



SYDNEY BUS ROUTES

1925 route numbers

Routes 151 – 175

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.

Histories of routes in the Manly-Warringah area (between 130 & 150), which span both the 1925 route number & Sydney Region route number eras, are listed in the Sydney Region route number pages of this website.

All routes in this section have ceased.

Summary of routes 151 – 175

151	Maroubra Beach-Central
152	Meadowbank-Gladesville
153	Merrylands-Greystanes, etc
154	Mortlake-Central
155	Bondi (Murrivier Rd)-Central
155	Manly Wharf-Narrabeen (†)
156	Musgrave St Wharf-Mosman
157	Naremburn-Milsons Point
157	Manly-Church Point (†)
158	North Sydney-Milsons Point
158	North Bondi-South Annandale
158	Double Bay-Pagewood
159	North Bondi-Central
159	Bondi Junction-Central, etc
159	Rose Bay-Pagewood, etc

160	North Bondi-Central
160	Turramurra-Warrawee Valley
161	North Bondi-Central
161	Narrabeen-Elanora Hts, etc
162	North Bondi-Central
162	Parramatta-Fairfield
162	Turramurra-South Turramurra
163	Punchbowl-Central
163	North Sydney-McMahons Pt
163	Epping-North Epping
164	Northwood-Lane Cove, etc
164	Parramatta-Northmead
164	Parramatta-East Parramatta
165	Parramatta-Epping, etc
166	Paddington-Central

166	Turramurra-South Turramurra
167	Parramatta-Smithfield
168	Parramatta-Auburn
169	Parramatta-Auburn
169	Lane Cove-Lane Cove W. etc
170	Parramatta-Masonic Schools
170	Guildford-Fairfield Rd
170	Merrylands-Guildford, etc
171	Parramatta-Guildford, etc
172	Parramatta-Eastwood, etc
173	Parramatta-West Ryde, etc
174	Parramatta-Central
174	Parramatta-Wentworthville
175	Parramatta-Granville

(†) Full details are listed under “Sydney Region route numbers”.

Route 151

MAROUBRA BEACH – RANDWICK CEMETERY – DARLINGHURST – CENTRAL RAILWAY via Anzac Pde

Timeline

By date of Govt Gazette 13 November 1925: Maroubra Beach – Randwick Cemetery – Central Railway commenced by JC Tuckfield, proprietor &/or Coventry Motor Service (Priscilla Coventry & Joseph A Hallett, proprietors):

- Shared with other routes along Anzac Pde (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Anzac Pde (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Coogee Beach tram services.

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

By date of Govt Gazette 22 June 1928: Re-extended to run Central Railway – Maroubra Beach.

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

Streets

Maroubra Beach – Randwick Cemetery – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Randwick Cemetery – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

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

Maroubra Beach – Randwick Cemetery – Central Railway

1927 (Source: Govt Gazette of 27 May 1927)

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

Alteration

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

Route 152

MEADOWBANK – GLADESVILLE

Also:

- **Gladesville – Gladesville (Wharf Rd) (limited service, circa 1951-73)**
(Ryde Post Office & Ryde shops are located in what is also referred to as Top Ryde.)

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

By date of Govt Gazette of 19 December 1924: Meadowbank – Gladesville via Morrison Rd direct (*not* diverting via Tennyson Point or Putney Point) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 125 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Sidney Armitage & FJ (Frederick) Waller, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 152 [1925 route number] in the general renumbering of routes.

Circa 1929-31: Shared most of route with 104.

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

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

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

27 April 1964: Transferred to Western Suburbs Bus Lines Pty Ltd (Col Sinclair, proprietor).

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

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

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

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

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

31 August 1981: Transferred to Metro West Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).

13 April 1993: Renumbered 535 [Sydney Region route number].

Streets

Meadowbank – Gladesville via Morrison Rd direct

1924 (Source: Govt Gazette of 19 December 1924)

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

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

Circa 1948 (Source: Gregory's Street Directory)

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

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

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

1963 (Source: RGH notes)

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

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

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

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

Alterations

- **From 15 December 1965** (Source: *RGH notes*):
Putney Point diversion: From Phillip Rd/Charles St via Charles St, Waterview St, Delange Rd, Pellisier Rd, McGowan St, Putney Pde, Pellisier Rd, Delange Rd, Phillip Rd to Charles St.
- **Circa 1967** (Source: *RGH notes*): Ex Gladesville from Victoria Rd via Gerard St, Western Cr, Morrison Rd.
- **By November 1971** (Source: *timetable*):
Putney Point diversion: Both directions from Phillip Rd/Charles St via Phillip Rd, Delange Rd, Waterview St, Princes St, Phillip Rd to Payten St.
- **By November 1971** (Source: *timetable*):
Putney Point diversion: Putney Point diversion reverted to that shown for 1963.
- **By November 1971** (Source: *timetable*):
Top Ryde diversion: Ex Meadowbank from Morrison Rd/Church St via Church St, Devlin St, Blaxland Rd, Church St to Morrison Rd. Ex Gladesville from Morrison Rd/Gladstone Av via Gladstone Av, Wandoo Av, Church St, Blaxland Rd, Devlin St, Victoria Rd, Belmore St.

Gladesville – Gladesville (Wharf Rd)

1963 (Source: *RGH notes*)

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank-Gladesville	25	M-F	Gladesville	6.55am	Meadowbank	6.59pm	50-60	
		Sat		6.55am		7.20pm	50-60	A
		Sun		1.15pm		9.45pm	50-70	

A – Plus picture trip Saturday night.

October 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Meadowbank-Gladesville	22	M-F	Meadowbank	6.16am	Gladesville	11.18pm	30*	A
		Sat		6.43am		11.10pm	30	A
		Sun		8.46am		10.46pm	60	B
Gladesville-Gladesville (Wharf Rd)	8 round trip	M-F	Gladesville	9.03am	Wharf Rd	3.48pm	5 trips	
		Sat		8.57am		4.43pm	3 trips	
		Sun						

* More frequent in peak hours.

A – Additional trips, Gladesville-Putney Point. Plus short-working/s before first trip shown. Plus picture bus.

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

November 1980

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

* More frequent in peak hours.

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

Route 153

1920s

MERRYLANDS Station – MERRYLANDS (Sherwood Rd)* via Merrylands Rd

- **Extended from Merrylands Station to Granville (limited service, until 1931)**
- **Extended from Merrylands (Sherwood Rd)* to Greystanes (Ringrose Av)* (limited service)**

(It is not clear in which suburb or locality termini west of Merrylands were located. They may have been in Merrylands, Holroyd or Greystanes. The current boundary between Merrylands & Greystanes, when in Merrylands Rd, is at Jersey Rd.)*

From circa 1940s

MERRYLANDS – GREYSTANES (Ringrose Av Loop)

MERRYLANDS – GREYSTANES via various routes

MERRYLANDS – MERRYLANDS WEST (Betts Rd Loop)

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

Timeline

Unnumbered period at least from 1921 to 1925

By 1 January 1921 (*The Cumberland Argus and Fruitgrowers' Advocate*): Merrylands – Merrylands (Jersey Rd) commenced NRB (Bruce) Barklimore, proprietor, prior to the allocation of route numbers.

By date of Govt Gazette of 7 March 1924: Extended to run Merrylands – Merrylands (Ringrose Av)

As at date of Govt Gazette of 19 December 1924: Numbered 126 [1924 route number].

By date of Govt Gazette of 19 December 1924: Limited service extended from Merrylands to Granville. Extension competed with Granville – Liverpool train service.

As at date of Govt Gazette 13 November 1925: Renumbered 153 [1925 route number] in the general renumbering of routes.

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

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

By 1941: Transferred to Mrs FE (Fanny) Barklimore, proprietor.

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

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

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

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

By November 1964:

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

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

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

November 1981: Routes rearranged generally as:

- Merrylands – Greystanes (Tulip St & Merrylands Rd Loop)
- Merrylands – Greystanes (Whalans Rd & Macquarie Rd Loop)
- Merrylands – Greystanes (Ringrose Av Loop)
- Merrylands – Merrylands (Betts Rd Loop)

27 November 1983: Re-organised and renumbered into Sydney Region route numbers:

- 812 Merrylands – Merrylands West – South Wentworthville via Bristol St
- 813 Merrylands – Greystanes (Whalans & Macquarie Rds Loop).
- 813 Merrylands – Greystanes (Gardenia Pde & Merrylands Rd Loop).

Streets

1920s-1940s

Merrylands – Greystanes (Ringrose Av)

1924 (Source: Govt Gazette of 7 March 1924)

From Merrylands Station via Merrylands Rd to Ringrose Av (Greystanes). Reverse on return.

Merrylands – Greystanes (Ringrose Av) (selected trips extended to Granville)

1925 (Source: Govt Gazette of 13 November 1925)

From Merrylands Station via Merrylands Rd to Ringrose Av (Greystanes). Reverse on return.

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

Alteration

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

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

Circa 1948 (Source: Gregory's Street Directory)

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

1960s & 1970s

Merrylands – Greystanes

1968 (Source: RGH notes)

Via Macquarie Rd

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

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

Via Merrylands Rd

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

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

Via Whalans Rd

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

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

Merrylands – Greystanes (Ringrose Av Loop)

1968 (Source: RGH notes)

Morning

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

Afternoon

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

Merrylands – Merrylands (Betts Rd Loop)

1968 (Source: RGH notes)

Morning

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

Afternoon

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

Merrylands – Greystanes via Tulip St

Circa 1975 (Source: UBD Compact Street Directory)

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

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

As at 1981

November 1981 (Source: timetable)

Merrylands – Greystanes

Via Tulip St & Merrylands Rd Loop

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

Via Whalans Rd & Macquarie Rd Loop

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

Merrylands – Greystanes (Ringrose Av Loop)

Morning

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

Afternoon

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

Merrylands – Merrylands (Betts Rd Loop)

Morning

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

Afternoon

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Merrylands (Sherwood Rd)†	Fr Sher Rd 8M 17G	M-F	Sherwood Rd	6.47amM	Granville	3.30pmS	A	
				10.30amG	Merrylands	10.00pmS		
		Sat		6.47amM	Granville	3.30pmS	A	
				10.30amG	Merrylands	10.00pmS		
Sun								

† Selected trips extended to Granville. Selected trips extended west of Sherwood Rd (*see below*).

A – Merrylands (Sherwood Rd)-Merrylands 10 trips. Merrylands (Sherwood Rd)-Granville 2 trips.

G – To Granville.

M – To Merrylands Station.

S – To Merrylands (Sherwood Rd).

Trips extended west of Merrylands (Sherwood Rd) (Mondays-Saturdays)

To Ringrose Av:

Morning, 1 trip (7.25am from Merrylands, 7.40am from Ringrose Av).

To Jersey Rd:

Afternoon, 1 trip 6.06pm from Merrylands, 2 trips from Jersey Rd (last trip 7.40pm).

18 June 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Greystanes	Fr Merry 12C 14S 17G	M-F	Cumberl'd Rd	5.35amM	Merrylands	10.05pmG	A	
			Greystanes Rd	5.48amM				
		Sat		5.35amM		6.36pmG 8.06pmS 10.34pmC	B	
		Sun		6.43amM		8.00amG 7.06pmS 8.06pmC	D	
Merrylands-Merrylands (Betts Rd Loop)	17	M-F	Betts Rd Loop	5.54am	Merrylands	6.35pm	40*	
		Sat		8.39am		10.06pm	60	E
		Sun		8.45am		6.36pm	5 trips	

* More frequent in peak hours.

A – Merrylands-Greystanes (Ringrose Av *or* Cumberland Rd *or* Greystanes School) 30*, Merrylands-Greystanes (Greystanes Rd) 60.

B – Morning, Merrylands-Greystanes (Ringrose Av *or* Cumberland Rd *or* Greystanes School) 30, Merrylands-Greystanes (Greystanes Rd) 60. Afternoon, Merrylands-Greystanes (Cumberland Rd) 30-60, Merrylands-Greystanes (Greystanes Rd) 2 trips.

C – To Cumberland Rd.

D – Greystanes (Ringrose Av *or* Cumberland Rd) 30-60, Merrylands-Greystanes 7 trips, Merrylands-Greystanes (Greystanes Rd) (1 trip from Merrylands, 2 trips from Greystanes (Greystanes Rd)).

E – Gap in service in afternoon.

G – To Greystanes (Greystanes Rd).

M – To Merrylands Station.

S – To Greystanes School.

16 November 1981

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

* More frequent in peak hours.

A – Gap in service in afternoon.

Route 154

MORTLAKE – 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

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Ashfield – Burwood – Mortlake 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 128 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Mortlake Motor Bus Service (Frederick Goldie, Michael James Cooley & Ernest Henry Smith, proprietors).

