



SYDNEY BUS ROUTES

1925 route numbers

Routes 176 – 200

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

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

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

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

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

All routes in this section have ceased.

Summary of routes 176 – 200

176	Parramatta-Guildford
176	Old Toongabbie-Westmead
176	Bankstown-Punchbowl
177	Parramatta-Prospect, etc
178	Parramatta-Fairfield, etc
178	Parramatta-Toongabbie, etc
179	Parramatta-Sth Wentworthville
180	Parramatta-South Granville
180	Guildford-West Guildford
180	Blacktown-Seven Hills, etc
181	Parramatta-Becroft, etc
182	Sutherland-Audley
183	Roseville-Lindfield, etc
184	Parramatta-Rogans Hill
184	Pennant Hills-Castle Hill
185	Parramatta-Kellyville

185	Gordon-West Pymble, etc
186	Peakhurst-Hurstville
186	Parramatta-Villawood
187	Canterbury-Punchbowl, etc
187	Blacktown-Sth Blacktown, etc
188	Punchbowl-Central
188	Punchbowl-Mortdale, etc
189	Bankstown-Punchbowl, etc
190	Punchbowl-Chullora
190	Parramatta-Fairfield
191	Pymble-St Ives, etc
192	Pymont-City, etc
192	Crows Nest-Artarmon
193	Randwick-Central
193	Brighton-Bexley
194	Randwick-Central

194	Hurstville-Kingsgrove
195	Rockdale-Kogarah Bay
196	Rockdale-Ramsgate
196	Rockdale-Brighton
197	Hurstville-Kogarah, etc
198	Rockdale-Cronulla
198	Punchbowl-Enfield
198	City-Clifton Gardens
198	Blacktown-Seven Hills
199	Tom Uglys Point-Central
199	Rose Bay-Parsley Bay
199	Central-Maroubra Beach
199	City-Beauty Point
200	Rhodes-Central
200	Parramatta-Hills District, etc

Route 176

PARRAMATTA – GUILDFORD via various routes

Also:

- **Parramatta – Lansdowne Bridge (Sundays & Public Holidays, 1925-6)**
(Park Hill was a locality in South Granville surrounding Park, Lackey, Lisgar & Excelsior Sts.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Parramatta – Guildford (Hawkesview Rd) via Woodville Rd commenced prior to the allocation of route numbers.
- Replaced then or later Unnumbered (pre-1925) [Par-Gui].
- Indirectly competed with Granville – Liverpool train service.

As at date of Govt Gazette of 19 December 1924: Numbered 148 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by G Bell, proprietor.

By date of Govt Gazette 13 November 1925: New route, Parramatta – Lansdowne Bridge, commenced on Sundays & Public Holidays, shared with 178 (similar route).

As at date of Govt Gazette 13 November 1925: Renumbered 176 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Parramatta – Lansdowne Bridge on Sundays & Public Holidays ceased, but 178 continued to provide a service from Parramatta to Lansdowne Bridge on Sundays & Public Holidays via a similar route.

By date of Govt Gazette 22 June 1928: Altered to Parramatta – Guildford via Park Hill instead of Woodville Rd, replacing 180. Guildford – Guildford (Fowler Rd) replaced by [new] 180. 178 continued to provide a service between Parramatta and Woodville Rd [1925 route numbers].

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

Streets

Parramatta – Guildford (Hawkesview Rd) via Woodville Rd

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church at Centennial Fountain) via Church St, Sydney [now Parramatta] Rd, Good St (**Granville**), Railway Pde, Woodville Rd, Guildford Rd (incl level crossing), Fowlers Av, Hawkesview Rd, The Esplanade Rd, Guildford Rd to Guildford Station.

From Guildford (Guildford Rd at station) via Guildford Rd (incl level crossing), Woodville Rd, then reverse route to Parramatta.

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Ex Parramatta from Woodville Rd via Guildford Rd, Fowlers Rd to Hawkesview Rd (Guildford). Reverse on return.

Parramatta – Guildford (Hawkesview Rd) via Woodville Rd (extended to Lansdowne Bridge on Sundays & Holidays)

Alterations

- *1924 (Source: Govt Gazette of 19 December 1924):*
Lansdowne Bridge extension (Sundays & Public Holidays): From Woodville Rd/Guildford Rd via Woodville Rd, Liverpool Rd [now Hume Hwy] to Lansdowne Bridge. Reverse on return.
- *1926 (Source: Govt Gazette of 15 October 1926):* From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd. Reverse on return.

Parramatta – Guildford Station via Park Hill

1928 (Source: Govt Gazette of 22 June 1928)

From Parramatta (Macquarie St at Church St) via Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, Mary St, The Avenue, Meadows St, Excelsior St, Lackey St (**Park Hill**), Woodville Rd, McArthur St, The Avenue [now Townsend St], Bursill St, Marian St, Guildford Rd to Guildford Station. 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-Guildford (Hawkesview Rd)	33	M-F	Parramatta	8.30am	Parramatta	6.00pm	A	
		Sat		8.30am		5.00pm	B	
		Sun						

A – Parramatta-Guildford 60, Parramatta-Guildford (Hawkesview Rd) 8 trips. Extra frequent trips Friday night (last trip 10.15pm from Parramatta to Guildford (Hawkesview Rd)). Plus short-working/s before first trip & after last trip shown.

B – Morning, Parramatta-Guildford 60, Parramatta-Guildford (Hawkesview Rd) 4 trips. Afternoon, Parramatta-Guildford 120, Parramatta-Guildford (Hawkesview Rd) 2 trips. Gap in service in afternoon. Plus picture bus Saturday night. Plus short-working/s before first trip & after last trip shown.

Route 176

OLD TOONGABBIE – MAYS HILL* (Bridge Rd/Great Western Hwy)

(The suburb in which this terminus was located may have been in any of Mays Hill, Wentworthville or Westmead at the time, but is in current Westmead.)*

Timeline

January 1932: Commenced.

1 August 1932: Ceased due to lack of patronage.

Route 176

BANKSTOWN – PUNCHBOWL via Moxon Rd

Timeline

June 1949: Commenced by RJ (Roy) Doughty, proprietor.

1 July 1950: Transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager). From about this time ran in conjunction with 26 [1925 route number].

February 1953: Rerouted via Moxon Rd, Joyce St & Cullens Rd.

12 September 1972: Transferred to Blue & White Buses (NJ (Neville) Muscat, proprietor).

27 September 1976: Transferred to Bankstown-Lakemba Bus Lines Pty Ltd (Bob Stephens, proprietor).

Circa 1980: Operator's name altered to Bankstown Coaches.

June 1984: Bankstown Coaches transferred to Geoff Tegel, proprietor.

16 December 1985: Ceased. Partly replaced between Bankstown and Hoskins Av by rerouted 927 [Sydney Region route number], operated by Highway Tours (JD (Jim) Hill, proprietor). 26 covered most of remainder of route.

Streets

Circa 1969 (Source: RGH notes)

From Bankstown (South Tce at Station) via Restwell St, Greenfield Pde, Chapel Rd, Macauley Av, Marshall St, Hoskins Av, Clements Av, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Rossmore Av, Hillcrest St, Arthur St to Punchbowl Station.

From Punchbowl (Arthur St at Station) via The Boulevard, Rossmore Av, then reverse route to Chapel Rd, then South Tce to Bankstown Station.

Timetable Summary

1 July 1950

See also 26

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl- Bankstown	20	M-F	Bankstown	6.30am	Bankstown	7.22pm	40	A
		Sat	Punchbowl	7.48am		6.38pm	40	B
		Sun		9.40am		6.40pm	40	C

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

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

C – Gap in service in afternoon.

5 March 1966 - June 1983

See 26

Route 177

PARRAMATTA – PROSPECT via Western Rd

PARRAMATTA – WENTWORTHVILLE – PROSPECT

Also:

- **Wentworthville – Greystanes (1920s & 1957-8)**

(Western Rd is now Great Western Hwy.)

(Until approx 1970, the alignment of Great Western Hwy followed current day Honeman Cl, Boiler Cl, Reservoir Rd & Tarlington Pl in the Prospect/Blacktown area.)

(Pendle Hill Post Office was located near current Great Western Hwy/Ettalong Rd corner, Pendle Hill.)

(Prospect Post Office was located on Great Western Hwy (old alignment) near the corner of current Reservoir Rd & Thornley Rd, Prospect.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By July 1922 (*Cumberland Argus & Fruitgrowers Advocate* of 26 July 1922 & later issues, but not recorded in Govt Gazettes until that of 7 March 1924): Parramatta – Prospect via Western Rd, commenced (possibly) by J Roberts prior to the allocation of route numbers.

By date of Govt Gazette of 7 March 1924: Routes expanded to run (both via Old Prospect Rd):

Parramatta – Prospect (Old Prospect Rd/Ettalong Rd)

Parramatta – Merrylands (Jersey Rd).

By August 1923 (*as reflected in Govt Gazette of 19 December 1924*):

- Wentworthville – Prospect, Unnumbered (pre-1925) [Went-Pros], transferred into this route & extended.
- Routes (as per 1925 “Complete” timetable) were then:
 - Parramatta – Prospect (various termini as far as Flushcombe Rd) (mainly day service)
 - Parramatta – Wentworthville – Prospect (selected trips?)
 - Wentworthville – Prospect (various termini as far as Flushcombe Rd) (mainly peak hours)
 - From Greystanes (Ettalong Rd) to Wentworthville (limited service).
- (*Report in Cumberland Argus & Fruitgrowers Advocate of 1 August 1923*): Transferred to Reeve & Try [David Reeve & Sid Try?].
- Two reports in the *Cumberland Argus & Fruitgrowers Advocate* during 1923 describe the as running either to or via Toongabbie (possibly meaning the extension of the route along Great Western Rd).

As at date of Govt Gazette of 19 December 1924: Numbered 146 [1924 route number].

By 15 June 1925 (*Doran Report*): David Reeve became sole proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 177 [1925 route number] in the general renumbering of routes.

By October 1935: Transferred to JP Tattam, proprietor.

2 June 1937 (*selected trips?*): Extended in Prospect from Flushcombe Rd to Walters Rd [in current Arndell Park] (until ?).

(?): Transferred to JH Moore.

By 1941: Transferred to GR (George Robert) Sinclair, proprietor. Operator also traded as Metropolitan Transit Company Pty Ltd at least in respect of 174, 177, 179 & 213 after July 1948.

