7.30am | | 1.00pm | 60 | |
| | | Sun | | | | | | |
| Hornsby-Hornsby North Loop | 18 round trip | M-F | Hornsby | 6.40am | Hornsby | 6.00pm | 30 | |
| | | Sat | | 7.45am | | 12.30pm | 60 | |
| | | Sun | | | | | | |

Route 104

HURLSTONE PARK (Hurlstone Av) – LEWISHAM – CENTRAL RAILWAY via Windsor & Parramatta Rds

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 prior to the allocation of route numbers.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

As at date of Govt Gazette of 19 December 1924: Numbered 87 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Federal Bus Co (RR (Reginald) & RB (Raymond) le Sueur – brothers, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 104 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928:

- Ceased.
- Buses & trams continued to provide service along Parramatta Rd.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Hurlstone Park (Hurlstone Av) (at Keir Av) via Hurlstone Av, Foord Av, Kilbride [now Burnett] St, Hopetoun St, Commons St, Duntroon St, South St (?), Crinan St, Old Canterbury Rd, Cobar St, Jesmond Av, Union St (**Dulwich Hill**), Windsor Rd, Old Canterbury Rd (**Lewisham**), Parramatta Rd, George St West [now Broadway], George St, Barlow St (Central Railway).

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

1925 (Source: Govt Gazette of 13 November 1925)

Alteration

Approached Central Railway from George St via Hay St, Pitt St to Eddy Av. Unaltered on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurlstone Park (Hurlstone Av)- Central Railway | 35 | M-F | Hurlstone Av | 6.48am | Central Rly | 11.12pm | 30 | |
| | | Sat | | 6.48am | | 11.12pm | 30 | |
| | | Sun | | 1.30pm | | 11.12pm | 30 | |

Route 104

GLADESVILLE – TENNYSON POINT – PUTNEY POINT – RYDE

Timeline

By date of Govt Gazette 22 February 1929: Commenced by Sidney Armitage & FJ (Frederick) Waller, proprietors.
By 1931: Absorbed into 152.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Gladesville (Meriton St at memorial [at Great North Rd, now Victoria Rd]) via Meriton St, Morrison Rd, Tennyson Rd (**Tennyson Point**), Champion Rd, Morrison Rd, Charles St, [Delange Rd ?], Pellisier Rd to **Putney Point**, then Pellisier Rd, [Delange Rd ?], Charles St, Great North [now Victoria] Rd to Pope St (Ryde). Reverse on return.

Route 104

HORNSBY – EAST HORNSBY (Palmerston Rd)

- **Extended from East Hornsby to Normanhurst (1933)**

Timeline

24 August 1932: Hornsby – East Hornsby (Palmerston Rd) [at or near Hornsby Hospital] commenced by AA (Alex) Newson, proprietor.

26 August 1933: Extended to run Hornsby – East Hornsby (Palmerston Rd) – Normanhurst.

20 October 1933: Extension from East Hornsby (Palmerston Rd) to Normanhurst ceased.

By 1946(?): Ceased. Replaced by existing (or new?) 107 Hornsby – Hornsby Hospital. (Did 104 & 107 run to Hornsby Hospital simultaneously?)

Streets

From 26 August 1933 (Source: Sydney Morning Herald, 12 August 1933)

Normanhurst extension: From East Hornsby (Palmerston Rd) via Myra St, Ingram Rd, [Pacific Hwy,] Pennant Hills Rd, Normanhurst Rd, Denman Pde to Normanhurst Station.

Route 104

HORNSBY – ASQUITH GOLF LINKS – MT COLAH (Bolton Av)

HORNSBY – HORNSBY (Pretoria Pde)

Timeline

1946: New routes commenced by AA (Alex) Newson, proprietor:

Hornsby – Asquith Golf Links

Hornsby – Hornsby (Pretoria Pde)

August 1959: Transferred to Hornsby District Bus Co (AJ (Jack) Leighton, proprietor).

18 March 1967: Selected Hornsby – Asquith Golf Links trips on Saturday mornings extended to run Hornsby – Mt Colah (Bolton Av), providing a service to the east side of Mt Colah, covering 220 which did not operate on Saturdays.

June 1967:

- Hornsby District Bus Co transferred to JH (James Huntley, known as Jim) Knox, proprietor. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.
- Days of service of Hornsby – Mt Colah (Bolton Av) extended to run Mondays-Saturdays, fully replacing 220 on east side of Mt Colah.

By 29 August 1973: Hornsby – Hornsby (Pretoria Pde) replaced by rerouting of 148 via Pretoria Pde, leaving 104 as Hornsby – Asquith Golf Links – Mt Colah (Bolton Av).

28 September 1987: Amalgamated with Mt Colah (Parklands Rd) part of 55 & renumbered part of 593 [Sydney Region route number], as part of general reorganization of Hornsby Bus Group routes.

Streets

Hornsby – Asquith Golf Links

Circa 1946 (Source: Gregory's Street Directory)

From Hornsby [Station] via Station St, Jersey St, Bridge St, Railway Pde, Stephen St, Lessing St, Lockwood St, Olive St, Winston St, Haldane Av, Royston Pde (Asquith Golf Links).

1963 (Source: RGH notes)

From Hornsby (Station St at Station) via Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd, Royston Pde to Queens Rd (Asquith Golf Links).

From Asquith Golf Links (Royston Pde at Queens Rd) via reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby Station.

Hornsby – Asquith Golf Links – Mt Colah (Bolton Av)

1967 (Source: RGH notes)

From Hornsby (Station St at Station) via Jersey St, Bridge Rd, Railway Pde, Stephen St, Lessing St, Lockwood St, Sherbrook Rd (**Asquith**), Royston Pde, Kuring-gai Chase Rd, Bolton Av (**Mt Colah**), Gray St, Cowan Rd, Belmont Pde, Royston Pde, then reverse route to Jersey St, then Coronation St, Pacific Hwy, Station St to Hornsby Station.

Hornsby – Hornsby (Pretoria Pde)

1963 (Source: RGH notes)

From Hornsby (Station St at Station) via Pacific Hwy, Pretoria Pde to Milner St (Hornsby). Reverse on return.

Timetable Summary

13 September 1960

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------|--------------------|-----|------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Asquith Golf Links | 10 | M-F | Hornsby | 6.52am | Hornsby | 6.25pm | 60 | |
| | | Sat | | 7.00am | | 6.18pm | 60 | A |
| | | Sun | | | | | | |
| Hornsby-Hornsby (Pretoria Pde) | 5 | M-F | Hornsby | 7.12am | Pretoria Pde | 6.20pm | 9 trips | |
| | | Sat | | 7.20am | | 11.10am | 5 trips | |
| | | Sun | | | | | | |

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

September 1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Asquith Golf Links-Mt Colah (Bolton Av) | 12 | M-F | Hornsby | 7.17am | Hornsby | 6.05pm | 30 | |
| | | Sat | | 7.30am | | 12.00nn | 45 | |
| | | Sun | | | | | | |

Route 105

HURSTVILLE – CONNELLS POINT via Belmore Rd [now King Georges Rd]

Timeline

By September 1925 (as per "Complete" timetable, confirmed by Govt Gazette dated 13 November 1925):

- Commenced by CA (Cec) Leach, proprietor.
- Shared most of route with 106. Timetables were co-ordinated.

By date of Govt Gazette 15 October 1926: Ceased, possibly absorbed into 106.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Maher St, Belmore [now King Georges] Rd, Connells Point Rd to Terry St (Connells Point).

From Connells Point (Connells Point Rd at Terry St) via reverse route to Woniora Rd, then Butler Rd, Ormonde Pde to Hurstville Station.

Timetable Summary

September 1925

Hurstville – Connells Point routes

105, 106

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|----------------|--------|----------------|--------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| 105: Hurstville-Connells Point via Belmore Rd | 20 | M-F | Connells Point | 6.35am | Hurstville | 6.32pm | 60 | A |
| | | Sat | | 6.35am | Connells Point | 7.10pm | 60 | |
| | | Sun | Hurstville | 9.35am | Hurstville | 8.45pm | B | |
| 106: Hurstville-Connells Point via Woniora Rd | 20 | M-F | Connells Point | 6.15am | Hurstville | 7.30pm | 60 | C |
| | | Sat | | 6.15am | Connells Point | 7.30pm | 60 | |
| | | Sun | | | | | | |

Average day frequency along common route:

M-F Hurstville-Connells Point (105, 106) 30.

Sat Hurstville-Connells Point (105, 106) 30.

Sun Hurstville-Connells Point (105) – see “B” below.

A – Extra trips Friday night (last trip 10.00pm from Hurstville).

B – Morning, 3 trips from Hurstville, 2 trips from Connells Point. Afternoon 60.

C – Extra trips Friday night (last trip 10.20pm from Hurstville).

Route 105

GRANVILLE – SOUTH GRANVILLE (Boundary Rd) via Clyde St

- **Extended from South Granville to Chester Hill (selected trips, 1969-early 1970s)**
- **Extended from South Granville to Sefton (selected trips, 1952-84)**

Timeline

By date of Govt Gazette 22 June 1928: Granville – South Granville (Nobbs St, “Oakleigh”) commenced by George R Sinclair, proprietor.

14 January 1935: Extended to run Granville – South Granville (Dixmude St).

30 November 1936: Extended to run Granville – South Granville (Oakleigh Av).

1 May 1950: Taken over temporarily by Department of Road Transport & Tramways, due to dissatisfaction by the Department with Sinclair’s operations in Auburn and Granville, while Sinclair arranged sale of route.

August 1950: Transferred to Trailer Tours (part of Parramatta-Ryde Bus Service) (DM & WR (Bill junior) Phillips, proprietor).

February 1952: Selected trips extended from South Granville to Sefton. By at least 1955, other trips terminated at Boundary Rd/Ferndell St, South Granville.

June 1958: Transferred to Delwood Bus Co Pty Ltd (later trading as Delwood Coaches) (initially Jim Newport & CN (Carl) Tattam, but later Jim Newport alone, proprietors).

23 April 1969: Selected trips ran Granville – Chester Hill (in addition to Granville – Sefton).

By 27 September 1972 (but after 25 March 1970): Granville – Chester Hill trips ceased, leaving route as Granville – South Granville (Boundary Rd) (selected trips extended to Sefton).

By 12 December 1984: Sefton extension ceased, leaving route as Granville – South Granville (Boundary Rd). 320 [Sydney Region route number] (which had commenced on 18 February 1980) provided service between Granville & Chester Hill via Clyde St.

29 July 1987: Renumbered 905 [Sydney Region route number].

Streets

Granville – South Granville (Nobbs St)

1928 (Source: Govt Gazette of 22 June 1928)

From Granville (Station, Cowper St at Good St) via Cowper St, Good St, Railway Pde, South St, William St, Clyde St to Nobbs St (South Granville). Reverse on return.

Granville – South Granville (Boundary Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Granville [Station] via Railway Pde, South St, William St, Clyde St [to Boundary Rd] (South Granville).

Granville – South Granville (Boundary Rd) (selected trips extended to Sefton)

1968 (Source: RGH notes)

Sefton extension: From South Granville (Boundary Rd) via Hector St, Waldron Rd to Sefton Station. Reverse on return.

Alteration

Circa 1980 (Source: Public Transport Map of Sydney & suburbs): Turning movement at Sefton, ex Granville from Hector St via Waldron Rd, Helen St, Virgil Av, Hector St (direction of loop?).

Granville – South Granville (selected trips extended to Chester Hill)

From 23 April 1969 (Source: timetable)

Chester Hill extension: From South Granville (Boundary Rd) via Hector St Munro St, Helen St, Virgil Av, Priam St to Chester Hill Station. Return via Waldron Rd, Hector St, Virgil Av, then reverse route.

Timetable Summary

30 October 1944

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Granville-South Granville (Oakleigh Av) | 10 | M-F | Granville | 9.17am | Oakleigh Av | 6.23pm | 60 | |
| | | Sat | | 9.32am | | 7.00pm | 6 trips | A |
| | | Sun | | 9.48am | | 9.58pm | 60 | |

A – Plus picture bus Saturday night.

June 1956

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|---------|-------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Granville-South Granville (Boundary Rd)† | Fr Gran 16B 21S | M-F | Granville | 5.35amB | Sefton | 7.06pmG | A | |
| | | | | 7.27amS | Boundary Rd | 12.00mnG | | |
| | | Sat | | 7.06amB | Sefton | 11.25pmG | C | |
| | | | | 9.17amS | Boundary Rd | 12.33amG | | |
| | | Sun | | 6.51amB | Sefton | 9.50pmG | D | |
| | | | | 9.30amS | Boundary Rd | 11.23pmG | | |

* More frequent in peak hours.

† Selected trips extended to Sefton.

A – Peak hours & night Granville-South Granville (Boundary Rd). Day, Granville-South Granville (Boundary Rd) 15-40*, Granville-Sefton 11 trips. Plus picture bus Wednesday & Friday nights.

B – To South Granville (Boundary Rd).

C – Morning, Granville-South Granville (Boundary Rd) 15. Afternoon, Granville-South Granville (Boundary Rd) 40. Day, Granville-Sefton 10 trips.

D – Granville-South Granville (Boundary Rd) 45, Granville-Sefton 90.

G – To Granville.

S – To Sefton.

25 March 1970

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes | |
|--|------------------------------|-----|------------|---------|--------------|-------------|-------------------------|-------|--|
| | | | From | Time | From | Time | | | |
| Granville-South Granville (Boundary Rd)† | Fr Gran 13B 17S 20C | M-F | Granville | 5.32amB | Chester Hill | 4.10pmG | A | | |
| | | | | 7.37amS | Sefton | 6.14pmG | | | |
| | | | | 8.12amC | Boundary Rd | 11.46pmG | | | |
| | | Sat | | | 5.45amB | Granville | 11.46amC | D | |
| | | | | | 7.49amC | Boundary Rd | 11.54pmG | | |
| | | | | | 7.26amB | | 10.26pmG | | |
| | Sun | | | | | | 30-60 | | |

* More frequent in peak hours.

† Selected trips extended to Sefton or Chester Hill.

A – Day, Granville-South Granville (Boundary Rd) 15-30*, Granville-Chester Hill 7 trips, Granville-Sefton 6 trips.

B – To South Granville (Boundary Rd).

C – To Chester Hill.

D – Morning, Granville-South Granville (Boundary Rd) 15, Granville-Chester Hill 5 trips from Granville, 6 trips from Chester Hill. Afternoon, Granville-South Granville (Boundary Rd) 30.

G – To Granville.

S – To Sefton.

Route 106

HURSTVILLE – CONNELLS POINT via Woniora Rd

HURSTVILLE – KYLE BAY via Woniora 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)

Early 1919 (as reflected in Govt Gazette of 20 June 1919): Hurstville – Connells Point commenced by Bill Walker, as a motor bus service, replacing a horse bus service, prior to the allocation of route numbers.

February 1922:

- Transferred to HT (Harry) Saint & CA (Cec) Leach, proprietors.
- Then or soon after a daily service.

1 September 1922: Harry Saint & Cec Leach entered into a partnership (known as Saint & Leach).

As at date of Govt Gazette of 19 December 1924: Numbered 89 [1924 route number].

By September 1925 (as per "Complete" timetable): Shared most of route with 105. Timetables were co-ordinated.

As at date of Govt Gazette 13 November 1925: Renumbered 106 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: 105 probably absorbed into 106. Selected trips on 106 (later combined 74/106) continued to run via former 105 until 2004.

27 August 1927: Leach became sole proprietor.

13 December 1937: Extra route, Hurstville – Kyle Bay, commenced.

October 1945: Transferred to HC (Cliff) Mallam, proprietor.

December 1946: Transferred to AJ (Archibald Jeffrey, known as Archie) Moore, proprietor.

1947: Hurstville – Kyle Bay renumbered 74.

By 1970: Selected off-peak, most Saturday and all Sunday trips on 74 & 106 ran via combined route 74/106 Hurstville – Kyle Bay – Connells Point – Hurstville. The proportion of trips via the combined route increased until 1 April 1996.

1 April 1996: All trips ran via combined routes 74/106 (see entry following 74).

Streets

Hurstville – Connells Point

1919 (Source: Govt Gazette of 20 June 1919)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Butler St, Woniora Rd, Connells Point Rd to Terry St (Connells Point).

From Connells Point (Connells Point Rd at Terry St) via Connells Point Rd, Woniora Rd, Butler Rd, Ormonde Pde to Hurstville Station.

1921 (Source: Govt Gazette of 8 July 1921)

Alteration

Approached Connells Point from Woniora Rd via Connells Point Rd to [The] Appian Way. Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

Alteration

Approached Connells Point from Woniora Rd via Connells Point Rd to Terry St. Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd to Terry St (Connells Point).

From Connells Point (Connells Point Rd at Terry St) via reverse route to Woniora Rd, then Butler Rd, Ormonde Pde to Hurstville Station.

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd, Queens Rd, Connells Point Rd (Connells Point).

1970 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Connells Point Rd (**South Hurstville**), Terry St (**Connells Point**), Queens Rd, Connells Point Rd, Woniora Rd, Greenbank St to Hurstville Station.

Trips via Maher St: Ex Hurstville from Woniora Rd via Maher St, King Georges Rd, Connells Point Rd. Reverse on return.

Hurstville – Kyle Bay

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Butler Rd, Woniora Rd, Maher St, Belmore [now King Georges] Rd, Connells Point Rd, Resthaven Rd, Terry St, Kyle Pde.

Timetable Summary

September 1925

See 105

Route 107

Circa 1919-21

HURSTVILLE – WEST BEXLEY (Ferguson’s Nursery) – KOGARAH

Circa 1924-32

HURSTVILLE – WEST BEXLEY (Ferguson’s Nursery)

Circa 1932-42

HURSTVILLE – WEST BEXLEY (Ferguson’s Nursery) – KINGSGROVE

(Ferguson’s Nursery was on site of current Kingsgrove High School.)

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 20 June 1919: Hurstville – West Bexley (Ferguson’s Nursery) – Kogarah commenced prior to the allocation of route numbers.

By date of Govt Gazette of 8 July 1921: Ceased.

Temporarily ceased? Route did not appear on Govt Gazette of 8 July 1921.

By August 1923 (MTA Journal):

- *(As confirmed by Govt Gazette of 7 March 1924):* Revived (?) as Hurstville – West Bexley (Ferguson’s Nursery), still prior to the allocation of route numbers.
- Being operated by John Preston, proprietor.

As at date of Govt Gazette of 19 December 1924: Numbered 90 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 107 [1925 route number] in the general renumbering of routes.

By 1932: Transferred to Messrs Ross & Parkinson, proprietors (later Ross Bros).

Circa 1932: Extended to run Hurstville – West Bexley (Ferguson’s Nursery) – Kingsgrove.

1941: Transferred to Mrs VE (Vivienne) Moreton, proprietor.

1942: Amalgamated with 111 Hurstville – Ramsgate as 111 Ramsgate – Hurstville – Kingsgrove.

Streets

Hurstville – West Bexley – Kogarah

1919 (Source: Govt Gazette of 20 June 1919)

From Hurstville (Forest Rd at Station) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol Rd, Clevedon St, Kimberley Rd, Croydon Rd, Stoney Creek Rd (**West Bexley**), Highworth Av (**Bexley**), Queen Victoria St, Paine St, Station St to Station (Kogarah). Reverse on return.

Hurstville – West Bexley (Ferguson’s Nursery)

1924 (Source: Govt Gazette of 7 March 1924)

From Hurstville (Railway Square at Station) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol St, Clevedon St, Kimberley Rd, Croydon Rd to Stoney Creek Rd (Ferguson’s Nursery, West Bexley). Reverse on return.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Approached/extended from Railway Square, Hurstville via Forest Rd, Rose St to near Forest Rd (Hurstville). Reverse on return.

Timetable Summary

June 1919

Trip time: 40

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|-----------------------|-----|----------------|---------|------------|---------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-West Bexley (Fergusons Nursery) | Fr Hurst 8M 15F | M-F | Fergusons Nsry | 6.20aH | Hurstville | 10.50pmF | A | |
| | | Sat | | 6.20amH | | 10.50pmF | A | |
| | | Sun | | 1.15pmH | | 8.40pmF 10.30pmM | B | |

A – Peak hours, mainly Hurstville-Hurstville (Moore St). Day, Hurstville- West Bexley (Fergusons Nursery) 60. First two & last two trips, Hurstville-West Bexley (Fergusons Nursery).

B – Afternoon & evening Hurstville-West Bexley (Fergusons Nursery)60. Late night, Hurstville-Hurstville (Moore St).

F – To West Bexley (Fergusons Nursery).