As at date of Govt Gazette 13 November 1925:

- Renumbered 154 [1925 route number] in the general renumbering of routes.
- Being operated by Metropolitan Omnibus & Transport Co Pty Ltd, FH (later Sir Frederick) Stewart, proprietor.

31 October 1931:

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Mortlake (Tennyson Rd at Northcote St) via Tennyson Rd, Gale St, Brays Rd, Lancelot St, Archer St, Majors Bay Rd (**Concord**), Crane St, Burwood Rd, Parramatta Rd, George St West [now Broadway], George St, 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 Mortlake.

Alterations

1924 (Source: Govt Gazette of 19 December 1924): Approached Central Railway from George St via Barlow St, Parker St, Hay St, Pitt St to Eddy Av. Unaltered on return.

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.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mortlake-Central Railway	54	M-F	Mortlake	7.03am	Central Rly	11.00pm	30	
		Sat		7.03am		11.00pm	30	
		Sun		8.33am		11.05pm	60	

March 1930

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

Route 155

BONDI (Murriverie Rd) – CENTRAL RAILWAY via Oxford St

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

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

By date of Govt Gazette of 19 December 1924: Bondi (Murriverie Rd) – Central Railway commenced prior to the allocation of route numbers:

- Shared with other routes along Oxford St (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Circular Quay – Bondi via Bellevue Hill tram service.

By 15 June 1925 (Doran Report): Being operated, possibly at different times by various proprietors:

- Harry Connell
- Metropolitan Omnibus & Transport Co Pty Ltd, FH (later Sir Frederick) Stewart, proprietor.

31 October 1931:

- JH Vigor
- Mrs E Tolhurst.

As at date of Govt Gazette 13 November 1925: Renumbered 155 [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.

Service suspended until recommenced as a feeder service.

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

17 June 1933: Ceased. Replaced by Department of Road Transport & Tramways 160 Bondi Junction – Bondi (Murriverie Rd) [Sydney Region route number].

Streets

Bondi (Murriverie Rd) – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Bondi (Murriverie Rd) (at Frederick St) via Murriverie Rd, Old South Head Rd, Birriga Rd, Victoria Rd (Bellevue Hill), Old South Head Rd, Edgecliff Rd, Queen St (Woollahra), Oxford St (Darlinghurst), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): Ex Central Railway via Eddy Av, Elizabeth St.
- **1928** (Source: Govt Gazette of 22 June 1928): Ex Bondi (Murriverie Rd) from Victoria Rd via Old South Head Rd, Oxford St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi (Murriverie Rd)-Central Railway	37	M-F	Murriverie Rd	7.00am	Central Rly	11.44pm	30-40	A
		Sat		7.00am		11.44pm	30-40	A
		Sun		8.21am		11.35pm	35-45	

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

March 1930

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

A – Extra trip Friday night.

Route 156

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

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

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

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 (Source: Govt Gazette of 7 March 1924):

- Musgrave St Wharf – Spit Junction commenced prior to the allocation of route numbers.
- Competed with Milsons Point – Mosman & Milsons Point – Balmoral tram services.

By date of Govt Gazette of 19 December 1924: Extended to run Musgrave St Wharf – Mosman (Medusa St). Then also competed with Milsons Point – The Spit & Cremorne Wharf – The Spit tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 133 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Paddison Bros (HE (Herbert) & RR (Roland) Paddison, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 156 [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.

Service suspended until recommenced as a feeder service.

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

8 May 1933: Taken over by Department of Road Transport & Tramways & renumbered part of 236:

236 Musgrave St Wharf – Spit Junction – Balmoral [now Balmoral Heights] (Wyargine St)

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

For details of 236 see Sydney Region route numbers.

Streets

Musgrave St Wharf – Spit Junction

1924 (Source: Govt Gazette of 7 March 1924)

From Musgrave St Wharf via Musgrave St, Raglan St, Military Rd to Spit Rd (Spit Junction). Reverse on return.

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

1924 (Source: Govt Gazette of 19 December 1924)

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

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Upper Spit [now Spit] Rd via Medusa St to Central [now Pindari] Av. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Musgrave St Wharf-Mosman (Medusa St)	Fr Mus St Whf 12S 17M	M-F	Medusa St	7.55amW	Musg St Wharf	4.30pmM 7.30pmS	A	
		Sat		7.55amW		11.43amM 7.30pmS	B	
		Sun	Musg St Wharf	10.20amS	Spit Junction	12.45pmW	5 trips	

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

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

M – To Mosman (Medusa St).

S – To Spit Junction.

W – To Musgrave St Wharf.

Route 157

NAREMBURN – MILSONS POINT

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

By date of Govt Gazette of 19 December 1924:

- Commenced prior to the allocation of route numbers.
- Competed with tram services from Milsons Point to Northbridge, The Spit & Mosman.

As at date of Govt Gazette of 19 December 1924: Numbered 134 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 157 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926:

- Ceased.
- Trams continued to provide service.

Streets

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

From Naremburn (Brook St at Slade St) via Brook St, Jenkins St, West St, Carlow St, Miller St (North Sydney), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Naremburn-Milsons Point	18	M-F	Naremburn	6.32am	Milsons Point	11.31pm	40	A
		Sat		6.32am		12.31am	40	
		Sun		8.25am		11.33pm	40	

A – Extra trips Friday night.

Route 157

MANLY – NARRABEEN – CHURCH POINT

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

See Sydney Region route numbers

Route 158

NORTH BONDI – BONDI BEACH – SOUTH ANNANDALE via Oxford St, Cleveland St & Parramatta Rd

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by SH Jackson, proprietor.
- Shared with other routes along Oxford St & Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St & Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Circular Quay – Bondi via Bellevue Hill tram service.

By date of Govt Gazette 15 October 1926: Ceased. Trams continued to provide service.

Streets

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

From North Bondi (Ramsgate Av at Beach Ct) via Ramsgate Av, Campbell Pde, Curlewis St, Birriga Rd, Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St, Bourke St (**Surry Hills**), Cleveland St, City Rd, Parramatta Rd, Johnston St to near Parramatta Rd (South Annandale). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-South Annandale	51	M-F	North Bondi	6.50am	Sth Annandale	10.01pm	30-90	
		Sat		6.50am		10.01pm	30-90	
		Sun		6.50am		10.01pm	30-90	

Route 158

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

(Benelong Rd is in current North Cremorne.)

Timeline

By date of Govt Gazette 22 June 1928:

- Commenced.
- Shared most of route with 163.
- Competed indirectly with tram services from Milsons Point to The Spit, Mosman & Balmoral.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.
- Service also later provided by 163.

Streets

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

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

Alteration

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

Route 158

DOUBLE BAY – BONDI JUNCTION – MAROUBRA JUNCTION – PAGEWOOD

Timeline

4 January 1938:

- Double Bay – Maroubra Junction commenced by Department of Road Transport & Tramways, coincident with takeover of 74 from Mrs EL Tolhurst, proprietor.
- 158 & 159 shared Bondi Junction – Maroubra Junction (Pagewood from 4 September 1938).

4 September 1938: Extended to run Double Bay – Maroubra Junction – Pagewood.

12 May 1940: Renumbered 358 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

Double Bay – Maroubra Junction

From 4 January 1938 (based on 1938 DRTT network map)

From Double Bay (Kiora Rd/New South Head Rd) via New South Head Rd, Manning Rd, Suttie Rd, Ranfurley Rd, Warren Rd, Streatfield Rd, Cooper Park Rd, Bellevue Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, York Rd (**Queens Park**), Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Rainbow St, Anzac Pde (**Daceyville Junction [now Kingsford]**) to Maroubra Junction (Maroubra Junction).

Double Bay – Pagewood

From 4 September 1938

From Double Bay (Kiora Rd/New South Head Rd) via New South Head Rd, Manning Rd, Suttie Rd, Ranfurley Rd, Warren Rd, Streatfield Rd, Cooper Park Rd, Bellevue Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, York Rd (**Queens Park**), Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Daceyville Junction [now Kingsford]**), Rainbow St, Avoca St, Holmes St, Loch Maree St, Storey St, Garden St, Maroubra Bay [now Maroubra] Rd (**Maroubra Junction**) to Bunnerong Rd (Pagewood).

From Pagewood (Maroubra Bay Rd/Bunnerong Rd) via reverse route to Newland St, then Oxford St, then reverse route to Manning Rd, then Forest Rd, Kiora Rd to New South Head Rd (Double Bay).

Timetable Summary

See 159, Rose Bay – Pagewood

Route 159

NORTH BONDI (via O'Sullivan Rd) – KINGS CROSS (via New South Head Rd) – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced.
- Shared with other routes along New South Head Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along New South Head Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Operated by RWE Cooper.

By date of Govt Gazette 17 December 1926:

- Ceased.
- Trams & buses continued to provide service along New South Head Rd.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex North Bondi from Bayswater Rd via Darlinghurst Rd, Oxford St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway via O'Sullivan Rd	41	M-F	North Bondi	5.57am	Central Rly	12.25am	30	
		Sat		5.57am		12.41am	30	
		Sun		7.27am		12.41am	30	

Route 159

CITY (Eddy Av, Central Railway) – EAST BELLEVUE HILL – BONDI JUNCTION ■

CITY (Eddy Av, Central Railway) – EAST BELLEVUE HILL – NORTH BONDI ■

Timeline

14 May 1933: City (Eddy Av, Central Railway) – East Bellevue Hill – North Bondi commenced by Department of Road Transport & Tramways, replacing private routes (which?).

19 June 1933: Rerouted as City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction, replacing private 5.

18 November 1933: Rearranged as:

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach (Saturday afternoons & Sundays).

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction (weekdays & Saturday mornings)

18 December 1933:

- City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach amalgamated (daily?) with 88 as 88 Enfield – City (Central Railway) – East Bellevue Hill – Bondi Beach [1925 route number].
- 159 continued to provide a local service over part of the same route, Rose Bay – East Bellevue Hill – Bondi Junction.

11 March 1934: Local service, Rose Bay – East Bellevue Hill – Bondi Junction, amalgamated with 66 as 66 Rose Bay Heights – Rose Bay – East Bellevue Hill – Bondi Junction.

Number out of use until temporarily reinstated.

18 June 1934: Local service Rose Bay – East Bellevue Hill – Bondi Junction reinstated, when 66 ceased.

24 June 1934: Local service Rose Bay – East Bellevue Hill – Bondi Junction absorbed into 88.

Streets

From 14 May 1933

City (Eddy Av, Central Railway) – East Bellevue Hill – North Bondi

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Edgecliff, Double Bay**), Victoria Rd, Drumalbyn Rd, Beresford Rd, Salisbury Rd, Plumer Rd, Balfour Rd, Bunyula Rd (**East Bellevue Hill**), Blaxland Rd, Birriga Rd, Old South Head Rd, Blair St, Warners Av, Campbell Pde to Marine Pde (North Bondi).

From North Bondi (Campbell Pde/Marine Pde) via Campbell Pde, Ramsgate Av, Mitchell St, Warners Av, then reverse route to Central Railway.

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Junction

From 19 June 1933 (likely route)

From City (Eddy Av, Central Railway) via same route to Blaxland Rd, then Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St, Cowper St [now Bronte Rd], Spring St, Newland St to Oxford St (Bondi Junction).

From Bondi Junction (Newland St at Oxford St) via Oxford St, then reverse route to Central Railway.

City (Eddy Av, Central Railway) – East Bellevue Hill – Bondi Beach (Saturday afternoons & Sundays)

From 18 November 1933

Alteration

Ex City (Eddy Av, Central Railway) from Blaxland Rd, then Birriga Rd, Blair St, Warners Av, Campbell Pde to Bondi Beach.

Rose Bay – Bondi Junction (local service)

From 18 December 1933

From Rose Bay (Balfour Rd at New South Head Rd) via Balfour Rd, Bunyula Rd, Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd (**East Bellevue Hill**), Old South Head Rd, Oxford St, Cowper St [now Bronte Rd], Spring St, Newland St to Oxford St (Bondi Junction)

From Bondi Junction (Newland St at Oxford St) via Oxford St, then reverse route to Balfour Rd, then Powell Rd, O'Sullivan Rd, New South Head Rd, Balfour Rd to near New South Head Rd (Rose Bay).

Timetable Summary

14 March 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Rly)-East Bellevue Hill-North Bondi		M-F	Eddy Av	6.51am	North Bondi	11.42pm	30	
		Sat		6.51am		11.42pm	30	
		Sun		8.10am		11.12pm	30	

18 November 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Rly)-East Bellevue Hill-Bondi Beach		M-F						
		Sat	Eddy Av	1.44pm	Eddy Av	12.02am	30	
		Sun	Bondi Beach	7.33am		11.30pm	30	

Timetable for City (Eddy Av, Central Railway)-East Bellevue Hill-Bondi Junction at this date not available, but remained unaltered.

18 December 1933

Timetable not available.

Trip time for local service Rose Bay – Bondi Junction, 12 minutes. Number of omnibuses, 1.