By 17 December 1945: Routes were:

Parramatta – Prospect (various termini as far as Flushcombe Rd) direct via Great Western Hwy (daily)

Wentworthville – Prospect (various termini as far as Flushcombe Rd) (selected peak hour & weekend trips ran Parramatta – Wentworthville – Prospect).

December 1950: Transferred to Western Road Transport Service (FJ (Jack) Spellacy, proprietor).

By 1955:

- Route standardised as Parramatta – Prospect (various termini as far as Flushcombe Rd) direct via Great Western Hwy (*not* via Wentworthville) (other than picture buses from Parramatta Monday-Saturday nights). By 1960s picture buses had also ceased to run via Wentworthville.
- Route between Great Western Hwy & Wentworthville Station replaced at the same time or later by *either* the Wentworthville – Ettalong Rd service (below), *and/or* the later extension of selected 174 (originally 177?) trips from Wentworthville to South Wentworthville (Boronia St Loop).

December 1957: Peak hour service, Wentworthville – Greystanes (Ettalong Rd), commenced.

March 1958: Peak hour service, Wentworthville – Greystanes (Ettalong Rd), ceased.

1 April 1968:

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

By 20 October 1969: Many Monday-Friday daytime & Saturday morning trips on 177 amalgamated with 210 as 210 Blacktown – Prospect – Parramatta [1925 route number]. Short-working/s and Parramatta-Prospect (Flushcombe Rd) trips remained as 177.

By April 1973:

- Number out of use when all trips on 177 & 210 fully amalgamated as 210 Parramatta – Prospect – Blacktown [all 1925 route numbers].
- Trips along Great Western Hwy in Prospect west of Blacktown Rd to Flushcombe Rd had ceased by that time, as Great Western Hwy no longer served any significant areas of population in Prospect.

Streets

PARRAMATTA – PROSPECT

PARRAMATTA – MERRYLANDS (Jersey Rd)

1924 (Source: Govt Gazette of 7 March 1924)

Parramatta – Prospect trips

From Parramatta (Argyle St) via Argyle St, Church St, Western Rd, Rawson Rd, Old Prospect Rd to Ettalong Rd (Prospect). Reverse on return,

Parramatta – Merrylands trips

From Parramatta (Argyle St) via Argyle St, Church St, Western Rd, Rawson Rd, Old Prospect Rd, Jersey Rd to Merrylands Rd (Merrylands). Reverse on return,

PARRAMATTA – WENTWORTHVILLE – PROSPECT

1924 (Source: Govt Gazette of 19 December 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Argyle St, Park Rd [now Pde], Alexandra St, Hawkesbury Rd, Western Rd [now Great Western Hwy], Second St [probably now Station St] to **Wentworthville** Station, then Second St [probably now Station St], Western Rd [now Great Western Hwy] to Prospect Post Office. Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Argyle St, Pitt St, Western Rd [now Great Western Hwy], Second St [probably now Station St] to **Wentworthville** Station, then Second St [probably now Station St], Western Rd [now Great Western Hwy] (old alignment) to Flushcombe Rd (Prospect).

From Prospect (Western Rd [now Great Western Hwy] (old alignment) at Flushcombe Rd) via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church St (Parramatta).

Alteration (selected trips?)

1926 (Source: Govt Gazette of 15 October 1926): From Parramatta (Church St at Macquarie St) via Church St, Western Rd [now Great Western Hwy (*not* via Wentworthville Station). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Macquarie St, Church St, Western Rd [now Great Western Hwy], Station St, Dunmore St, Freame St, Kingsway (**Wentworthville**), Station St, Western Rd to Walters Rd (Prospect).

Parramatta – Prospect direct via Great Western Hwy

Circa 1969 (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 (old alignment) to Flushcombe Rd (Prospect).

From Prospect (Great Western Hwy (old alignment) at Flushcombe Rd) via Great Western Hwy, Marsden Rd, Argyle St to Parramatta Station.

WENTWORTHVILLE – GREYSTANES (Ettalong Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Wentworthville (at Station) via Second St [probably now Station St], Western Rd [now Great Western Hwy], Ettalong Rd to [Old] Prospect Rd (Greystanes). Reverse on return.

Timetable Summary

March 1924

Trip time (Wentworthville – Prospect): 24

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Prospect Post Office via Great Western Hwy†	Fr P'matta 30R 34F	M-F	Prospect PO	9.35amP	Parramatta	3.38pmF	D	
			Flushcombe Rd	11.10amP				
		Sat	Prospect PO	9.35amP		11.10amR	1 trip	
		Sun						
Wentworthville-Prospect Post Office†	Fr Wenty 11B 19R	M-F	Wentw'thville	6.57amF	Flushcombe Rd	4.30pmW	G	
					Wentw'thville	7.43pmH		
		Sat		6.57amF		10.30pmH	I	
		Sun		10.22amR	Prospect PO	6.32pmW	3 trips	J
Wentworthville-Greystanes (Ettalong Rd)	12	M-F	Ettalong Rd	6.25am			E	
		Sat		6.25am			E	
		Sun						

† Selected trips extended to various termini as far as Prospect (Flushcombe Rd).

A – Extra trip Friday night.

B – To Pendle Hill (Beresford Rd).

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

D – Day, Parramatta-Prospect Post Office 3 trips. Parramatta-Prospect (Flushcombe Rd) (1 trip from Prospect (Flushcombe Rd), 2 trips from Parramatta. Extra trips Friday night.

E – 1 trip Greystanes (Ettalong Rd) to Wentworthville.

F – To Prospect (Flushcombe Rd).

G – Early morning, Wentworthville-Prospect (Flushcombe Rd) 1 trip. Peak hours, Wentworthville-Pendle Hill (Beresford Rd) or Prospect Post Office. Last trip from Parramatta to Pendle Hill Post Office. Plus short-working/s before first trip shown.

H – To Pendle Hill Post Office.

I – Early morning, Wentworthville-Prospect (Flushcombe Rd) 1 trip. Day Wentworthville-Pendle Hill (Beresford Rd) or Prospect Post Office 9 trips. Plus short-working/s before first trip shown. Plus picture bus.

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

P – To Parramatta.

R – To Prospect Post Office.

W – To Wentworthville.

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-Prospect (Flushcombe Rd) via Great Western Highway†	Fr P'matta 27B 30C 34F	M-F	Church Lane	5.56amP	Parramatta	11.05pmF	A	
			Parramatta	7.29amF				
		Sat	Blacktown Rd	6.33amP		11.05pmF	D	
			Parramatta	6.58amC				
			Flushcombe Rd	8.00amP				
		Sun	Blacktown Rd	7.56amP	Flushcombe Rd	8.49pmP	E	
Parramatta	8.20amF		Blacktown Rd	10.33pmP				
Wentworthville-Greystanes (Greystanes Rd)§	12	M-F						
		Sat						
		Sun	Greystanes Rd	6.40am	Wentw'thville	10.01am	60	

* More frequent in peak hours.

† Selected trips ran either via Wentworthville Station or Wentworthville Station-Prospect.

§ In addition to trips to or via Wentworthville Station in top panel.

A – Peak hours & day, Parramatta-Prospect (Blacktown Rd) 30*. Extended in Prospect to either Church Lane or Flushcombe Rd approx. 22 trips.

Trips diverted via Wentworthville (mainly trips to Parramatta in morning peak hour, trips from Parramatta in afternoon peak hour).

Night, Parramatta-Prospect (Blacktown Rd). Selected trips extended in Prospect to either Church Lane or Flushcombe Rd.

Plus short-working/s before first trip shown.

B – To Prospect (Blacktown Rd).

C – To Prospect (Church Lane).

D – Morning, Parramatta-Prospect (Blacktown Rd) 30. Extended in Prospect to either Church Lane or Flushcombe Rd 3 trips.

Afternoon, Parramatta-Prospect (Blacktown Rd) 60. Extended in Prospect to either Church Lane or Flushcombe Rd 4 trips.

Trips diverted via Wentworthville (morning 2 trips to Parramatta, afternoon 1 trip from Parramatta, plus picture bus trips).

Night, Parramatta-Prospect (Blacktown Rd). Selected trips extended in Prospect to either Church Lane or Flushcombe Rd.

E – Parramatta-Prospect (Blacktown Rd) 60. Extended in Prospect to either Church Lane or Flushcombe Rd 5 trips.

F – To Prospect (Flushcombe Rd).

P – To Parramatta.

20 October 1969

Parramatta – Prospect routes

177, 210

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
177: Parramatta-Prospect (Flushcombe Rd) via Great Western Highway	Fr P'matta 11R 21B 27F	M-F	Flushcombe Rd	5.38amP	Flushcombe Rd	6.58pmP	A	
					Parramatta	11.00pmB		
		Sat		7.15amP	Flushcombe Rd	5.17pmP	C	
					Blacktown Rd	11.40pmP		
		Sun		7.30amP	Blacktown Rd	4.55pmP	D	
					Parramatta	8.30amF		
210: Parramatta-Prospect-Blacktown via Gt Western Hwy	40	M-F	Blacktown	5.56am	Blacktown	6.25pm	30	E
		Sat	Parramatta	7.10am	Parramatta	12.10pm	30	E
		Sun						

Average day frequencies along common route:

- M-F Parramatta-Prospect (177, 210) 3 trips per hour
- Sat AM Parramatta-Prospect (210) 30, plus 2 trips on 177
- Sat PM Parramatta-Prospect (177) 75
- Sun Parramatta-Prospect (177) 75.

A – Morning peak hour, Parramatta – Prospect (Flushcombe Rd). Day, Parramatta – Prospect (Flushcombe Rd) 60. Afternoon peak hour, mainly from Parramatta to Prospect (Flushcombe Rd). Night, Parramatta-Prospect (Blacktown Rd).

B – To Prospect (Blacktown Rd).

C – Morning, Parramatta-Prospect (Flushcombe Rd) 3 trips (1 trip only from Parramatta to Prospect (Blacktown Rd). Afternoon, Parramatta-South Wentworthville (Rawson Rd) 35, Parramatta-Prospect (Blacktown Rd) 75. Night, mainly Parramatta-Prospect (Blacktown Rd).

D – Parramatta-South Wentworthville (Rawson Rd) 35, Parramatta-Prospect (Blacktown Rd) 75, Parramatta-Prospect (Flushcombe Rd) 4 trips.

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

F – To Prospect (Flushcombe Rd).

P – To Parramatta.

R – To South Wentworthville (Rawson Rd).