H – To Hurstville.

M – To Hurstville (Moore St).

Route 107

HORNSBY – HORNSBY HOSPITAL – HORNSBY (King Rd Loop)

Timeline

1944: Hornsby – Hornsby Hospital commenced by Hornsby District Bus Co (AJ (Jack) Leighton, proprietor). 104 had previously run Hornsby – East Hornsby (Palmerston Rd) (over a similar route?).

By 1963: Extended to run Hornsby – Hornsby Hospital – Hornsby (King Rd Loop).

June 1967: Hornsby District Bus Co transferred to JH (James Huntley, known as Jim) Knox, proprietor. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

28 September 1987: 107 & 110 reorganised and renumbered into Sydney Region route numbers, as part of general reorganization of Hornsby Bus Group's routes:

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

Streets

Hornsby – Hornsby Hospital

Circa 1946 (Source: Gregory's Street Directory)

From Hornsby [Station] via Memorial Pde [probably now Station St], Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd (Hornsby Hospital).

Circa 1948 (Source: Gregory's Street Directory)

From Hornsby [Station] via Memorial Pde [probably now Station St], Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd, Northcote Rd (Hornsby Hospital).

Hornsby – Hornsby Hospital – Hornsby (King Rd Loop)

1963 (Source: RGH notes)

From Hornsby (Station St at Station) via Pacific Hwy, Sir Edgeworth David Av, Palmerston Rd (**Hornsby Hospital**), King Rd, Sherbrook Rd, Northcote Rd, Palmerston Rd, Sir Edgeworth David Av, Pacific Hwy to Hornsby Station.

Alteration

1986 (Source: RGH notes): From Northcote Rd via Palmerston Rd, Burdett St, Balmoral St, Sir Edgeworth David Av, Pacific Hwy to Hornsby Station.

Timetable Summary

1950s

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Hornsby Hospital | 6 | M-F | Hornsby | 8.05am | Hornsby Hosp | 6.12pm | 30 | A |
| | | Sat | | 8.05am | | 7.00pm | 30 | B |
| | | Sun | | 2.15pm | | 4.05pm | 20 | |

A – Extra trips Monday, Wednesday & Friday nights.

B – Plus picture bus Saturday night.

September 1982

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|--------------|---------|--------------|--------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Hornsby Hospital-Hornsby (King Rd Loop) | 17 round trip | M-F | King Rd Loop | 6.30amS | Hornsby | 6.00pmK | 30 | |
| | | Sat | Hornsby | 7.55amK | King Rd Loop | 12.25pmS | A | |
| | | Sun | | | | Hornsby Hosp | 4.00pmS | |

A – Morning, Hornsby-Hornsby (King Rd Loop) 45. Afternoon, Hornsby-Hornsby Hospital 2 trips.

K – To Hornsby (King Rd Loop).

S – To Hornsby Station.

Route 108

HURSTVILLE – LUGARNO (various termini)

HURSTVILLE – PEAKHURST (Hymen St)

“Lugarno Ferry/Punt” refers to the car & passenger ferry (or punt) crossing the Geoges River between the southernmost point of Forest Rd, Lugarno and Illawong. The ferry ceased in 1974, after the replacement Alfords Point Bridge had opened in 1973.)

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: Hurstville – Lugarno Ferry commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 91 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Peters Ltd (AH (Adolph) Peters, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 108 [1925 route number] in the general renumbering of routes.

September 1927: Transferred to Charles Sayers, proprietor (Peters’ son-in-law).

November 1927: Transferred to William Spear, proprietor.

24 July 1928: Transferred to HT (Harry) Saint, proprietor (later incorporated as HT Saint & Sons).

June 1929: Extra route, Hurstville – Peakhurst (Hymen St), commenced.

1931: Rerouted via Cambridge & George Sts to avoid being deemed competitive with Government railway or tram services under State Transport (Co-ordination) Act.

By 1 June 1942: Main services were:

Hurstville – Peakhurst (Hymen St)

Hurstville – Lugarno (Lime Kiln Rd), with selected trips (most trips at weekends) extended from Lime Kiln Rd to Lugarno Ferry.

By the 1950s: Most Lugarno trips ran to the ferry.

By March 1960: Operator’s name changed to Peakhurst/Lugarno Bus Co (Saint family, proprietors).

By 23 May 1961: Selected Hurstville – Lugarno Ferry trips rerouted to run Hurstville – Lugarno (Boronia Pde) (new residential area).

12 September 1964: Upon the opening of Henry Lawson Drive over the Salt Pan Creek Bridge:

- Hurstville – Peakhurst (Hymen St) amalgamated with 88 as 88 Bankstown – Padstow – Hurstville.
- Hurstville – Lugarno rerouted direct along Forest Rd, as 88 provided service via Cambridge & George Sts.

1 March 1989: Transferred to Menai Bus Service Pty Ltd (RR (Ron) Deane, proprietor).

July 1989: Operator's name altered to Southtrans.

14 August 1989: Transferred to Punchbowl Bus Co Pty Ltd (Griffin family/Steve Scott, proprietors).

By 1990: Hurstville – Lugarno Ferry trips curtailed to run Hurstville – Lugarno (Tate Pl), by way of a delayed response to the cessation of the Lugarno-Illawong Ferry on 12 December 1974.

18 August 1997: Renumbered 943 [Sydney Region route number] as part of general rearrangement & renumbering of Punchbowl Bus Co's routes.

Streets

HURSTVILLE – LUGARNO

Hurstville – Lugarno Ferry

1924 (Source: Govt Gazette of 7 March 1924)

From Hurstville (Railway Square at Station) via Forest Rd, Penhurst St [to **Penhurst Station** & return], Forest Rd (**Peakhurst**) to Georges River (Lugarno Ferry). Reverse on return.

1927 (Source: Govt Gazette of 27 May 1927)

From Hurstville (Rose St at Forest Rd) via Rose St, Forest Rd, Penhurst St [to **Penhurst Station** & return], Forest Rd (**Peakhurst**) to Georges River (Lugarno Ferry). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Tracey [now Treacy] St) via Forest Rd (**Peakhurst**), Cambridge St, George St, Forest Rd (**Peakhurst**) to Lugarno [Ferry].

Trips to/from Penhurst Station: From Penhurst Station via Railway Pde [now Bridge St], Penhurst St, Forest Rd (**Peakhurst**) to Lugarno.

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville (Tracey [now Treacy] St) via Forest Rd Cambridge St, George St, Forest Rd (**Peakhurst**) to Lugarno [Ferry].

1970 (Source: RGH notes)

From Hurstville (Tracey St) via Forest Rd, Connelly St, Bridge St (**Penhurst**), Penhurst St, Forest Rd (**Peakhurst**) to Lugarno Ferry.

From Lugarno (Forest Rd at Ferry) via reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

Hurstville – Lugarno (Tate Pl)

Alteration

By 1990 (Source: timetable): Lugarno Ferry terminus altered to Forest Rd at Tate Pl.

Hurstville – Lugarno (Boronia Pde)

1970 (Source: RGH notes)

From Hurstville (Treacy St) via Forest Rd, Connelly St, Bridge St, Penhurst St, Forest Rd (**Peakhurst**), Lime Kiln Rd, Woodlands Av to Boronia Pde (Lugarno).

From Lugarno (Woodlands Av at Boronia Pde) via reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

HURSTVILLE – PEAKHURST (HYMEN ST)

1927 (Source: Govt Gazette of 27 May 1927)

From Hurstville (Rose St at Forest Rd) via Rose St, Forest Rd, Penhurst St to **Penhurst Station** & return, Forest Rd, Hymen St [now Henry Lawson Dr] to Belmore Rd (Peakhurst). Reverse on return.

Alteration

From 6 April 1936: Extended in Peakhurst from Belmore Rd via Hymen St to Elwin St.

Timetable Summary

1 June 1942

Hurstville or Penshurst – Peakhurst routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|----------------------------------|------------------------|-----|--------------|--------------------|---------------|--------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Lugarno Punt† | Fr Hurst 23K 27F | M-F | Lugarno Punt | 6.02amP 9.05amH | Hurstville | 6.01pmF 6.41pmK | A | |
| | | Sat | Lime Kiln Rd | 6.00amP 7.46amH | Lugarno Punt | 3.23pmH | C | |
| | | | Hurstville | 8.51amF | Lime Kiln Rd | 7.09pmH | | |
| | | Sun | | 9.11amF | Lugarno Ferry | 8.39pmH | 60 | D |
| Hurstville-Peakhurst (Hymen St)† | 22 | M-F | Hymen St | 6.42amP 8.35amH | Hurstville | 5.08pmY | E | |
| | | | | | Penshurst | 6.31pmY | | |
| | | Sat | Hurstville | 8.12amY | Hurstville | 6.56pmY | 20-40 | G |
| | | Sun | Belmore Rd | 7.16amP | Penshurst | 8.38amB | 1 trip | |

Average day frequencies along common route:

M-F Hurstville-Peakhurst 30
 Sat AM Hurstville-Peakhurst 20
 Sat PM Hurstville-Peakhurst 40
 Sun Hurstville-Peakhurst 60.

† Selected peak hour trips to Penshurst instead of Hurstville.

A – Hurstville (some peak hour trips Penshurst)-Lugarno (Lime Kiln Rd) 10 trips, Hurstville-Lugarno Punt 5 trips.

B – To Peakhurst (Belmore Rd).

C – Hurstville (first trip Penshurst)-Lugarno (Lime Kiln Rd) 9 trips from Lime Kiln Rd, 7 trips from Hurstville, Hurstville-Lugarno Punt 4 trips. Plus picture bus.

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

E – Peak hours, Penshurst-Peakhurst (Hymen St). Day, Hurstville-Peakhurst (Hymen St) 60. Plus short-working/s after last trip shown.

F – To Lugarno Punt.

G – Gap in service in the afternoon. Plus picture bus.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

Y – To Peakhurst (Hymen St).

18 June 1951

Hurstville or Penshurst – Peakhurst routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|---------------------------------------|------------------------|-----|--------------|--------------------|-------------|---------------------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Lugarno (various termini)† | Fr Hurst 23K 27F | M-F | Lugarno Punt | 5.50amP 7.38amH | Hurstville† | 11.05pmK | A | |
| | | Sat | Lime Kiln Rd | 7.03amH | | 11.05pmF | B | |
| | | | Lugarno Punt | 7.29amH | | | | |
| | | Sun | Hurstville | 7.40amF | | 9.05pmF 10.05pmK | 30 | C |
| Hurstville-Peakhurst (Hymen St) | 22 | M-F | Hymen St | 6.04am | Hurstville | 6.25pm | 30* | D |
| | | Sat | | 8.20am | | 7.20pm | 30 | E |
| | | Sun | | 7.15am | | 7.05pm | 3 trips | G |

Average day frequencies along common route:

- M-F Hurstville-Peakhurst 15
- Sat AM Hurstville-Peakhurst 6 trips per hour
- Sat PM Hurstville-Peakhurst 30
- Sun Hurstville-Peakhurst 30.

* More frequent in peak hours.

† Penshurst in peak hours.

A – Day, Hurstville-Lugarno (Lime Kiln Rd) 30*, Hurstville-Lugarno Punt 60. Night, Hurstville-Lugarno (Lime Kiln Rd) diverting via Belmore Rd.

B – Morning, Hurstville-Baumans Rd 4 trips her hour, Hurstville-Lugarno Punt 30. Afternoons, Hurstville-Lugarno Punt 30. Night, mainly Hurstville-Lugarno (Lime Kiln Rd).

C – Most trips, Hurstville-Lugarno Punt. Last trip from Hurstville to Lugarno (Lime Kiln Rd).

D – Night service provided by diversion of Hurstville – Lugarno trips to Hymen St/Belmore Rd

E – Early morning service provided by diversion of trips from Lugarno to Hurstville to Hymen St/Belmore Rd. Night service provided by diversion of Hurstville – Lugarno trips to Hymen St/Belmore Rd only. Gap in service in the afternoon. Plus picture bus Saturday night.

F – To Lugarno Punt.

G – Night service provided by diversion of Hurstville – Lugarno trips to Hymen St/Belmore Rd only.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

23 May 1961

Hurstville or Penshurst – Peakhurst routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|----------------------------------|--------------------|-----|--------------|------------|--------------|---------------------|--------------------------|----------|
| | | | From | Time | From | Time | | |
| Hurstville-Lugarno Punt | 28 | M-F | Lugarno Punt | 6.00amH | Hurstville | 6.33pmF 10.45pmK | 60* | |
| | | Sat | | 7.16amH | Lugarno Punt | 6.50pmH | A | |
| | | | | | | Hurstville | | 11.33pmK |
| | | Sun | | 8.00amH | Lugarno Punt | 7.10pmH | 9.45pmK | B |
| | | | | Hurstville | | | | |
| Hurstville-Lugarno (Boronia Pde) | 26 | M-F | Boronia Pde | 6.22am | Hurstville | 5.42pm | 60* | |
| | | Sat | | 9.00am | | 12.40pm | 40 | |
| | | Sun | | | | | | |
| Hurstville-Peakhurst (Hymen St) | 24 | M-F | Hymen St | 6.16am | Hurstville | 6.05pm | 30* | C |
| | | Sat | | 8.04am | | 12.25pm | 20 | D |
| | | Sun | | | | | | E |

Average day frequencies along common route:

- M-F Hurstville-Peakhurst 15
- Sat AM Hurstville-Peakhurst 10
- Sat PM Hurstville-Peakhurst 30
- Sun Hurstville-Peakhurst 30.

* More frequent in peak hours.

A – Morning, Hurstville-Lugarno Punt 40. Afternoon, Hurstville-Lugarno Punt 30. Night, Hurstville-Lugarno (Lime Kiln Rd) (most trips ran via 113). Plus short working/s before first trip shown.

B – Early morning trips diverted via Penshurst Station. Day, Hurstville-Lugarno Punt 60 (selected trips diverted by Hymen St/Elwin St). Plus short-workng/s before first trip shown. Night service, Hurstville-Lugarno (Lime Kiln Rd) via 113.

C – Evening service provided by diversion of Hurstville to Lugarno (Lime Kiln Pde) trips on request.

D – Afternoon service provided by alternate trips from Lugarno Punt to Hurstville and by alternate trips from Hurstville-Lugarno Punt trips on request.

E – Service provided by diversion of selected Hurstville-Lugarno Punt trips.

F – To Lugarno Punt.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

14 July 1968

Hurstville or Penshurst – Peakhurst routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes | |
|----------------------------------|------------------------|---------|---------------|--------------------|---------------|--------------------|--------------------------|-------|----|
| | | | From | Time | From | Time | | | |
| Hurstville-Lugarno Ferry† | Fr Hurst 23K 27F | M-F | Lime Kiln Rd | 6.10amP | Hurstville | 6.09pmF 9.20pmK | A | | |
| | | | Penshurst | 7.02amF | | | | | |
| | | | Lugarno Ferry | 7.35amH | | | | | |
| | | Sat | Lime Kiln Rd | 6.50amH | Lugarno Ferry | 6.42pmH | | | C |
| | | | Penshurst | 7.07amF | Lime Kiln Rd | 7.38pmH | | | |
| | | | Lugarno Ferry | 7.22amH | | | | | |
| Sun | Hurstville | 7.36amF | Lugarno Ferry | 6.45pmH | 60 | D | | | |
| Hurstville-Lugarno (Boronia Pde) | 24 | M-F | Boronia Pde | 6.26amP 8.24amH | Hurstville | 5.50pmB | E | | |
| | | | Hurstville | 8.04amB | | | | | |
| | | Sat | | 8.43amB | | 1.15pmB | | | 40 |
| | | Sun | | | | | | | |
| | | | | | | | | | |

Average day frequencies along common route:

- M-F Hurstville-Lugarno 30
- Sat AM Hurstville-Lugarno 20
- Sat PM Hurstville-Lugarno 60
- Sun Hurstville-Lugarno 60.

† Penshurst in morning peak hour.

A – Early morning & night, mainly Penshurst-Lugarno (Lime Kiln Rd). Day, Hurstville-Lugarno Ferry 60.

B – To Lugarno (Boronia Pde).

C – First trip from Lugarno (Lime Kiln Rd) to Penshurst. Morning, Hurstville-Lugarno Ferry 40. Afternoon, Hurstville-Lugarno Ferry 60. Night, Hurstville-Lugarno (Lime Kiln Rd). Plus picture bus Saturday night.

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

E – Morning peak hour, Penshurst-Lugarno (Boronia Pde). Day, Hurstville-Lugarno (Boronia Pde) 60.

F – To Lugarno Punt.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

Route 109

HURSTVILLE – MORTDALE – OATLEY (Short St)

Timeline

By date of Govt Gazette 13 November 1925: Being operated by Peters Ltd (Adolph Peters, proprietor).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, Penshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, Woronora Pde, Mulga St [now Rd], Gungah Bay Rd, Lloyd George [now Lloyd] St to Short St (Oatley). 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 | | |
| Hurstville-Oatley (Short St) | 18 | M-F | Short St | 8.45am | Hurstville | 4.45pm | 60 | |
| | | Sat | | 8.45am | | 4.45pm | 60 | |
| | | Sun | | | | | | |

Route 109

HURSTVILLE – CARSS PARK via various routes

HURSTVILLE – HURSTVILLE (George & West Sts)

(Conway Rd is now the southern end of Woniora Rd.)

Timeline

1930s: Hurstville – Carss Park Entrance (via Park Rd?) commenced by TM (Terence) Jamieson, proprietor, then or later trading as Jamieson Bus Service. (A list dated October 1935 shows operator as Mrs EM Jamieson.) Shared parts of route at different times with 197 & 228.

21 February 1952: Terence Jamieson died and ownership passed to his family (including his son Laurie Jamieson).

By 27 July 1953:

- New route, Hurstville – Hurstville (George & West Sts), commenced.
- Hurstville – Carss Park via Conway Rd renumbered from 228.
- Routes were:
 - Hurstville – Carss Park via Conway Rd
 - Hurstville – Carss Park via Park Rd
 - Hurstville – Hurstville (George & West Sts)

Circa 1960: Hurstville – Carss Park via Conway Rd & Hurstville – Carss Park via Park Rd rearranged into a single route running in a loop Hurstville – Carss Park & return (normally from Hurstville via Bellevue Pde & Lower West St & return from Carss Park via Conway Rd & Woniora Rd between Princes Hwy & Blakesley Rd). Service to the Park Rd area provided by existing 197.

9 September 1976: Transferred to Green's Bus Lines (Fred Green, proprietor).

7 February 1977: Green's Bus Lines transferred to Alan Harrington, proprietor.

1978: Green's Bus Lines transferred to AA (Alan) Witham, proprietor (also trading as Carss Coaches).

December 1984: Green's Bus Lines transferred to O'Nains family, proprietors.

, proprietor **2 June 1989:** Transferred to Carss Park Chartered Tours & Buslines (O'Nains family, proprietors).

By 2 March 1992: Renumbered 958 [Sydney Region route number].

Streets

Hurstville – Carss Park via Park Rd

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Butler Rd, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Princes Hwy, Carwar Av (Carss Park).

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway St, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Princes Hwy, Carwar Av (Carss Park).

Hurstville – Carss Park (loop via Bellevue Pde & return via Woniora Rd)

1970 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, Blakesley Rd, Woids Av, Planthurst Rd, Bellevue Pde, Lower West St, Princes Hwy (**Carss Park**), Woniora Rd, Blakesley Rd, Connells Point Rd, Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Carss Park entrance diversion (*originally selected trips, later all trips*): From Princes Hwy/Carwar Av via Carwar Av to Carss Bush Park entrance & return.

Alteration

1986 (Source: RGH notes): Approached Hurstville Station from Woniora Rd via Butlers Rd (*not* Greenbank St), Ormonde Pde. Return from Hurstville (Ormonde Pde) via West St, Cole St, Woniora Rd.

Hurstville – Hurstville (George & West Sts)

1970 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, West St, Cole St, George St, King St, West St, Railway Pde, Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Alteration

1986 (Source: RGH notes): Approached Hurstville Station from West St via Cole St, Woniora Rd, Butlers Rd, Ormonde Pde.

Timetable Summary

Early 1950s

See also 197 & 228

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|--------------|---------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Carss Park | 16 | M-F | Carss Park | 6.39am | Hurstville | 6.50pmC 11.40pmP | A | |
| | | Sat | | 7.25am | | 6.54pmC 11.45pmP | B | |
| | | Sun | | 9.20am | | 6.16pmC 10.12pmP | D | |
| Hurstville-Hurstville (George & West Sts) | 4 | M-F | Hurstville | 6.26am | Geo/West Sts | 7.09pm | 60* | |
| | | Sat | | 7.40am | | 1.31pm | 20 | E |
| | | Sun | | 1.00pm | | 10.04pm | 60 | |

* More frequent in peak hours.