Route 159

ROSE BAY – BONDI JUNCTION – MAROUBRA JUNCTION – PAGEWOOD ■

Also:

- **Rose Bay – Bondi Junction – Clovelly (1937-38)**

Timeline

26 November 1934:

- Rose Bay (Balfour Rd) – Bondi Junction – Randwick (Earl St) commenced by Department of Road Transport & Tramways.
- Streets between Rose Bay & Bondi Junction same as route in the previous entry.

25 March 1935: Extended in Rose Bay from Balfour Rd to Dover Rd.

12 December 1937: Extended to run Rose Bay (Dover Rd) – Randwick (Earl St) – Clovelly.

4 January 1938: As part of the takeover of Mrs EL Tolhurst's 74:

- 159 altered to run Rose Bay (Dover Rd) – Bondi Junction – Maroubra Junction, replacing equivalent part of 74.
- 158 & 159 then shared Bondi Junction – Maroubra Junction (Pagewood from 4 September 1938).
- Service between Bondi Junction & Clovelly replaced by new 29.

4 September 1938: Extended to run Rose Bay (Dover Rd) – Maroubra Junction – Pagewood.

12 May 1940: Renumbered 359 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

Rose Bay (Balfour Rd) – Bondi Junction – Randwick (Earl St)

From 26 November 1934

From Rose Bay (Balfour Rd at New South Head Rd) via Balfour Rd, Bunyula Rd (**Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, Victoria St [now Queens Park Rd], York Rd (**Queens Park**), Avoca St, Earl St (Randwick).

Rose Bay (Dover Rd) – Bondi Junction – Randwick (Earl St)

Alteration

From 25 March 1935: Extended in Rose Bay from Balfour Rd via New South Head Rd to Dover Rd.

Rose Bay (Dover Rd) – Bondi Junction – Clovelly

Alteration

From 12 December 1937: Extended from Randwick (Earl St) via Clovelly Rd, Gilderthorpe Av, Albion St, Fern St, Varna St, Arden St, Burnie St, Clovelly Rd to Park St (Clovelly).

Rose Bay (Dover Rd) – Bondi Junction – Pagewood

From 4 September 1938

From Rose Bay (Dover Rd/New South Head Rd) via New South Head Rd, Balfour Rd, Bunyula Rd (**Bellevue Hill**), Blaxland Rd, Bundarra Rd, Birriga Rd, Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction**), Cowper St [now Bronte Rd], Ebley St, Newland St, Cuthbert St, Denison St, York Rd (**Queens Park**), Avoca St, Alison Rd (**Randwick**), Botany St, Barker St, Kennedy St, Meeks St, Anzac Pde (**Daceyville Junction [now Kingsford]**), Rainbow St, Avoca St, Holmes St, Loch Maree St, Storey St, Garden St, Maroubra Bay [now Maroubra] Rd (**Maroubra Junction**) to Bunnerong Rd (Pagewood).

From Pagewood (Maroubra Bay Rd/Bunnerong Rd) via reverse route to Newland St, then Oxford St, then reverse route to Rose Bay.

Timetable Summary

26 November 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
159: Rose Bay (Balfour Rd)-Bondi Jun-Randw'k (Earl St)	21	M-F	Balfour Rd	7.45am	Earl St	11.07pm	60*	A
		Sat		7.45am		11.07pm	60	
		Sun						

* More frequent in peak hours.

A – Extra trips Friday night.

25 March 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
159: Rose Bay (Dover Rd)-Bondi Junction-Randwick (Earl St)	24	M-F	Dover Rd	8.42am	Earl St	7.10pm	60	A
		Sat		8.42am		7.10pm	60	A
		Sun						

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

12 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
159: Rose Bay (Dover Rd)-Bondi Junction-Clovelly	Fr Clov 15B 31D	M-F	Clovelly	8.02amD	Clovelly	7.02pmD	A	
		Sat		8.02amD		7.02pmD	A	
		Sun	Bondi Junction	9.10amC		7.27pmB	40	E

A – Day, Clovelly-Bondi Junction 30, Clovelly-Rose Bay (Dover Rd) 60. Extra trips Friday night. Plus short-working/s before first trip & after last trip shown.

B – To Bondi Junction.

C – To Clovelly.

D – To Rose Bay (Dover Rd).

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

4 September 1938

Bondi Junction – Pagewood routes

158, 159

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
158: Double Bay-Bondi Junction-Pagewood	51	M-F	Double Bay	6.20amP	Double Bay	8.19pmP	60	
		Sat		6.20amP		8.19pmP	60	
		Sun						
159: Rose Bay (Dover Rd)-Bondi Junction-Pagewood	Fr Page 34B 50R	M-F	Pagewood	7.45amR	Dover Rd	7.51pmP	A	
					Pagewood	11.45pmB		
		Sat		7.45amR	Dover Rd	7.51pmP	A	
					Pagewood	11.45pmB		
Sun	Bondi Junction	8.05amP		11.45pmB	30	C		

Average day frequencies along common route:

M-F Bondi Junction-Pagewood (158, 159) 30.

Sat Bondi Junction-Pagewood (158, 159) 30.

Sun Bondi Junction-Pagewood (159) 30.

A – Day, Rose Bay (Dover Rd)-Pagewood 60. Night, Bondi Junction-Pagewood. Plus short-working/s before first trip shown.

B – To Bondi Junction.

C – It is not clear whether night & Sunday trips Bondi Junction-Pagewood displayed 158 or 159. But the streets followed would have been identical.

P – To Pagewood.

R – To Rose Bay (Dover Rd).

Route 160

NORTH BONDI (via O'Brien St) – **BONDI JUNCTION (via Oxford St) – **CENTRAL RAILWAY****

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

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

By date of Govt Gazette of 8 July 1921:

- Bondi Beach – Central Railway via O'Brien St commenced prior to the allocation of route numbers.
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Full time service by September 1925.

By date of Govt Gazette of 7 March 1924: Extended to run North Bondi – Central Railway via O'Brien St.

As at date of Govt Gazette of 19 December 1924: Numbered 136 [1924 route number].

By September 1925 (*Doran Report & “Complete” timetable*):

- 136 & 137 [1924 route numbers] being operated jointly by (separate timetables for each operator are shown in the “Complete” timetable):
 - Alfred H Barnier
 - Hamers Ltd
 - Henry Lane
 - WW Pope & Sons
 - Standard Motor & Engineering Works (Alfred Brett, principal?)
 - OH Sues
- Timetables of 136 & 137 (160 & 161 from 13 November 1925) were co-ordinated.

As at date of Govt Gazette 13 November 1925: Renumbered 160 [1925 route number] in the general renumbering of routes.

As at 1 August 1927: Transferred to Comfort Coach Co.

31 October 1931:

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

Service suspended until recommenced as a feeder service.

January 1932: Feeder service commenced, Bondi Junction – North Bondi (location of terminus?), operated by Mr Hawkins, who soon after incorporated as Hawkins Bus Co.

17 June 1933: Taken over by Department of Road Transport & Tramways. By this time North Bondi terminus was at Murrivier Rd.

By 1 December 1935: Times of service were full time.

1 December 1935: Extended to run City (Eddy Av, Central Railway) – Bondi Junction – North Bondi (Murrivier Rd).

20 September 1936: Extended to run City (Eddy Av, Central Railway) – Bondi Junction – North Bondi (Military Rd).

2 May 1937: Extended to run City (Eddy Av, Central Railway) – Bondi Junction – Dover Heights.

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

- 360 City (Eddy Av, Central Railway) – North Bondi – Dover Heights
- 363 City (Eddy Av, Central Railway) – North Bondi.

Streets

Bondi Beach – Central Railway

1921 (Source: Govt Gazette of 8 July 1921)

From Bondi Beach (Pretoria Pde [current Campbell Pde?] at Marine Pde [now Queen Elizabeth Dr]) via Pretoria Pde, Hall St, O'Brien St, Old South Head Rd, Oxford St (**Bondi Junction, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

From Central Railway (Eddy Av) via Eddy Av, Pitt St, Hay St, Elizabeth St, then reverse route to O'Brien St, then Roscoe St to Bondi Beach.

North Bondi – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

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

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

Alteration

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

Bondi Junction – North Bondi (Murriverie Rd)

From 18 June 1933

From North Bondi (Murriverie Rd) (at Frederick St) via Murriverie Rd, Glenayr Av, Sophia St [now O'Brien St], O'Brien St, Old South Head Rd, Cowper St [now Bronte Rd], Spring St, Newland St (Bondi Junction).

City (Eddy Av, Central Railway) – North Bondi (Murriverie Rd)

From 1 December 1935

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Sophia St [now O'Brien St], Glenayr Av, Murriverie Rd (North Bondi). Reverse on return.

City (Eddy Av, Central Railway) – North Bondi (Military Rd)

From 20 September 1936

Alteration (*likely route*)

Extended in North Bondi from Murriverie Rd/Frederick St via Murriverie Rd, Wairoa Av, Blair St to Military Rd.

City (Eddy Av, Central Railway) – North Bondi – Dover Heights

From 2 May 1937

Alteration (*likely route*)

Extended from North Bondi (Military Rd/Blair St) via Military Rd, Lancaster Rd, Peel St to Kimberley St (Dover Heights).

Timetable Summary

North Bondi – Central Railway via Old South Head Rd & Oxford St trips

160, 161

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
160 & 161‡: North Bondi-Central Railway†	38	M-F	North Bondi	6.18am	Central Rly	12.26am	7	A
		Sat		6.18am		12.26am	7	A
		Sun		7.42am		12.26am	7	A

Timetables were co-ordinated, but it is not clear from the Doran Report or the "Complete" timetable which route ran the first & last trips. It is likely they ran alternately. See example of co-ordinated departure times from North Bondi below.

† Between Bondi Beach & Bondi Junction, 160 ran via O'Brien St; 161 ran via Hall St.

‡ 136 & 137 [1925 route numbers]

A – Alfred H Barnier ran every 84 minutes.

Hamers Ltd (J Hamer) ran alternately 7, 42 and 35 minutes.

Henry Lane ran alternately 7 & 77 minutes.

WW Pope & Sons (Sydney AW Pope) ran alternately 7, 14 & 63.

Standard Motor & Engineering Works (Alfred Brett) ran every 42 minutes

OH Suess ran every 84 minutes. Plus extra trip early Saturday & Sundays mornings.

North Bondi – Central Railway via Old South Head Rd & Oxford St trips

160, 161

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
160: North Bondi-Central Railway via O'Brien St	37	M-F	North Bondi	6.34am	Central Rly	11.23pm	**	
		Sat		6.34am		11.23pm	**	
		Sun	Central Rly	8.41am		11.23pm	**	
161: North Bondi-Central Railway via Hall St	38	M-F	North Bondi	6.41am	Central Rly	11.16pm	84	
		Sat		6.41am		11.16pm	84	
		Sun	Central Rly	8.48am		11.16pm	84	

Average day frequencies along common route:

M-F North Bondi-Central Railway (160, 161) 3 trips every 84 minutes.

Sat North Bondi-Central Railway (160, 161) 3 trips every 84 minutes.

Sun North Bondi-Central Railway (160, 161) 3 trips every 84 minutes.

** Alternately 14 & 70.

North Bondi – Central Railway via Old South Head Rd & Oxford St trips

160, 161

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
160: North Bondi-Central Railway via O'Brien St		M-F	North Bondi	6.21am	Central Rly	12.12am	12	
		Sat		6.21am		12.12am	12	
		Sun		8.27am		12.12am	12	
161: North Bondi-Central Railway via Hall St		M-F	North Bondi	6.15am	Central Rly	12.18am	12	
		Sat		6.15am		12.18am	12	
		Sun		7.33am		12.18am	12	

Average day frequencies along common route:

M-F North Bondi-Central Railway (160, 161) 6

Sat North Bondi-Central Railway (160, 161) 6

Sun North Bondi-Central Railway (160, 161) 6.

1 December 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Rly)-North Bondi (Murriverie Rd)	Fr Murr Rd 13B 29E	M-F	Murriverie Rd	6.22am	Eddy Av	11.37pm	15*	C
		Sat		6.22am		11.52pm	A	
		Sun	Eddy Av	7.07am		11.37pm	30	D

* More frequent in peak hours.

A – Morning, North Bondi (Murriverie Rd)-Bondi Junction 7/8, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway) 15. Afternoon, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway) 15. Night, North Bondi (Murriverie Rd)-City (Eddy Av, Central Railway). Plus short-working/s before first trip & after last trip shown.

B – To Bondi Junction.