Route 178

PARRAMATTA – FAIRFIELD – CABRAMATTA via Woodville & Fairfield Rds

Also:

- **Parramatta – Lansdowne Bridge (1920s, Sundays & Public Holidays)**

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Parramatta – Fairfield – Cabramatta commenced prior to the allocation of route numbers. Indirectly competed with Granville – Liverpool train service.

As at date of Govt Gazette of 19 December 1924: Numbered 149 [1924 route number].

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

By date of Govt Gazette 13 November 1925:

- Curtailed to run Parramatta – Fairfield.
- New Sunday & Holiday service Parramatta – Lansdowne Bridge commenced, shared with 176.

As at date of Govt Gazette 13 November 1925: Renumbered 178 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Parramatta – Lansdowne Bridge on Sundays & Public Holidays ceased.

By date of Govt Gazette 22 June 1928:

- Parramatta – Lansdowne Bridge reinstated (days of week not specified, but probably Sundays & Public Holidays).
- Extended in Parramatta from Macquarie St/Church St to Parramatta Park.

By date of Govt Gazette 22 February 1929: Parramatta – Lansdowne Bridge and Parramatta Park extension ceased.

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

Streets

Parramatta – Fairfield – Cabramatta

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Sydney [now Parramatta] Rd, Good St, Railway Pde, Woodville Rd, Old Guildford [now Fairfield?] Rd, [former level crossing,] The Crescent (**Fairfield**), Canley Rd, Brighton Pde [last two now Railway Pde] to John St (Cabramatta Station). Reverse on return.

Parramatta – Fairfield

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, William St, Woodville Rd, Guildford Rd, Fairfield Rd (incl level crossing), The Crescent to Fairfield Station.

From Fairfield (The Crescent 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, Parramatta Rd. Reverse on return.
- **1928** (Source: Govt Gazette of 22 June 1928): Selected trips (?) extended from Macquarie St/Church St via Ross St to Parramatta Park (north side of causeway in park grounds). Reverse on return.
- **1928** (Source: Govt Gazette of 22 June 1928): Trips terminating at Macquarie St/Church St reverted to approach Parramatta from Church St via Phillip St, Marsden St, Macquarie St to Church St.

Parramatta – Lansdowne Bridge (Sundays & Public Holidays)

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, William St, Woodville Rd, Liverpool Rd [now Hume Hwy] to Lansdowne Bridge.

From Lansdowne Bridge via reverse route to Church St, then Phillip St, Marsden St, Macquarie St to Church 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-Fairfield	41	M-F	Parramatta	7.52am	Fairfield	6.37pm	120	A
		Sat		7.52am		12.37pm	120	B
		Sun						

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

[Parramatta – Lansdowne Bridge service on Sundays not listed in the “Complete” timetable of 1925.]

Route 178

PARRAMATTA – WENTWORTHVILLE – SEVEN HILLS – TOONGABBIE WEST PARRAMATTA – WENTWORTHVILLE – TOONGABBIE – TOONGABBIE WEST via various routes WENTWORTHVILLE – WINSTON HILLS – TOONGABBIE

Also:

- **Seven Hills – Vardys Rd (trial service, 1958-?)**
- **Toongabbie – Pendle Hill (trial service 1957-?)**
- **Wentworthville – Pendle Hill – The Meadows (1947-48)**

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

Timeline

3 August 1936: Parramatta – Toongabbie (via ?) commenced by SW (Sol) Williams, proprietor.

28 June 1937: Altered to Parramatta – Wentworthville – Old Toongabbie – Seven Hills – Toongabbie West via Old Windsor & Seven Hills Rds (probably limited service between Seven Hills & Toongabbie West).

By 13 January 1947: New route, Wentworthville – Pendle Hill – Toongabbie – The Meadows, commenced. Peak hour trips ran Pendle Hill – Girraween & off-peak & Saturday trips Wentworthville – Pendle Hill – Toongabbie – The Meadows.

1947/48 (likely scenario based on the similarity of the Wentworthville – Pendle Hill – Toongabbie – The Meadows/North Toongabbie part of 178 timetable dated 13 January 1947 with the streets listed for route 11 in the 1948 Gregory's Street Directory): Wentworthville – Pendle Hill – Toongabbie – The Meadows transferred to Girraween Bus Service (D Mathieson) & renumbered 11 [1925 route number].

After 13 January 1947: Transferred to FA Wickens, proprietor.

January 1948: Transferred to Toongabbie Bus Co.

Late 1940s (by or during Toongabbie Bus Co's proprietorship):

- Main service altered to Parramatta – Wentworthville – Old Toongabbie – Toongabbie – Toongabbie West.
- Parramatta – Seven Hills – Toongabbie West via Old Windsor & Seven Hills Rds reduced to a shopping service on Tuesdays & Fridays (when ceased?).

By 1 May 1950: Selected trips ran via Darcy Rd (*not* via Old Toongabbie).

April 1953: Transferred to NR Burnett, proprietor.

March 1957: Transferred to Helmut Delfs, proprietor (by 1958 incorporated as Delfs Pty Ltd).

October 1957: Trial shopping service, Toongabbie – Pendle Hill, commenced.

26 May 1958:

- Service between Toongabbie & Toongabbie West ceased by this date. Replaced by April 1961 by Toongabbie – Toongabbie West – Seven Hills part of 144 [1925 route number].
- Routes reorganised as:
 - Parramatta – Wentworthville – Old Toongabbie – Toongabbie (main service)
 - Parramatta – Wentworthville – Pendle Hill – Toongabbie via Darcy Rd (Toongabbie – Pendle Hill shopping service extended) (infrequent service)

Circa August 1958: Seven Hills – Lalor Park (Vardys Rd) commenced on trial to a new suburb (as per *Truck & Bus Transportation* magazine).

February 1959: Seven Hills – Lalor Park (Vardys Rd) transferred (assumed) to Toongabbie Bus Co Pty Ltd as 144 [1925 route number].

August 1959: Operator's name altered to Toongabbie Transport Services Pty Ltd (Helmut Delfs, proprietor?).

By 3 July 1961: Parramatta – Wentworthville – Pendle Hill – Toongabbie via Darcy Rd ceased.

By 3 March 1975: Extra route, Wentworthville – Winston Hills – Toongabbie, commenced (when ceased?).

By 17 March 1980: Selected Parramatta – Toongabbie trips rerouted via Westmead Hospital (opened in November 1978).

8 January 1986: As part of general reorganization of Toongabbie Transport Services' routes, routes were reorganised and renumbered into Sydney Region route numbers:

- 710 Blacktown – Seven Hills – Toongabbie – Parramatta
- 716 Blacktown – Seven Hills via Barbara Blvd
- 718 Blacktown – Kings Langley – Seven Hills.

Streets

Parramatta – Seven Hills (Old Windsor Rd/Seven Hills Rd) (selected trips extended to Toongabbie West)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Market St) via Church St, Western Rd [now Great Western Hwy], Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd] (**Old Toongabbie**), Darcy Rd, Mount St, Old Windsor Rd [part now Ferndale Cl], Fitzwilliam Rd, Reynolds St, Old Windsor Rd to Seven Hills Rd (**Seven Hills**).

Toongabbie West extension: From Seven Hills (Old Windsor Rd/Seven Hills Rd) via Seven Hills Rd [part now Ellam Dr] [to Cornelia Rd?].

Parramatta – Toongabbie – Toongabbie West

From 1 May 1950 (likely route based on timing points, circa 1948 Gregory's street directory & later timetable)

Via Old Toongabbie

From Parramatta (Market St) via Church St, Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Darcy Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Mount St, Old Windsor Rd [part of which now Ferndale Cl, but also existing Old Windsor Rd], Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge (**Toongabbie**), Cornelia Rd (?) to Seven Hills Rd [now Ellam Dr] (Toongabbie West).

From Toongabbie West (Cornelia Rd/Seven Hills Rd) via reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St to Church St (Parramatta).

Mays Hill diversion: Ex Parramatta from Great Western Hwy via Good St, Amos St, Hawkesbury Rd to Pye St. Reverse on return.

Via Darcy Rd

From Parramatta (Market St) via same route as “via Old Toongabbie” to Darcy Rd, then Binalong Rd, Fitzwilliam Rd, then same route. Reverse on return.

Wentworthville Station diversion: Ex Parramatta from Darcy Rd via Railway St, Wentworth Av, Hill St to Darcy Rd. Reverse on return.

Parramatta – Toongabbie

26 May 1958 (Source: timetable)

Via Old Toongabbie

From Parramatta (Macquarie St between Marsden St & Church St) via Church St, Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Mount St, Old Windsor Rd [part of which now Ferndale Cl, but also existing Old Windsor Rd], Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (Station) via reverse route to Church St, then Argyle St, Marsden St, Macquarie St to between Marsden St & Church St (Parramatta).

Via Darcy Rd & Pendle Hill

From Parramatta (Market St) via same route as “via Old Toongabbie” to Darcy Rd, then Binalong Rd, Burrabogee Rd, Bungaree Rd, Wentworth Av (**Pendle Hill**), Ballandella Rd, Barangaroo Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie). Reverse on return.

Wentworthville Station diversion: Ex Parramatta from Darcy Rd via Railway St, Wentworth Av, Hill St to Darcy Rd. Reverse on return.

Plus other variations.

Via Old Toongabbie

Circa 1969 (Source: RGH notes)

From Parramatta (Market St) via Church St, Fitzwilliam St, Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Houison St, Drew St, Good St, Pye St, Hawkesbury Rd (**Westmead**), Grand Av, Bridge Rd, Old Windsor Rd [now part of Darcy Rd], Darcy Rd, Railway St, Wentworth Av (**Wentworthville**), Hill St, Darcy Rd, Lower Mount St [part now Hart Dr], Old Windsor Rd [part now Ferndale Rd], Fitzwilliam Rd, Bogalara Rd, Burrabogee Rd, Binalong Rd, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (Portico Pde at Cornelia Rd) via reverse route to Great Western Hwy, then Church St, Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

1982 (Source: timetable)

Trips via Westmead Hospital: Ex Parramatta from Hawkesbury Rd via Darcy Rd (Westmead Hospital), Old Windsor Rd [now part of Darcy Rd] instead of Grand Pde & Bridge Rd. Reverse on return.

Alteration

From 15 September 1985 (opening of Church St mall): Ex Parramatta from Church St via George St, Smith St, Darcy St, Church St, Great Western Hwy. Ex Toongabbie from Church St via Argyle St, Marsden St, Market St (Parramatta).