A – Day, Hurstville-Carss Park 60*. Night, Hurstville-Carlton (Park Rd). Plus picture bus M-F nights.

B – Day, Hurstville-Carss Park 15/30 alternately. Night, Hurstville- Carlton (Park Rd). Plus picture bus Saturday night.

C – To Carss Park.

D – Day, Hurstville-Carss Park 40. Night, Hurstville- Carlton (Park Rd).

E – Plus picture bus Saturday night.

P – To Carlton (Park Rd).

27 July 1953

See also 197

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Carss Park via Conway Rd | 12 | M-F | Hurstville | 7.00am | Hurstville | 6.00pm | 30 | |
| | | Sat | | 8.30am | | 12.30pm | 30 | |
| | | Sun | | | | | | |
| Hurstville-Carss Park via Park Rd | 12 | M-F | Park Rd | 6.10am | Hurstville | 11.40pm | A | |
| | | Sat | | 7.15am | Carss Park | 7.06pm | B | |
| | | Sun | | 9.10am | Hurstville | 10.08pm | C | |
| Hurstville-Hurstville (George & West Sts) | 5 | M-F | Hurstville | 6.22am | Hurstville | 6.20pm | 60* | |
| | | Sat | | 7.56am | | 12.50pm | 30 | D |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Early morning & night, Hurstville- Carlton (Park Rd). Day, Hurstville-Carss Park occasional trips via Park Rd. Plus picture bus.

B – Morning, Hurstville-Park Rd 30 plus Hurstville-Carss Park via Conway Rd 30. Afternoon, Hurstville-Carss Park via Park Rd 20. Night, Hurstville- Carlton (Park Rd).

C – Hurstville-Park Rd 30, Hurstville-Carss Park via Park Rd 60.

D – Plus early night trip.

20 July 1964

See also 197

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Carss Park† | 28 round trip | M-F | Carss Park | 9.10am | Hurstville | 4.15pm | 60 | |
| | | Sat | | | | | | |
| | | Sun | Hurstville | 9.15am | | 1.15pm | 30 | A |
| Hurstville-Carss Park via Park Rd | | M-F | Woids Av | 6.17amH | Hurstville | 6.40pmW | B | |
| | | Sat | Park Rd | 7.40amH | Carss Park | 1.01pmH | C | |
| | | Sun | Carss Park | 1.27pm | | 4.40pm | 40 | A |
| Hurstville-Hurstville (George & West Sts) | 5 | M-F | Hurstville | 6.27am | Hurstville | 3.20pm | 60* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in morning peak hour.

† Loop, from Hurstville via Park Rd to Carss Park, then return via Conway Rd.

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

B – Peak hours, Hurstville-Carlton (Woids Av). Day, Hurstville- Carlton (Park Rd) 60.

C – Early morning, Hurstville-Carlton (Park Rd). Later morning, Hurstville-Carss Park 20. Additional trips during summer afternoons, Hurstville-Carss Park via Park Rd.

H – To Hurstville.

W – To Carlton (Woids Av).

16 July 1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Carss Park† | 15 | M-F | Carss Park | 6.40am | Hurstville | 5.50pm | 40 | |
| | | Sat | | 8.00am | | 11.46am | 45 | |
| | | Sun | | | | | | |
| Hurstville-Hurstville (George & West Sts) | 5 | M-F | Hurstville | 7.20am | West St | 4.20pm | 11 trips | |
| | | Sat | | 9.30am | | 11.10am | 3 trips | |
| | | Sun | | | | | | |

† Loop from Hurstville via Bellevue Pde & return via Woniara Rd.

Route 110

HURLSTONE PARK – MARRICKVILLE – LEICHHARDT – ROZELLE

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: Hurlstone Park – Rozelle commenced prior to the allocation of route numbers. Competed with Darling St Wharf – Canterbury tram service between Petersham & Rozelle.

As at date of Govt Gazette of 19 December 1924: Numbered 88 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by various proprietors:

- Joseph Northey
- WB Brady
- Mick Fitzgibbons (also trading as White Deluxe Bus Service).

By date of Govt Gazette 13 November 1925: Curtailed to run Hurlstone Park – Leichhardt.

As at date of Govt Gazette 13 November 1925: Renumbered 110 [1925 route number] in the general renumbering of routes.

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

Streets

Hurlstone Park – Leichhardt – Rozelle

1924 (Source: Govt Gazette of 7 March 1924)

From Hurlstone Park (Floss St at Station) via Floss St, Garnet St, Ewart St, Beauchamp St, Warren Rd, Illawarra Rd (Marrickville), Marrickville Rd, Livingstone Rd, New Canterbury Rd, Palace [now Audley] St, Trafalgar St (Petersham), Crystal St, Croydon St, Railway St, Parramatta Rd, Renwick St, Marion St (Leichhardt), Augustus St, Mary St, Perry St, Balmain Rd, Darling St to National St (Rozelle Post Office).

From Rozelle (Post Office, Darling St at National St) via reverse route to Parramatta Rd, then Crystal St, then reverse route to Hurlstone Park Station.

Hurlstone Park – Leichhardt

1925 (Source: Govt Gazette of 13 November 1925)

From Hurlstone Park (Floss St at Station) via Floss St, Garnet St, Ewart St, Beauchamp St, Warren Rd, Illawarra Rd (Marrickville), Marrickville Rd, Livingstone Rd, New Canterbury Rd, Palace [now Audley] St, Trafalgar St (Petersham), Crystal St, Croydon St, Railway St, Parramatta Rd to Norton St (Leichhardt).

From Leichhardt (Parramatta Rd at Norton St) via Parramatta Rd, Crystal St, then reverse route to Hurlstone Park Station.

Alteration

1920s?: Undated timetable shows Hurlstone Park terminus at Terrace Rd (no other details listed).

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 | | |
| Hurlstone Park-Leichhardt | 23 | M-F | Hurlstone Park | 7.55am | Leichhardt | 11.20pm | AM 60 PM 30 | |
| | | Sat | | 7.55am | | 11.20pm | AM 60 PM 30 | |
| | | Sun | | 7.55am | | 11.20pm | AM 60 PM 30 | |

Undated (1920s?)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|----------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurlstone Park-Leichhardt | 40 round trip | M-F | Hurlstone Park | 8.20am | Leichhardt | 10.47pm | 30 | |
| | | Sat | | 8.20am | | 10.47pm | 30 | |
| | | Sun | | 8.50am | | 10.47pm | AM 60 PM 30 | |

Route 110

HORNSBY – WAHROONGA (via various routes)

(The stretch of Pacific Hwy between Hornsby & Asquith has reverted to its original name, Peats Ferry Rd.)

Timeline

1947: Hornsby – Wahroonga via Burdett St commenced by Hornsby District Bus Co (AJ (Jack) Leighton, proprietor).

June 1967: Hornsby District Bus Co transferred to JH (James Huntley, known as Jim) Knox, proprietor. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

By May 1975: Route rearranged as:

Hornsby – Wahroonga via Burdett St

Hornsby – Wahroonga via King Rd.

28 September 1987: 107 & 110 reorganised and renumbered into Sydney Region route numbers, as part of general reorganization of Hornsby Bus Group's routes:

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

Streets

Hornsby – Wahroonga via Burdett St

Circa 1948 (Source: Gregory's Street Directory)

From Hornsby (east side of Station) via George St, Florence St, Albert St, Burdett St, Jubilee St, Sir Edgeworth David Av, Coonanbarra Rd, Millewa Av (Wahroonga).

1963 (Source: RGH notes)

From Hornsby (George St at Station) via Burdett St, Hunter St, Linda St, Muriel St, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga Station.

From Wahroonga (Millewa Av at Station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to Hunter St, then Florence St, George St to Hornsby Station.

Hornsby – Wahroonga

By May 1975 (Based on RGH notes in 1986)

- **Via Burdett St**

From Hornsby (Station St at Station) via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga Station.

From Wahroonga (Millewa Av at Station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to Burdett St, then Sherbrook Rd, Bridge Rd, Jersey St, Station St to Hornsby Station.

- **Via King Rd**

From Hornsby (Station St at Station) via Pacific Hwy, Edgeworth David Av, Muriel St, Burdett St, Sherbrook Rd, King Rd, Burdett St, Jubilee St, Edgeworth David Av, Coonanbarra Rd, Millewa Av to Wahroonga Station.

From Wahroonga (Millewa Av at Station) via Illoura Av, Stuart St, Coonanbarra Rd, then reverse route to King Rd, then Bridge Rd, Jersey St, Station St to Hornsby Station.

Timetable Summary

13 September 1960

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Wahroonga | 12 | M-F | Hornsby | 7.20am | Wahroonga | 6.40pm | 60* | A |
| | | Sat | | 9.00am | | 10.45am | 30 | B |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Gap in service middle of the day.

Selected peak hour trips ran Wahroonga-Hornsby (Palmerston Rd).

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

May 1975

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------|--------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hornsby-Wahroonga | 10B 15K | M-F | Hornsby | 7.05amK | Wahroonga | 5.20pmB | A | |
| | | | Wahroonga | 8.30amB | Hornsby | 5.35pmK | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – Peak hours, Hornsby-Wahroonga via either route, plus short-workings Wahroonga-Hornsby (Palmerston Rd/Burdett St) (last trip 6.30pm from Wahroonga to Hornsby (Palmerston Rd/Burdett St). Later morning, Hornsby-Wahroonga 90, mostly via Burdett St. Gap in service in the afternoon.

B – Hornsby-Wahroonga via Burdett St.

K – Hornsby-Wahroonga via King Rd.

Route 111

HURSTVILLE – MORTDALE – OATLEY (Rosa St) [now Oatley Bay]

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 prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 92 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Peters Ltd (Adolph Peters, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 111 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Hurstville (Railway Square at Station) via Forest Rd, Peshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, Woronora Pde, Wonoona Pde, Oatley Pde, Frederick St, Letitia St, Neville St, Rosa St to Algernon St (Oatley).

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 | | |
| Oatley-Hurstville | 25 | M-F | Oatley | 9.15am | Hurstville | 5.15pm | 60 | A |
| | | Sat | | 9.15am | | 5.15pm | 60 | B |
| | | Sun | Hurstville | 2.10pm | Oatley | 6.00pm | 60 | C |

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

C – Plus 1 trip Sunday morning.

Route 111

RAMSGATE – HURSTVILLE – KINGSGROVE via Kimberley Rd

- **Extended to Kingsgrove (The Crescent Industrial Area) (*INDUSTRIAL*) (peak hours, from 1990)**

Timeline

By 8 October 1932: Ramsgate – Hurstville commenced by Red Transit Co (RH (Roy) Carpenter, proprietor), also trading as Hurstville-Ramsgate Beach Bus Service.

1939: Transferred to Mrs VE (Vivienne) Moreton, proprietor.

1942: Amalgamated with 107 (Hurstville – Kingsgrove) as 111 Ramsgate – Hurstville – Kingsgrove.

Late 1945: Transferred to HT (Harry) Saint.

October 1946: Transferred to HC (Cliff) Mallam & CA (Cec) Leach, proprietor.

November 1948:

- Transferred to CA (Cec) Leach & Sons, proprietors.
- From about this time ran in conjunction with 194.

26 May 1952: Ramsgate – Hurstville transferred to HT Saint and amalgamated with 113, leaving 111 as Hurstville – Kingsgrove.

November 1974: Transferred to Heron Bus Lines (Ken Bradley, proprietor) following death of Cec Leach.

September 1977: Transferred to Cumberland Coaches Pty Ltd (Todd family).

29 August 1981: Transferred to Always Bus Service (RNH (Ray) & MC (Margaret) Neal, proprietors).

By 11 February 1985: Selected trips ran via combined routes 111/194 (originally Saturday afternoons, but later weekday off-peak & Thursday nights).

By February 1990:

- Always Bus Service transferred to Marc Larsen and Stuart Fraser, proprietors.
- Selected peak hour trips extended from Kingsgrove Station to The Crescent Industrial Area.

18 November 1991: 111, 122 & 194 amalgamated and renumbered 455 [Sydney Region route number].

Streets

Ramsgate – Hurstville – Kingsgrove

Circa 1946 (Source: Gregory's Street Directory)

From Ramsgate via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (Hurstville), McMahon St, Park Rd, Queens Rd, The Avenue, Bristol Rd, Clevedon Rd, Kimberley Rd, Croydon Rd, Moore St, Taunton Rd, Louis Tce, Smiths Av, Stoney Creek Rd, Kingsgrove Rd, Kookaburra [now Shaw] St (Kingsgrove).

Hurstville – Kingsgrove

1968 (Source: RGH notes)

From Hurstville (Treacy St) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol Rd, Clevedon Rd, Kimberley Rd, Croydon Rd, Moore St, Taunton Rd, Louis Tce, Smiths Av, Stoney Creek Rd, Kingsgrove Rd, Shaw St to Kingsgrove Station.

From Kingsgrove (Shaw St at Station) via reverse route to Forest Rd, then Alfred St, Treacy St to Hurstville.

Alterations

1986 (Source: RGH notes):

- From Hurstville (Forest Rd at Station) via Park Rd, Queens Rd.
- Ex Hurstville from Smiths Av via Barnards Av, Croydon Rd, Stoney Creek Rd, Kingsgrove Rd, Shaw St to Kingsgrove Station. Return via reverse route to Queens Rd, then McMahon St, Forest Rd to Hurstville Station.

Hurstville – Kingsgrove (extended to Kingsgrove (The Crescent Industrial Area) in peak hours)

1990 (Source: timetable)

Kingsgrove (The Crescent Industrial Area) extension (peak hours): Extended from Kingsgrove Station via Commercial Rd, Vanessa St, The Crescent, Vanessa St, Commercial Rd, Kingsgrove Rd to Kingsgrove Station.

Timetable Summary

8 October 1932

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ramsgate-Hurstville | 19 | M-F | Hurstville | 8.10am | Ramsgate | 10.00pm | 30 | A |
| | | Sat | | 8.10am | | 10.00pm | 30 | |
| | | Sun | | 8.07am | | 10.40pm | 30 | |

A – Extra trips Friday night.

17 June 1967

Hurstville – Kingsgrove routes

111, 194

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 111: Hurstville-Kingsgrove via Kimberley Rd | 16 | M-F | Kingsgrove | 6.42am | Kingsgrove | 7.57pm | 20* | A |
| | | Sat | | 7.18am | | 7.40pm | 20 | A |
| | | Sun | Hurstville | 8.10am | | 6.40pm | 40 | |
| 194: Hurstville-Kingsgrove via Hodge St | 16 | M-F | Hurstville | 6.15am | Kingsgrove | 6.45pm | 20* | A |
| | | Sat | | 7.40am | | 2.13pm | 20 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

3 September 1990

Hurstville – Kingsgrove routes

111, 194

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 111: Hurstville-Kingsgrove via Kimberley Rd | 15 | M-F | Kingsgrove | 6.05am | Hurstville | 5.50pm | Ph1 | |
| | | Sat | | 9.00am | | 10.40am | 3 trips | A |
| | | Sun | | | | | | |
| 194: Hurstville-Kingsgrove via Hodge St | 15 | M-F | Kingsgrove | 7.00am | Hurstville | 5.30pm | Ph1 | |
| | | Sat | | | | | | B |
| | | Sun | | | | | | |
| 111/194: Hurstville-Kingsgrove via combined route | 18 | M-F | Kingsgrove | 5.45am | Hurstville | 6.30pm | C | |
| | | Sat | | 6.45am | | 4.20pm | AM 30-40 PM 40 | |
| | | Sun | | | | | | |
| Trips extended to The Crescent Industrial Area† | 5KTr | M-F | Hurstville | 6.00am | Hurstville | 4.50pm | Ph2 | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

† Extensions of either 111, 194 or combined 111/194.

A – Service at other times in morning & all afternoon service provided by combined 111/194.

B – Service provided by 111 & combined 111/194.

C – Peak hours, selected trips. Day, 40. Extra trips Thursday night (last trip 9.20pm from Hurstville). Selected peak hour trips extended to The Crescent Industrial Area.

KTr – Round trip Kingsgrove-The Crescent Industrial Area-Kingsgrove.

Ph1 – Peak hours only, supplemented by trips on combined 111/194. Day service provided by combined 111/194. Selected peak hour trips extended to The Crescent Industrial Area.

Ph2 – Peak hours only.

Combined routes 111/194

HURSTVILLE – KINGSGROVE via Kimberley Rd & Hodge St

Timeline

By 11 February 1985: Selected trips on 111 & 194 ran via a combined route (originally Saturday afternoons, but later weekday off-peak & Thursday nights). Operated by Allways Bus Service (RNH (Ray) & MC (Margaret) Neal, proprietors).

18 November 1991: 111, 122 & 194 amalgamated and renumbered 455 [Sydney Region route number].

Streets

1986 (Source: timetable)

From Hurstville (Forest Rd at Station) via Park Rd, Queens Rd, The Avenue, Kimberley Rd, Croydon Rd, Moore St, Hodge St, Barnards Av, Smiths Av, Stoney Creek Rd, Kingsway, Glenwall St, Morgan St, Kingsgrove Rd, Shaw St to Kingsgrove Station.

From Kingsgrove (Shaw St at Station) via reverse route to Queens Rd, then McMahon St, Forest Rd to Hurstville Station.

Alteration

1990 (Source: timetable) (selected trips): Ex Hurstville from Barnards Av via Croydon Rd, Stoney Creek Rd, instead of Smiths Av. Reverse on return.

Timetable Summary

See 111

Route 112

BEVERLY HILLS – HURSTVILLE – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (1925-31)**

Also:

- **Rockdale – City (Railway Square) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

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:

- Hurstville – Rockdale commenced prior to the allocation of route numbers.
- Competed with railway line between Hurstville & Rockdale, despite bus route being largely remote from railway line.

By date of Govt Gazette of 19 December 1924: Extended to run Hurstville – Rockdale – Brighton-le-Sands.

As at date of Govt Gazette of 19 December 1924: Numbered 94 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 112 [1925 route number] in the general renumbering of routes.

31 October 1931: Route classed as competitive under State Transport (Co-ordination) Act:

- Split into two routes:
 - Rockdale – Bexley (Mimosa St) remained as 112
 - Willison Rd – Hurstville amalgamated with Harry Iffland’s 118 as 118 Bexley (Waratah St) – Hurstville – East Dumbleton [now Hurstville] (Patrick St).
- Rockdale – Brighton-le-Sands ceased.
- Trains continued to provide service between Rockdale & Hurstville.

December 1931: Rockdale – Bexley (Mimosa St) extended to run Rockdale – Bexley (Croydon Rd), thus overlapping 118 Bexley (Waratah St) – Hurstville – East Dumbleton (Patrick St).

February 1932: 112 & 118 amalgamated as 112 Rockdale – Bexley – Hurstville – East Dumbleton (Patrick St).

29 November 1934: Operator incorporated as Pioneer Coaches Pty Ltd.

11 July 1948: Due to shortages of coal to generate electricity for tram services:

- “Tramless Sunday” replacement service, Rockdale – City (Railway Square), commenced in conjunction with 32, 49, & 129 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Circular Quay – Cooks River tram service.
- Services were also maintained on normal route/s.

June 1949: Extended to run Rockdale – Hurstville – Beverly Hills.

December 1986: Pioneer Coaches transferred to the Harbridge family, proprietors.

1 April 1997: Renumbered 452 [Sydney Region route number].

Streets

Hurstville – Rockdale

1919 (Source: Govt Gazette of 20 June 1919)

From Hurstville (Station) via Forest Rd (**Bexley**), Frederick St, Railway St to Rockdale Station. Reverse on return.

1921 (Source: Govt Gazette of 8 July 1921)

From Hurstville (Station) via Forest Rd (**Bexley**), Frederick St, Harrow Rd, Watkin St, Railway St to Rockdale Station. Reverse on return.

Hurstville – Rockdale – Brighton-le-Sands

1924 (Source: Govt Gazette of 19 December 1924)

From Hurstville (Railway Square at Station) via Forest Rd (**Bexley**), Harrow Rd, Watkins St, Frederick St, Railway St (**Rockdale**), Frederick St, Bay St, Grand Pde to Bay St (Mondays to Saturdays) or Princess St (Sundays & Public Holidays) (Brighton-le-Sands).

From Brighton-le-Sands (Grand Pde) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St, then reverse route to Hurstville Station.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended from Hurstville Station via Forest Rd, McMahon St to near Forest Rd. Reverse on return.