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

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

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

Example of departure times from North Bondi, demonstrating seven-minute intervals, extracted from the “Complete Timetable of Motor Bus Services”, dated September 1925

Departure time from Nth Bondi	Operator’s name
am	
10.02	Pope
10.09	Hamers Ltd
10.16	Pope
10.23	Standard Motor
10.30	Lane

Departure time from Nth Bondi	Operator’s name
10.37	Lane
10.44	Hamers Ltd
10.51	Hamers Ltd
10.58	Seuss
11.05	Standard Motor
11.12	Barnier

Departure time from Nth Bondi	Operator’s name
11.19	Pope
11.26	Pope
11.33	Hamers Ltd
11.40	Pope
11.47	Standard Motor
11.54	Lane

Route 160

TURRAMURRA – WARRAWEE VALLEY

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

Timeline

14 September 1965: Weekday daytime service commenced by Turramurra-Bobbin Head Bus Co Pty Ltd (RR (Ron) Deane, proprietor) to new residential area.

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

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

24 July 1985: 160 & 225 [1925 route numbers] renumbered into the Sydney Region route numbers:

573 Turramurra – Warrawee Valley

574 Turramurra – Fox Valley

Warrawee – Fox Valley.

Streets

1965 (Source: RGH notes)

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

Timetable Summary

14 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Warrawee Valley	15 round trip	M-F	Warrawee Vly	7.06am	Warrawee Vly	6.35pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

26 February 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Warrawee Valley	12 round trip	M-F	Warrawee Vly	6.59am	Warrawee Vly	6.40pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Daytime service provided by diversions of 225.

Route 161

NORTH BONDI (via Hall St) – **BONDI JUNCTION** (via Oxford St) – **CENTRAL RAILWAY**

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

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Full time service by September 1925.

As at date of Govt Gazette of 19 December 1924: Numbered 137 [1924 route number].

By September 1925 (*Doran Report* & “*Complete*” timetable):

- 136 & 137 [1924 route numbers] being operated jointly by (separate timetables for each operator are shown in the “*Complete*” timetable):
 - Alfred H Barnier
 - Hamers Ltd
 - Henry Lane
 - WW Pope & Sons
 - Standard Motor & Engineering Works (Alfred Brett, principal?)
 - OH Sues
- Timetables of 136 & 137 were co-ordinated.

As at date of Govt Gazette 13 November 1925: Renumbered 161 [1925 route number] in the general renumbering of routes.

31 October 1931:

- Ceased as competitive with trams under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Streets

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

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

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

Alterations

- **1924** (Source: *Govt Gazette of 19 December 1924*): Approached Central Railway from Eddy Av via Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av. Return via Pitt St, Eddy Av, Elizabeth St.
- **1925** (Source: *Govt Gazette of 13 November 1925*): Approached Central Railway from Elizabeth St via Eddy Av. Return via Pitt St, Hay St, Elizabeth St.
- **1926** (Source: *Govt Gazette of 15 October 1926*): Ex Central Railway via Eddy Av, Elizabeth St.

Timetable Summary

See 160

Route 161

CITY (Martin Pl) – NORTH BONDI (Murriverie Rd) via Glenayr Av ■

Timeline

2 August 1937: Peak hour route commenced by Department of Road Transport & Tramways, supplementary to 160.

12 May 1940: Renumbered 361 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

As at early 1938 (Source: *DRTT map of Tramway & Omnibus Services*)

From City (Martin Pl) (at Phillip St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (Darlinghurst), Flinders St, Moore Park Rd, Queen St, Edgecliff Rd (Woollahra), Old South Head Rd, Victoria (Bellevue Hill), Birriga Rd, Blair St, Glenayr Av, Murriverie Rd to Frederick St (North Bondi).

From North Bondi (Murriverie Rd) (at Frederick St) via reverse route to Macquarie St, then Hunter St, Phillip St, Martin Pl (City).

Route 161

NARRABEEN – ELANORA HEIGHTS

- **Extended from Elanora Heights to Ingleside** (*selected trips, from 1960s*)
- **Further extended from Ingleside to Terrey Hills** (*school trips, 1960s-1980s*)

PYMBLE – GORDON – TERREY HILLS – MONA VALE

(Green Hills was the name of some of the estates, when land in North Narrabeen was being subdivided in the 1910s.)

Timeline

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

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

Service suspended until a new operator could be found.

29 June 1953: Recommenced as a school service only, operated by AH (Arthur Helliwell) Gillott, proprietor.

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

August/September 1963:

- Transferred to Narrabeen-Elanora Omnibus Service (AJ (Alfred) & B Richards, proprietors).
- By then route was Narrabeen – Elanora Heights (selected trips extended to Ingleside), running weekday daytime & Saturday morning.
- School trips further extended to Terrey Hills till about 1987, providing a service for Narrabeen High School students.
- Ran *either* via Rickard Rd *or* via Powder Works Rd, often performing a loop via those two roads.

1 July 1972: Transferred to Warringah Bus Lines Pty Ltd (JH (James Huntley, known as Jim) Knox, proprietor), becoming part of the Hornsby Bus Group.

17 April 1974: Extra school day route, Pymble – Terrey Hills – Mona Vale, commenced.

By August 1976: Saturday service on Narrabeen – Elanora ceased.

January 1979: Days of service of Pymble – Terrey Hills – Mona Vale extended to all weekdays.

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

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

March 1990: Renumbered into Sydney Region route numbers:
 195 Pymble – Gordon – Terrey Hills – Mona Vale
 196 Narrabeen – Elanora Heights (selected trips extended to Ingleside).

Streets

Narrabeen – Elanora Heights (selected trips extended to Ingleside on weekdays & extended to Terrey Hills on school days)

1963 (Source: RGH notes)

Via Powder Works Rd, then Rickard Rd

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

Via Rickard Rd, then Powder Works Rd

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

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

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

Alterations

1986 (Source: RGH notes)

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

Pymble – Gordon – Terrey Hills – Mona Vale

1986 (Source: RGH notes)

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

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

Timetable Summary

21 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	Approx 15	M-F	Elanora Hts	6.45amN	Ingleside	12.15pmN	A	
			Ingleside	8.15amN	Elanora Hts	6.45pmN		
		Sat	Elanora Hts	8.20amN	Narrabeen	12.30pmI	B	
			Narrabeen	9.30amI	Elanora Hts	12.45pmN		
Sun								

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – Peak hours & day, Narrabeen-Elanora 60-120*. Morning trips generally ran from Narrabeen via Powder Works Rd & returned via Rickard Rd. Afternoon trips via reverse direction. 4 trips extended to Ingleside.

B – Morning, Narrabeen-Elanora 30. Trips till approx. 10.00am generally ran from Narrabeen via Powder Works Rd & returned via Rickard Rd. Trips after that time via reverse direction. 2 trips extended to Ingleside.

I – To Ingleside.

N – To Narrabeen.

August 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	Approx 15	M-F	Elanora Hts	7.00am	Narrabeen	6.45pm	A	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – Peak hours & day, Narrabeen-Elanora 60*. Morning trips generally ran from Narrabeen via Powder Works Rd & returned via Rickard Rd. Afternoon trips via reverse direction. Extended to Mona Vale Rd, Ingleside (1 trip): 9.25am from Ingleside, 11.15am from Narrabeen. Also school buses.

April 1986 (Pymble-Mona Vale)

April 1987 (Narrabeen-Elanora)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Narrabeen-Elanora Heights†	17NEr 22NIr	M-F	Narrabeen	6.50amE 9.15amI	Ingleside	11.25amN	A	
					Elanora Hts	6.40pmN		
		Sat						
Pymble-Mona Vale	30	M-F	Mona Vale	7.00am	Pymble	5.35pm	7 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Ingleside.

A – Peak hours & day, Narrabeen-Elanora Heights 120*. Trips other than in off-peak morning ran from Narrabeen via Rickard Rd & returned via Powder Works Rd. 2 off-peak morning trips via reverse direction & extended to Ingleside.

E – To Elanora Heights.

I – To Ingleside.

N – To Narrabeen.

NEr – Round trip, Narrabeen-Elanora Heights-Narrabeen.

NIr – Round trip, Narrabeen-Ingleside-Narrabeen.

Route 162

NORTH BONDI – BONDI BEACH (via Curlewis St) – WOOLAHRA (via Oxford St) – CENTRAL RAILWAY

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

By date of Govt Gazette of 19 December 1924: Commenced prior to the allocation of route numbers:

- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Circular Quay – Bondi via Bellevue Hill tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 6 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Leonard Donald.

As at date of Govt Gazette 13 November 1925: Renumbered 162 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 February 1929:

- Ceased.
- Trams & buses continued to provide service.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

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

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

Alteration

- 1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from Eddy Av via Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av. Return via Eddy Av, Elizabeth St.
- 1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway via Eddy Av, Elizabeth St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Bondi-Central Railway via Curlewis St	38	M-F	North Bondi	6.21am	Central Rly	11.05pm	12 trips	
		Sat		6.21am		11.05pm	12 trips	
		Sun		6.21am		11.05pm	12 trips	

Route 162

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

Timeline

By date of Govt Gazette 22 February 1929: Commenced.

?: Ceased.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

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

Route 162

CITY (Martin Pl) – BONDI JUNCTION – NORTH BONDI – DOVER HEIGHTS via Glenayr Av

Timeline

21 March 1938: City (Martin Pl) – North Bondi commenced by Department of Road Transport & Tramways, supplementary to 160.

6 June 1938:

- Extended to run City (Martin Pl) – Dover Heights.
- Times of service reduced to peak hours only.

12 May 1940: Renumbered 362 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

City (Martin Pl) – North Bondi

From 21 March 1938 (likely route)

From City (Martin Pl) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, O'Brien St, Sophia St, Glenayr Av, Murriverie Rd, (?) to terminus (location?) (North Bondi).

North Bondi terminus until 4 June 1938: Blair St/Wairoa Av.

City (Martin Pl) – North Bondi – Dover Heights

From 6 June 1938

Alteration (SMH 4 June 1938 per Trove)

Extended from North Bondi (Blair St/Wairoa Av) via Military Rd, Blake St, Portland St, Lancaster Rd, Peel St, Russell St, Peel St, Kimberley St (Dover Heights).

Route 162

TURRAMURRA – SOUTH TURRAMURRA via Carina Rd

Timeline

14 September 1965: Turramurra – Turramurra (Carina Rd, Rofe Park) commenced by Turramurra-Bobbin Head Bus Co Pty Ltd (RR (Ron) Deane, proprietor) to new residential area.

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

By 7 December 1970: Curtailed to run Turramurra-Turramurra (Rofe Park), except for morning peak hour, when selected trips continued to be extended to start from South Turramurra (Parkinson Av).

By 26 February 1973: Hours of service reduced to peak hours. Off-peak service to Carina Rd area provided by diversion of 166 (diversion ran from South Turramurra in morning & from Turramurra in afternoon).

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

24 July 1985: 162 & 166 renumbered into Sydney Region route numbers:

570 Turramurra – South Turramurra via Kissing Point Rd

571 Turramurra – South Turramurra via Carina Rd

572 Turramurra – South Turramurra – Macquarie University.

Streets

Turramurra – Turramurra (Rofe Park)

1965 (Source: RGH notes)

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

Turramurra – South Turramurra (Parkinson Av) via Carina Rd

By 1 October 1968 (Source: timetable)

Morning

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

Afternoon

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

Alteration

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

Timetable Summary

14 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-Turramurra (Rofe Park)	16 round trip	M-F	Rofe Park	7.22am	Rofe Park	6.17pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

1 October 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra (Parkinson Av)	20 round trip	M-F	Parkinson Av	7.36am	Parkinson Av	6.25pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

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

26 February 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Turrumurra (Rofe Park)†	20 round trip	M-F	Rofe Park	7.17am	Parkinson Av	7.53am	Ph	
			Parkinson Av	7.33am	Rofe Park	6.21pm		
		Sat						
		Sun						

† Selected morning peak hour trips extended to start from South Turrumurra (Parkinson Av).

Ph – Peak hours only. Base service, Turrumurra – Turrumurra (Rofe Park) (selected morning peak hour trips extended to start from South Turrumurra (Parkinson Av)). Off-peak service to Carina Rd area provided by diversion of 166.

Route 163

PUNCHBOWL – CROYDON PARK – CENTRAL RAILWAY via Parramatta Rd

Timeline

By date of Govt Gazette 13 November 1925: Commenced by Hoskins Bros Ltd, proprietors:

- 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).
- Competed with Ashfield – Burwood – Mortlake/Cabarita tram service.

By date of Govt Gazette 15 October 1926: Ceased. Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Central Railway	60	M-F	Punchbowl	6.30am	Central Rly	10.55pm	30-60	A
		Sat		6.30am		10.55pm	30-60	A
		Sun		8.35am		10.55pm	30-60	A

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

Route 163

Until 31 October 1931

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

(Reynolds St is in current North Cremorne.)

From 20 March 1932

NEUTRAL BAY (Ben Boyd Rd) – McMAHONS POINT

Timeline

By date of Govt Gazette 22 June 1928:

- North Sydney (Reynolds St) – Milsons Point via Ben Boyd Rd commenced.
- Shared most of route with 158.
- Competed indirectly with Milsons Point – Mosman tram services.