Wentworthville – Winston Hills – Toongabbie

Circa 1975 (Source: RGH notes/timetable)

From Wentworthville (Wentworth Av at Station) via Hill St, Darcy Rd, Lower Mount St [part now Hart Dr], Old Windsor Rd [part now Ferndale Rd], Oakes Rd, Buckleys Rd, Langdon Rd (**Winston Hills**), Junction Rd, Old Windsor Rd, Reynolds St, Fitzwilliam Rd, Wentworth Av, railway bridge, Cornelia Rd to Portico Pde (Toongabbie).

From Toongabbie (Portico Pde at Cornelia Rd) via reverse route to Darcy Rd, then Railway St, Wentworth Av to Wentworthville Station.

Timetable Summary

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-Seven Hills (Old Windsor Rd/Seven Hills Rd)†	Fr P'matta 38O	M-F	O/Windsor Rd	8.00amP	Toongabbie W	2.55pmP	A	
			Parramatta	8.39amT	Parramatta	6.06pmO		
	51T	Sat	O/Windsor Rd	7.59amP		5.30pmO	B	
		Sun						

† Selected trips extended to Toongabbie West.

A – Parramatta-Seven Hills (Old Windsor Rd/Seven Hills Rd) 6 trips, Parramatta-Toongabbie West 2 trips (4 trips on Fridays). Extra trip Friday night. Plus picture bus Wednesday night.

B – Parramatta-Old Toongabbie (Reynolds St) 5 trips, Parramatta-Seven Hills (Old Windsor Rd/Seven Hills Rd) 2 trips. Plus picture bus.

O – To Seven Hills (Old Windsor Rd/Seven Hills Rd).

P – To Parramatta.

T – To Toongabbie West.

13 January 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie-Toongabbie West†	Fr P'matta 38S 50T	M-F	Toongabbie	6.30amP	Parramatta	6.07pmT	A	
		Sat	Toongabbie W	7.40amP		5.00pmT	B	
		Sun	Reynolds St	7.30amP		8.50pmR	4 trips	
Toongabbie-Toongabbie West‡	10	M-F	Toongabbie	5.50am	Toongabbie W	6.22pm	Ph	
		Sat						
		Sun						
Wentworthville-Pendle Hill-The Meadows	16HG 26WT	M-F	The Meadows	6.54amW	The Meadows	4.34amW	C	
					Pendle Hill	6.34pmG		
		Sat		8.16amW	The Meadows	12.38pmW	D	
		Sun						

† Via various routes.

‡ Additional to above.

A – Parramatta-Wentworthville, Old Toongabbie or Toongabbie (various termini) 14 trips; Parramatta-Toongabbie West, 4 trips from Toongabbie West, 5 trips from Parramatta. Plus picture bus Wednesday night.

B – Parramatta-Wentworthville, Old Toongabbie or Toongabbie (various termini) 9 trips; Parramatta-Toongabbie West, 3 trips from Toongabbie West, 2 trips from Parramatta. Plus picture bus Saturday night.

C – 7 trips Wentworthville-The Meadows. Plus peak hour short-workings Pendle Hill-Girraween.

D – 4 trips Wentworthville-The Meadows. Plus short-workings before first trip & after last trip shown.

G – To Girraween.

HG – Pendle Hill-Girraween.

P – To Parramatta.

Ph – Peak hours only.

R – To Old Toongabbie (Reynolds St).

S – To Toongabbie Station.

T – To Toongabbie West.

W – To Wentworthville.

WT – Wentworthville-The Meadows.

26 May 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie via various routes	39	M-F	Toongabbie	6.05am	Parramatta	6.25pm	A	
		Sat		7.45am		1.20pm	B	
		Sun		7.15am		8.55am	1 trip	

A – 17 trips from Toongabbie, 18 trips from Parramatta. Plus picture bus Friday night.

B – 9 trips from Toongabbie, 6 trips from Parramatta. Plus picture bus Saturday night.

3 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Wentworthville-Winston Hills-Toongabbie	20	M-F	Toongabbie	6.15am	Wentw'thville	6.05pm	50	A
		Sat						
		Sun						

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

September 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Toongabbie	40	M-F	Toongabbie	5.50am	Parramatta	5.55pm	30*	A
		Sat		7.13am		12.40pm	30	
		Sun						

* More frequent in peak hours.

A – Plus short-working/s Toongabbie-Wentworthville before first trip and after last trip shown.

Route 179

PARRAMATTA – GREYSTANES (various termini) via Old Prospect Rd, then various routes

PARRAMATTA – SOUTH GREYSTANES (Daffodil St) via Old Prospect Rd & Braeside Rd

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Commenced prior to the allocation of route numbers. Routes were:
 Parramatta – Old Prospect Rd/Beresford Rd [current Greystanes] via Great Western Hwy & Old Prospect Rd
 Parramatta – Merrylands & Jersey Rds [current South Wentworthville] via Great Western Hwy & Jersey Rd.

As at date of Govt Gazette of 19 December 1924: Numbered 150 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Bourne & Co (WH Bourne, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 179 [1925 route number] in the general renumbering of routes.

22 August 1938: Parramatta – Old Prospect Rd/Beresford Rd extended to run Parramatta – Greystanes (Greystanes Rd/Merrylands Rd) via Greystanes Rd.

1940: Transferred to 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.

December 1950: Transferred to Western Road Transport Service (FJ (Jack) Spellacy, proprietor).

By 1950s: Trips via Jersey Rd had become a loop via Jersey Rd, Merrylands Rd & Ringrose Av.

By 1960s: Selected off-peak trips diverted via Boronia St Loop to cover 213 [1925 route number].

By September 1966: Selected Parramatta – Greystanes trips ran via Whalans & Cumberland Rds.

1 April 1968:

- Transferred to Thornley Transport Services Pty Ltd (trading as Western Road Bus Services) (Col Neyland & Trevor Thornley, proprietors).
- Thornley was sole proprietor from 1974.

By 20 October 1969:

- Extra route, Parramatta – South Greystanes (Daffodil St) via Braeside Rd, commenced.
- Parramatta – South Wentworthville shared with 210 [1925 route number].

By April 1973: Parramatta – South Greystanes (Daffodil St) via Braeside Rd curtailed to run Parramatta – Greystanes (Merrylands & Greystanes Rds). 153 [1925 route number] already served the South Greystanes area.

By March 1981:

- Selected Parramatta – Greystanes trips ran via Bathurst St.
- Parramatta – Boronia St Loop (213) & Parramatta – Ringrose Av & Jersey Rd Loop (part of 179) combined & renumbered part of 179 [1925 route numbers].
- Parramatta – Greystanes (Merrylands & Greystanes Rds) via Braeside Rd ceased.

2 April 1982: As part of general reorganization of Western Road Bus Services' routes (179 & 210), renumbered into Sydney Region route numbers:

700 Parramatta – Blacktown via Great Western Hwy

702 Parramatta – Blacktown via South Wentworthville

Parramatta – Greystanes via Bathurst St

Parramatta – Greystanes via Whalans Rd

703 Parramatta – South Wentworthville (Ringrose Av/Jersey Rd Loop & Boronia St Loop).

Streets

As at 1924

Parramatta – Merrylands Rd/Jersey Rd [in current South Wentworthville]

1924 (Source: Govt Gazette of 19 December 1924)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Western Rd [now Great Western Hwy], Rawson Rd, Old Prospect Rd, Jersey Rd to Merrylands Rd. Reverse on return.

Parramatta – Beresford Rd/Old Prospect Rd [in current Greystanes]

1924 (Source: Govt Gazette of 19 December 1924)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Western Rd [now Great Western Hwy], Rawson Rd, Old Prospect Rd to Beresford Rd. Reverse on return.

From 1948

Parramatta – Greystanes (Greystanes Rd)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Argyle St, Church St, Great Western Hwy, Rawson Rd, Old Prospect Rd, Greystanes Rd (Greystanes).

Circa 1969 (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, Old Prospect Rd, Greystanes Rd to Merrylands Rd (**Greystanes**), then Greystanes Rd, Whalans Rd, Cumberland Rd, Old Prospect Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta Station.

Greystanes (Ringrose Av) & South Wentworthville (Jersey Rd) Loop diversion: Ex Parramatta from Old Prospect Rd, via Jersey Rd, Merrylands Rd, Ringrose Av to Old Prospect Rd. Reverse on return.

South Wentworthville (Boronia St Loop) diversion (replacing 213 in weekday off-peak and Saturdays): Ex Parramatta from Old Prospect Rd via Boronia St, Chelmsford Rd to Old Prospect Rd. Reverse on return.

Alteration

Later (Source: RGH notes): Ex South Wentworthville from Old Prospect Rd via Rawson Rd, Great Western Hwy.

Parramatta – South Greystanes (Daffodil St)

Circa 1969 (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, Old Prospect Rd (**Greystanes**), Braeside Rd, Merrylands Rd, Gipps Rd, Macquarie Rd, Daffodil St (**South Greystanes**), Tulip St, Carnation St, Macquarie Rd, then reverse route to Old Prospect Rd, then Rawson Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta 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-Greystanes	Fr P ^m atta 10R	M-F	Greystanes†	5.55amP	Parramatta	11.05pmM	A	
			Greystanes§	8.18amP		11.55pmR		
	18E 15O	Sat	Greystanes†	6.40amP		11.05pmM	B	
			Greystanes§	8.18amP		11.55pmR		
	24M	Sun	Parramatta	6.50amM	Greystanes§	9.27pmP	60	C

* More frequent in peak hours.

Greystanes termini:

† Greystanes Rd/Old Prospect Rd

§ Greystanes Rd/Merrylands Rd.

A – Parramatta-Greystanes (either Ettalong Rd/Old Prospect Rd or Greystanes/Old Prospect Rd) 30*, Parramatta-Greystanes (Merrylands Rd/Greystanes Rd) 60.

B – Parramatta-Greystanes (either Ettalong Rd/Old Prospect Rd or Wentworthville (Bridge Rd/Great Western Rd)) 30, Parramatta-Greystanes (Merrylands Rd/Greystanes Rd) 60. Plus short-working/s before first trip shown.

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

E – To Greystanes (Ettalong Rd/Old Prospect Rd).

M – To Greystanes (Greystanes Rd/Merrylands Rd).

O – To Greystanes (Greystanes Rd/Old Prospect Rd).

P – To Parramatta.

R – To Wentworthville (Rawson Rd/Old Prospect Rd).