Rockdale – Hurstville – Hurstville (Patrick St)

Circa 1946 (Source: Gregory's Street Directory)

From Rockdale [Station] via Railway St, Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley**), McMahon St, Patrick St (Hurstville).

Rockdale – Hurstville – Beverly Hills

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

From Rockdale [Station] via Railway St, Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley, Hurstville**), McMahon St, Patrick St, Stoney Creek Rd, Gloucester Rd, Morgan St (Beverly Hills).

* The extension from Patrick St to Beverly Hills took place in June 1949, but the extension had probably been approved in advance, hence possibly its appearance in the circa 1948 Gregory's Street Directory.

1970 (Source: RGH notes)

From Rockdale (Railway St at Station) via Frederick St, Watkin St, Harrow Rd, Forest Rd (**Bexley, Hurstville**), McMahon St, Patrick St, Stoney Creek Rd, Lee Av, Morgan St to Beverly Hills Station.

From Beverly Hills (Morgan St at Station) via King Georges Rd, Stoney Creek Rd, then reverse route to Watkin St, then Walz St, Railway St to Rockdale 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 | | |
| Hurstville-Rockdale† | Fr Hurst 20R 26B | M-F | Rockdale | 8.30amH | Hurstville | 9.50pmR | 30 | |
| | | Sat | | 8.30amH | Brighton | 6.24pmH | A | |
| | | | Hurstville | 1.53pmB | | | | |
| | | Sun | | 8.53amB | | 6.24pmH | 30 | |

† Extended to Brighton-le-Sands on Saturday afternoons & Sundays.

A – Morning, Hurstville-Rockdale 30. Afternoon, Hurstville-Brighton-le-Sands 30.

B – To Brighton-le-Sands.

H – To Hurstville.

R – To Rockdale.

11 July 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--------------------------------------|--------------------|-----|------------|--------|------------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale – City (Railway Square)† | | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Rockdale | 7.10am | Railway Sq | 11.10pm | 60 | |

Co-ordinated with other tram replacement services over all or part of same route (see under 32, 49, & 129 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

April 1962

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|------|------------|--------------------|---------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Hurstville-Beverly Hills | 27 | M-F | Rockdale | 6.02amP 8.40amB | Beverly Hills | 11.10pmR | A | |
| | | Sat | | 6.29amP 8.17amB | | 11.40pmR | C | |
| | | Sun | | 7.17amB | | 10.47pmR | 30 | D |
| | | Hols | | 6.02amP 7.40amB | | 11.10pmR | AM 30 PM 15 | D |

* More frequent in peak hours.

A – Morning peak hour, Rockdale-Hurstville (Patrick St). Most trips at other times, Rockdale-Beverly Hills 15*.
Plus short-working/s before first trip & after last trip shown.

B – To Beverly Hills.

C – Early morning, Rockdale-Hurstville (Patrick St). Most trips at other times, Rockdale-Beverly Hills: morning, 10; afternoon, 30. Plus short-working/s before first trip & after last trip shown.

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

P – To Hurstville (Patrick St).

R – To Rockdale.

June 1975

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|------------|--------------------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Hurstville-Beverly Hills | 27 | M-F | Rockdale | 5.55amP 8.40amB | Beverly Hills | 9.30pmR | A | |
| | | Sat | | 5.55amP 7.55amB | | 8.30pmR | C | |
| | | Sun | | 9.00amB | Rockdale | 6.00pmB | 60 | D |

A – Morning peak hour, Rockdale-Hurstville (Patrick St). Most trips at other times, Rockdale-Beverly Hills 15*.
Extra trips Thursday nights. Plus short-working/s before first trip & after last trip shown.

B – To Beverly Hills.

C – Early morning, Rockdale-Hurstville (Patrick St). Most trips at other times, Rockdale-Beverly Hills: morning, 15; afternoon, 30. Plus short-working/s before first trip & after last trip shown.

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

P – To Hurstville (Patrick St).

R – To Rockdale.

Circa 1994

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------------|--------------------|-----|------------|--------|---------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Rockdale-Hurstville-Beverly Hills | 35 | M-F | Rockdale | 6.00am | Beverly Hills | 6.30pm | 30* | A |
| | | Sat | | 8.00am | Rockdale | 5.00pm | AM 30 PM 60 | B |
| | | Sun | | | | | | |

* More frequent in peak hours.

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

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

Route 113

HURSTVILLE – DUMBLETON – PEAKHURST

- **Extended from Hurstville to Cronulla (1921-22)**

RAMSGATE – HURSTVILLE – BEVERLY HILLS via various routes

Also:

- **Bankstown – Hurstville – Ramsgate (Sundays & Public Holidays)**

(Dumbleton was renamed Beverly Hills in 1940.)

(Thurlow St, Peakhurst is in current Riverwood.)

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)

Circa early 1919: Hurstville – Dumbleton motor bus service, operated by Max Ritter, replaced an equivalent horse bus service, prior to the allocation of route numbers.

1920: Transferred to HT (Harry) Saint, proprietor.

1 September 1922: Saint was joined in partnership with CA (Cec) Leach (partnership known as Saint & Leach) until 27 August 1923 when it was dissolved. Saint was then sole proprietor.

2 November 1922: Route extended to run Hurstville – Peakhurst.

Late 1921: Extended to run Dumbleton – Hurstville – Cronulla on Sundays & Public Holidays. Extension ceased in early 1922 due to traffic congestion around Tom Uglys Point Punt.

As at date of Govt Gazette of 19 December 1924: Numbered 95 [1924 route number].

Early 1925 (Doran Report): Transferred to Peters Ltd (AH (Adolph) Peters, proprietor).

July 1925: Extended to run Hurstville – Dumbleton – Peakhurst (Hymen St).

As at date of Govt Gazette 13 November 1925: Renumbered 113 [1925 route number] in the general renumbering of routes.

1926: Transferred to John W Preston, proprietor.

By end of 1926: Ceased due to poor road conditions.

Suspended until a new operator found.

By March 1927: Resumed by WH (William) Spear, proprietor.

Later in 1927: Extended in Peakhurst from Hymen St to Isaac St.

October 1927 (as reflected in Govt Gazette 22 June 1928): Selected trips extended in Peakhurst from Isaac St to Thurlow St [now Riverwood].

By date of Govt Gazette 22 February 1929: Hurstville – Peakhurst (Thurlow St) trips ceased.

June 1929: HT Saint commenced in competition with Spear.

1929: Saint became sole operator (later incorporated as HT Saints & Sons, proprietors).

November 1946: Operated *either* via Carrington Av *or* via Gloucester Rd between Hurstville & Beverly Hills.

26 May 1952: Hurstville – Ramsgate section of CA Leach's 111 transferred to HT (Harry) Saint and amalgamated with 113 as 113 Ramsgate – Hurstville – Peakhurst.

By March 1960: Operator's name changed to Peakhurst Bus Co Pty Ltd (Saint family, proprietors).

1964: On Sundays and Public Holidays 88 amalgamated with 113 as 113 Bankstown – Hurstville – Ramsgate.

1 March 1989 (date of transfer of 88 to Menai Bus Service): Sundays & Public Holidays service reverted to Ramsgate – Hurstville – Peakhurst.

By late 1992: All trips ran via Gloucester Rd. Service along Carrington Av not replaced.

By April 1995: Amalgamated with 32 as 32/113 Peakhurst – Hurstville – Ramsgate – Kogarah (*see entry for combined routes 32/113 following 32*).

Streets

Hurstville – Dumbleton

Late 1918/early 1919 (Source: John Birchmeier, Saints of Peakhurst):

From Hurstville (Forest Rd at Station) via Forest Rd, Gloucester Rd, Stoney Creek Rd to Belmore [now King Georges] Rd (Dumbleton School).

Alteration

Mid January 1919 (Source: John Birchmeier, Saints of Peakhurst):

Extended in Dumbleton from Stoney Creek Rd/Belmore Rd via Kingsgrove [now Stoney Creek] Rd to Penshurst St.

Hurstville – Dumbleton (extended to Cronulla on Sundays & Public Holidays)

Alteration

Late 1921 (Source: John Birchmeier, Saints of Peakhurst):

Cronulla extension: From Hurstville via Woniora Rd, Kogarah Rd [now Princes Hwy], Tom Ugles Point punt, Port Hacking Rd, Kingsway to Cronulla Beach.. Reverse on return.

Hurstville – Dumbleton – Peakhurst

From 2 November 1922 (as reflected in Govt Gazette of 7 March 1924)

Alteration

Extended from Dumbleton (Stoney Creek Rd/Penshurst St) via Kingsgrove Rd to Baumans Rd (Peakhurst). Reverse on return.

Hurstville – Dumbleton – Peakhurst (Hymen St)

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, Gloucester Rd, Stoney Creek Rd, Kingsgrove Rd [now part of Stoney Creek Rd?], Forest Rd to Hymen St [now Henry Lawson Dr] (Peakhurst). Reverse on return.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended to start from Hurstville (Rose St at Forest Rd) via Rose St, Forest Rd. Reverse on return.

Hurstville – Peakhurst (Thurlow St)

1928 (Source: Govt Gazette of 22 June 1928)

From Hurstville (Rose St at Forest Rd) via Forest Rd, Gloucester Rd, Stoney Creek Rd, Baumans Rd, Bungalow Rd, Bonds Rd to Thurlow St (Peakhurst [now Riverwood]). Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Hymen St/Forest Rd via Hymen St [now Henry Lawson Dr] to Belmore Rd (Peakhurst). Reverse on return.

Hurstville – Beverly Hills – Peakhurst (Hymen St)

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Tracey [now Treacy] St, Forest Rd, Gloucester Rd, Stoney Creek Rd (**Beverly Hills**), Forest Rd, Hymen St [now part of Henry Lawson Dr] (Peakhurst).

Ramsgate – Hurstville – Peakhurst (Baumans Rd)

1968 (Source: RGH notes)

From Ramsgate (Ramsgate Rd at The Grand Pde) via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (**Hurstville**), then

- *either* Gloucester Rd
- *or* Carrington Av, then

Stoney Creek Rd to Baumans Rd (Peakhurst). Reverse on return.

1986 (Source: RGH notes)

From Ramsgate (Alfred St, south of Ramsgate Rd) via Ramsgate Rd, Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd (**Hurstville**), then

- *either* Gloucester Rd,
 - *or* Gloucester Rd, Pearl St, Carrington Av,
- then Stoney Creek Rd, then
- *either* Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst),
 - *or* Forest Rd, Holley Lane, Holley Rd to Stoney Creek Rd (Peakhurst).

From Peakhurst (Stoney Creek Rd at Baumans Rd/Holley Rd) via Stoney Creek Rd, then *either* Gloucester Rd *or* Carrington Av, then reverse route to Ramsgate.

Alteration

From 2 September 1990 (introduction of one-way traffic in Forest Rd): Ex Ramsgate from Forest Rd (approaching Hurstville) via Park Rd, Cross St, Crofts Av, Barrett St, Dora St, Queens Rd, Forest Rd. Unaltered on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Peakhurst (Hymen St) | 20 | M-F | Hurstville | 7.35am | Hymen St | 7.05pm | 60 | |
| | | Sat | | 7.35am | | 7.05pm | 60 | |
| | | Sun | | | | | | |

15 September 1959

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ramsgate-Hurstville-Peakhurst (Baumans Rd) | 30 | M-F | Baumans Rd | 5.52am | Ramsgate | 7.30pm | A | |
| | | Sat | | 6.17am | | 7.58pm | B | |
| | | Sun | | 8.18am | | 7.58pm | 30† | C |

* More frequent in peak hours.

† 45 on Winter Sundays.

A – Peak hours & day, Ramsgate-Peakhurst (Baumans Rd) 15* (alternate trips via Carrington Av & Gloucester Rd). Evening, Ramsgate-Peakhurst (Baumans Rd) via Gloucester Rd. Night service Hurstville-Peakhurst provided by diversions of 108. Plus short-working/s after last trip shown.

B – Morning, Ramsgate-Peakhurst (Baumans Rd) 15 (alternate trips via Carrington Av & Gloucester Rd). Afternoon, Ramsgate-Peakhurst (Baumans Rd) via Gloucester Rd 30. Night service Hurstville-Peakhurst provided by diversions of 108. Plus short-working/s before first trip & after last trip shown.

C – All trips via Gloucester Rd. Night service Hurstville-Peakhurst provided by diversions of 108. Plus picture bus holiday nights.

22 September 1981

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|-----------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ramsgate-Hurstville-Peakhurst (Baumans Rd)† | Fr Rams 28P 54B | M-F | Baumans Rd | 5.54am | Ramsgate | 7.38pm | A | |
| | | Sat | | 6.58am | | 7.30pm | C | |
| | | Sun | Ramsgate | 9.30amB | Bankstown | 5.30pmR | 60 | D |

† Extended to Bankstown via 88 on Sundays & Public Holidays.

A – Peak hours, mainly Ramsgate-Peakhurst via Gloucester Rd. Day, Ramsgate-Peakhurst 20 (every third trip via Carrington Av, others via Gloucester Rd). Night, Hurstville-Peakhurst (Baumans Rd). Extra trips Thursday night.

B – To Bankstown (Sundays & Public Holidays).

C – Morning, Ramsgate-Peakhurst 20 (every third trip via Carrington Av, others via Gloucester Rd). Afternoon, all trips via Gloucester Rd 60.

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

P – To Peakhurst (Baumans Rd).

R – To Ramsgate.

17 October 1989

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Ramsgate-Hurstville-Peakhurst (Baumans Rd) | 28 | M-F | Baumans Rd | 5.57am | Ramsgate | 6.50pm | A | |
| | | Sat | | 7.02am | | 6.30pm | AM 30 PM 60 | B |
| | | Sun | | 9.00am | | 5.30pm | 60 | B |

A – Peak hours, Ramsgate-Peakhurst (Baumans Rd) via Gloucester Rd. Day, Ramsgate-Peakhurst (Baumans Rd) 20 (every third trip via Carrington Av, others via Gloucester Rd). Extra trip Thursday night.

B – All trips via Gloucester Rd.

Route 114

HURSTVILLE – SYLVANIA – MIRANDA – YOWIE POINT via Port Hacking Rd

HURSTVILLE – SYLVANIA HEIGHTS – MIRANDA – CARINGBAH

HURSTVILLE – SYLVANIA HEIGHTS – SUTHERLAND (Kingsway)

HURSTVILLE – SYLVANIA WATERS – MIRANDA via various routes

- **Extended from Tom Uglys Point to Cronulla (Saturday afternoons & Sundays, 1920s)**

Also:

- **Trips to/diversions via Bald Face**
- **Trips to/diversions via Kangaroo Point**

(Yowie Point is now known as Yowie Bay. The 15 September 1949 timetable was an early example of the use of the name “Yowie Bay”.)

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.

By date of Govt Gazette of 8 July 1921: Ceased (?). Tom Uglys Point was also being served by unnumbered (pre-November 1925) route, Kogarah – Tom Uglys Point [suburb codes: Kog-Tom].

The route did not appear in Govt Gazette for 8 July 1921, suggesting it was suspended for a period circa 1921-24.

By date of Govt Gazette of 7 March 1924: Hurstville – Tom Uglys [Point] re-commenced, still prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 96 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Bill Walker, proprietor.

By date of Govt Gazette 13 November 1925:

- Extended to run Hurstville – Tom Uglys Point – Cronulla on Saturday afternoons, Sundays & Public Holidays, at least for a period in 1925 (when ceased?).
- Travel would have included use of the vehicular ferry from Tom Uglys Point to Sylvania (did bus use punt or did passengers change between bus & ferry on either side of the river?).

As at date of Govt Gazette 13 November 1925: Renumbered 114 [1925 route number] in the general renumbering of routes.

1929: Transferred to Blakesley Bus Co (Jamieson family, proprietors).

April 1929 (opening date of Tom Uglys Bridge): Extended to run Hurstville – Tom Uglys Point – Miranda (Garnet Rd) via Port Hacking Rd.

Year ended 30 June 1933: Extended to run Hurstville – Tom Uglys Point – Miranda – Yowie Point, as part of (Department of Road Transport & Tramways) investigations into transport facilities in the Sutherland-Cronulla district. Service between Miranda & Yowie Point had been provided by 220 until 1929.

1940: Transferred to Kogarah Bus Service (Brian W LeQuesne, proprietor).

By 1941: Extra route, Hurstville – Sutherland (Kingsway/Princes Hwy), commenced.

By 15 September 1949:

- Hurstville – Sutherland (Kingsway/Princes Hwy) altered to become Hurstville – Sylvania Heights – Kangaroo Point (loop ex Hurstville via Sylvania Heights (Crystal St), then Kangaroo Point, then return to Hurstville).
- Off-peak & Saturday mornings trips diverted via Bald Face. Service in Bald Face shared with 64, which provided a more regular service until 28 May 1952, when 64 ceased. Service to Bald Face then provided by 121.

September 1952: Miranda – Yowie Point transferred to EL Bell, proprietor & renumbered 130.

By 5 December 1957:

- At most times Hurstville – Sylvania Heights – Kangaroo Point split into:
 - Hurstville – Sylvania Heights
 - Hurstville – Kangaroo Point
- Night, Saturday afternoon & Sunday service ran as combined trips.

25 January 1960:

- Extended to run Hurstville – Sylvania Heights – Miranda.
- Selected Hurstville – Sylvania Heights – Miranda trips in weekday off-peak further extended from Miranda to Caringbah over part of 139. By 24 May 1962 selected Saturday morning trips also similarly extended. Service on 139 later correspondingly reduced.

31 July 1961: Hurstville – Bald Face recommenced on trial. Service to Bald Face shared between 114 and 121 (from Kogarah), until 121 curtailed to run Kogarah – Kogarah Bay/Carss Park by September 1963.

24 May 1962: Hurstville – Bald Face service made permanent.

By 2 November 1964:

- New route, Hurstville – Sylvania Waters North – Miranda via Port Hacking Rd, commenced.
- Hurstville – Bald Face & Hurstville – Kangaroo Point amalgamated as Hurstville – Bald Face – Kangaroo Point.

By January 1965: Selected Hurstville – Sylvania Waters (North or South?) – Miranda trips ran via Bellingara Rd

By 5 May 1968: Service to Bald Face and Kangaroo Point mainly provided by diversions of various Hurstville – Miranda trips.

By 16 September 1971: Main routes rearranged as:

- Hurstville – Bald Face (peak hours only); service at other times on weekdays provided by diversions of Hurstville – Miranda trips and on Saturdays by diversions of Hurstville – Kangaroo Point trips
- Hurstville – Kangaroo Point (peak hours and Saturdays only); service at other times provided by diversions of Hurstville – Miranda trips
- Hurstville – Sylvania Heights – Miranda – Caringbah
- Hurstville – Sylvania Waters North – Miranda via Bellingara Rd
- Hurstville – Sylvania Waters South – Miranda via Port Hacking Rd

1970s(?): Kogarah Bus Service transferred to Keith Dodd, proprietor.

20 May 1976: Transferred to Hurstville Bus Lines (Max Holman, proprietor).

By 1978: Trips via Sylvania Waters South ceased. Routes rearranged as:

- Hurstville – Bald Face (peak hours only); service at other times provided by diversions of Hurstville – Miranda trips
- Hurstville – Kangaroo Point (peak hours only); service at other times provided by diversions of Hurstville – Miranda trips
- Hurstville – Miranda via Port Hacking Rd
- Hurstville – Sylvania Heights – Miranda – Caringbah
- Hurstville – Sylvania Waters North – Miranda via Bellingara Rd

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.

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

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

28 January 1992: Following discussions between the Department of Transport and affected operators in the area in the wake of deregistration of South Western Coach Lines (above):

- Hurstville – Sylvania Heights – Miranda, Hurstville – Sylvania Waters – Miranda & trips to/diversions via Kangaroo Point transferred to Deanes Coaches (South) Pty Ltd (trading as Southtrans) (RR (Ron) Deane, proprietor).
- Miranda – Caringbah transferred to Caringbah Bus Service Pty Ltd and absorbed into its 50.
- Hurstville – Bald Face transferred to Carss Park Chartered Tours & Bus Lines (O'Nains family, proprietors) & (probably at the same time) renumbered 959 [Sydney Region route number].

12 October 1992: As part of general reorganisation of Southtrans' Hurstville/Miranda/Sutherland/Menai area routes, Hurstville – Miranda routes rearranged & renumbered into Sydney Region route numbers:

- 970 Hurstville – Sylvania Heights – Miranda
- 971 Hurstville – Sylvania Waters – Miranda
- 972 Hurstville – Sylvania Heights.