31 October 1931:

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

Service suspended until revived as a similar route but with different termini.

See 67 for further details of 163 as from 20 March 1932, as the histories of 67 & 163 were intertwined from then until 1939.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

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

Alteration

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

Route 163

EPPING – NORTH EPPING

Timeline

11 July 1963:

- 82 split & the Epping – North Epping section transferred to North Epping Bus Service (Carl N Tattam, proprietor) and renumbered 163.
- Late Saturday afternoon & Sunday trips continued to be through-routed with 82 (making those trips same as 82 prior to this date) till at least 1969.

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

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

31 August 1981: Transferred to Metro West Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor)

23 July 1990: Renumbered 547 [Sydney Region route number].

Streets

1963 (Source: RGH notes)

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

North Epping (Eastcote Rd) extension: From Malton Rd/Boundary Rd via Boundary Rd, Eastcote Rd to Malton Rd.

Alterations

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

1980 (Source: timetable)

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

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

Timetable Summary

11 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	Epping	5.56am	North Epping	7.20pm	30*	
		Sat		7.05am		7.39pm	30	A
		Sun		6.40am		11.37am	5 trips	

82 & 163 through-routed on late Saturday afternoons & Sunday mornings.

* More frequent in peak hours.

A – Gap in service in afternoon

29 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Epping-North Epping	18 round trip	M-F	North Epping	6.02am	North Epping	7.10pm	30*	
		Sat		8.01am		12.52pm	30	
		Sun						

* More frequent in peak hours.

Route 164

NORTHWOOD – LANE COVE (Gentle St)

- **Extended from Lane Cove (Gentle St) to Gladesville (*selected trips, 1924-25*)**

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

By date of Govt Gazette of 8 July 1921:

- Longueville [current Lane Cove] – Figtree Bridge commenced prior to the allocation of route numbers.
- From 1924 shared route with 180 [1924 route number] (later 95).

By date of Govt Gazette of 7 March 1924: Extended to run Northwood – Fig Tree Bridge.

As at date of Govt Gazette of 19 December 1924: Numbered 139 [1924 route number].

By date of Govt Gazette of 19 December 1924: Extended to run Northwood – Lane Cove – Gladesville.

By 15 June 1925 (*Doran Report*): Being operated by Lane Cove Motors (Arthur Bower & Frederick Dunn, proprietors).

By date of Govt Gazette 13 November 1925: Curtailed to run Northwood – Lane Cove (Gentle St). 95 continued to run between Lane Cove & Gladesville.

As at date of Govt Gazette 13 November 1925: Renumbered 164 [1925 route number] in the general renumbering of routes.

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

31 December 1926:

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

Streets

Longueville [current Lane Cove] – Figtree Bridge

1921 (Source: Govt Gazette of 8 July 1921)

From Longueville (Burns Bay Rd at Lane Cove tram terminus) via Burns Bay Rd to Fig Tree Bridge (north end).

Reverse on return.

Northwood – Lane Cove – Figtree Bridge

1924 (Source: Govt Gazette of 7 March 1924)

From Northwood (Northwood Rd at wharf) via Northwood Rd, Longueville Rd (**Lane Cove**), Burns Bay Rd, Fig Tree Bridge, Joubert St (south end of Fig Tree bridge). Reverse on return.

Northwood – Lane Cove – Gladesville

1924 (Source: Govt Gazette of 19 December 1924)

From Northwood (Northwood Rd at wharf) via Northwood Rd, Longueville Rd (**Lane Cove**), Burns Bay Rd, Fig Tree Bridge, Joubert St (**Hunters Hill**), Fig Tree Rd, Ryde Rd, Mark St, Mary St, Manning Rd, Great North [now Victoria] Rd, Meriton St to Memorial [near Great North Rd] (Gladesville). Reverse on return.

Northwood – Lane Cove (Gentle St)

1925 (Source: Govt Gazette of 13 November 1925)

From Northwood (Northwood Rd at wharf) via Northwood Rd, Longueville Rd, Burns Bay Rd, Gentle St to near Burns Bay Rd (Lane Cove). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Northwood-Lane Cove (Gentle St)†	Fr Nthwd 8L 12T 31G	M-F	Gladesville	7.47amN	Northwood	6.00pmG 6.39pmT	A	
						6.00pmG		
		Sun	Lane Cove	1.29pmG		4.37pmL	C	
				2.30pmN	Gladesville	5.54pmL		

† Selected trips extended to Gladesville.

A – Peak hours, Northwood-Gladesville. Day, Northwood-Lane Cove (Gentle St) 60. Plus short-working/s before first trip shown. Plus Picture bus Tuesdays & Thursday.

B – Morning, Northwood-Lane Cove (Gentle St) 30-60. Northwood-Gladesville 2 trips. Afternoon, Northwood-Lane Cove (Gentle St) 60, Northwood-Gladesville 3 trips. Plus short-working/s before first trip shown. Plus Picture bus.

C – Lane Cove-Gladesville 120 & Northwood-Lane Cove 2 trips, separately.

G – To Gladesville.

L – To Lane Cove.

N – To Northwood.

T – To Lane Cove (Gentle St).

Route 164

PARRAMATTA – NORTHMEAD (Moxhams Rd)

Timeline

By date of Govt Gazette 27 May 1927:

- Commenced by Henry (Harry) Howell, proprietor, probably partly replacing Parramatta – Northmead tram service, which ceased on 31 December 1926.
- Shared route with 170, 181, 184 & 185 for varying periods.
- Competed with Parramatta – Rogans Hill train service.
- For shared & competitive bus, tram & train services, Parramatta – Northmead – Baulkham Hills – Castle Hill (1902-32), *see* 200.

Circa 1931:

- Ceased.
- Possibly replaced by existing 170, 181 & 185.

Streets

1927 (Source: Govt Gazette of 27 May 1927)

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

Alteration

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

Route 164

PARRAMATTA – EAST PARRAMATTA (Webb St)

Timeline

1950/1:

- Commenced.
- Operated by both Parramatta-Epping Bus Service (Moore family) and AJ (Alfred) Richards, proprietors at different times until September 1959.

September 1959: Transferred to Dundas Valley Coach Co Pty Ltd (Col Sinclair, proprietor). Also traded as East Parramatta Transport Co (in respect of this route) & Fleet Services Pty Ltd.

9 June 1967: Transferred to East Parramatta Bus Service (BD (Barry) Barton, proprietor).

1 December 1968: Transferred to Forest Coach Lines Pty Ltd (Royle family, proprietors).

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

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

Streets

1964 (Source: timetable)

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

Timetable Summary

1 July 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-East Parramatta (Webb St)	30 round trip	M-F	Webb St	6.52am	Parramatta	6.20pm	30	A
		Sat		8.05am		12.20pm	30	
		Sun						

A – Mondays-Thursdays, gap in service middle of the day. Fridays, 30 frequency continued during that period.

Route 165

PARRAMATTA – EPPING via Pennant Hills Rd

- **Extended from Parramatta to Northmead (selected trips until 1928)**

Also:

- **Parramatta – Telopea – Epping (circa 1958-61)**
- **Parramatta – Burnside Homes, North Parramatta (1950s?)**

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

By date of Govt Gazette of 8 July 1921:

- Northmead – Parramatta – Epping commenced prior to the allocation of route numbers.
- Parramatta – Northmead shared with 164, 170, 181, 184 & 185 for various periods.
- Indirectly competed with Central – Parramatta & Central – Hornsby via Strathfield train services.
- Shared route along Pennant Hills Rd with 101 after its commencement.
- For Shared & competitive bus, tram & train services, Parramatta – Northmead – Baulkham Hills – Castle Hill (1902-32), *see* 200.

As at date of Govt Gazette of 19 December 1924: Numbered 138 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Henry (Harry) Howell, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 165 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Curtailed to run Parramatta – Epping. 164, 170, 181 & 185 were already providing service between Parramatta & Northmead.

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

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

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

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

By October 1935: Operator listed as Harry Howell, proprietor.

1939: JH Moore became sole operator.

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

December 1947: Retr transferred to Parramatta-Epping Bus Service Pty Ltd (Moore family, proprietors).

Circa 1948: Separate service ran Parramatta – Burnside Homes, North Parramatta (possibly for visitors; when begun?, when ceased?)

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

November 1958: Operator’s name changed to Harris Park Transport Pty Ltd.

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

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

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

June 1997: Renumbered 624 [Sydney Region Route Number].

Streets

Northmead – Parramatta – Epping via Pennant Hills Rd

1921 (Source: Govt Gazette of 8 July 1921)

From Northmead (Windsor Rd at Moxhams Rd) via Windsor Rd, Church St, Argyle St to **Parramatta Station**, then Argyle St, Church St, Pennant Hills Rd (**Carlingford**), Church St [now Marsden Rd], Tomah St, Willoughby St, Ryde St, Elizabeth St§, Station St§, Bridge St to High St [now Beecroft Rd] (Epping Station). Reverse on return.

(§ Now Boronia Av)

Parramatta – Epping via Pennant Hills Rd

1928 (Source: Govt Gazette of 22 June 1928)

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

Circa 1948 (Source: Gregory’s Street Directory)

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

1963 (Source: RGH notes)

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

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

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.

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

Alteration

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

Parramatta – Telopea – Epping

Circa 1958 (likely route based on timing points)

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

Parramatta – Burnside Homes, North Parramatta

Circa 1948 (Source: Gregory’s Street Directory)

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd†	51	M-F	Parramatta	8.23am	Epping	2.53pm	3 trips	A
		Sat		8.23am		2.53pm	3 trips	A
		Sun						

† Selected trips extended from Parramatta to Northmead.

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

21 May 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd	28	M-F	Parramatta	6.20am	Epping	10.27pm	30*	A
		Sat		6.20am		7.12pm	30	A
		Sun		9.04am		9.42pm	60	A
		Hols		7.55am		9.27pm	60	

* More frequent in peak hours.

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

21 July 1958

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

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

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

E – To Epping.

P – To Parramatta.

T – To Telopea.

26 February 1962

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

* More frequent in peak hours.

A – Plus late night return trip.

July 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping via Pennant Hills Rd	30	M-F	Parramatta	5.38am	Epping	8.37pm	30*	A
		Sat		6.42am		6.30pm	AM 40 PM 60	
		Sun		9.50am		5.22pm	60	

* More frequent in peak hours.

A – Plus extra trip Thursday night.

9 November 1996

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

* More frequent in peak hours.

Route 166

PADDINGTON (Five Ways) – CENTRAL RAILWAY via Oxford St

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

By date of Govt Gazette of 8 July 1921:

- Commenced prior to the allocation of route numbers.
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 140 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Henry (Harry) Connell, proprietor.

As at date of Govt Gazette 13 November 1925:

- Renumbered 166 [1925 route number] in the general renumbering of routes.
- About this time replaced unnumbered (pre-November 1925) route Edgecliff – Central Railway via Glenmore Rd.
- Shared route with 73.

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

Streets

1921 (Source: Govt Gazette of 8 July 1921)

From Paddington (Five Ways) (Gurner St at Norfolk St) via Gurner St, Glenmore Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Alterations

- *1924 (Source: Govt Gazette of 7 March 1924):* Approached Paddington from Glenmore Rd to Broughton St. Reverse on return.
- *1924 (Source: Govt Gazette of 19 December 1924):* Approached Central Railway from Eddy Av via Pitt St, Parker St, Barlow St, Hay St, Pitt St to Eddy Av. Unaltered on return.
- *1925 (Source: Govt Gazette of 13 November 1925):* Approached Central Railway from Elizabeth St via Eddy Av. Return via Pitt St, Eddy 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		
Paddington-Central Railway	14	M-F	Paddington	6.22am	Central Rly	12.03am	12	
		Sat		6.22am		12.03am	12	
		Sun		7.30am		11.39pm	15	

Route 166

TURRAMURRA – SOUTH TURRAMURRA – MACQUARIE UNIVERSITY via Kissing Point Rd

Also:

- **Turrumurra – Finlay & Fox Valley Rds Loop (1957)**
(*South Turrumurra is also known as Kissing Point.*)

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

Timeline

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

August 1955: Transferred to RR Deane, proprietor.

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

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

By 26 February 1973: Selected off-peak trips diverted via Carina Rd to cover part of 162, when 162 was reduced to a peak hour service.

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

By 9 December 1981: Additional trips ran Turrumurra – South Turrumurra – Macquarie Centre, following opening of Macquarie Centre shops in November 1981.

24 July 1985: 162 & 166 renumbered into Sydney Region route numbers:

570 Turrumurra – South Turrumurra via Kissing Point Rd

571 Turrumurra – South Turrumurra via Carina Rd

572 Turrumurra – South Turrumurra – Macquarie University.

Streets

Turrumurra – South Turrumurra (Kissing Point Rd)

1963 (Source: RGH notes)

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

Alteration

From 26 February 1973

Carina Rd diversion (*off-peak, replacing 162*): Ex Turrumurra from Kissing Point Rd via Boronia Rd, Waratah Rd, Mimosa Rd, Carina Rd, Ravenhill Rd to Kissing Point Rd. Reverse on return.