Circa 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	29	M-F	Greystanes	5.48am	Parramatta	12.00mn	30*	
		Sat		5.54am		11.55pm	AM 30 PM 60	
		Sun		6.25am		9.55pm	60	A

* More frequent in peak hours.

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

September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	29	M-F	Greystanes	5.20am	Parramatta	12.05am	30*	
		Sat		5.49am		12.05am	AM 30 PM 60	
		Sun	Parramatta	7.50am		10.20pm	60	
Parramatta-Ringrose Av/Jersey Rd Loop	26	M-F	Ringrose Schl	6.10am	Parramatta	8.00pm	60*	
		Sat		8.51am		12.25pm	60	
		Sun						

* More frequent in peak hours.

Circa 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Greystanes	25	M-F	Greystanes	5.18am	Parramatta	7.30pm	30*	
		Sat		6.07am		6.13pm	AM 30 PM 90	
		Sun		7.35am		6.41pm	90	
Parramatta-Ringrose Av/Jersey Rd Loop	40 round trip	M-F	Ringrose Schl	6.10am	Parramatta	6.10pm	50	
		Sat	Boronia St	7.15am		1.00pm	50	A
		Sun						

A – Ringrose Av/Jersey Rd Loop & Boronia St Loop combined.

Route 180

PARRAMATTA – SOUTH GRANVILLE via Park Hill

(Park Hill was a locality in South Granville surrounding Park, Lackey, Lisgar & Excelsior Sts.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 151 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by WM Solomon, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 180 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926: Replaced by rerouted 176 Parramatta – Guildford via Park Hill.

Streets

Parramatta – Granville – Park Hill

1924 (Source: Govt Gazette of 7 March 1924)

From Parramatta (Church St at Centennial Fountain) via Church St, Sydney [now Parramatta] Rd, Good St (**Granville**), Railway Pde, The Avenue to Louis St (Park Hill). Reverse on return.

Parramatta – Granville – South Granville (Oxford St/Woodville Rd)

1924 (Source: Govt Gazette of 19 December 1924)

Alteration

Extended from Park Hill via Meadows St, Excelsior St, Lackey St, Woodville Rd to Oxford St (South Granville). Reverse on return

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Macquarie St at Church St) via Macquarie St, Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, South St, Mary St, The Avenue, Meadows St, Excelsior St, Lackey St, Woodville Rd to Oxford St (South Granville).

From South Granville (Woodville Rd at Oxford St) 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 (Church St at Macquarie St) via Church St, Parramatta 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-South Granville	21	M-F	Sth Granville	8.40am	Parramatta	5.20pm	60	A
				Granville	8.45pm			
		Sat		8.40am		1.30pm	60	
		Sun						

A – Extra trips Friday night.

Route 180

GUILDFORD – GUILDFORD (Fairfield Rd/McCredie Rd) via Guildford Rd

Timeline

By date of Govt Gazette 22 June 1928: Guildford – Guildford (Fowler & Hawksview Rds) section of 176 transferred to 180.

By date of Govt Gazette 22 February 1929: Extended in Guildford from Fowler Rd/Hawksview Rd to Fairfield Rd/McCredie Rds via Tennyson Pde.

By 1934: Ceased. 171 operated in the same area.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Guildford (Military Rd at Station) via Military Rd, Guildford Rd, Fowler Rd to Hawksview Rd (Guildford).

Reverse on return.

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Guildford (Fowler Rd) via Frank St, Tennyson Av, Loscoe [now Fairfield] Rd to McCredie Rd (Guildford). Reverse on return.

Route 180

BLACKTOWN – PARKLEA

- **Extended from Parklea to Quakers Hill (selected trips, from 1962)**

BLACKTOWN – PROSPECT

- **Extended from Prospect to Parramatta (limited (shopping?) service, 1934-late 1940s/early 1950s)**

BLACKTOWN – SEVEN HILLS via various routes

Timeline

By June 1934: Country route Blacktown – Parklea allocated number 180, operated by A Roser and/or Mrs EB Roser, proprietors. (Had been operated by Mr Bull around 1930.)

5 June 1934:

- Extended from Blacktown to Parramatta via Walters Rd, Prospect & Western Rd [now Great Western Hwy].
- Based on an undated timetable (possibly pre-World War II), the extension to Parramatta comprised a limited service between Blacktown & Prospect and 1 return (shopping?) trip from Parklea to Parramatta via Blacktown on Tuesdays & Fridays only.

By 1941: Mr Roser died.

1943: Transferred to FH Johnson, proprietor.

By 1946: Rerouted via Blacktown Rd instead of Walters Rd, possibly as a result of the commencement of 187 Blacktown – Great Western Hwy (old alignment) via Walters & Flushcombe Rds.

1947: Transferred to NJ McIntosh, proprietor.

After 1948: Curtailed to run Parklea – Blacktown – Prospect. Service between Parramatta & Prospect was already being provided by 177.

Probably circa 1952: Curtailed to run Blacktown – Parklea. Service between Blacktown & Prospect was then or later provided by 210 (via same route?).

January 1958: New route, Blacktown – Seven Hills via Lucas Rd, commenced.

August 1961: Blacktown – Parklea route extended via Pye Rd, Wilson Rd & Lalor Rd [now Wilson Rd, Pye Rd & Quakers Hill Pkwy respectively] for trial period (later permanent).

April 1962: Operator incorporated as Blacktown Bus Co Pty Ltd.

July 1962: Selected trips extended from Parklea to Quakers Hill.

By 1962: Extra route, Blacktown – Seven Hills via Northcott Rd, commenced.

By June 1964: Blacktown – Seven Hills via Lucas Rd ceased. Route in eastern end of Lucas Rd replaced by part of 143.

January/February 1976: Transferred to Seven Hills Bus Co Pty Ltd.

By 24 May 1976: Blacktown – Parklea – Quakers Hill section transferred to Riverstone Bus Service & absorbed into Riverstone's 61, leaving 180 as Blacktown – Seven Hills via Northcott Rd.

1 July 1979: Blacktown – Seven Hills via Northcott Rd transferred to Toongabbie Transport Services Pty Ltd (Delfs family, proprietors).

8 January 1986: As part of general reorganization of Toongabbie Transport Services' routes, reorganised and renumbered into Sydney Region route numbers:

710 Blacktown – Seven Hills – Toongabbie – Parramatta

716 Blacktown – Seven Hills via Barbara Blvd

718 Blacktown – Kings Langley – Seven Hills

Streets

Parklea – Blacktown – Prospect (*limited service extended to Parramatta*)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via George St, Church St, Great Western Rd [now Hwy], Blacktown Rd (**Prospect**), Railway Sq [now part of Main St?] (**Blacktown**) (*likely route then via Sunnyholt Rd to Parklea*).

Blacktown – Seven Hills via Lucas Rd

Circa 1962 (Source: Collins Street Directory)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cardiff St, Lucas Rd, Seven Hills Rd [now Prospect Hwy] to Seven Hills Station.

Blacktown – Parklea

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cambridge St, Sunnyholt Rd, Pye Rd [now Wilson Rd], Wilson Rd [now Pye Rd], Lalor Rd [now Quakers Hill Pkwy] (**Parklea**), Sunnyholt Rd, Cambridge St, Sarsfield St, Gordon St, Sunnyholt Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

Blacktown – Seven Hills via Northcott Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Gordon St, Sarsfield St, Cambridge St, Sunnyholt Rd, Turner St, Northcott Rd (**Lalor Park**), Freeman St, Burke Rd, Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills Station.

From Seven Hills (Hartley Rd at Station) via reverse route to Gordon St, then Sunnyholt Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

1981 (Source: timetable)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Sackville St, Stephen St, Lawson St, Venn Av, Northcott Rd (**Lalor Park**), Freeman St, Burke Rd, Kennedy Pde, Marks Av, Quinn Av, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills Station.

From Seven Hills (Hartley St at Station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown Station.

Seven Hills shops extension (*off-peak*): From Seven Hills Station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills Station.

Timetable Summary

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		
Blacktown-Parklea (Lalor Rd)	20	M-F	Parklea	6.02am	Parklea	6.55pm	8 trips	A
		Sat		6.02am		6.52pm	6 trips	C
		Sun		D		D	D	
Blacktown-Prospect Post Office†	13BP	M-F	Blacktown	7.56amR	Parramatta	3.30pmB	E	
				12.30pmP	Prospect	3.59pmB		
		Sat		7.56amR		9.29amB	2 trips	
		Sun						

† Limited service extended to Parramatta.

A – Extra trip Friday night.

B – To Blacktown.

BP – Blacktown-Prospect

C – Plus picture bus.

D – 1 return trip Parklea (Lalor Rd)-Blacktown:

1st & 3rd Sundays: 7.30am from Parklea (Lalor Rd), 9.20am from Blacktown.

2nd, 4th & 5th Sundays: 8.40am

E – Blacktown-Prospect 3 trips. Plus 1 return trip Blacktown-Parramatta on Tuesdays & Fridays.

P – To Parramatta.

R – To Prospect.

21 June 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Parklea†	Fr Black 12A 20P 25Q	M-F	Parklea	5.10amB	Quakers Hill	12.01pmB	C	
			Blacktown	8.55amQ	Blacktown	6.48pmP 7.38pmA		
		Sat	Parklea	6.15amB	Parklea	6.40pmB	D	
					Blacktown	7.35pmA		
		Sun	Anthony St	7.08amB	Parklea	7.18pmB	G	
			Blacktown	8.10amP	Blacktown	7.40pmA		
Blacktown-Seven Hills via Northcott Rd	Fr Black 12N 24S	M-F	Seven Hills	5.52amB	Seven Hills	4.30pmB 6.43pmN	H	
			Sat	Northcott Rd	6.43amS	Blacktown		
			Seven Hills	8.23amB				
		Sun						

* More frequent in peak hours.

† Selected trips extended to Quakers Hill.

A – To Blacktown (Anthony St).

B – To Blacktown.

C – Peak hours, mainly Blacktown-Parklea. Day, mainly Blacktown-Blacktown (Anthony St), Blacktown-Quakers Hill 2 trips

D – Early morning & late afternoon, mainly Blacktown-Parklea. Morning, mainly Blacktown-Blacktown (Anthony St). Gap in service in afternoon. Plus short-working/s before first trip shown.

E – Off-peak and selected peak trips ran Seven Hills-Blacktown.