Streets

Hurstville – Tom Uglys [Point]

1919 (Source: Govt Gazette of 20 June 1919)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Woniora Rd [now Connells Point Rd, Princes Hwy] to Sea Breeze Hotel (Tom Uglys Point, Blakehurst). Reverse on return.

1924 (Source: Govt Gazette of 17 March 1924)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Butler St, Maher St, Belmore [now King Georges] Rd, [Woniara Rd [incl current Connells Point Rd, King Georges Rd & Princes Hwy] (**Blakehurst**) to the Sea Breeze Hotel (Tom Uglys Point). Reverse on return.

Hurstville – Tom Uglys Point (extended to Cronulla on Saturday afternoons & Sundays)

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniara Rd [incl current Connells Point Rd, King Georges Rd & Princes Hwy] (**Blakehurst**) to the Sea Breeze Hotel (Tom Uglys Point).

From Tom Uglys Point (Woniara Rd [now Princes Hwy] at the Sea Breeze Hotel) via Woniara Rd [incl current Princes Hwy, King Georges Rd & Connells Point Rd], Butlers Rd, Ormonde Pde to Hurstville Station.

Cronulla extension: Not shown in Govt Gazette.

ROUTES via SYLVANIA HEIGHTS

Hurstville – Sylvania Heights – Kangaroo Point

By 15 September 1949 (Source: timetable & Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway St, Woniara Rd, Connells Point Rd, Belmore [now King Georges] Rd (**Blakehurst**), Princes Hwy, Georges River [Tom Uglys] Bridge, Princes Hwy to Crystal St (**Sylvania**), then Princes Hwy, Birdwood St, Tara St, Kangaroo Point Rd to Ilma Av (**Kangaroo Point**), then Kangaroo Point Rd, Tara St, Corea Rd, Princes Hwy, Georges River [Tom Uglys] Bridge & return to Hurstville Station.

Bald Face diversion (off-peak): Ex Hurstville from King Georges Rd via Stuart St, Joseph St, Gold St, Castle St, Townson St, Princes Hwy, King Georges Rd. Reverse on return.

Hurstville – Sylvania Heights – Miranda – Caringbah

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniara Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy (**Sylvania**), Crystal St (**Sylvania Heights**), Sylvania Rd, The Boulevarde, Wandella Rd, Kingsway, Kiora Rd (**Miranda**), Karimbla Rd, Miranda Rd, President Av, Mackay St, Hay St to Caringbah Station.

From Caringbah (Hay St at Station) via Kingsway, President Av, then reverse route to Woniara Rd, then Greenbank St to Hurstville Station.

Kangaroo Point diversion: Ex Hurstville from Princes Hwy via Corea St, Tara St, Kangaroo Point Rd to Ilma Av (Kangaroo Point), then Kangaroo Point Rd, Tara St, Birdwood St to Princes Hwy. Reverse on return.

Trips terminating at Miranda: Ex Hurstville from Kingsway via Jackson Av, Urunga Pde to Kiora Rd (Miranda). Return via Kiora Rd, Kingsway.

Alteration

1983 (Source: RGH notes): Ex Hurstville from Princes Hwy via Box Rd, Macfarlane Pde, Crystal St. Reverse on return.

Hurstville – Sylvania Heights – Miranda

Alteration

From 28 January 1992: Ex Hurstville, same route, but terminated at Miranda.

ROUTES via PORT HACKING RD

Hurstville – Sylvania – Miranda – Yowie Point

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Butler Rd, Woniara Rd, Connells Point Rd, Belmore [now King Georges] Rd (**Blakehurst**), Princes Hwy, Georges River [now Tom Uglys] Bridge, Princes Hwy (**Sylvania**), Mадiera Rd [now Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Warrah Rd, Attunga Rd (Yowie Point).

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway St, Woniara Rd, Connells Point Rd, Belmore [now King Georges] Rd (**Blakehurst**), Princes Hwy (**Sylvania**), Georges River [Tom Uglys] Bridge, Princes Hwy (**Sylvania**), Mадiera Rd [now Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Warrah Rd, Attunga Rd (Yowie Point).

Hurstville – Sylvania Waters North – Miranda via Port Hacking Rd

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy (**Sylvania**), Ellis St, Belgrave Esp (**Sylvania Waters**), Richmond Rd, Evelyn St, Melrose Av, Canberra Rd, Pembroke St, Port Hacking Rd, Kiora Rd, Kingsway, Jackson Av, Urunga Pde to Kiora Rd (Miranda).

From Miranda (Urunga Pde at Kiora Rd) via Kiora Rd, then reverse route to Woniora Rd, then Greenbank St to Hurstville Station.

Hurstville – Sylvania Waters North – Miranda via Bellingara Rd

Alterations

- *1983 (Source: RGH notes)*: Ex Hurstville from Princes Hwy via Belgrave Esp, Box Rd, Port Hacking Rd, Bellingara Rd. Reverse on return.
- *1990 (Source: timetable)*: Ex Hurstville from Princes Hwy via Port Hacking Rd, Box Rd, Belgrave Esp, Evelyn St, Port Hacking Rd, Bellingara Rd. Ex Miranda from Bellingara Rd via Port Hacking Rd, Box Rd, Belgrave Esp, Evelyn St, Port Hacking Rd, Princes Hwy.

Hurstville – Sylvania Waters South – Miranda via Port Hacking Rd

1969 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy (**Sylvania**), Ellis St, Belgrave Esp, Roper Cr, Cordeaux Cr, Roper Cr (**Sylvania Waters South**), Belgrave Esp, Box Rd, Port Hacking Rd, Kiora Rd, Kingsway, Jackson Av, Urunga Pde to Kiora Rd (Miranda).

From Miranda (Urunga Pde at Kiora Rd) via Kiora Rd, Kingsway, then reverse route to Woniora Rd, then Greenbank St to Hurstville Station.

OTHER ROUTES

Hurstville – Bald Face – Kangaroo Point

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Phillip St, Joseph St, Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Princes Hwy (**Sylvania**), Corea St, Tara St, Kangaroo Point Rd to Ilma Av (Kangaroo Point).

From Kangaroo Point (Kangaroo Point Rd at Ilma Av) via reverse route to Woniora Rd, then Greenbank St to Hurstville Station.

Hurstville – Bald Face

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Phillip St, Joseph St, Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Church St, Princes Hwy, King Georges Rd, Connells Point Rd, Woniora Rd, Greenbank St to Hurstville 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 | | |
| Hurstville-Tom Uglys Point† | Fr Hurst 22T 53C | M-F | Tom Uglys Pt | 6.15amH | Hurstville | 7.30pmT | 60 | A |
| | | Sat | | 6.15amH | Cronulla | 8.45pmH | B | |
| | | | Hurstville | 12.45pmC | Hurstville | 10.45pmT | | |
| | | Sun | | 8.40amC | Cronulla | 8.45pmH | D | |
| | | | Hurstville | 9.45pmT | | | | |

† Extended to Cronulla on Saturday afternoons & Sundays.

A – Extra trip Wednesday night. Extra trips Friday night (last trip 10.50pm from Hurstville to Tom Uglys Point).

B – Morning, Hurstville-Tom Uglys Point 60. Afternoon, Hurstville-Cronulla 60. Night, from Hurstville to Tom Uglys Point.

C – To Cronulla.

D – Day, Hurstville-Cronulla 60. Night, from Hurstville to Tom Uglys Point.

H – To Hurstville.

T – To Tom Uglys Point.

15 September 1949

Hurstville-Sylvania routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|---------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Miranda-Yowie Bay† | 28 | M-F | Yowie Bay | 6.00am | Hurstville | 9.40pm | 60* | |
| | | Sat | | 6.27am | | 11.15pm | 60 | A |
| | | Sun | | 8.09am | | 9.40pm | 60 | B |
| Hurstville-Sylvania Heights-Kangaroo Point§ | 58 round trip | M-F | Sylvania Hts‡ | 5.44am | Hurstville‡ | 8.10pm | 60* | C |
| | | Sat | | 6.17am | | 8.10pm | 60 | D |
| | | Sun | | 9.36am | | 8.15pm | 60 | |

Average day frequencies along common route:

M-F Hurstville-Sylvania 30

Sat AM Hurstville-Tom Uglys Point 15

Hurstville-Sylvania 30

Sat PM Hurstville-Sylvania 30

Sun Hurstville-Sylvania 30.

* More frequent in peak hours.

† Via Port Hacking Rd.

‡ These trips ran from Hurstville to Sylvania Heights, then returned to Hurstville via Kangaroo Point.

§ Via Bald Face in off-peak & Saturday mornings.

A – Morning, Hurstville-Yowie Bay 60, plus additional Hurstville-Tom Uglys Point 30. Afternoon, Hurstville-Yowie Bay 60. Plus short-working/s after last trip shown.

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

C – Via Bald Face in off-peak. Extra trip Wednesday night.

D – Via Bald Face on Saturday mornings. Plus picture bus from Hurstville.

5 December 1957

Hurstville-Sylvania routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|--------------------|-----|--------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Miranda via Port Hacking Rd | 26 | M-F | Miranda | 5.46am | Hurstville | 11.50pm | 60* | |
| | | Sat | | 6.09am | | 11.05pm | 30 | |
| | | Sun | | 8.24am | | 11.25pm | 60 | |
| Hurstville-Sylvania Heights | 23 | M-F | Sylvania Hts | 5.30am | Hurstville | 10.24pm | 30* | |
| | | Sat | | 5.42am | | 12.19am | AM 20 PM 60 | |
| | | Sun | | 6.44am | | 10.24pm | 60 | |
| Hurstville-Kangaroo Point | 23 | M-F | Kangaroo Pt | 5.59am | Hurstville | 11.10pm | 60* | |
| | | Sat | | 6.15am | | 11.10pm | AM 60 PM 90 | |
| | | Sun | | 8.47am | | 8.24pm | 60 | A |

Average day frequencies along common route:

M-F Hurstville-Sylvania 15
 Sat AM Hurstville-Sylvania 10
 Sat PM Hurstville-Sylvania 30
 Sun Hurstville-Sylvania 30.

* More frequent in peak hours.

A – Gap in service in the afternoon.

2 November 1964

Hurstville-Sylvania routes

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|---------------------|---------|-------------|---------|------------|----------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Sylvania Heights-Caringbah | Fr Hurst 30M 39C | M-F | Miranda | 5.55amH | Hurstville | 2.21pmC | A | |
| | | | Caringbah | 8.52amH | | 11.17pmM | | |
| | | Sat | Miranda | 7.32amH | | 11.21amC | B | |
| | | | Caringbah | 8.02amH | | 11.20pmM | | |
| Sun | Miranda | 9.16amH | | 9.36pmM | 60 | | | |
| Hurstville-Miranda via Port Hacking Rd | 26 | M-F | Miranda | 5.50am | Hurstville | 6.28pm | 60* | |
| | | Sat | | 6.15am | | 6.17pm | 60 | |
| | | Sun | | 8.43am | | 6.17pm | 60 | |
| Hurstville-Kangaroo Point | 23 | M-F | Kangaroo Pt | 6.16am | Hurstville | 6.47pm | 60* | D |
| | | Sat | | 7.26am | | 12.44pm | 60 | D |
| | | Sun | | | | | | |
| Hurstville-Bald Face | 29 round trip | M-F | Bald Face | 6.22am | Hurstville | 6.40pm | E | |
| | | Sat | | 7.46am | | 12.48pm | F | |
| | | Sun | | | | | | |

Average day frequencies along common route:

- M-F Hurstville-Sylvania 15
- Sat AM Hurstville-Sylvania 15
- Sat PM Hurstville-Sylvania 30
- Sun Hurstville-Sylvania 30.

* More frequent in peak hours.

A – Peak hours & night, Hurstville-Miranda. Day, Hurstville-Miranda 30*, Hurstville-Caringbah 60.

B – Morning, Hurstville-Miranda 30; Hurstville-Caringbah 60. Afternoon, Hurstville-Miranda 60.

C – To Caringbah.

D – Most Kangaroo Point trips diverted via Bald Face in M-F off-peak & on Saturday morning.

E – Peak hours, Hurstville-Bald Face. Off-peak service to Bald Face provided by Kangaroo Pont trips.

F – Early morning & midday peak hour, Hurstville-Bald Face. Other Saturday morning service to Bald Face provided by Kangaroo Pont trips.

H – To Hurstville.

M – To Miranda.

2 August 1976

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--|------------------------|-----|------------|--------------------|----------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Sylvania Heights-Caringbah | Fr Hurst 26M 36C | M-F | Hurstville | 5.45amM 8.15amC | Caringbah Miranda | 3.20pmH 7.55pmH | 40* | A |
| | | Sat | | 7.30amM | | 5.00pmH | AM 30 PM 60 | |
| | | Sun | | 8.47amM | | 5.18pmH | B | |
| Hurstville-Miranda via Port Hacking Rd | 23 | M-F | Miranda | 6.05am | Hurstville | 6.35pm | 60* | D |
| | | Sat | | 8.15am | Miranda | 6.00pm | 60** | |
| | | Sun | | 9.18am | Hurstville | 4.47pm | E | |
| Hurstville-Kangaroo Point | 15 | M-F | Hurstville | 6.00am | Kangaroo Pt | 6.30pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| Hurstville-Bald Face | 24 round trip | M-F | Bald Face | 7.00am | Hurstville | 6.30pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

** Less frequent in afternoon.

A – Peak hours & night, Hurstville-Miranda. Day, Hurstville-Caringbah 40. Plus short-working/s before first trip shown.

B – 4 trips from Hurstville, 3 trips from Miranda.

C – To Caringbah.

D – Selected trips diverted via Sylvania Waters South.

E – 3 trips from Hurstville, 2 trips from Miranda.

H – To Hurstville.

M – To Miranda.

Ph – Peak hours only.

1990

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|-------------------------------|---------|---------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Sylvania Heights-Caringbah | Fr Hurst 25B 30M 38C | M-F | The Boulev'de | 5.30amH | Hurstville | 2.15pmC | A | |
| | | | Miranda | 6.50amH | | 6.55pmM | | |
| | | | Caringbah | 8.45amH | | 8.30pmB | | |
| | | Sat | Miranda | 8.30amH | | 5.50pmM | 45 | D |
| Sun | | 9.18amH | | 5.47pmM | 60 | E | | |
| Hurstville-Sylvania Waters-Miranda | 32 | M-F | Miranda | 6.20am | Hurstville | 6.35pm | 75 | F |
| | | Sat | | 8.00am | | 3.40pm | 60 | E |
| | | Sun | | | | | | |
| Hurstville-Bald Face | 30 round trip | M-F | Bald Face | 7.00am | Hurstville | 6.15pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Early morning & night, Hurstville-Miranda (The Boulevard). Peak hours, Hurstville-Miranda. Day, Hurstville-Caringbah 45*. Selected trips diverted via Kangaroo Point.

B – To Miranda (The Boulevard).

C – To Caringbah.

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

E – Gap in service in the afternoon.

F – Off-peak trips diverted via Bald Face.

H – To Hurstville.

M – To Miranda Station.

Ph – Peak hours only. Off-peak service provided by diversions of Hurstville-Sylvania Waters-Miranda.

Route 115

Until circa 1931

HURSTVILLE – MORTDALE – OATLEY

HURSTVILLE – OATLEY (Waitara Pde) – OATLEY – OATLEY WEST

- **Extended from Hurstville to Brighton-le-Sands (weekends 1929-31)**

From circa 1931

HURSTVILLE – HURSTVILLE GROVE

Also:

- **Hurstville – Oatley (from 1986)**
- **Hurstville – Oatley West (1987-88)**

(Waitara Pde, Oatley is in current Hurstville Grove.)

(Hurstville Grove appears to have been a locality within the suburb of Hurstville until about 1990, when it became a suburb in its own right.)

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: Hurstville – Oatley (Rosa St) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 93 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by proprietors:

- Arthur Ashover
- H Dale.

As at date of Govt Gazette 13 November 1925: Renumbered 115 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926: Altered to run Hurstville – Oatley (Waitara Pde).

By date of Govt Gazette 22 February 1929: Extended to run Oatley (Waitara Pde) – Hurstville – Brighton-le-Sands on Saturday afternoons, Sundays and Public Holidays.

1931: Brighton-le-Sands extension ceased as competitive under State Transport (Co-ordination) Act, leaving route as Hurstville – Hurstville Grove.

1930-1: Transferred to Jack Iffland.

By 1941: Transferred to Red Transit Co (RH (Roy) Carpenter, proprietor, who had been Jack Iffland's manager and related to the Ifflands by marriage).

1957 or later: Red Transit Co transferred to Mrs Rodda, proprietor.

1 July 1979: Transferred to Moore's Tours (Trevor Moore, proprietor).

By 20 February 1986: Extra route, Hurstville – Oatley commenced. Selected trips also ran Hurstville – Hurstville Grove – Oatley.

29 December 1987: Hurstville – Oatley extended run Hurstville – Oatley West, replacing part of Harris Park Transport's 146, which ceased at the same time.

By October 1988:

- Hurstville – Oatley – Oatley West trips renumbered 146, leaving 115 as Hurstville – Hurstville Grove again.
- Selected trips provided by combined 115/146.

1 April 1996:

- 115, 146 & combined 115/146 renumbered 954 [Sydney Region route number].
- 74/106 and Moore's Tours' 115 combined as 950 [Sydney Region route number].

Streets

UNTIL 1931

Hurstville – Mortdale – Oatley (Rosa St)

1924 (Source: Govt Gazette of 19 December 1924)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Butler St, Hillcrest Av, Lansdowne St, Princes St, Grove St, Railway Pde (**Mortdale**), Morts Rd [now Coleborne Av], Judd St, Rosa St to Frederick St. Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Princes St, Grove St, Railway Pde (**Mortdale**), Morts Rd [now Coleborne Av], Judd St, Rosa St to Neville St (Oatley).

From Oatley (Rosa St) (at Neville St) via reverse route to Woniora Rd, then Butlers Rd, Ormonde Pde to Hurstville Station.

Hurstville – Oatley (Waitara Pde)

1926 (Source: Govt Gazette of 17 December 1926)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde to The Crescent (Oatley) [now Hurstville Grove].

From Oatley (Waitara Pde) (at The Crescent) via reverse route to Woniora Rd, then Butlers Rd, Ormonde Pde to Hurstville Station.

Hurstville – Oatley (Waitara Pde) (extended from Hurstville to Brighton-le-Sands on weekends & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

Brighton-le-Sands extension: From Hurstville Station via Ormonde Pde, Railway Pde, Elizabeth St, Balfour St, Norman St, Augusta St [prior to realignment of Elizabeth St/Park Rd along Swanns Lane], Park Rd, Kogarah Rd [now Princes Hwy], Rocky Point Rd, President Av, The Esplanade [now The Grand Pde] to Bay St (Brighton-le-Sands). Return via The Grand Pde, Bay St, Trafalgar St, Duke St, The Grand Pde, then reverse route to Hurstville.

FROM 1931

Hurstville – Hurstville Grove

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Butler Rd, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde (Hurstville Grove).

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde (Hurstville Grove).

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde to Whitfield Pde (Hurstville Grove).

From Hurstville Grove (Waitara Pde at Whitfield Pde) via Waitara Pde, Lansdowne St, Hillcrest Av, Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Hurstville – Oatley

1986 (Source: timetable)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway Pde, Woniora Rd, Hillcrest Av, Hurstville Rd, Rosa St, Wonoona Pde, Frederick St, Oatley Pde to Oatley Station.

From Oatley (Oatley Pde at Station) via reverse route to Hillcrest Av, then Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Hurstville Grove diversion: Ex Hurstville from Hillcrest Av/Lansdowne St via Lansdowne St, Waitara Pde to Whitfield Pde, then Waitara Pde, Lansdowne St to Hillcrest Av.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|--------|-------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Oatley (Waitara Pde†) | 20 | M-F | Waitara Pde | 6.25am | Hurstville | 6.50pm | 60 | A |
| | | Sat | | 6.50am | | 7.16pm | 60 | B |
| | | | Hurstville | 9.15am | Oatley | 6.55pm | | |
| Sun | Waitara Pde | 6.40pm | Hurstville | 8.45pm | 2 trips | | | |

† Shown in timetable as Landsdowne St.

A – Extra trip Thursday night. Extra trips Friday night.

B – Plus picture bus Saturday night.

October 1943

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|---------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Hurstville Grove | Approx 10 | M-F | Hurstville Grv | 6.07am | Hurstville | 11.41pm | 60* | |
| | | Sat | | 6.10am | | 11.57pm | AM 30 PM 60 | |
| | | Sun | | 12.55pm | | 9.11pm | 60 | |

* More frequent in peak hours.