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

By July 1982 (Source: timetable)

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

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

Timetable Summary

10 October 1949

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

* More frequent in peak hours.

A – Gap in service in afternoon.

Circa 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra (Kissing Point Rd)	10	M-F	Sth Turrumurra	6.20am	Turrumurra	6.50pm	60*	
		Sat	Turrumurra	7.31am	Sth Turrumurra	12.20pm	60	
		Sun						

* More frequent in peak hours.

12 September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra (Kissing Point Rd)	9	M-F	Sth Turrumurra	6.18am	Turrumurra	6.53pm	30*	
		Sat	Turrumurra	7.33am	Sth Turrumurra	12.25pm	60	
		Sun						

* More frequent in peak hours.

26 February 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-South Turrumurra (Kissing Point Rd)	10D 14C	M-F	Sth Turrumurra	6.15am	Sth Turrumurra	7.00pm	30*	A
		Sat	Turrumurra	7.33am		12.28pm	60	
		Sun						

* More frequent in peak hours.

A – Selected off-peak trips diverted via Carina Rd (morning to Turrumurra, afternoon from Turrumurra), replacing 162.

C – Via Carina Rd.

D – Direct via Kissing Point Rd.

June 1984

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

* More frequent in peak hours.

† Additional to above.

Route 167

PARRAMATTA – MERRYLANDS WEST – SMITHFIELD

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

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 154 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by NRB (Bruce) Barklmore, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 167 [1925 route number] in the general renumbering of routes.

Circa 1943: Transferred to Parramatta Bus Co.

Circa 1949: Transferred to NA McIntosh, proprietor.

By circa early 1950s (while McIntosh was proprietor):

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

October 1954: Transferred to Merrylands Bus Co Pty Ltd (Try family, proprietors).

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

July 1962: Transferred to Cleary Bros (Parramatta).

15 December 1976: Transferred to Thornley Transport Services Pty Ltd, trading as Western Road Bus Service (Trevor Thornley, proprietor).

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

10 August 1981: Transferred to Bosnjaks Bus Service Pty Ltd (Bosnjak family, proprietors).

2 November 1981: Amalgamated with Cabramatta – Edensor Park via St Johns Rd part of 45 and renumbered 800 [Sydney Region route number] (first private bus route renumbered into a Sydney Region route number).

Streets

Parramatta – Smithfield

1924 (Source: Govt Gazette of 7 March 1924)

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

Alteration

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

Circa 1948 (Source: Gregory's Street Directory)

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

(§ Now Warren Rd, Smithfield Rd.)

Parramatta – Merrylands West (selected trips extended to Smithfield)

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

Via Railway St & Burnett St

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

Via Boundary St, Hilltop Rd & Holroyd Rd

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

Smithfield extension: From Merrylands West (Merrylands Rd/Sherwood Rd) via Sherwood Rd, Woodpark Rd, Kenyons Rd§, Liverpool Rd§ (Smithfield).

(§ Now Warren Rd, Smithfield Rd.)

1968 (Source: RGH notes)

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

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

Merrylands West (Bruce St) diversion: Ex Parramatta from Sherwood Rd via Duffy St, Bruce St, Betts Rd, Woodpark Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Smithfield	35	M-F	Smithfield	9.10am	Parramatta	3.15pm	3 trips	A
		Sat		9.10am		11.30am	2 trips	A
		Sun						

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

Early 1950s

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

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

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

† Selected trips extended to Smithfield.

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

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

M – To Merrylands West (Sherwood Rd).

P – To Parramatta.

S – To Smithfield.

June 1962

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

* More frequent in peak hours.

† Selected trips extended to Smithfield.

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

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

P – To Parramatta.

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

PS – Parramatta to Smithfield.

S – To Smithfield.

January 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Merrylands West-Smithfield	Fr Pmta 53PMr 28S	M-F	Parramatta	5.20amS	Parramatta	6.00pmS	A	
		Sat		7.20amS	Smithfield	12.03pmP	B	
					Parramatta	1.30pmM		
Sun								

A – Morning peak hour, Parramatta-Smithfield. Day, Parramatta-Merrylands West (Woodpark Rd) 30, Parramatta-Merrylands West (Bruce St) 30/60 alternately, Parramatta-Smithfield 90. Extra trips Thursday night (last trip 9.10pm from Parramatta). Plus short-working/s after last trip shown.

B – Parramatta-Merrylands West (Woodpark Rd) 20, 6 trips extended to Smithfield. Plus short-working/s before first trip shown.

M – To Merrylands West (Woodpark Rd).

P – To Parramatta.

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

S – To Smithfield.

Route 168

PARRAMATTA – AUBURN NORTH – AUBURN

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

By date of Govt Gazette of 7 March 1924:

- Parramatta – Auburn commenced prior to the allocation of route numbers.
- Shared parts of route with 169 [1925 route number] from circa 1925.
- Indirectly competed with Central – Parramatta train service.

As at date of Govt Gazette of 19 December 1924: Numbered 147 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 168 [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.
- Trains continued to provide service.

Service suspended until recommenced with a new operator and curtailed route.

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

August 1946: Transferred to HF (Herb) Katen, proprietor.

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

March 1963: Extended to run Parramatta – Auburn North – Auburn.

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

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

15 December 1986: Renumbered 405 [Sydney Region route number].

Streets

Parramatta – Auburn

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Darcy St, Station St, Marion St, Hassall St, Allan St, Good St (**Granville**), Sydney [now Parramatta] Rd, Macquarie Rd, North Pde [now Rawson St] to Auburn Station. Reverse on return.

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Ex Parramatta from Sydney Rd via Hampstead Rd, North Pde.

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Parramatta – Auburn North

Circa 1948 (Source: Gregory's Street Directory)

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

Parramatta – Auburn

1968 (Source: RGH notes)

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

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

Alteration

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

1986 (Source: RGH notes)

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

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn	25	M-F	Auburn	8.30am	Parramatta	5.00pm	60	A
		Sat		8.30am		12.00md	60	B
		Sun						

Sydney Rd is now Parramatta Rd.

A – Plus short-working/s after last trip shown (last trip 7.02pm from Auburn to Auburn (Sydney Rd/Newton St). Plus picture bus from Auburn (Sydney Rd/Newton St) to Auburn Wednesday & Friday nights.

B – Plus picture bus from Auburn (Sydney Rd/Newton St) to Auburn Saturday night.

1961

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

1981

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

Route 169

PARRAMATTA – AUBURN via Hampstead Rd

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

Timeline

By date of Govt Gazette 13 November 1925:

- Being operated by WL Tweedie, proprietor.
- (*Complete Timetable of Motor Bus Services* of September 1925): Route ran:
Parramatta (Macquarie St/Church St) – Auburn (Mondays to Saturdays)
Parramatta Park Gates – Auburn (Sundays & Holidays)
- Shared parts of route with 168 [1925 route number].
- Indirectly competed with Central – Parramatta train service.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Existing 168, albeit curtailed, provided a partial replacement in 1937.
- Trains continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

(Parramatta terminus at Macquarie St/Church St.)

Alterations

- **1926** (*Source: Govt Gazette of 15 October 1926*): Ex Parramatta Park from George St via Church St. Unaltered on return.
- **1927** (*Source: Govt Gazette of 27 May 1927*): Ex Parramatta Park from O’Connell St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St, Church St. Ex Auburn, terminating at Market St, from Church St via Pennant St [now Victoria Rd], Villiers St [now Marist Pl], Market St. Ex Auburn, terminating at park gates, from Church St via Pennant St [now Victoria Rd], O’Connell St, Grose St.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Auburn†	29	M-F	Parramatta	10.00am	Auburn	4.55pm	60	
		Sat		10.00am		4.55pm	60	
		Sun	Auburn	10.30am	P'matta Pk Gts	5.05pm	60	

† Extended to Parramatta Park Gates on Sundays.

Route 169

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

CITY (Wynyard) – NORTHWOOD – LONGUEVILLE

LANE COVE – LANE COVE WEST (Mars Rd)

Timeline

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

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

By 1960s: Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips ran in a combined loop 169/224 Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or reverse (*see combined routes 169/224 following Route 169*).

13 April 1966: Transferred to Barnes Coaches Pty Ltd (JD (Doug) Barnes, proprietor).

9 October 1970: Transferred to Deane's Coaches Pty Ltd (RR (Ron) Deane, proprietor).

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

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

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

127 Northwood – Longueville – Chatswood

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

224 City (Wynyard) – Northwood – Longueville.

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

7 September 1987: 52, 127, 169 & 224 renumbered into Sydney Region route numbers:

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

264 Chatswood – Longueville.

Streets

Lane Cove – Lane Cove West (Mars Rd)

1963 (Source: RGH notes)

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

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

1986 (Source: RGH notes)

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

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

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

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

Timetable Summary

1 May 1950

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

* More frequent in peak hours.

1 November 1971

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

A – Off-peak, combined 169/224.

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

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

7 September 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Longueville-Lane Cove-Lane Cove West (Mars Rd)	Fr Wyn 30L 40M	M-F	Wynyard	6.25amM	Mars Rd	5.15pmY	A	
					Wynyard	7.30pmT		
		Sat	Lane Cove	7.40amY		2.40pmL	60	
		Sat						

* More frequent in peak hours.

A – Day, City (Wynyard)-Lane Cove West (Mars Rd) 60-90*. Some peak hour trips, City (Wynyard)-Lane Cove or City (Wynyard)-Tambourine Bay.

L – To Lane Cove.

M – To Lane Cove West (Mars Rd).

Y – To City (Wynyard).

Combined routes 169/224

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

Timeline

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

13 April 1966: Transferred to Barnes Coaches Pty Ltd (JD (Doug) Barnes, proprietor).

9 October 1970: Transferred to Deane's Coaches Pty Ltd (RR (Ron) Deane, proprietor).

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

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

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

127 Northwood – Longueville – Chatswood

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

224 City (Wynyard) – Northwood – Longueville.

Streets

By 1960s

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

Selected trips: Reverse.

Route 170

PARRAMATTA – BAULKHAM HILLS (Masonic Schools)

- **Extended from Baulkham Hills (Masonic Schools) to Kellyville & Rouse Hill**
(Masonic Schools, officially known as William Thompson Masonic Schools, were located in Seven Hills Rd, Baulkham Hills, near the corner of current Cropley Dr. The schools operated from 1924 to 1972 to care for orphans.)

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

19 January 1924:

- Parramatta – Baulkham Hills (Masonic Schools) commenced by partnership of E Cameron & DF Ryan, proprietors, prior to the allocation of route numbers.
- Shared route with 164, 165, 170, 181, 184 & 185 [1925 route numbers] for various periods.
- Competed with Parramatta – Northmead tram service until 31 December 1926 & Parramatta – Rogans Hill train service (*see 200*).
- For shared & competitive bus, tram & train services, Parramatta – Northmead – Baulkham Hills – Castle Hill (1902-32), *see 200*.

1925:

- Extended run Parramatta – Baulkham Hills (Masonic Schools) – Kellyville. Service to Kellyville shared with 185.
- Cameron withdrew from partnership, leaving Ryan as sole proprietor.

By date of Govt Gazette 13 November 1925: Renumbered 170 [1925 route number] in the general renumbering of routes.

September 1926 or January 1927:

- Transferred to Mrs FG (Flo) McIntosh, proprietor.
- At about same time extended to run Parramatta – Baulkham Hills (Masonic Schools) – Kellyville (probably limited service extended to Rouse Hill).

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

Service suspended until relicensed.

8 December 1931: Relicensed to Parramatta Bus Co Pty Ltd (Mrs Flo McIntosh, proprietor). Continued to share route with parts of 164, 181 & 185. This was at about the same time as the Department of Road Transport & Tramways was seeking applications to gain exclusive rights to run bus services over this and other routes to replace the Parramatta – Rogans Hill railway line.

1 February 1932: Absorbed into new 200 [1925 route number], operated by Parramatta Bus Co, which had gained the exclusive right to operate bus services between Parramatta and Northmead, Parramatta and Baulkham Hills, Parramatta and Rogan's Hill and between Baulkham Hills and Kellyville after closure of the Parramatta – Rogans Hill railway on 31 January 1932.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

Alteration

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

Route 170

GUILDFORD – GUILDFORD (Fairfield Rd)

(The Fairfield Rd terminus was likely to have been in the current suburb of Guildford West.)

Timeline

June 1948: Commenced by Merrylands Bus Co Pty Ltd (Try family, proprietors). Also traded as Try's Bus Service.
1950: Absorbed into 171.