F – Morning, Blacktown-Seven Hills 60. Late afternoon, Blacktown-Seven Hills (3 trips from Blacktown, 1 trip from Seven Hills). Gap in service in afternoon.

G – Blacktown-Blacktown (Anthony St), 7 trips, Blacktown-Parklea 4 trips. Gap in service in afternoon. Plus short-working/s before first trip shown.

H – Morning peak hour, from Lalor Park (Northcott Rd) to Seven Hills & from Blacktown to Seven Hills. Day, Blacktown-Seven Hills 60. Afternoon peak hour, Seven Hills-Lalor Park (Northcott Rd) & Blacktown-Lalor Park (Northcott Rd) separately. Plus short-working/s before first trip shown.

N – To Lalor Park (Northcott Rd).

P – To Parklea.

Q – To Quakers Hill.

S – To Seven Hills.

24 May 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Northcott Rd	25	M-F	Seven Hills	6.10am	Blacktown	6.10pm	60*	A
		Sat		8.15am		12.20pm	60	
		Sun						

* More frequent in peak hours.

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

Route 181

PARRAMATTA – NORTH ROCKS – BEECROFT via various routes

PARRAMATTA – NORTH ROCKS – CARLINGFORD

Also:

- **Parramatta – North Rocks – Pennant Hills (1924-5 & 1996-7)**

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Parramatta – Pennant Hills commenced prior to the allocation of route numbers.
- Shared Parramatta – North Parramatta with parts of 164, 165, 170, 181, 184 & 185 for various periods (for details, *see* under 200).
- Indirectly competed with Central – Hornsby & Central – Parramatta train services.

As at date of Govt Gazette of 19 December 1924: Numbered 152 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by W Atkins, proprietor.

By date of Govt Gazette 13 November 1925: Rerouted to run Parramatta – North Rocks – Beecroft.

As at date of Govt Gazette 13 November 1925: Renumbered 181 [1925 route number] in the general renumbering of routes.

31 October 1931: Ceased. Trains continued to provide service.

Service suspended until relicensed.

8 December 1931: Relicensed to run Parramatta – North Rocks – Beecroft. Shared Parramatta – North Parramatta with 164, 170 & 185 until 1 February 1932, then 200 [all 1925 route numbers].

By October 1935: Being operated by WP (Billy) Watson, proprietor.

1 February 1942: Watson joined in partnership by Ernie Hulme.

By 1952: Routes were:

Parramatta – North Rocks – Beecroft via Copeland Rd

Parramatta – North Rocks – Beecroft via Murray Farm Rd.

1 May 1964: Transferred to Harris Park Transport Pty Ltd (Moore family, proprietors).

By 1975: Extra off-peak route, Parramatta – North Rocks – Carlingford Court, commenced.

8 October 1989: Additional peak hour route, Beecroft – West Pennant Hills, commenced.

By 12 August 1996: Parramatta – North Rocks – Carlingford Court ceased.

9 November 1996: Sunday service (then Parramatta – North Rocks (Eaton Rd/Oakes Rd)) extended to run Parramatta – North Rocks – Pennant Hills, covering part of 101 [1925 route number].

June 1997: Renumbered 623 [Sydney Region route number].

For a summary of bus, tram & train services Parramatta – Northmead 1902-1932, see 200.

Streets

Parramatta – North Rocks – Pennant Hills

1924 (Source: Govt Gazette of 19 December 1924)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd to Pennant Hills Station. Reverse on return.

Parramatta – North Rocks – Beecroft via Murray Farm Rd

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd, Murray Farm Rd, Kirkham St, Beecroft Rd, Railway [now Wongala] Cr (Beecroft). Reverse on return.

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at Station) via Valentine St, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Murray Farm Rd [part now Castle Howard Rd], Kirkham St, Beecroft Rd, Hannah St, Railway Pde [now Wongala Cr] to Beecroft Station.

From Beecroft (Railway Pde [now Wongala Cr] at Station) via Beecroft Rd, then reverse route to Church St, then Argyle St to Parramatta Station.

Alterations

- **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** (opening of Church St mall): Approached Parramatta from Church St via George St, Smith St to Parramatta Interchange.
- **1993** (Source: timetable): Ex Parramatta from North Rocks Rd via Orchard Rd (instead of Oakes Rd), Murray Farm Rd. Reverse on return.

Parramatta – North Rocks – Beecroft via Copeland Rd

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta 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, North Rocks Rd (**North Rocks**), Oakes Rd, Cross St [now part of Oakes Rd], Aiken Rd, Pennant Hills Rd, Copeland Rd, Cardinal Av, Hannah St, Hull Rd, Copeland Rd, Beecroft Rd, Railway Pde [now Wongala Cr] (Beecroft).

Circa 1963 (Source: RGH notes)

From Parramatta (Argyle St at Station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Oakes Rd, Aiken Rd, Pennant Hills Rd, Copeland Rd, Beecroft Rd, Hannah St, Railway Pde [now Wongala Cr] to Beecroft Station.

From Beecroft (Railway Pde [now Wongala Cr] at Station) via Copeland Rd, then reverse route to Church St, then Argyle St to Parramatta Station.

Alteration

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

Parramatta – North Rocks – Carlingford

1975 (Source: timetable)

From Parramatta (Argyle St at Station) via Valentine Av, Parkes St, Station St, Darcy St, Church St, Victoria Rd, O'Connell St, Clifford St [now part of O'Connell St], Barney St, Church St, North Rocks Rd (**North Rocks**), Pennant Hills Rd (**Carlingford Court shops**), Post Office Rd, Jenkins Rd, Parkland Rd, Lindisfarne Cr, Farnell Av, North Rocks Rd, then reverse route to Church St, then Argyle St to Parramatta Station.

Alterations

- **By June 1980** (Source: timetable): From Carlingford Court via Pennant Hills Rd, Jenkins Rd.
- **From 15 September 1985** (opening of Church St mall): Approached Parramatta from Church St via George St, Smith St to Parramatta Interchange (Station St). Return via Darcy St, Church St, Argyle St, Marsden St, George St, Church St.

Beecroft – West Pennant Hills

From 8 October 1989 (Source: timetable)

From Beecroft (Wongala Cr at Station) via Copeland Rd, Karloon Rd, Eaton Rd, Oakes Rd, Eaton Rd, Stanton Dr, Range Rd (**West Pennant Hills**), Westmore Dr, Eaton Rd, Oakes Rd, Eaton Rd, Karloon Rd, Copeland Rd, Beecroft Rd, Hannah St, Wongala Cr to Beecroft Station.

1991 (Source: timetable)

Trips via Murray Farm Rd: Ex Beecroft via Beecroft Rd, Kirkham St, Castle Howard Rd, Murray Farm Rd, Orchard Rd, North Rocks Rd, Pennant Hills Rd, Murray Farm Rd, Oakes Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Becroft via Murray Farm Rd	55	M-F	Becroft	8.30am	Parramatta	5.15pm	3 trips	A
		Sat		8.30am		5.15pm	3 trips	A
		Sun						

A – Extra trip Friday & Saturday nights.

23 June 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-North Rocks-Becroft	41	M-F	Parramatta	7.00am	Becroft	6.43pm	6 trips	A
		Sat		6.58am		6.45pm	6 trips	A
		Sun		9.22am		8.20pm	5 trips	A

A – Extra trip Friday. Plus picture bus Saturday night. Plus short-working/s before first trip and after last trip shown.

27 November 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-North Rocks-Becroft†	Fr P'matta 21N 40B	M-F	North Rocks	5.47amP	Becroft	6.30pmP	A	
			Becroft	6.17amP	Parramatta	7.13pmN		
		Sat	North Rocks	6.28amP	Becroft	6.40pmP	C	
			Becroft	7.35amP	Parramatta	6.47pmN		
		Sun	North Rocks	7.53amB	Becroft	6.12pmP	D	
			Becroft	8.13amP	Parramatta	7.05pmN		

[Parramatta] Mental Hospital was on the site of current Cumberland Hospital.

* More frequent in peak hours.

† Via either Copeland Rd or Murray Farm Rd.

A – Parramatta-North Rocks 40*, Parramatta-Becroft via Copeland Rd 11 trips, Parramatta-Becroft via Murray Farm Rd 3 trips (plus short-workings Becroft-Oakes Rd/Murray Farm Rd). Plus extra trips Parramatta-Mental Hospital on Wednesday afternoons.

B – To Becroft.

C – Parramatta-North Rocks 30-60, Parramatta-Becroft via Copeland Rd 8 trips, Parramatta-Becroft via Murray Farm Rd 2 trips (plus short-workings Becroft-Oakes Rd/Murray Farm Rd). Plus picture bus from Parramatta.

D – Parramatta-North Rocks 7 trips, Parramatta-Becroft via Copeland Rd 2 trips, Parramatta-Becroft via Murray Farm Rd 1 trip (plus short-workings Becroft-Oakes Rd/Murray Farm Rd). Plus extra trips Parramatta-Mental Hospital on Sunday afternoons.

N – To North Rocks.

P – To Parramatta.

March 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-North Rocks-Beecroft†	28	M-F	Parramatta	6.40am	Beecroft	6.55pm	60*	A
		Sat		6.55am		2.16pm	45	B
		Sun						
Parramatta-North Rocks-Carlingford	28	M-F	Parramatta	9.05am	Carlingford	1.30pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-North Rocks 30.

* More frequent in peak hours.

† Via either Copeland Rd or Murray Farm Rd.

A – 10 trips via Murray Farm Rd, remainder via Copeland Rd. Plus short-working/s before first trip and after last trip shown.

B – 5 trips via Murray Farm Rd, remainder via Copeland Rd. Plus short-working/s before first trip shown.

Route 182

SUTHERLAND – LOFTUS (JUNCTION) – AUDLEY

(For much of its existence, the main service on this route was between The National Park [later The Royal National Park] railway Station and the picnic grounds at Audley on weekends and Public Holidays.)

SUTHERLAND – GRAYS 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 1914-25 (& 1924 route number)

1914: Motor bus service, Loftus Junction – Audley, commenced prior to the allocation of route numbers by James (known as Ned) Toyer, proprietor, replacing a horse bus service run by Daniel Lobb. Served picnic grounds at Audley, as well as a nearby Army camp.

1 September 1915: Sutherland Shire Council approved an extra route, Sutherland – Audley. If it operated, this route would have shared with Loftus Junction – Audley.

By date of Govt Gazette of 11 May 1917: Only one route listed, namely Sutherland – Audley.