25 December 1966

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Hurstville Grove | Approx 10 | M-F | Hurstville Grv | 5.53am | Hurstville | 9.45pm | 30* | |
| | | Sat | | 6.00am | | 9.45pm | AM 15 PM 30 | |
| | | Sun | | 8.55am | | 6.45pm | 30 | |

* More frequent in peak hours.

Circa October 1988

Hurstville – Hurstville Grove – Oatley routes

115, 146

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|----------------|--------------------|---------------------------|--------------------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| 115: Hurstville-Hurstville Grove | Approx 10 | M-F | Hurstville Grv | 5.42am | Hurstville | 6.40pm | 60* | A |
| | | Sat | | 7.25am | | 6.15pm | AM 20 PM 30 | |
| | | Sun | | 8.50am | | 6.15pm | 4 trips | B |
| 146: Hurstville-Oatley West† | | M-F | Oatley West | 7.02amM 7.17amH | Mortdale Oatley West | 4.21pmO 4.27pmH | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |
| 115/146: Hurstville-Oatley‡ | | M-F | Oatley West | 8.37amH | Oatley West Hurstville | 9.00amH 5.30pmL | C | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Average day frequency along common route:

- M-F Hurstville-Hurstville Grove (115, 115/146) 30.
- Sat AM Hurstville-Hurstville Grove (115) 20
- Sat PM Hurstville-Hurstville Grove (115) 30
- Sun Hurstville-Hurstville Grove (115) 4 trips.

† Selected trips ran Mortdale-Oatley West or Hurstville-Mortdale-Oatley West.

‡ Morning peak hour, via Hurstville Grove on trips *to* Hurstville. Daytime, via Hurstville Grove on trips *from* Hurstville.

A – Additional service provided by combined 115/146. Extra trips Thursday night (last trip 9.15pm from Hurstville).

B – Gap in service middle of the day.

C – Morning peak hour, Oatley West-Hurstville Grove-Hurstville. Day Hurstville-Hurstville Grove-Oatley-Hurstville 60. Additional service Hurstville-Oatley provided by 146.

H – To Hurstville.

L – To Last passenger.

M – To Mortdale.

O – To Oatley West.

Ph – Peak hours only (limited service Mortdale-Oatley West or Hurstville-Mortdale-Oatley West, most other trips Hurstville-Oatley West). Additional service Hurstville-Oatley provided by combined 115/146.

Circa 1995

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|----------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Hurstville-Hurstville Grove | Approx 10 | M-F | Hurstville Grv | 5.42am | Hurstville | 6.40pm | 30* | A |
| | | Sat | | 7.25am | | 6.15pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Extra trips Thursday night. Includes combined 115/146 in inter-peak & afternoon peak hour.

Combined routes 115/146

HURSTVILLE – HURSTVILLE GROVE – OATLEY – OATLEY WEST

Timeline

10 October 1988: Selected trips on 115 & 146 ran via a combined route (trips *from* Hurstville to Oatley Station only, trips *to* Hurstville from Oatley West). Operated by Moore’s Tours (Trevor Moore, proprietor).

1 April 1996: Renumbered 954 [Sydney Region route number].

Streets

From 10 October 1988 (Source: timetable)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Hillcrest Av, Lansdowne St, Waitara Pde to Whitfield Pde (**Hurstville Grove**), then Waitara Pde, Lansdowne St, Hillcrest Av, Hurstville Rd, Rosa St, Frederick St, Oatley Pde to Oatley Station.

From Oatley West (Lansdowne Pde/Baker St) via (Lansdowne Pde Loop?) Baker St, Douglas Haig Av, Short St, Lloyd St, Gungah Bay Rd, Mulga St, railway underpass, (?), Hurstville Rd, then reverse route to Woniora Rd, then Greenbank St, Ormonde Pde to Hurstville Station.

Trips not via Hurstville Grove (*weekday daytime*): Ex Oatley direct via Hillcrest Av.

Timetable Summary

See 115

Route 116

HURSTVILLE – DUMBLETON – LAKEMBA

Also:

- **Penshurst – Lakemba (circa 1924-25)**

(Dumbleton was renamed Beverly Hills in 1940.)

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: Hurstville – Lakemba (Shorter Av) commenced prior to the allocation of route numbers.

By date of Govt Gazette of 19 December 1924: Altered/curtailed to run Penshurst – Lakemba.

As at date of Govt Gazette of 19 December 1924: Numbered 100 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by WS (William) Hall, proprietor.

By date of Govt Gazette 13 November 1925: Altered to run Hurstville – Dumbleton – Lakemba.

As at date of Govt Gazette 13 November 1925: Renumbered 116 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. 34 was rerouted to run Burwood – Lakemba – Hurstville at about the same time as 116 ceased.

Streets

Hurstville – Lakemba (Shorter Av)

1921 (Source: Govt Gazette of 8 July 1921)

From Hurstville (Railway Square at Station) via Forest Rd, Gloucester Rd, Stoney Creek Rd, Belmore Rd, Canarys Rd [last two now King Georges Rd] to Shorter Av (Lakemba). Reverse on return.

Penshurst – Lakemba

1924 (Source: Govt Gazette of 7 March 1924)

From Penshurst (Penshurst St at Railway Pde) via Penshurst St, Broadarrow Rd, McCourt St [now Welfare Av], Shorter Av, Penshurst St, Canarys Rd [part now King Georges Rd], Canterbury Rd, Haldon St to Railway Pde (Lakemba Station). Reverse on return.

Hurstville – Dumbleton – Lakemba

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, Belmore [now King Georges] Rd (**Dumbleton**), Canarys [now King Georges] Rd, Shorter Av, Penshurst Rd, Canarys Rd [part now King Georges Rd], Canterbury Rd, Haldon St, Godfrey St [now The Boulevarde] to Haldon St (Lakemba). 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 | | |
| Hurstville-Lakemba | 28 | M-F | Lakemba | 6.30am | Hurstville | 5.40pm | 30-90 | A |
| | | Sat | | 6.30am | | 4.17pm | 30-90 | B |
| | | Sun | | 9.25am | | 8.15pm | 6 trips | |

A – Plus later trips from Hurstville to Lakemba (Shorter Av). Extra trips Wednesday night.

B – Plus later trips from Hurstville to Lakemba (Shorter Av).

Route 116

KOGARAH – RAMSGATE BEACH via Rocky Point Rd & Ramsgate Rd

Timeline

Circa December 1928 (as noted in Govt Gazette of 22 February 1929):

- Commenced by TE (Thornton) Harrigan, proprietor.
- Competed with Kogarah-Sans Souci steam tram service.

Probably late 1931:

- Ceased, assumed to be regarded as competitive with the Koragah-Sans Souci steam tram line under State Transport (Co-ordination) Act.
- Steam trams continued to provide service.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Kogarah (Railway Pde at Montgomery St) via Railway Pde, Belgrave St, Kensington St, Queens Av, Ocean St, Shaw St, Rocky Point Rd, Ramsgate Rd to Carruthers Dr [now The Grand Pde] (Ramsgate Beach). Reverse on return.

Timetable Summary

December 1928

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------|--------------------|-----|--------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Ramsgate Beach | Approx 15 | M-F | Ramsgate Bch | 6.15am | Kogarah | 9.45pm | 40 | A |
| | | Sat | | 7.50am | | 7.50pm | AM 40 PM 60 | A |
| | | Sun | | 8.20am | | 10.45pm | 40 | |

A – Plus picture bus Monday-Saturday.

Route 116

ALLAWAH – HURSTVILLE – OATLEY – OATLEY WEST

Timeline

Circa 1944: Hurstville – Oatley (?) commenced by/being operated by Goodwin, proprietor.

By early 1946:

- Hurstville – Oatley being operated by RH (Roy) Carpenter, proprietor.
- *T&BT* May 1946 says Carpenter commenced service.

January 1947: Transferred to HW Colson, proprietor.

March 1947: Transferred to FA Wallis, proprietor.

October 1951: Transferred to Sandy Beach Bus Co (AJ (Archibald Jeffrey, known as Archie) Moore, proprietor) (later part of the Harris Park Transport group).

At or after transfer to Sandy Beach Bus Co:

- Extended to run Hurstville – Oatley – Oatley West (Lansdowne Pde).
- Extended to run Allawah (Illawarra St/Mona St) – Hurstville – Oatley – Oatley West (Lansdowne Pde).
- Became a mainly off-peak & Saturday service.
- After 146 was extended from Mortdale to Allawah, 116 worked in conjunction with 146, sharing Mortdale – Hurstville – Allawah.

June 1957: Absorbed into 146.

Streets

Hurstville – Mortdale – Oatley

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Butler Rd, Woniora Rd, Greenbank St, Belmore [now King Georges] Rd, Penshurst Av, Laycock St, The Strand, The Broadway, Laycock St, Princes St, Coleborne Av to **Mortdale** Station, then return via Coleborne Av, Judd St, Hurstville Rd, Rosa St, Frederick St, Oatley Av, Oatley Pde (Oatley).

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville (Station) via Ormonde Pde, Railway St, Woniora Rd, Greenbank St, Belmore [now King Georges] Rd, Penshurst Av, Laycock St, The Strand, The Broadway, Laycock St, Princes St, Coleborne Av to **Mortdale** Station, then return via Coleborne Av, Judd St, Hurstville Rd, Rosa St, Frederick St, Oatley Av, Oatley Pde (Oatley).

Timetable Summary

See 146

Route 116

AUBURN – BERALA

Timeline

September 1960: Renumbered from Auburn – Berala section of 239, operated by Stone Bros Transport (Arthur & Jim Stone, proprietors).

April 1978: Transferred to Todd's Bus Service (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: In a general reorganization & renumbering of Auburn Passenger Transport's routes, 116 became part of 917 [Sydney Region route number].

Streets

1968 (Source: RGH notes)

From Auburn (South Pde at Station) via Auburn Rd, Norval St (**Auburn Hospital**), Cockthorpe Rd, Water St, Graham St, Clarke St, Elizabeth St, Woodburn Rd to Berala Station.

From Berala (Woodburn Rd at Station) via Woodburn Rd, Tilba St, Graham St, then reverse route to Auburn Rd, then Queen St, Park Rd, South Pde to Auburn Station.

Timetable Summary

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-Berala | 12 | M-F | Auburn | 6.15am | Berala | 7.57pm | 30 | |
| | | Sat | | 7.25am | | 12.56pm | 20 | A |
| | | Sun | | | | | | |

A – Plus later trip Auburn-Auburn Hospital.

November 1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Auburn-Berala | 12 | M-F | Auburn | 6.11am | Berala | 5.47pm | 45* | |
| | | Sat | | 8.20am | | 12.18pm | 45 | A |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Auburn-Auburn Hospital service on Saturday afternoon provided by 13.

Route 117

LAKEMBA – CANTERBURY – CENTRAL RAILWAY

Also:

- **Lakemba – Campsie (1926)**

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:

- Lakemba – Central Railway commenced prior to the allocation of route numbers.
- Circa 1924-6 shared with Unnumbered (pre-1925) [Punc-Pete-Cent] (later 187) & [Punc-Enmo-Cent] (later 188).
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

As at date of Govt Gazette of 19 December 1924: Numbered 98 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Hoskins Bros, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 117 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Curtailed/alterd to run Lakemba – Campsie.

By date of Govt Gazette 17 December 1926:

- Ceased.
- 187 [1925 route number].
- Buses & trams continued to provide service along Parramatta Rd.

Streets

Lakemba – Canterbury – Petersham – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Lakemba (Railway Pde at Haldon St) via Railway Pde, Haldon St, Gillies St, Peel St, Gladstone St, Bridge Rd (Belmore), Burwood Rd, Canterbury Rd (**Canterbury**), New Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, George St West [now Broadway], Parramatta Rd, Railway St, Croydon St, Crystal St, then reverse route to Lakemba.

Alteration

1925 (Source: Govt Gazette of 13 November 1925)

Approached Central Railway from George St via Hay St, Pitt St to Eddy Av. Unaltered on return.

Lakemba – Campsie

1926 (Source: Govt Gazette of 15 October 1926)

From Lakemba (Railway Pde at Haldon St) via Railway Pde, Haldon St, Gillies St, Peel St, Gladstone St, Bridge Rd, Burwood Rd, Canterbury Rd, Beamish St, North Pde to 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 | | |
| Lakemba-Central Railway | 58 | M-F | Lakemba | 6.20am | Central Rly | 11.11pm | 30 | |
| | | Sat | | | | | | |
| | | Sun | | 8.10am | | 11.11pm | 30 | |

Route 117

OATLEY – GUNGAH BAY

- **Extended to Oatley Park (Sundays, 1930s)**

(Gungah Bay is located in South Oatley.)

Timeline

May 1946: Commenced by Percy M Gay, proprietor.

1948: Transferred to Percy Gay & Bill Kinkad, proprietors.

1949: Transferred to WJ Rogers, proprietor.

Circa 1955: The operators of 117 & 118 came to an agreement whereby each would operate the other's route during slack/off-peak periods. Transport requirements required the two operators' names to appear together as owners. As Lind was the operator of 118 from 1955 to 1968, his name was shown as operator jointly with each of the operators of 117 below from 1955 to 1969, when Sanders became sole operator of both routes.

December 1955: Transferred to Pillar, proprietor.

?: Transferred to Balafas.

By August 1962: Transferred to Alan Edmund Street, proprietor.

May 1963: Transferred to FJ Tranter, proprietor.

1968: Transferred to WJ (Bill) Sanders, proprietor.

February 1969: 117 & 118 operated as a single entity at all times (*see following entry for combined route 117/118*).

Streets

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

From Oatley (Station) via Oatley Pde, Mimosa St, Llewellyn St (Gungah Bay).

1968 (*Source: RGH notes*)

From Oatley (Oatley Pde at Station) via Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley 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 | | |
| Oatley-Gungah Bay | 7 | M-F | Oatley | 6.13am | Gungah Bay | 6.34pm | 60* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Combined routes 117/118

MORTDALE – OATLEY – GUNGAH BAY – OATLEY BAY

(Gungah Bay is located in South Oatley.)

Timeline

February 1969: 117 & 118 combined to run as a single entity, Oatley – Gungah Bay – Oatley Bay, operated by WJ (Bill) Sanders, proprietor.

February 1971: Transferred to KW & JF Gibbons, proprietors

June 1971: Transferred to Oatley Bus Service (partnership of D Mead & W O'Donnell, proprietors).

August/September 1975: Transferred to Yellow Band Bus Service (Terry Cole, proprietor).

August 1984: Transferred to Vorbach's Bus & Coach Service (Phillip Vorbach, proprietor).

10 September 1984: Transferred to (Challenge Coachlines Pty Ltd (assumed), trading as Challenge Travel (Bob Stephens, proprietor).

By 1988: Transferred to Oatley Bus Service (Bob Ellis, proprietor).

By 1989: Operator's name altered to Premier Coaches.

By 29 March 1993: Extended to run to Mortdale – Oatley– Gungah Bay – Oatley Bay.

1 April 1996: Trips between peaks on weekdays, late afternoon weekday peak trips and Saturday trips transferred to Moore's Tours and renumbered 953 [Sydney Region route number]. Premier Coaches continued operating remaining peak trips as 117/118.

5 December 1999: Remaining trips operated by Premier Coaches transferred to Moore's Tours (Trevor Moore, proprietor) & route renumbered part of 954 [Sydney Region route number].

Streets

1986 (Source: RGH notes)

From Oatley (Oatley Pde at Station) via Oatley Pde, Frederick St, Letitia St, Neville St, Russell St, Annette St, Herbert St, Clifton St (**Oatley Bay**), Algernon St, Rosa St, Neville St, Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley Station.

Timetable Summary

3 November 1969

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Oatley-Gungah Bay- Oatley Bay | 15 OBr 19 OGr | M-F | Gungah Bay | 6.10am | Oatley | 6.36pm | 60* | A |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Selected off-peak trips, either Oatley-Gungah Bay *or* Oatley-Oatley Bay.

OBr – Round trip Oatley-Oatley Bay-Oatley.

OGr – Round trip Oatley-Gungah Bay-Oatley.

Circa 1986

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|---------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Oatley-Gungah Bay- Oatley Bay | 17 round trip | M-F | Oatley | 6.45am | Oatley | 6.08pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only. Morning peak hour, *either* Oatley-Gungah Bay *or* Oatley-Oatley Bay. Afternoon peak hour, Oatley-Gungah Bay-Oatley Bay, as required.

Route 118

CLOVELLY – CENTRAL RAILWAY via Anzac Pde & Darlinghurst

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by HD Bremner, proprietor.

By date of Govt Gazette 15 October 1926: Ceased.

Route 118

LEICHHARDT (Perry St) – CENTRAL RAILWAY via Catherine St & Parramatta Rd

(Perry St, Leichhardt is in current Lilyfield.)

Timeline

By date of Govt Gazette 15 October 1926:

- Commenced by Sydney Safety Coach Co, proprietors.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

1930 (?):

- Ceased.
- Buses & trams continued to provide service along Parramatta Rd.

Streets

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

From Leichhardt (Perry St) (at Mary St) via Mary St, Augustus St, Austenham Rd [last two now Lilyfield Rd], Balmain Rd, Brenan St, Catherine St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Route 118

BEXLEY – HURSTVILLE – HURSTVILLE (Patrick St)

Timeline

Late 1930: Hurstville – Hurstville (Patrick St) commenced by Harry Iffland, proprietor.

31 October 1931: Due to 112 being classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act, Bexley (Waratah St) – Hurstville of 112 was amalgamated with 118, making 118 Bexley (Waratah St) – Hurstville – Hurstville (Patrick St).

December 1931: Extended to run Hurstville – Bexley shops.

February 1932: 112 & 118 amalgamated as 112, Rockdale – Hurstville – Hurstville (Patrick St).

Streets

Hurstville – Hurstville (Patrick St)

1930 (Source: *“The Blue Buses of Forest Rd”* by John Birchmeier)

From Hurstville (Rose St at Forest Rd) via Forest Rd, McMahon St, Patrick St to Stoney Creek Rd. Reverse on return.

Route 118

OATLEY – OATLEY BAY

- **Extended from Oatley Bay to Oatley Park (Sundays)**

(Oatley Bay is also known as Oatley Point.)

Timeline

22 August 1934: Commenced.

11 November 1934: Ceased due to lack of patronage.

Service suspended.

29 April 1935: Recommended by S (or S & LM) Roberts, proprietor/s.

7 October 1935: Extended to run Oatley – Oatley Park on Sundays & Public Holidays (when ceased?).

February 1952: Transferred to WJ Rogers, proprietor.

June 1955: Transferred to EE (Ted) Lind, proprietor.

Circa 1955: The operators of 117 & 118 came to an agreement whereby each would operate the other's route during slack/off-peak periods. Transport requirements required the two operators' names to appear together as owners. As Lind was the operator of 118 from 1955 to 1968/9, his name was shown as operator jointly with each of the operators of 117 above from 1955 to 1969, when Sanders became sole operator of both routes.

February 1969: Transferred to WJ (Bill) Sanders, proprietor. 117 & 118 then operated as a single entity at all times (*see entry for combined route above*).

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Oatley (Station) via Oatley Pde, Oatley Av, Frederick St, Rosa St, Herbert St, Phipps St, Algernon St (Oatley Bay).

1968 (Source: RGH notes)

From Oatley (Oatley Pde at Station) via Oatley Pde, Frederick St, Rosa St, Neville St, Annette St, Herbert St, Clifton St (**Oatley Bay**), Algernon St, Rosa St, Neville St, Letitia St, Frederick St, Oatley Pde to Oatley 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 | | |
| Oatley-Oatley Bay | | M-F | Oatley Bay | 6.14am | Oatley | 6.30pm | 60* | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Route 119

Pre-1931

NEWTOWN BRIDGE – LEICHHARDT (Marion St/Norton St)

Post 31 October 1931

NEWTOWN BRIDGE – WHITE BAY via Johnston St

- **Extended from White Bay to Lilyfield (Sundays, 1940s)**

Also:

- **Newtown – Rozelle (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

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:

- Newtown Bridge – Leichhardt commenced prior to the allocation of route numbers.
- Indirectly competed with Parramatta Rd tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 102 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by T Brien *or* Brien & Brien (?), proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 119 [1925 route number] in the general renumbering of routes.

Latter half of 1930: Transferred to Rozelle-Newtown Bus Co (a group of Brien’s employees).

31 October 1931:

- Ceased when declared as partly competitive with trams under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Service suspended until relicensed as a feeder.

1931/2: Restored as a feeder, Newtown – Annandale (Johnston St).