Route 170

GUILDFORD – SMITHFIELD Industrial Area (INDUSTRIAL)

MERRYLANDS – GUILDFORD via Bristol St

Timeline

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

By 1973: Also traded as Grayline of Australia

1 April 1978: Transferred to GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor).

By January 1981: New peak hour route, Guildford – Smithfield Industrial Area, commenced.

1 March 1984: 170, 171 & 190 reorganised and renumbered into Sydney Region route numbers:

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

Streets

Merrylands – Guildford

1968 (Source: RGH notes)

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

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

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

22 October 1962

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

* More frequent in peak hours.

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

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

* More frequent in peak hours.

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

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

Route 171

PARRAMATTA – MERRYLANDS – GUILDFORD via Loftus Park

PARRAMATTA – MERRYLANDS – GUILDFORD WEST – FAIRFIELD via Loftus Park

Also:

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

(Fowlers Av is now Fowler Rd.)

(Hawk's View Rd is now spelt Hawkesview Rd.)

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

(Parramatta Centennial Fountain is at the corner of Church St & Macquarie St.)

("Pipe Head" is near where Fowler Rd crosses the Water Supply Pipeline [in current Guildford].)

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

By date of Govt Gazette of 7 March 1924: Parramatta – Merrylands – Loftus Park commenced prior to the allocation of route numbers. Competed indirectly with Granville – Liverpool train service.

By date of Govt Gazette of 19 December 1924: Extended/alterte to run:

Parramatta – Guildford Station via Loftus Park

Parramatta – Guildford (Fowlers Av) via Loftus Park.

As at Govt Gazette of 19 December 1924: Numbered 141 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by ST (Sid) Try, proprietor. Also traded as Try's Bus Service.

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

Service suspended until relicensed as a feeder.

January 1932: Relicensed but curtailed to run Parramatta – Guildford (Pipe Head) (?).

(?): Parramatta – Fowler Rd extended in Guildford from Fowler Rd to Pipe Head.

5 November 1934: Extended to run Parramatta – Pipe Head – Guildford.

By 1941: Transferred to Mrs LI (Linda) Try, proprietor.

By 1947: Routes were:

Parramatta – Fairfield Rd via Chetwynd Rd

Parramatta – Guildford via Fowler Rd

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

By 1960s: Operator incorporated as Merrylands Bus Co Pty Ltd.

August 1962: New peak hour route, Guildford – Yennora Industrial Area (when ceased?).

By 1964: Selected trips extended to run Parramatta – Guildford – Fairfield via McCredie & Fairfield Rds, running limited stops between Parramatta & Guildford.

February 1967:

- Parramatta – Fairfield (limited stops between Parramatta & Guildford) renumbered 190.
- 171 routes then reverted to:
 - Parramatta – Guildford – Fairfield Rd via Chetwynd Rd
 - Parramatta – Guildford via Fowler Rd

By 1973: Operator also traded as Grayline of Australia

1 April 1978: Transferred to GR Hopkinson Transport Pty Ptd, trading as Hopkinson's Merrylands Bus Services (GR (Graham) Hopkinson, proprietor).

By January 1984: Thursday night, Saturday afternoon & Sunday service provided by combined trips Parramatta – Guildford Station – Guildford (Fairfield Rd).

1 March 1984: 170, 171 & 190 reorganised and renumbered into Sydney Region route numbers:

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

Streets

1920s

Parramatta – Merrylands – Loftus Park

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Lansdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], Hill St, Denmark St to Myall St (Loftus Park). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

Parramatta – Merrylands – Loftus Park – Guildford Station

From Parramatta (Church St at Centennial Fountain) via Church St, Lansdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], Denmark St, Hawk's View Rd, The Esplanade [now Military Rd?], Guildford Rd, Military Rd (Guildford Station). Reverse on return.

Parramatta – Merrylands – Loftus Park – Guildford (Fowlers Av/Hawk's View Rd)

From Parramatta (Church St at Centennial Fountain) via Church St, Lansdowne St, Crimea St, Pitt St (**Merrylands**), Merrylands Rd, Chertsey St [now Memorial Av], Denmark St, Hawk's View Rd to Fowlers Av (Guildford). Reverse on return.

As at 1948

Circa 1948 (Source: Gregory's Street Directory)

Parramatta – Merrylands – Pipe Head – Guildford Station

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

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

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

NEW ROUTE as at 1962

Guildford – Yennora Industrial area

August 1962 (Source: T&BT, reflected in timetable dated 22 October 1962)

From Guildford Station via Military Rd, Boola Av, Yennora Av, Nelson Rd [then extending from Yennora Av through to Pine Rd], Pine Rd, Dursley Rd to Fairfield Rd.

As at 1968

1968 (Source: RGH notes)

Parramatta – Merrylands – Guildford Station via Fowler Rd

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

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

Parramatta – Merrylands – Guildford (Fairfield Rd/McCredie Rd) [now in Guildford West] via Chetwynd Rd

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

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Guildford Station	22	M-F	Guildford	8.30am	Parramatta	5.12pm	6 trips	A
		Sat		8.30am		12.10pm	60	
		Sun						

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

1 September 1947

Parramatta – Guildford area routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Guildford Station	28	M-F	Guildford	8.20am	Parramatta	5.31pm	40	A
		Sat		8.20am		1.11pm	40	B
		Sun		8.20am		5.10pm	60	C
Parramatta-Guildford (Fairfield Rd)	28	M-F	Fairfield Rd	7.58am	Parramatta	4.51pm	40	
		Sat		7.58am		12.51pm	40	
		Sun						

Average day frequencies along common route:

M-F Parramatta-Guildford (Fowlers Rd) 20.

Sat AM Parramatta-Guildford (Fowlers Rd) 20.

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

B – Plus picture bus Saturday night.

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

22 October 1962

Parramatta – Guildford area routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Guildford Station	28	M-F	Guildford	6.04am	Parramatta	8.15pm	30*	A
		Sat		7.15am	Guildford	8.05pm	30	B
		Sun		8.27am		5.52pm	60	C
Parramatta-Guildford (Fairfield Rd)	28	M-F	Parramatta	7.25am	Fairfield Rd	8.16pm	30	D
		Sat		7.31am	Parramatta	6.16pm	30**	
		Sun						E
Guildford-Yennora Industrial Area	5	M-F	Yennora	7.47am	Dursley Rd	4.30pm	Ph	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Guildford (Fowlers Rd) 15.

Sat AM Parramatta-Guildford (Fowlers Rd) 15.

* More frequent in peak hours.

** Less frequent in afternoon.

A – Plus short-working/s before first trip & after last trip shown. Additional trips on Friday nights.

B – Plus picture bus.

C – Plus short-working/s before first trip & after last trip shown. Plus picture bus on Holidays. Trips *from* Parramatta ran via Guildford (Fairfield Rd).

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

E – Service provided by Parramatta – Guildford Station trips.

Ph – Peak hours only.

1984

Parramatta – Guildford area routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Guildford Station	28	M-F	Guildford	5.58am	Parramatta	6.20pm	40*	A
		Sat		7.00am		1.10pm	30-40	B
		Sun						B
Parramatta-Guildford West (Fairfield Rd)	28	M-F	Fairfield Rd	8.45am	Parramatta	6.05pm	40*	C
		Sat		8.00am		12.50pm	30-40	B
		Sun						B
Parramatta-Guildford Stn-Guildford (Fairfield Rd)†		M-F	Guildford	6.08pm	Parramatta	9.12pm	TNs	
		Sat	Parramatta	2.10pm	Fairfield Rd	6.40pm	60	
		Sun	Fairfield Rd	8.21am	Parramatta	4.21pm	60	

Average day frequencies along common route:

M-F Parramatta-Guildford (Fowlers Rd) 20.

Sat AM Parramatta-Guildford (Fowlers Rd) 20.

* More frequent in peak hours.

† Combined trips Parramatta-Guildford Station-Guildford (Fairfield Rd) on Thursday nights, Saturday afternoons & all day Sundays.

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

B – Saturday afternoon & Sunday service provided by combined trips.

C – Thursday night service provided by combined trips.

TNs – Thursday night service. Last trip ran from Parramatta to Fairfield.

Route 172

PARRAMATTA – DUNDAS (Bettington Rd)

PARRAMATTA – DUNDAS VALLEY – EASTWOOD

PARRAMATTA – EASTWOOD via Kissing Point Rd

Route 86

PARRAMATTA – DUNDAS VALLEY – EASTWOOD

Also:

- Rydalmere – Dundas Valley (*selected trips*)

Combined routes 86/172

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

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

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

(Bettington Rd terminal loop was in Dundas when buses first went there in circa 1955. The surrounding area was declared the suburb of Oatlands in 1991. Destination signs displayed “Bettington 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

By date of Govt Gazette of 7 March 1924: Parramatta – Eastwood via Kissing Point Rd commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 142 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by William J Gambrill, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 172 [1925 route number] in the general renumbering of routes.

Route 172

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

By 26 September 1949:

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

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

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

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

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

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

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

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

Routes 86 & 172

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

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

By 18 March 1963 (after 19 August 1961):

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

31 August 1981: Transferred to Metro West Bus Lines Pty Ltd (KA (Kenneth Alfred, known as Ken) Butt, proprietor).

1983/4 (by 29 January 1985):

- 86 renumbered back to part of 172.
- All trips between Parramatta & Eastwood & short-workings then numbered 172.

Route 172

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

- Parramatta – Eastwood via Kissing Point Rd (or “Main Rd”) amalgamated with 54 and Eastwood – Macquarie University section of 85 and renumbered 550 [Sydney Region Route Number].
- Parramatta – Dundas Valley (“Valley”) – Eastwood amalgamated with Eastwood – Ryde section of 89 and renumbered as 545 [Sydney Region Route Number].
- Parramatta – Dundas (Bettington Rd) renumbered 546 [Sydney Region Route Number].
- Operator's name changed to North & Western Bus Lines.

Streets

Route 172

Parramatta – Eastwood via Kissing Point Rd

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Pennant St [now Victoria Rd], Kissing Point Rd, Spurway [now Stewart] St, Marsden Rd, Terry[s] Rd, Blaxland Rd [now Shaftesbury Rd, Rowe St], Upper Parramatta Rd [location?], Hillview St to station entrance (Eastwood).

1925 (Source: Govt Gazette of 13 November 1925)

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

Alteration

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

Circa 1948 (Source: Gregory's Street Directory)

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

Parramatta – Dundas Valley

7 September 1957 (Source: timetable)

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

For later routes through Dundas Valley, see Route 86.

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

Circa 1963 (Source: RGH notes)

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

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

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

Alterations

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

Parramatta – Dundas Valley (“Valley”) – Eastwood

Circa 1983/4 (Source: RGH notes)

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

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

Dundas Valley (Marshall Rd & Brand St) diversion: Ex Parramatta from Evans Rd via Shortland St, Marshall Rd, Brand St, Evans Rd. Reverse on return.

Alterations

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

Parramatta – Dundas (Bettington Rd)

Circa 1963 (Source: RGH notes)

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

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

Alterations

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

Route 86

Parramatta – Dundas Valley – Eastwood

Circa 1963 (Source: RGH notes)

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

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

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

Dundas Valley (Marshall Rd & Brand St) diversion: Ex Parramatta from Evans Rd/Shortland St via Shortland St, Marshall Rd, Brand St, Evans Rd. Reverse on return.

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

Alterations

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

Rydalmere – Dundas Valley

Circa 1963 (Source: RGH notes)

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

Combined Routes 86/172 (172 from circa 1981)

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

By 18 March 1963 (Source: timetable)

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

Alteration

- *By 9 June 1969 (Source: timetable):* Ex Parramatta from Alexander Av via (left) Yates Av, Fullford St, Quarry Rd, Rumsey Cr, Summers St, Kissing Point Rd. Reverse on return.
- *By 29 January 1985 (Source: timetable):* From Fullford St via Quarry Rd, Kissing Point Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
172: Parramatta-Eastwood via Kissing Point Rd	40	M-F	Parramatta	7.15am	Eastwood	6.50pm	6 trips	A
		Sat		7.15am		6.15pm	5 trips	B
		Sun						

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

1943

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

* More frequent in peak hours.

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

26 September 1949

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

* More frequent in peak hours.

7 September 1957

Parramatta – Eastwood routes

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

Selected Parramatta-Eastwood trips also diverted via Dundas Valley.

* More frequent in peak hours.

A – Plus picture bus.