By date of Govt Gazette of 20 June 1919:

- Two separate motor bus routes listed in Government Gazettes until that of 7 March 1924 (why?):
Loftus Junction – Audley
Sutherland – Audley

- Proprietor, James Toyer (*Source: Motor in Australia Register of car owners, pre-1920s*).

1921: Transferred to Edward Newlyn, proprietor.

By date of Govt Gazette of 7 March 1924: Route listed as Sutherland – Loftus Junction – National Park & Audley, apparently amalgamating two separate routes.

As at date of Govt Gazette of 19 December 1924: Numbered 185 [1924 route number].

By 15 June 1925 (Doran Report): Besides Edward Newlyn, HR Hammill may have also been a proprietor on this route.

The route does not appear in the Govt Gazette of 13 November 1925. So the service may have been suspended for a period around 1925-6. Alternatively, it may have been classed as a tourist-type service, which were generally not shown in Govt Gazettes of this period.

As at date of Govt Gazette 15 October 1926: Revived (?) & renumbered 182 [1925 route number] in the general renumbering of routes.

About 1930: Transferred to GH Ramsay, proprietor.

2 December 1936: Extra route, Sutherland – Grays Point, commenced.

By January 1948:

- Sutherland – Audley transferred to WA Gardiner, proprietor.
- Sutherland – Grays Point transferred to MW Jones, proprietor and renumbered 9 [1925 route number].

November 1959: Transferred to WR (Bill or Wilf) Tuck, proprietor.

By 1970s:

- Days of service reduced to weekends & Public Holidays.
- Weekend/Public Holiday service appears to have been extended to run Loftus – Audley, possibly due to a reduction in frequency of train services to The Royal National Park Station.

20 September 1971: Ceased due to lack of patronage.

Streets

Sutherland – Audley

1917 (Source: Govt Gazette of 7 May 1917)

From Sutherland (Station) via Lady Carrington's Dr [assume now old Princes Hwy,] National Park Rd [now Farnell Av, Audey Av] to Audley Weir. Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

Route unchanged, but streets renamed:

From Sutherland (Station) via Railway Pde, Main Southern Rd [now Princes Hwy], Rawson Av, Lady Rawson Av, Audley Rd to Audley Weir. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland via Flora St, [Old] Princes Hwy, Lady Rawson [now Farnell] Av, Audley Rd [now Av] (Audley).

Timetable Summary

19 January 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Sutherland-Audley	Fr Audley 5N 14S	M-F	Sutherland	7.15am	Audley	4.45pm	4 trips		
		Sat	3 buses ran The National Park Station-Audley, connecting						
		Sun	with trains as required.						

N – To The National Park Station.

S – To Sutherland.

Route 183

ROSEVILLE – EAST LINDFIELD – LINDFIELD

ROSEVILLE – LINDFIELD via Archbold Rd

- **Extended from Roseville to Chatswood (limited service from 1960s)**

Timeline

By date of Govt Gazette 15 October 1926: Roseville – Roseville (Archbold Rd) commenced.

By date of Govt Gazette 17 December 1926: Extended to run Roseville – Lindfield via Archbold Rd,

By October 1935: Being operated by HW (or A?) Driver, proprietor.

1945-6: Transferred to Cedric R Neville, proprietor.

1947-8: Transferred to TR Powell, proprietor.

In 1948: Routes were:

Roseville – East Lindfield – Lindfield via Melbourne Rd

Roseville – Lindfield via Archbold Rd.

By early 1950s: Routes were:

Roseville – East Lindfield – Lindfield via Lord St & Tryon Rd.

Roseville – Lindfield via Archbold Rd & Middle Harbour Rd

November 1955: Ceased.

Service suspended until a new operator could be found.

August 1956: Recommenced by KM (Keith) Chalmers as a single route, Roseville – East Lindfield – Lindfield.

July 1969: Operator incorporated as Chalmers Coaches. From 1975, Chalmers Coaches also traded as East Killara Lindfield Bus Services Pty Ltd.

1960s: One trip per day extended from Roseville to Chatswood & return.

February/March 1985: Keith Chalmers sold interest in business, when Bayside/Sunliner group became involved with operation.

Late 1988: East Killara-Lindfield Bus Service Transferred to Stan Graham.

5 April 1990: Following temporary suspension of East Killara-Lindfield Bus Service's licence, during which time Forest Coach Lines operated services:

- Operator's name changed to East West Bus Lines.
- 28 & 183 [1925 route numbers] amalgamated at most times and renumbered into Sydney Region route numbers:
 - 556 Lindfield – East Killara
Killara – East Killara
 - 557 Lindfield – East Lindfield – Roseville
 - 558 Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon (through journeys on 556/557) (*off-peak*).

Streets

Roseville – Roseville (Archbold Rd)

1926 (Source: Govt Gazette of 15 October 1926)

From Roseville (Hill St at Station) via Hill St, Roseville Av, Gerald Av, Dudley Av, Archbold Rd to near Dudley Av.

From Roseville (Archbold Rd) (at Dudley Av) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville Station.

Roseville – Lindfield via Archbold Rd

1926 (Source: Govt Gazette of 17 December 1926)

From Roseville (Hill St at Station) via Hill St, Roseville Av, Gerald Av, Dudley Av, Archbold Rd, Middle Harbour Rd, Lindfield Av to Tryon Rd (Lindfield Station).

From Lindfield (Station, Lindfield Av at Tryon Rd) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville Station.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Roseville from Middle Harbour Rd via Trafalgar Av, Russell Av, Lindfield Av to Tryon Rd (Lindfield Station). Reverse on return.

Roseville – East Lindfield – Lindfield

Via Archbold Rd

Circa 1948 (Source: Gregory's Street Directory)

From Roseville (Station) via Hill St, Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Archbold Rd, Middle Harbour Rd, Trafalgar Av, Russell Av, Lindfield Av (Lindfield).

Via East Lindfield

Circa 1948 (Source: Gregory's Street Directory)

From Roseville (Station) via Hill St, Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Archbold Rd, Owen St, Sydney Rd, Adelaide Av, Melbourne Rd (**East Lindfield**), Tryon Rd, Archbold Rd, Middle Harbour Rd, Trafalgar Av, Russell Av, Lindfield Av (Lindfield).

Circa 1963 (Source: RGH notes)

From Roseville (Hill St at Station) via Roseville Av, Gerald Av, Dudley St, Gregory St, Clanville Rd, Carnarvon Rd, Sydney Rd, Adelaide Av, Melbourne Rd (**East Lindfield**), Tryon Rd, Archbold Rd, Middle Harbour Rd, Lindfield Av to Lindfield Station.

From Lindfield (Lindfield Av at Station) via reverse route to Roseville Av, then Martin Lane, Lord St, Hill St to Roseville Station.

1981 (Source: timetable)

East Lindfield (Carlisle Rd) diversion: From Melbourne Rd/Wellington Rd via Crana Av, Carlisle Rd, Pleasant Av, Sylvan Av, Wellington Rd to Melbourne Rd.

Timetable Summary

Early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-Lindfield via Archbold Rd	8	M-F	Roseville	7.26am	Lindfield	7.40pm	75*	A
		Sat		7.26am		7.40pm	40	B
		Sun	Lindfield	9.15am		6.26pm	60	
Roseville-Lindfield via Tryon Rd & Lord St	17	M-F	Roseville	6.30am	Roseville	6.35pm	12 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected trips diverted via East Lindfield. Plus picture bus to Roseville & Lindfield Friday night.

B – Selected trips diverted via East Lindfield. Gap in service in afternoon. Plus picture bus to Roseville & Lindfield Saturday night.

1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Lindfield-Lindfield	18	M-F	Roseville	7.12am	Lindfield	6.20pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 184

PARRAMATTA – BAULKHAM HILLS – CASTLE HILL (Bayly's Corner) via Windsor Rd

(Castle Hill (Bayly's Corner) was renamed Rogans Hill when the railway was extended there in 1924.)

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

Timeline

Unnumbered period 1922-25 (& 1924 route number)

September 1922 (as reflected in Govt Gazette of 7 March 1924):

- Commenced prior to the allocation of route numbers (a full time service at least by September 1925).
- Shared various parts of route with 164, 165, 170, 181 & 185 for various periods (for details, *see* under 200).
- Competed with Parramatta – Castle Hill steam tram service until 28 January 1923, then both Parramatta – Northmead steam tram service and Parramatta – Castle Hill (later Parramatta – Rogans Hill) train service until 31 December 1926, then Parramatta – Rogans Hill train service.

As at date of Govt Gazette of 19 December 1924: Numbered 155 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 184 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Ceased. Service then provided by 164, 170, 181 & 185, as well as competing Parramatta – Rogans Hill train service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Argyle St at Wentworth St) via Argyle St, Church St, Windsor Rd (**Northmead, Baulkham Hills**), Great North [now Old Northern] Rd to Castle Hill Rd (Bayly's Corner, Castle Hill). 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-Rogans Hill†	Fr P'matta 9M 22B 35C 40G	M-F	Baulkham Hills	6.25amP	Parramatta	2.15pmG	A	
			Rogans Hill	9.07amP	Castle Hill	7.05pmP		
					Parramatta	9.15pmB		
		Sat	Baulkham Hills	6.25amP		10.15amG	D	
			Rogans Hill	9.07amP		6.20pmC 9.15pmB 10.20pmM		
		Sun	Parramatta			8.30amC 10.20amG	Rogans Hill	8.02pmP
					Parramatta	9.15pmB		

† This timetable referred to Rogans Hill as "Bailey's Corner" [sic]. Correct spelling "Bayly's Corner".

A – Morning peak hour & night, Parramatta-Baulkham Hills. Day & afternoon peak hour, Parramatta-Castle Hill 60, Parramatta-Rogans Hill 120. Extra trips Friday night, Parramatta-Northmead (Moxhams Rd).

B – To Baulkham Hills.

C – To Castle Hill.

D – Early morning & night, Parramatta-Baulkham Hills. Day, Parramatta-Castle Hill 45-60, Parramatta-Rogans Hill 1 return trip. Last trip from Parramatta to Northmead (Moxhams Rd).

E – Day, Parramatta-Castle Hill 30-120. Parramatta-Rogans Hill 3 trips. Night, Parramatta-Baulkham Hills.

G – To Rogans Hill.

M – To Northmead (Moxhams Rd).

P – To Parramatta.