1932/3: Extended to run Newtown – Rozelle Bay.

16 August 1933: Extended to run Newtown – White Bay (Barnes St/Commercial Rd [now Victoria Rd/The Crescent]).

15 September 1938: Transferred to WJ Brien, proprietor, by 1941 trading as Briens Bus Service. By 1960s, Charlie Westwood was manager. (A list dated October 1935 shows the operator as WJ Brien.)

By 1944: Sunday & Public Holiday service extended to run Newtown – White Bay – Lilyfield.

11 July 1948: Due to shortages of coal to generate electricity for tram services:

- “Tramless Sunday” replacement service, Newtown – Rozelle, commenced in conjunction with 19 & 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.

1950 or after: Sunday & Public Holiday extension from White Bay to Lilyfield ceased.

1 August 1987: Transferred to ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Charlie Westwood, proprietors).

16 November 1987: Upon opening of Marrickville Metro shopping centre, extended/rearranged to run Marrickville Metro – Newtown – White Bay & renumbered into Sydney Region route numbers:

451 Marrickville Metro – White Bay

452 Marrickville Metro – Annandale (Pritchard St) - a short diversion of 451.

Streets

Newtown Bridge – Leichhardt

1924 (Source: Govt Gazette of 7 March 1924)

From Newtown Bridge (Australia St at King St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Renwick St, Marion St to Norton St (Leichhardt). Reverse on return.

Newtown Bridge – White Bay – Lilyfield

Circa 1946 (Source: Gregory's Street Directory)

From Newtown Bridge (Australia St at King St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd [now The Crescent], Victoria Rd (**White Bay**), Storey St§, Burt St, Denison St, Storey St§, New Abattoirs Rd§, Austenham Rd§, Augustus St§ to Norton St (Lilyfield).

§ Now part of Lilyfield Rd.

Newtown Bridge – White Bay

1968 (Source: RGH notes)

From Newtown Bridge (Australia St at Bedford St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd, Victoria Rd, Robert St to Mullens St (White Bay).

From White Bay (Robert St at Mullens St) via reverse route to Australia St, then Lennox St, Denison St, Bedford St, Australia St to Bedford St (Newtown).

Alteration

1986 (Source: RGH notes): Extended in White Bay from Robert St/Mullens St via Robert St to Buchanan St. Reverse on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Newtown Bridge-Leichhardt | 14 | M-F | Leichhardt | 6.30am | Newtown | 10.35pm | 20 | |
| | | Sat | | 6.30am | | 10.35pm | 20-30 | |
| | | Sun | | | | | | |

1944-1950s period

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------|--------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Newtown Bridge-White Bay† | | M-F | White Bay | 6.40am | Newtown | 11.20pm | 20 | |
| | | Sat | | 6.40am | | 11.20pm | 20 | |
| | | Sun | Lilyfield | 10.00am | | 10.30pm | AM 60 PM 30 | |

† Extended to Lilyfield (referred to as Leichhardt in timetable) on Sundays & Public Holidays.

11 July 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips# | Notes |
|--|--------------------|-----|------------|--------|-----------|---------|--------------------------|-------|
| | | | From | Time | From | Time | | |
| Greenwich Rd-City (Erskine St, Wynyard)† | | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Newtown | 9.00am | Rozelle | 10.30pm | 60 | |

Co-ordinated with other tram replacement services over all or part of same route (see under 19 & 222 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

March 1983

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Newtown Bridge- White Bay | 20 | M-F | White Bay | 6.40am | Newtown | 6.20pm | 40* | |
| | | Sat | | 6.40am | | 2.00pm | 40 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

Route 120

LEICHHARDT (various termini) – CITY (York St) via Pyrmont Bridge

- **Post 31 October 1931 feeder: LEICHHARDT – 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 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Leichhardt (Marion St) – City (York St) commenced prior to the allocation of route numbers.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

As at date of Govt Gazette of 19 December 1924: Numbered 103 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 120 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927: Extended to run Leichhardt (Allen St/Flood St) – City (York St).

31 October 1931:

- Ceased as competitive with trams under State Transport (Co-ordination) Act.
- Buses & trams continued to provide service along Parramatta Rd.

Service suspended until reinstated as a feeder route.

1932: Recommenced as a feeder, Leichhardt – Ashfield, operator unknown.

31 May 1933: Ceased due to lack of patronage.

Streets

Leichhardt (Marion St) – City (York St)

1924 (Source: Govt Gazette of 7 March 1924)

From Leichhardt (Marion St) (at Norton St) via Marion St, Renwick St, Parramatta Rd, Pyrmont Bridge Rd, Pyrmont Bridge, Market St, York St to near Market St (City). Reverse on return.

Alteration

1925 (Source: Govt Gazette of 13 November 1925)

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St.

Leichhardt (Allen St) – City (York St)

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended in Leichhardt from Marion St/Renwick St via Marion St, Cromwell St, Allen St to Flood St. Reverse on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt (Marion St)-City (York St) | | M-F | Marion St | 6.55am | York St | 6.10pm | 60 | A |
| | | Sat | | 6.55am | | 1.05pm | 60-90 | |
| | | Sun | | | | | | |

A – Extra trips Friday night.

Route 120

ENMORE – STANMORE – LILYFIELD – ROZELLE (Alfred St)

Timeline

30 March 1937: Stanmore – Lilyfield commenced by Tom Brien, proprietor.

26 July 1937: Extended to run Enmore – Lilyfield.

March 1953: Transferred to Spencer Lowe, proprietor.

August 1955: Transferred to RA (Roy) Berglund.

July 1957: Extended to run Enmore – Lilyfield – Rozelle (Alfred St).

May 1963: Transferred to AL (Arthur) Appleby & RD (Ray) Nelson, proprietors (later trading as Tempe Bus Service).

6 December 1965: 120, 129 & 227 amalgamated as 129 Rockdale – Enmore – Lilyfield – Rozelle (Alfred St) [all 1925 route numbers].

Streets

Enmore – Lilyfield

Circa 1946 (Source: Gregory's Street Directory)

From Enmore (tram terminus [Stanmore Rd/Enmore Rd]) via Stanmore Rd, Liberty St, Railway Av, Douglas St (Stanmore), Percival Rd, Parramatta Rd, Catherine St to Brenan St (Lilyfield).

Circa 1956 (Source: timetable)

Lilyfield terminus in Justin St [timetable claims Justin St was in Rozelle, but street directories show it in Lilyfield].

Timetable Summary

Circa 1956

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Enmore-Lilyfield | 20 | M-F | Enmore | 6.00am | Lilyfield | 7.30pm | 20 | |
| | | Sat | | 6.30am | Enmore | 7.30pm | AM 20 PM 40 | |
| | | Sun | | | | | | |

Route 121

LEICHHARDT (various termini) – CENTRAL RAILWAY via Parramatta 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:

- Leichhardt (Allen St) – Central Railway commenced prior to the allocation of route numbers.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

By date of Govt Gazette of 19 December 1924: Altered to run Leichhardt (William St) – Central Railway.

As at date of Govt Gazette of 19 December 1924: Numbered 104 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Sydney Safety Coaches and/or Mrs Meyer (?), proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 121 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927:

- Ceased.
- Buses & trams continued to provide service along Parramatta Rd.

Streets

Leichhardt (Allen St) – Central Railway

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

From Leichhardt (Allen St) (at Flood St) via Allen St, Cromwell St, Marion St, Renwick St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Leichhardt (William St) – Central Railway

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

From Leichhardt (William St) (at Elswick St) via William St, Flood St, Allen St, Cromwell St, Marion St, Renwick St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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

Alteration

Approached Central Railway from George St via Hay St, Pitt St. Unaltered on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|--------------------|-----|------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Leichhardt (William St)-Central Railway | 24 | M-F | Leichhardt | 6.39am | Central Rly | 11.52pm | 15-30 | A |
| | | Sat | | 6.39am | | 11.52pm | 15-30 | A |
| | | Sun | | 1.24pm | | 12.52am | 30 | |

A – Extra trips Friday & Saturday nights.

Route 121

KOGARAH – CARSS PARK

- **Extended from Carss Park to Bald Face (1952-63)**

Timeline

Late 1920s: Kogarah – Carss Park via Carwar Av commenced.

By October 1935: Being operated by AG Harrigan, proprietor.

By the late 1930s: Transferred to D Scott.

August 1943: Transferred to Kogarah Bus Service (Brian W LeQuesne, proprietor).

28 May 1952: Amalgamated with 195 [1925 route number] & extended as 121 Kogarah – Carss Park – Bald Face, following completion of connecting bridge over drain in Carss Park, as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195. The extension partly replaced 64, which ceased at the same time.

By September 1963: Curtailed to run Kogarah – Kogarah Bay – Carss Park (loop around Kogarah Bay/Carss Park operated anti-clockwise till about 11am, then clockwise). Service to Bald Face then entirely provided by diversion of 114 from Hurstville (114 had provided a Hurstville – Bald Face service since 31 July 1961).

1970s(?): Kogarah Bus Service transferred to Keith Dodd, proprietor.

15 May 1978: Operator's name altered from/incorporated as (?) Kogarah Bus Service to Kogarah Coaches Pty Ltd (LW (Len) & Margaret Reynolds, proprietors).

June 1989: Transferred to EH Blythe (Neville Blythe), also trading as Kogarah-Carss Park Bus Service.

2 April 1994: Transferred to Deanes Coaches (South) Pty Ltd, trading a Southtrans, (RR (Ron) Deane, proprietor).

26 September 1994: Amalgamated with 958 [Sydney Region route number] as 958 Hurstville – Carss Park – Kogarah [Sydney Region route number].

Streets

Kogarah – Carss Park

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah (Station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av (Carss Park).

Kogarah – Carss Park – Bald Face

Circa 1962 (Source: Collins Street Directory)

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St, Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy (**Blakehurst**), Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Church St, Princes Hwy, Carwar Av, then reverse route to Kogarah Station.

Trips direct via Princes Hwy: Via Princes Hwy direct between Park Rd & Carwar Av.

Kogarah – Carss Park – Kogarah Bay

1968 (Source: RGH notes/timetable)

Mornings

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av, Carlton Cr (**Carss Park**), Wharf Rd, Wyee St (**Kogarah Bay**), Park Rd, Princes Hwy, Bowns Rd, Railway Pde to Kogarah Station.

Afternoons

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St (**Kogarah Bay**), Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy, Bowns Rd, Railway Pde to Kogarah Station.

Alteration

1986 (Source: RGH notes): Approached Kogarah from Railway Pde via Regent St, Gladstone St, Railway Pde to Regent St.

Timetable Summary

15 September 1949

See 64

Departmental timetable dated 28 April 1952, probably effective from 28 May 1952

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|----------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Carss Park - Blakehurst-Bald Face | Fr Kog 24B 30F | M-F | Blakehurst | 5.14amK | Kogarah | 11.50pmF | A | |
| | | | Bald Face | 6.10amK | | | | |
| | | Sat | Blakehurst | 5.31amK | | 12.03amF | C | |
| | | | Bald Face | 7.49amK | | | | |
| | | Sun | Blakehurst | 6.00amK | | 10.20pmB | AM 60 PM 30 | |

A – Peak hours, mainly Kogarah-Blakehurst, selected trips extended to Bald Face. Day, Kogarah-Blakehurst 30, Kogarah-Bald Face 90. Night, Kogarah-Blakehurst, last trip Kogarah-Bald Face.

B – To Blakehurst.

C – Morning, Kogarah-Blakehurst 10-20, Kogarah-Bald Face 4 trips. Afternoon, Kogarah-Blakehurst 30 (3 late afternoon trips extended to Bald Face). Night, mainly Kogarah-Blakehurst (picture bus & last trip extended to Bald Face).

F – To Bald Face.

K – To Kogarah.

18 December 1958

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---|----------------------|-----|------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Carss Park - Blakehurst-Bald Face | Fr Kog 19B 25F | M-F | Blakehurst | 5.11amK | Kogarah | 11.46pmF | A | |
| | | | Bald Face | 6.13amK | | | | |
| | | Sat | Blakehurst | 5.56amK | | 11.49pmF | C | |
| | | | Bald Face | 7.09amK | | | | |
| | | Sun | Blakehurst | 6.05amK | | 10.28pmF | D | |
| | | | Kogarah | 7.33amF | | | | |

A – Early morning & night, Kogarah-Blakehurst. Day, Kogarah-Blakehurst 30, Kogarah-Bald Face 90. Last trip Kogarah-Bald Face.

B – To Blakehurst.

C – Early morning & most night trips, Kogarah-Blakehurst. Later morning, Kogarah-Blakehurst 20, Kogarah-Bald Face 7 trips. Afternoon, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Last trip Kogarah-Bald Face.

D – Day, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Night, Kogarah-Blakehurst. Last trip Kogarah-Bald Face.

F – To Bald Face.

K – To Kogarah.

30 September 1963

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes | |
|--------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|---------|
| | | | From | Time | From | Time | | | |
| Kogarah-Carss Park | 15 | M-F | Carss Park | 5.41am | Kogarah | 11.48pm | 30* | | |
| | | Sat | | 5.56am | | | | | 11.28pm |
| | | Sun | | 6.08am | | | | | |

* More frequent in peak hours.

1 March 1988

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes | |
|--------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|---------|
| | | | From | Time | From | Time | | | |
| Kogarah-Carss Park | 24 round trip | M-F | Carss Park | 6.55am | Kogarah | 6.16pm | 30* | | |
| | | Sat | | 8.15am | | | | | 12.30pm |
| | | Sun | | | | | | | |

* More frequent in peak hours.

Route 122

LANE COVE (Mowbray Rd) – MILSONS POINT via various routes

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

(Milsons Point tram & bus terminus moved from Alfred St to Glen St in July 1924 in preparation for construction works on Sydney Harbour Bridge to commence.)

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers. Competed with various tram services.
- Ran via Falcon St, Miller St.

As at date of Govt Gazette of 19 December 1924: Numbered 128 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by HFJ Barnes, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 122 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Rerouted to run via Lane Cove Rd direct (*not* via Falcon St, Miller St).

By date of Govt Gazette 27 May 1927:

- Ceased (probably as from 1 January 1927, when regulations prohibited buses from having solid tyres and perimeter seating).
- Trams continued to provide service.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Lane Cove (Mowbray Rd) (at Beaconsfield Rd) via Mowbray Rd, Lane Cove Rd [now Pacific Hwy] (**Gore Hill, St Leonards, Crows Nest**), Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St to Railway Goods Yard [at original wharf/tram terminus] (Milsons Point). Reverse on return.

Alterations

- *1924 (Source: Govt Gazette of 19 December 1924) (when wharf & tram terminus moved to enable construction of Sydney Harbour Bridge):* Approached Milsons Point from Alfred St via Dind St, Glen St to Milsons Point tram terminus. Reverse on return.
- *1926 (Source: Govt Gazette of 15 October 1926):* Ex Lane Cove from Lane Cove Rd [now Pacific Hwy] via Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lane Cove (Mowbray Rd)-Milsons Point | 38 | M-F | Mowbray Rd | 6.42am | Milsons Point | 11.51pm | 40 | |
| | | Sat | | 6.42am | | 11.51pm | 40 | |
| | | Sun | | 8.23am | | 11.05pm | 40 | |

Route 122

KOGARAH – HURSTVILLE via Percival St

Timeline

10 September 1929: Kogarah – Bexley (Shirley St) commenced (then or later operated by P Spaulding, proprietor).

End of 1931: Extended to run Kogarah – Bexley (Locksley Rd).

4 September 1933: Extended to run Kogarah – Hurstville.

1941: Transferred Edward H Blythe, proprietor.

25 August 1949: Operator incorporated as EH Blythe Pty Ltd.

October 1957: Extended to run Hurstville – Kogarah Hospital.

3 September 1973: Transferred to South Bexley Buses (partnership of SJ (John) Brown & VJ (Vic) Hayes), proprietors.

7 October 1975: John Brown assumed full control.

20 October 1976: Transferred to Carlton Bus Service (Warren King & Ross Smith, proprietors).

8 November 1976: Transferred to Ambassador Coaches (Alf Innes, Brian Walsh & ? Vandervort; later Walsh & Vandevort only, proprietors). By 1977 traded as Ambassador Bus & Coach.

August 1979: Transferred to Crossways (Uniting Church in Australia Property Trust; manager, Geoff Tegel).

18 November 1991:

- Transferred to Allways Bus Service (Marc Larsen & Stuart Fraser, proprietors).
- 111, 122 & 194 [all 1925 route numbers] amalgamated & renumbered 455 [Sydney Region route number].

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah (Station) via Station St, Railway St, Union St, Grantham St, Percival St, Rawson Av, Willison Rd, Forest Rd, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Wright St, Cross St, Rose St, Forest Rd, Carrington Av (Hurstville).

1968 (Source: RGH notes/timetable)

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, Station St, Taylor St, Guinea St, Kitchener St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Park Rd, McMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Rose St, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Belgrave St, Kensington St to Kogarah Hospital.

1986 (Source: RGH notes)

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, Station St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Kenyon Rd, Croydon Rd, Queens Rd, Patrick St, McMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Derby St, Kensington St to Kogarah Hospital.

Selected trips: Ex Hurstville from Union St via Warialda St, Guinea St, Station St.

Alteration

1989 (Source: timetable): Ex Hurstville via Forest Rd, Park Rd, Queens Rd.

Timetable Summary

16 July 1956

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes | |
|--------------------|--------------------|------|------------|----------|-----------|----------|-------------------------|----------------|---|
| | | | From | Time | From | Time | | | |
| Kogarah-Hurstville | 19 | M-F | Croydon Rd | 5.57amK | Kogarah | 10.41pmH | 30* | A | |
| | | | Kogarah | 6.55amH | | | | | |
| | | Sat | | 7.41amH | | 10.41pmH | | AM 15 PM 30 | B |
| | | Sun | | 10.32amH | | 9.11pmH | | 60 | B |
| | | Hols | | 9.11amH | | 10.41pmH | AM 60 PM 30 | C | |

* More frequent in peak hours.

A – Peak hours various short-workings as well as through trips. Plus picture bus from Hurstville & Kogarah.

B – Plus short-working/s before first trip and after last trip shown. Plus picture bus from Hurstville on Saturdays.

C – Plus short-working/s before first trip shown. Plus picture bus from Hurstville & Kogarah.

H – To Hurstville.

K – To Kogarah.

13 April 1982

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------|--------------------|-----|------------|--------|------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Hurstville | 20 | M-F | Kogarah | 6.05am | Hurstville | 6.15pm | 30* | A |
| | | Sat | Hurstville | 8.00am | | 1.00pm | 30 | |
| | | Sun | | | | | | |

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 123

LANE COVE (Landers Rd) – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Listed as a route. Leon Manny in *Terminus Please* says the route was operated by George H Newman, proprietor, from 15 December 1924 to 17 October 1925. Competed with various tram services.

17 October 1925: Ceased, as noted in Govt Gazette 15 October 1926. Trams continued to provide service.

Streets

1925 (Source: “*Terminus Please*”, by Leon B Manny)

From Lane Cove (Landers Rd) (at Centennial Av) via Landers Rd, Parklands Av, Longueville Rd, Lane Cove Rd [now Pacific Hwy] (**Gore Hill, St Leonards, Crows Nest**), Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Timetable Summary

September 1925

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|--------------------------------------|--------------------|-----|------------|--------|---------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lane Cove (Landers Rd)-Milsons Point | 35 | M-F | Landers Rd | 7.17am | Milsons Point | 11.07pm | 70-80 | |
| | | Sat | | 7.17am | | 11.07pm | 70-80 | |
| | | Sun | | 1.12pm | | 9.40pm | 70-80 | |

Route 123

HURLSTONE PARK – ASHBURY – CROYDON PARK

Timeline

November 1931: Feeder service commenced by operator unknown.

30 April 1933: Ceased due to competition by Department of Road Transport & Tramways 65, which commenced on 9 April 1933.

Route 123

Until 1981

LIDCOMBE – BERALA (Park Rd/Clark St area)

LIDCOMBE – REGENTS PARK

From 1981

LIDCOMBE – REGENTS PARK – POTTS HILL – BANKSTOWN

- **Extended from Lidcombe to Berala (Clark St) (*limited service*)**

Timeline

27 July 1934: Lidcombe – Berala (Park Rd) (also referred to as Lidcombe West) commenced by ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor, similar to equivalent parts of 124 which had ceased in 1931.

15 June 1936: Lidcombe – Regents Park (Walters Rd) [now in Berala] also recommenced, similar to equivalent part of 124, which had ceased in 1931.

By 1948: Lidcombe – Regents Park (Walters Rd) extended to run Lidcombe – Regents Park Station.