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

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

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

28 June 1965

Parramatta – Eastwood routes

86, 172

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
86: Parramatta-Dundas Valley Eastwood	38	M-F	Dundas Valley	5.50amP	Eastwood	8.32pmP	A	
			Eastwood	9.25amP				
		Sat	Dundas Valley	7.44amP		7.28pmP	B	
			Parramatta	8.46amE				
Sun	Eastwood	7.40amP		8.32pmP	C			
172: Parramatta-Eastwood via Kissing Point Rd	31	M-F	Eastwood	5.56am	Eastwood	9.32pm	40*	D
		Sat		6.15am		9.28pm	AM 20 PM 60	
		Sun		7.40am	Parramatta	9.06pm	60	F
172: Parramatta-Dundas (Bettington Rd)	Approx 16	M-F	Bettington Rd	5.38am	Bettington Rd	7.10pm	G	
		Sat		7.45am	Parramatta	6.40pm	H	
		Sun	Parramatta	8.30am	Bettington Rd	11.11am	I	
86/172: Parramatta-Eastwood via combined route		M-F	Eastwood	6.18pmP			J	
		Sat		12.26pmR	Eastwood	2.28pmP	K	
		Sun		7.40amP	Parramatta	8.25amE	1 trip	

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

Average day frequencies along common route:

- M-F Parramatta-Eastwood (86, 172) 20.
- Sat AM Parramatta-Dundas (Sturt St) (86, 172) 10.
- Parramatta-Eastwood (86, 172) 30.
- Sat PM Parramatta-Eastwood (86, 172) 30.
- Sun Parramatta-Eastwood (86, 172) 60.

* More frequent in peak hours.

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

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

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

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

E – To Eastwood.

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

G – 19 trips from Dundas (Bettington Rd), 16 trips from Parramatta.

H – 7 trips from Dundas (Bettington Rd), 9 trips from Parramatta.

I – 3 trips from Dundas (Bettington Rd), 2 trips from Parramatta.

J – 1 trip from Eastwood to Parramatta.

K – From Eastwood only: 1 trip to Rydalmere, 2 trips to Parramatta.

P – To Parramatta.

R – To Rydalmere.

3 February 1973

Parramatta – Eastwood routes

86, 172

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
86: Parramatta-Dundas Valley Eastwood	38	M-F	Eastwood	5.40am	Parramatta	8.10pm	A	
		Sat		6.04am	Eastwood	12.08pm	30-60	B
		Sun						C
172: Parramatta-Eastwood via Kissing Point Rd	31	M-F	Parramatta	6.16am	Parramatta	8.10pm	40*	D
		Sat	Eastwood	6.04am		12.45pm	30-40	B
		Sun						C
172: Parramatta-Dundas (Bettington Rd)	Approx 16	M-F	Bettington Rd	6.18am	Parramatta	6.12pm	F	
		Sat		7.40am		12.22pm	G	
		Sun						
86/172: Parramatta-Eastwood via combined route	31	M-F	Parramatta	5.53pmE	Parramatta	9.15pmE	Ns	
		Sat		1.15pmE	Eastwood	7.28pmP	30-60	
		Sun	Eastwood	7.46amE	Parramatta	6.50pmE	30-60	H

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

Average day frequencies along common route:

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

Sat AM Parramatta-Dundas (Sturt St) (86, 172) 10.
Parramatta-Eastwood (86, 172) 20-30.

Sat PM Parramatta-Eastwood (combined 86/172) 30-60.

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

* More frequent in peak hours.

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

B – Afternoon service provided by combined 86/172. Plus short-working/s before first trip & after last trip shown.

C – Service provided by combined 86/172.

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

E – To Eastwood.

F – 15 trips from Parramatta, 14 trips from Dundas (Bettington Rd).

G – 4 trips from Parramatta, 6 trips from Dundas (Bettington Rd).

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

Ns – Night service (plus 1 early morning trip). Plus short-working/s before first trip & after last trip shown.

29 January 1985

Parramatta – Eastwood routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
172: Parramatta-Dundas Valley Eastwood†	38	M-F	Parramatta	6.50am	Parramatta	5.26pm	A	
		Sat	Eastwood	8.21am	Eastwood	3.45pm	B	C
		Sun						C
172: Parramatta-Eastwood via Kissing Point Rd	28	M-F	Parramatta	7.01am	Parramatta	5.08pm	45*	D
		Sat		9.23am		3.11pm	70	C
		Sun						C
172: Parramatta-Dundas (Bettington Rd)	16	M-F	Bettington Rd	6.07am	Parramatta	5.58pm	E	
		Sat		9.04am		1.10pm	3 trips	
		Sun						
172: Parramatta-Eastwood via combined route		M-F	Eastwood	5.31am	Eastwood	8.00pm		F
		Sat		6.18am		7.30pm		G
		Sun		9.00am	Parramatta	6.32pm	80	H

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

Average day frequencies along common route:

M-F Parramatta-Eastwood 20.

Sat Parramatta-Eastwood 35.

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

* More frequent in peak hours.

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

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

C – Late Saturday afternoon & all Sunday service provided by combined route via Quarry Rd area & Kissing Point Rd. Plus short-working/s before first trip & after last trip shown.

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

E – 9 trips from Parramatta, 12 trips from Dundas (Bettington Rd).

F – Early morning & night service.

G – Early morning & late afternoon service.

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

Route 173

PARRAMATTA – WEST RYDE via Victoria Rd

Also:

- **Parramatta – Ermington – Auburn (peak hour service, 1962-63)**
- **Parramatta – Ermington West – West Ryde (from 1958)**
- **Parramatta – West Ryde via Ermington (Boronia St) (from circa 1961)**
- **Rydalmere – Ermington West – Rydalmere via Ermington (Boronia St) (Church bus, Sundays, circa 1960s-1980s)**

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

(Victoria Rd between Parramatta & (West) Ryde had various other names before the 1970s. See “Streets” listings.)

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

By date of Govt Gazette of 7 March 1924:

- Motor bus service Parramatta – Ryde [now West Ryde] via Kissing Point & Parramatta Rds [now Victoria Rd] direct replaced a horse bus service prior to the allocation of route numbers.
- Henry (Harry) Howell was the operator around this time.
- Also operated (then or later) by Bert Staunton, proprietor (Staunton had a connection with the Phillips family?)

As at date of Govt Gazette of 19 December 1924: Numbered 144 [1924 route number].

27 April 1925: Transferred to William Henry (Bill senior) Phillips, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 173 [1925 route number] in the general renumbering of routes.

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

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

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

By March 1960: Operator’s name changed to Parramatta-Ryde Bus Service Pty Ltd.

By 6 October 1960: Rydalmere church bus commenced on Sundays (to/from all services at Roman Catholic Church).

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

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

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

After January 1982: Rydalmere church bus ceased.

1 June 1992: Renumbered 540 [Sydney Region route number].

Streets

Parramatta – Ryde via Victoria Rd

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Pennant St§, Victoria Rd§ (**Rydalmere, Ermington**), Kissing Point Rd§, Parramatta Rd§ to [West] Ryde Station. Reverse on return.

§ Now Victoria Rd.

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Circa 1948 (Source: Gregory's Street Directory)

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

Circa 1963 (Source: RGH notes)

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

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

Alterations

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

Parramatta – Ermington West – West Ryde

Circa 1963 (Source: RGH notes)

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

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

Alterations

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

Parramatta – West Ryde via Ermington (Boronia St)

Circa 1963 (Source: RGH notes)

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

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

Alterations

- *From 15 September 1985 (opening of Church St mall)*: Approached Parramatta from Church St via George St, Smith St to (old) Parramatta Interchange. Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.
- *Circa 1986 (Source: RGH notes)*: Ex Parramatta from Hope St via Wharf Rd (**not** Hughes Av), Victoria Rd. Reverse on return.

Rydalmere Church bus (Sundays)

By 6 October 1960 (Source: timetable)

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Ryde Station via Victoria Rd	40	M-F	Ryde	9.05am	Parramatta	4.25pm	4 trips	A
		Sat		9.05am		4.25pm	3 trips	A
		Sun		10.45am		4.35pm	2 trips	A

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

Undated (possibly pre-World War II)

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

* More frequent in peak hours.

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

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

February 1947

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

* More frequent in peak hours.

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

28 September 1961

Parramatta – West Ryde routes

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

Average day frequencies along common route:

- M-F Parramatta-West Ryde 15
- Sat AM Parramatta-West Ryde 12
- Sat PM Parramatta-West Ryde 15-30
- Sun Parramatta-West Ryde 30.

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

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

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

D – Sunday morning service provided by Rydalmere Roman Catholic Church bus (to/from all church services), Rydalmere-Ermington West-Ermington (Boronia St)-Rydalmere.

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

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

August 1989

Parramatta – West Ryde routes

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

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

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

P – To Parramatta.

R – To Rydalmere.

W – To West Ryde.

Route 174

PARRAMATTA – CENTRAL RAILWAY via Parramatta Rd

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

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” 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).
- Also competed indirectly with Central – Parramatta train service.

As at date of Govt Gazette of 19 December 1924: Numbered 143 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Parramatta Motor Bus Transport Co. Sydney Safety Coach Co may have also been an operator on this route.

As at date of Govt Gazette 13 November 1925: Renumbered 174 [1925 route number] in the general renumbering of routes.

By 1926: Transferred to Glenister & Mackenzie Fageol Ltd (Stan A Glenister, managing director). (His business partner, Roy Mackenzie, had died in 1926.)

31 October 1931:

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Parramatta Rd (**Granville, Lidcombe, Strathfield, Burwood**), 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.

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Approached Central Railway from George St via Barlow St, Parker St, Hay St, Pitt St to Eddy Av. Unaltered on return.

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alterations

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Central Railway	78	M-F	Parramatta	5.48am	Central Rly	10.54pm	15	
		Sat		5.48am		10.54pm	15	
		Sun		8.48am		10.54pm	15	

March 1930

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

Route 174

PARRAMATTA – WENTWORTHVILLE

- **Extended from Parramatta Station to North Parramatta (Isabella St) (1947-9)**
- **Extended from Wentworthville to Pendle Hill & Toongabbie (selected trips, from 1957)**
- **Extended from Wentworthville to South Wentworthville (Boronia St Loop) (selected trips, 1957-circa 1968)**

(Isabella St terminus/diversion is in current North Parramatta.)

Timeline

July 1947:

- North Parramatta (Isabella St) – Parramatta – Wentworthville commenced by George R Sinclair, proprietor.
- Operator also traded as Metropolitan Transit Company Pty Ltd at least in respect of 174, 177, 179 & 213 after July 1948.

By 26 September 1949:

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

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

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

December 1957:

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

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

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

1968 or after:

- Selected trips further extended from Pendle Hill to Toongabbie.
- Extension from Wentworthville to South Wentworthville (Boronia St Loop) had probably ceased by this time.

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

2 April 1982:

- Extension from Wentworthville to Pendle Hill had ceased by this time.
- 11 & 174 combined and renumbered 705 Parramatta – Wentworthville – Toongabbie [Sydney Region Route Number].

Streets

Wentworthville – Parramatta – North Parramatta (Isabella St)

Circa 1948 (Source: Gregory's Street Directory)

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

Parramatta – Wentworthville (extended in off-peak from Wentworthville to Pendle Hill & South Wentworthville (Boronia St Loop))

Circa 1968 (Source: RGH notes)

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

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

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

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

Timetable Summary

26 September 1949

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

* More frequent in peak hours.

May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Wentworthville†	Fr P'mta 17W 24B 27P	M-F	Parramatta	5.49amW	Boronia St	2.17pmP	A	
				9.05amP	Pendle Hill	3.50pmP		
				9.28amB	Wentw'thville	7.00pmP		
		Sat	Wentw'thville	7.56amP		7.00pmP	AM 20 PM 60	C
		Sun						

* More frequent in peak hours.

† Off-peak trips extended from Wentworthville to Pendle Hill & South Wentworthville (Boronia St Loop).

A – Peak hours & day, Parramatta-Wentworthville 30*. Day, Parramatta-Pendle Hill 60, Parramatta-South Wentworthville (Boronia St Loop) 60. Plus short-working/s before first trip shown.

B – To South Wentworthville (Boronia St Loop).

C – Plus picture bus Saturday night.

P – To Pendle Hill.

W – To Wentworthville.

Route 175

PARRAMATTA – ROSEHILL – GRANVILLE

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

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 145 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 175 [1925 route number] in the general renumbering of routes.

1931: Transferred to W Murphy.

February 1934: Transferred to Tom O'Bryan, proprietor.

August 1946: Transferred to HF (Herb) Katen, proprietor.

February 1959: Transferred to WH Willcox Pty Ltd (managed by Willcox's son-in-law & daughter, WFG & EH Parkes, proprietors).

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Smith St, George St, Alfred St (**Rosehill**), Sydney [now Parramatta] Rd, Good St to Granville Station. Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Granville (Good St at Station) via Good St, Parramatta Rd, Alfred St, George St, Smith St, Macquarie St, Church St to Centennial Fountain (Parramatta).

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alterations

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

Circa 1948 (Source: Gregory's Street Directory)

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Granville	14	M-F	Granville	8.30am	Parramatta	6.45pm	60	A
		Sat		8.30am		12.45pm	60	
		Sun						

A – Extra trips Friday night.

1961

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