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

By 8 November 1965: Berala terminus altered from Park Rd to Clark St.

1 February 1978: Transferred to Drummond Transit (RJ (Ron) Drummond, proprietor).

July 1979: Lidcombe – Berala (Clarke St) reduced to a limited service.

2 February 1981: Bankstown – Potts Hill section of 73 [Sydney Region route number] transferred from Chester Hill-Bankstown Bus Service to Drummond Transit and amalgamated with 123 as 123 Lidcombe – Regents Park – Potts Hill – Bankstown (limited service continued to run Lidcombe – Berala (Clark St)).

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

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

31 July 1985: Ceased as part of general reorganization & renumbering of Highway Tours/Auburn Passenger Transport's routes:

- Part of 123 became part of 917 [Sydney Region route number].
- From 12 March 1986, further parts of former 123 became part of new route 921 [Sydney Region route number].

Streets

1940s

Lidcombe West [Berala (Park Rd)] – Lidcombe – Regents Park (Walters Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Lidcombe West via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Walters Rd (Regents Park [in current Berala]).

Circa 1948 (Source: Gregory's Street Directory)

From Lidcombe West via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St to Regents Park Station.

As at 1968

Lidcombe – Berala (Clark St)

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Mark St, Taylor St, Joseph St, Bridge St, Samuel St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clark St (**Berala**), Harrow Rd, Mt Auburn Rd, then reverse route to Bridge St, then Tooheys Lane, Railway St to Lidcombe Station.

Lidcombe – Regents Park (Auburn Rd)

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St, Auburn Rd to King St [former street opposite current Magney Reserve] (Regents Park).

From Regents Park (Auburn Rd at King St) via reverse route to Joseph St, then Railway St to Lidcombe Station.

From 1981

Lidcombe – Regents Park – Bankstown (selected trip extended to Berala (Clarke St))

From 2 February 1981 (Source: timetable)

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Nottingham Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Auburn Rd, Rodd St (**Birrong**), railway bridge, Rodd St, Cooper Rd, Bruncker Rd, Anthony St, McMillan St (**Potts Hill**), Ashby Av, Woodbine St, Palomar Pde, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square (shops).

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St, Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Berala (Clark St) extension: From Lidcombe Station via Joseph St, Kerrs Rd, Bede St [now part of Olympic Dr], Vaughan St, Woodburn Rd, Water St, Dudley St, Vaughan St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clark St (**Berala**), Harrow Rd, Vaughan St, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Potts Hill Loop trips: From Bankstown Square via normal route to Bruncker Rd, then Cooper Rd, Hume Hwy & return to Bankstown Square.

1984 (Source: timetable)

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Auburn Rd, Ferrier Rd, Bruncker Rd, Cooper Rd, Palomar Pde, Woodbine St, Ashby Av, McMillan St (**Potts Hill**), Powell St, George St, The Boulevarde, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square (shops).

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Berala (Clark St) extension: From Lidcombe Station via Joseph St, Kerrs Rd, Woodburn Rd, Water St, Dudley St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clark St (**Berala**), Harrow Rd, Mt Auburn Rd, Cambridge St, Vaughan St, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Timetable Summary

27 July 1934

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|------------------------------------|--------------------|-----|------------|--------|------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Berala (Park Rd) | 10 | M-F | Lidcombe | 8.02am | Park Rd | 7.23pm | 60* | A |
| | | Sat | | 7.56am | | 9.05pm | 60 | B |
| | | Sun | | 1.10pm | | 10.20pm | 60 | |
| Lidcombe-Regents Park (Walters Rd) | 8 | M-F | Lidcombe | 8.35am | Walters Rd | 7.00pm | 60* | A |
| | | Sat | | 8.35am | | 9.33pm | 60 | |
| | | Sun | | 1.40pm | | 10.50pm | 60 | |

Most trips through-routed from Berala (Park Rd) to Regents Park (Walters Rd).

* More frequent in afternoon peak hour.

A – Additional trips (including picture bus to Berala (Park Rd)) Friday & Holiday nights.

B – Plus picture bus Saturday night.

8 November 1965

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|------------|--------|--------------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Berala (Clarke St) | 9 | M-F | Lidcombe | 6.20am | Clarke St | 7.14pm | 60* | |
| | | Sat | | 7.29am | | 6.51pm | AM 30 PM 60 | |
| | | Sun | | 8.11am | | 5.49pm | 60 | |
| Lidcombe-Regents Park | 18 | M-F | Lidcombe | 6.41am | Regents Park | 7.16pm | 60* | |
| | | Sat | | 7.50am | | 7.21pm | AM 30 PM 60 | |
| | | Sun | | 7.35am | | 6.21pm | 60 | |

Most trips through-routed from Berala (Clark St) to Regents Park.

* More frequent in afternoon peak hour.

January 1979

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-----------------------------|--------------------|-----|--------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Berala (Clarke St) | 9 | M-F | Clarke St | 6.59am | Clark St | 5.55pm | A | |
| | | Sat | Lidcombe | 8.50am | | 11.59am | 60 | |
| | | Sun | | | | | | |
| Lidcombe-Regents Park | 18 | M-F | Regents Park | 7.04am | Lidcombe | 6.05pm | 60* | |
| | | Sat | Lidcombe | 9.10am | Regents Park | 12.30pm | 60 | |
| | | Sun | | | | | | |

Most trips through-routed from Berala (Clark St) to Regents Park.

* More frequent in afternoon peak hour.

A – 8 trips from Berala (Clarke St), 7 trips from Lidcombe.

2 February 1981

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------------------|------------------------|-----|---------------|---------|-----------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Regents Park-Bankstown† | Fr Banks 13P 34L | M-F | Lidcombe | 7.40amB | Bankstown | 5.43pmL | 70* | A |
| | | | Yagoona | 7.20amC | | | | |
| | | Sat | Regents Park‡ | 8.45amB | | 12.13pmR | 30 | D |
| | | Sun | | | | | | |

* More frequent in peak hours.

† Limited service extended from Lidcombe to Berala (Clarke St).

‡ Regents Park (Amy St/Nottingham Rd).

A – Day, Bankstown-Potts Hill 25-70, Bankstown-Lidcombe 70-90. Lidcombe – Berala (Clarke St), limited service (mainly school trips). Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

C – To Berala (Clarke St).

D – Bankstown-Potts Hill 25-45, Bankstown-Regents Park (Amy St/Nottingham Rd) 2 trips.

L – To Lidcombe.

P – To Potts Hill.

R – To Regents Park (Amy St/Nottingham Rd).

Route 123

WARRINGAH MALL – DEE WHY EAST

See Sydney Region route numbers

Route 124

LIDCOMBE – BERALA (Park Rd)

LIDCOMBE – REGENTS PARK

(See also note below Route 125 with “Another view of the early days of bus routes run by Archie McVicar, as recorded in the unpublished monograph of Jack Maddocks, From the Driver’s Seat.)

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: Lidcombe – Berala commenced prior to the allocation of route numbers. Competed with railway line between Lidcombe & Berala, despite bus route being largely remote from railway line.

As at date of Govt Gazette of 19 December 1924: Numbered 105 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 124 [1925 route number] in the general renumbering of routes.

1929:

- 129 Lidcombe – Regents Park renumbered part of 124.
- Routes were then:
 - Lidcombe – Berala
 - Lidcombe – Regents Park

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

Revived in 1934-36 as 123.

Streets

Lidcombe – Berala (Park Rd)

1924 (Source: Govt Gazette of 7 March 1924)

From Lidcombe (Railway Pde at Station) via Railway Pde, Joseph St, Bridge St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Graham St, Clark St, Park Rd to York St (Berala). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Lidcombe via Mark St, Taylor St, Joseph St. Ex Berala unaltered.

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 | | |
| Lidcombe-Berala (Park Rd) | 12 | M-F | Lidcombe | 9.10am | Park Rd | 6.55pm | 60 | A |
| | | Sat | | 9.10am | | 12.00mn | 60 | |
| | | Sun | | 8.50am | | 10.00pm | 60 | |

A – Extra trips Friday night.

Route 124

KOGARAH – BEXLEY NORTH

- **Extended from Bexley North to Bardwell Park (1941-48)**

Also:

- **Bexley North Station – City (Central Railway) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

Timeline

March 1931: Kogarah – Bexley North (Alston St) commenced by EH (Edward) Blythe, proprietor.

By early 1932: Extended in Bexley North from Alston St to Ellerslie Rd.

1932:

- Transferred to Alfred Denner, proprietor.
- Extended to run Kogarah – Bexley North Station.

1939/40: Possibly transferred to FW (Frank) Raines, proprietor.

By 1941: Transferred to JC Hatcher.

1941: Extended to run Kogarah – Bardwell Park.

By February 1942: Transferred back to EH (Edward) Blythe, proprietor.

By 12 February 1948: Curtailed to run Kogarah – Bexley North.

11 July 1948: Due to shortages of coal to generate electricity for tram services:

- “Tramless Sunday” replacement service, Bexley North Station – City (Central Railway), commenced.
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Circular Quay – Earlwood (?) tram service.
- Services were also maintained on normal route/s.

25 August 1949: Operator incorporated as EH Blythe Pty Ltd.

By November 1951: Ran in peak hours only.

August 1952:

- Ceased at or about the time 68 was extended from Bardwell Park to Earlwood.
- The area was generally covered by Blythe’s 68 & 122.

Streets

Kogarah – Bexley North – Bardwell Park

Circa 1946 (Source: Gregory’s Street Directory)

From Kogarah (Station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd (**Bexley North**), Tempe [now Slade] Rd, Stotts Av, Barnsbury Grove, Bardwell Rd, Devon Rd, Slade Rd, Hartill-Law Av (Bardwell Park).

Kogarah – Bexley North

By 12 February 1948 (based on Gregory’s Street Directory & timetable)

From Kogarah (Station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd to Bexley North Station.

Timetable Summary

12 February 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|--------------|--------|--------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Bexley North | 14 | M-F | Kogarah | 6.33am | Bexley North | 10.26pm | 30* | A |
| | | Sat | | 6.50am | | 10.26pm | 30 | A |
| | | Sun | Bexley North | 9.26am | Kogarah | 10.00pm | 30 | B |

* More frequent in peak hours.

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

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

11 July 1948

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|----------------|--------|-------------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Central Railway-Bexley North Station† | | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Bexley Nth Stn | 7.30am | Central Rly | 10.45pm | 30 | |

† Sunday tramway replacement service.

November 1951

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|----------------------|--------------------|-----|--------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Kogarah-Bexley North | 14 | M-F | Bexley North | 7.08am | Kogarah | 6.04pm | Ph | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

Ph – Peak hours only. Plus short-working/s before first trip & after last trip shown.

Route 124

LINDFIELD – ROSEVILLE – CHATSWOOD (west side of railway)

(The Kuring-gai College of Advanced Education later became the University of Technology Sydney (UTS) Kuring-gai campus and was located at the western end of Eton Rd, Lindfield. When the UTS closed in 2016, its buildings were reassigned as Lindfield Learning Village. The surrounding area is now known as Crimson Hill Estate.)

Timeline

April 1954: The Lindfield – Roseville section of 221 [1925 route number] transferred from AJ Wagg to Roy A Berglund, proprietors & renumbered 124. Ran in weekday daytime & Saturday mornings (later weekdays only).

August 1954: Extended to run Lindfield – Roseville – Chatswood.

January 1955: Transferred to Fulton's Service Station (CA Fulton, proprietor).

July 1955: Transferred to Roy Glass, who had been the driver for Berglund and Fulton. Then or later, times of service reduced to weekdays.

April 1959: Transferred to John StClair Smith, proprietor.

18 March 1968: Transferred to Barnes Coaches Pty Ltd (JD (Doug) Barnes, proprietor).

9 October 1970: Transferred to Deane's Coaches Pty Ltd (RR (Ron) Deane, proprietor).

17 November 1981: Through-routed with 221 Lindfield – Macquarie Centre, when Macquarie Centre opened.

12 November 1982: Through-routing with 221 ceased.

1 July 1987: Renumbered 564 [Sydney Region route number].

Streets

Lindfield – Roseville – Chatswood

1968 (Source: RGH notes)

From Lindfield (Pacific Hwy at Station) via Pacific Hwy, Gladstone Pde, Norwood Av, Napier St, Bent St, Grosvenor Rd, Ortona Rd, Eton Rd, Abingdon Rd, Longford St, Shirley Rd, Pacific Hwy (**Roseville**), McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy, Ashley St, Anderson St, Victoria Av, Orchard Rd to Chatswood Station.

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, then reverse route to Alexander Pde, then Corona Av, Pacific Hwy, then reverse route to Gladstone Pde, then Strickland Av, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield Station.

Trips terminating at Roseville (Findlay Av): Ex Lindfield from Shirley Rd via Pacific Hwy, McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, (left) Pacific Hwy, then return to Lindfield.

Alterations

- **1970** (Source: RGH notes): Approached Chatswood Station from Pacific Hwy via Railway St to Chatswood Station. Return via Victoria Av, Pacific Hwy.
- **By 1984** (Source: RGH notes): Either direction from Eton Rd/Abingdon Rd via Kuring-gai College of Advanced Education [later University of Technology Sydney Kuring-gai] bus bay.
- **1984** (Source: RGH notes): Approached Chatswood from Pacific Hwy via Victoria Av, Railway St to Chatswood Station. Return via Railway St, Pacific Hwy.

Timetable Summary

1955 (when Fulton was proprietor)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|-----------------------|-----|------------|---------|------------|----------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lindfield-Roseville-Chatswood | Fr Lind 20R 23C | M-F | Lindfield | 6.55amR | Chatswood | 4.50pmL | A | |
| | | | | 9.38amC | Findlay Av | 6.36pmL | | |
| | | Sat | | 8.05amC | Chatswood | 12.35pmL | 60 | |
| | | Sun | | | | | | |

A – Peak hours, Lindfield-Roseville (Findlay Av). Day, Lindfield-Chatswood 60.

C – To Chatswood.

L – To Lindfield.

R – To Roseville (Findlay Av).

Later 1950s

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|-----------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lindfield-Roseville-Chatswood | Fr Lind 20R 23C | M-F | Findlay Av | 7.11amL | Chatswood | 4.58pmL | A | |
| | | | Lindfield | 9.45amC | Roseville | 6.13pmL | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – Peak hours, Lindfield-Roseville (Findlay Av). Day, Lindfield-Chatswood 60. Plus short-working/s before first trip shown.

C – To Chatswood.

L – To Lindfield.

R – To Roseville (Findlay Av).

Mid-1970s (after opening of Kuring-gai College of Advanced Education)

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|-------------------------------|-----------------------|-----|------------|---------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lindfield-Roseville-Chatswood | Fr Lind 20R 23C | M-F | Findlay Av | 7.10amL | Chatswood | 5.29pmL | A | |
| | | | Lindfield | 8.18amC | Roseville | 6.19pmL | | |
| | | Sat | | | | | | |
| | | Sun | | | | | | |

A – First 2 trips & last trip, Lindfield-Roseville (Findlay Av). Day, Lindfield-Chatswood 60. Plus short-working/s before first trip shown.

C – To Chatswood.

L – To Lindfield.

R – To Roseville (Findlay Av).

Route 125

LIDCOMBE – BANKSTOWN via Joseph St, Lidcombe State Hospital & Rookwood Rd

(The grounds of Lidcombe State Hospital were used in 2000 as the Media Village for the Olympic & Paralympic Games. After that the area was redeveloped as Botanica Estate.)

(See also note below with “Another view of the early days of bus routes run by Archie McVicar”, as recorded in the unpublished monograph of Jack Maddocks, From the Driver’s Seat, possibly involving Routes 124 & 125)

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: Lidcombe – Bankstown (Liverpool Rd) [now Hume Hwy] commenced prior to the allocation of route numbers.

By date of Govt Gazette of 7 March 1924: Extended in Bankstown from Liverpool Rd to Station.

As at date of Govt Gazette of 19 December 1924: Numbered 106 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor.

As at date of Govt Gazette 13 November 1925:

- Renumbered 125 [1925 route number] in the general renumbering of routes.
- Ran direct via Joseph St, except for additional trips on Sundays, Lidcombe – Lidcombe State Hospital.

By 1946: Rerouted through grounds of Lidcombe State Hospital.

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.

6 March 1985: Transferred to Highway Tours (JD (Jim) Hill, proprietor).

31 July 1985:

- Renumbered 920 [Sydney Region route number].
- 919 [Sydney Region route number] also commenced running via part of 125.

Streets

1919 (Source: Govt Gazette of 20 June 1919)

From Lidcombe (Railway Pde at Station) via Railway Pde, Joseph St, Rookwood Rd to Liverpool Rd [now Hume Hwy] (Bankstown). Reverse on return.

Alterations

- **1924 (Source: Govt Gazette of 7 March 1924):** Extended from Rookwood Rd/Liverpool Rd via Chapel St, North Tce to Bankstown Station. Reverse on return.
- **1928 (Source: Govt Gazette of 22 June 1928):** From Lidcombe via Mark St, Taylor St, Joseph St. Ex Bankstown unaltered.

Circa 1946 (Source: Gregory’s Street Directory)

From Lidcombe via Railway Pde [now St], Mark St, Taylor St, Joseph St, through **Lidcombe State Hospital**, entering at the main gate and leaving by the gate near the Medical Superintendent’s quarters, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Appian Way, North Tce to Bankstown Station.

Cemetery Gates (in East St at Victoria St) diversion: Ex Lidcombe from Joseph St via James St, East St, Victoria St to Joseph St. Reverse on return.

Trips via Joseph St direct: Ran direct along Joseph St & did not enter Lidcombe State Hospital grounds.

Alteration

By 1960

- **Lidcombe Hospital (new wards) diversion (Source: timetable) (early afternoons, daily):** Via Lidcombe State Hospital internal roadways.
- **Rookwood Cemetery diversion (selected trips on weekends):** Ex Lidcombe from Joseph St via Eglinton St, East St, Georges Av to Joseph St. Reverse on return?

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Railway St, Mark St, Taylor St, Joseph St, **Lidcombe State Hospital** internal roadways, Joseph St, Rookwood Rd, Hume Hwy, Meredith St, Marion St, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via reverse route to Joseph St, then Railway St to Lidcombe 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 | | |
| Lidcombe-Bankstown via Joseph St | 24 | M-F | Lidcombe | 6.20am | Bankstown | 7.05pm | 60-90 | |
| | | Sat | | 6.20am | | 7.05pm | 60-90 | |
| | | Sun | | 9.30am | | 10.05pm | 7 trips | A |
| Lidcombe-Lidcombe State Hospital† | 8 | M-F | | | | | | |
| | | Sat | | | | | | |
| | | Sun | Lidcombe | 1.58pm | State Hospital | 4.50pm | 20-40 | |

† Additional to Lidcombe-Bankstown trips.

A – Extra trips in afternoon, Lidcombe-Lidcombe State Hospital (see panel below).

19 March 1960

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|-----------|---------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Bankstown via State Hospital | 21 | M-F | Lidcombe | 5.53am | Bankstown | 9.49pm | 30* | A |
| | | Sat | | 6.20am | | 9.49pm | 30 | B |
| | | Sun | | 7.09am | | 10.40pm | 30 | |

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

1984

| Destinations | Off-peak trip time | Day | First trip | | Last trip | | Av day freq/No of trips | Notes |
|---------------------------------------|--------------------|-----|------------|--------|-----------|--------|-------------------------|-------|
| | | | From | Time | From | Time | | |
| Lidcombe-Bankstown via State Hospital | 20 | M-F | Lidcombe | 5.50am | Lidcombe | 8.13pm | 30* | |
| | | Sat | | 6.20am | | 8.10pm | AM 30 PM 60 | |
| | | Sun | | 6.20am | | 5.00pm | 60 | |

* More frequent in peak hours.

Another view of the early days of bus routes run by Archie McVicar, as recorded in the unpublished monograph of Jack Maddocks, *From the Driver's Seat*, possibly involving Routes 124 & 125 [1925 route numbers] but prior to the allocation of route numbers

1919: Lidcombe Station to Berala (Kingsland Rd/Hyde Park Rd) commenced by ARB McVicar.

Soon after: Extended to run Lidcombe – Regents Park, prior to the opening of the Lidcombe – Bankstown railway line.

Prior to 1923: Sunday afternoon service, Lidcombe – State Hospital.

Next: Lidcombe – Berala (Mt Auburn Rd) commenced & linked with Lidcombe – Berala route to make a circular route.

1923:

- Days of service of Lidcombe – State Hospital extended to daily.
- Lidcombe – State Hospital extended to run Lidcombe – Bankstown