Route 184

PENNANT HILLS – CASTLE HILL

- **Extended from Castle Hill to Glenorie (until 1931)**
- **Extended from Pennant Hills to Hornsby (1947-8)**

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

Unnumbered period 1920s

1920s: Pennant Hills – Glenorie commenced by Charlie Hitchcock, proprietor (from Pennant Hills on Friday night, from Glenorie on Sunday night). (Source: *Transport in the Hills District 1805-1990*.)

Timeline

By date of Govt Gazette 22 June 1928: Transferred to AA (Alex) Newson, proprietor. Shared Castle Hill – Glenorie with George Deaman's route (later 60).

As at date of Govt Gazette 22 June 1928: Numbered 184.

1931: Following passage of the State Transport (Co-ordination) Act:

- 60 & 184 [1925 route numbers] rationalised:
 - 60 Castle Hill – Glenorie, operated by George Deaman, proprietor
 - 184 Pennant Hills – Castle Hill, operated by Alex Newson, proprietor
- Timetables on the two routes were co-ordinated to enable travel between Pennant hills & Glenorie.

9 March 1934: Extended to run West Pennant Hills (New Line, Castle Hill & Pennant Hills Rds) on Saturday nights only (Source: *DRTT Annual Report*) (assumed to be a picture bus). Also Aiken & Highs Rds (Source: *Transport in the Hills district 1805-1990*)

1939: Pennant Hills – Castle Hill transferred to BM ("Mac") McMahon, proprietor.

1940's: Koala Park became a patronage generator for this route.

By 1947: Extended to run Hornsby – Pennant Hills – Castle Hill.

1948: Pennant Hills – Hornsby section transferred to W (Bill) Ogg, proprietor & renumbered 148, leaving 184 as Pennant Hills – Castle Hill once more.

By December 1949: Pennant Hills – Castle Hill transferred to Eric H Vaux, proprietor.

June 1954: Transferred to Arthur E Higson & Bernie Best, proprietors.

February 1959: Transferred to LE (Les) Warren, proprietor.

April 1963: Transferred to Arthur E Higson, proprietor.

1963-4 (during Higson's ownership): Rerouted through Mowll (retirement) Village, later also via Nuffield Village [both now part of the Anglican Retirement Villages].

August 1964: Transferred to Glenorie Bus Co (RE (Ray) Fifield & George N Tucknott, proprietors).

Second half 1960s (after February 1965): 60 & 184 permanently through-routed as Pennant Hills – Castle Hill – Glenorie.

For further entries, see combined routes 60/184 [1925 route number].

Streets

Pennant Hills – Glenorie

1928 (Source: Govt Gazette of 22 June 1928)

From Pennant Hills (Pennant Hills Rd near railway bridge) via Pennant Hills Rd, Castle Hill Rd, Main Northern [now Old Northern] Rd to Glenorie Post Office. Reverse on return.

Hornsby – Pennant Hills – Castle Hill

Circa 1948 (Source: Gregory's Street Directory)

From Castle Hill via Main [now Old] Northern Rd, Castle Hill Rd, Pennant Hills Rd to **Pennant Hills Station**, then Pennant Hills Rd, Boundary Rd, Bellamy St, Ramsay Rd, Rosemount Av, Stephens St, Yarrara St [now Rd] (**Thornleigh**), The Esplanade, Duffy Av, Pennant Hills Rd, Buckingham Av (**Normanhurst**), Denman Pde, Normanhurst Rd, Pennant Hills Rd, Edwards Rd, Unwin Rd, Pacific Hwy, Coronation St, Station St, Memorial Pde [now Station St at Station entrance?] (Hornsby).

Pennant Hills – Castle Hill

Circa 1963 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St to Old Northern Rd (Castle Hill)

From Castle Hill (Castle St at Old Northern Rd) via Old Northern Rd, then reverse route to Pennant Hills Station.

Mid 1960s (Source: RGH notes)

Castle Hill (Mowll Village [now Anglican Retirement Villages]) diversion: From Castle Hill Rd via various internal roads within the village to Castle Hill Rd.

Timetable Summary

12 December 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill	17	M-F	Castle Hill	6.25am	Pennant Hills	9.36pm	60*	
		Sat		6.18am		7.45pm	12 trips	A
		Sun	Pennant Hills	7.50am		9.36pm	9 trips	B

* More frequent in peak hours.

A – Plus picture bus to Thornleigh Saturday night.

B – Plus short-working/s Pennant Hills-Koala Park.

October 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill	17	M-F	Castle Hill	6.01am	Pennant Hills	6.54pm	60*	
		Sat		7.40am		6.10pm	60	
		Sun						

* More frequent in peak hours.

Route 185

PARRAMATTA – BAULKHAM HILLS – KELLYVILLE

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Parramatta – Northmead (Moxhams Rd) commenced prior to the allocation of route numbers.
- Shared various parts of route with 164, 165, 170, 181 & 184 for various periods (for details, *see* under 200).
- Competed with Parramatta – Northmead tram service until 31 December 1926 and Parramatta – Rogans Hill train service.

As at date of Govt Gazette of 19 December 1924: Numbered 156 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Northern Garage (Watts & Millgate, proprietors).

By date of Govt Gazette 13 November 1925: Extended to run Parramatta – Baulkham Hills – Kellyville.

As at date of Govt Gazette 13 November 1925: Renumbered 185 [1925 route number] in the general renumbering of routes.

1 February 1932: Absorbed into new 200 [1925 route number], operated by Parramatta Bus Co (Mrs McIntosh & family, proprietors), which had won the tender to operate buses between Parramatta & the Hills district after closure of the Parramatta – Rogans Hill railway on 31 January 1932.

Streets

Parramatta – Northmead (Moxhams Rd)

1924 (Source: Govt Gazette of 19 December 1924)

From Parramatta (Station, Argyle St at Wentworth St) via Argyle St, Church St, Windsor Rd (North Parramatta).

Reverse on return.

Parramatta – Kellyville

1925 (Source: Govt Gazette of 13 November 1925)

From Parramatta (Station, Argyle St at Wentworth St) via Argyle St, Church St, Windsor Rd (North Parramatta, Northmead, Baulkham Hills) to Acres Rd (Kellyville). Reverse on return.

Route 185

GORDON – WEST GORDON – MACQUARIE UNIVERSITY

GORDON – WEST PYMBLE – MACQUARIE UNIVERSITY

Also:

- **Gordon – Turramurra** (*approved route, ever operated?*)
- **Pymble – Macquarie University** (*limited service, from 1974.*)
- **St Ives – Gordon** (*1930s*)

Timeline

17 October 1938: St Ives – Gordon – West Pymble split off 191 [1925 route number] & transferred to William D Hoines.

1939/early 1940s:

- Gordon – West Pymble transferred to WR (Bill) Rice, proprietor.
- Gordon – St Ives retransferred to part of 191.

1950s(?): Selected Sunday trips extended to run Gordon - West Pymble – North Ryde (Epping Hwy) (when ceased?).

September 1958: New route, Gordon – West Gordon (new residential area), commenced.

By 1960s: Gordon – West Pymble operated as a bidirectional loop within West Pymble.

20 April 1964: Transferred to Turramurra-Bobbin Head Bus Co Pty Ltd (RR (Ron) Deane, proprietor).

May 1965: New route, Gordon – Turramurra approved on trial. (Ever operated? If so, when ceased? Ran via ? route. Part/s of route may have later become 162 [1925 route number] and/or Gordon – West Pymble (Parker Av) part of 185.

6 March 1967: New route with limited service, Gordon – Macquarie University, commenced, upon opening of university.

27 May 1968: New route, Gordon – West Pymble (Parker Av), commenced.

By December 1973:

- Weekday off-peak Gordon – West Gordon trips through-routed with 221 Lindfield – West Lindfield [1925 route number].
- Gordon – West Pymble (Parker Av) service became a diversion of the main Gordon – West Pymble service.

By 29 January 1974: New route, Pymble – Macquarie University, commenced (limited service).

1975/6: Operator's name changed to Deane's Coaches Pty Ltd.

By October 1977: Selected Gordon – West Pymble Loop trips extended to run Gordon – West Pymble – Macquarie University.

16 November 1981:

- Upon opening of Macquarie Centre, routes rearranged as:
 - Gordon – West Pymble – Macquarie Centre (selected trips extended to Macquarie University)
 - Gordon – West Gordon (peak hours). Daytime service provided by Pymble – West Gordon – Macquarie University route (*see next dot point*).
 - Pymble – West Gordon – Macquarie University (all-day weekday service).
- Through-routing of Gordon – West Gordon trips with 221 ceased.

7 December 1981: West Gordon routes further rearranged as:

- Gordon – West Gordon reverted to an all-day weekday service, with off-peak trips extended to Macquarie University.
- Most Pymble – Macquarie University reduced to a limited service & ceased to divert via West Gordon.

24 July 1985: Renumbered into Sydney Region route numbers:

- 567 Gordon – West Gordon
- 568 Gordon – West Pymble – Macquarie University
- 569 Pymble – Macquarie University.

Streets

Gordon – West Pymble

Circa 1948 (Source: Gregory's Street Directory)

From West Pymble via Beaumont Rd [now part of Lofberg Rd], Lothburgh [now Lofberg] Rd, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cultowa Av, Ryde Rd, Ridge St, Vale St, St Johns Av, Gordon [now part of Henry] St to Gordon Station.

Alteration

April 1959 (Source: T&BT) (selected trips) diverted via Bingara St, Kooloona Cres.

Circa 1963 (Source: RGH notes)

From Gordon (St Johns Av at Station) via Henry St, Ravenswood Av, Pacific Hwy, St Johns Av, Vale St, Ridge St, Ryde Rd, Cross St, Livingstone Av, Ward St, Yarrara Rd, Yanko Rd, Wallalong Av (**West Pymble**), Congham Rd, Yanko Rd, Kamilaroy Rd, Ryde Rd, Kendall St, Livingstone Av, then reverse route to St Johns Av to Gordon Station.

Selected trips via West Pymble Loop: In opposite direction around loop from Livingstone Av/Ward St back to that point.

Trips via Pacific Hwy direct: Ex Gordon via Pacific Hwy, Ryde Rd (*not* via St Johns Av, Vale St, Ridge St). Reverse on return.

Alteration

March 1966 (Source: timetable): Via Cultowa Rd instead of Cross St on trips *to* Gordon.

Gordon – West Gordon

Circa 1963 (Source: RGH notes)

From Gordon (St Johns Av at Station) via Henry St, Ravenswood Av, Pacific Hwy, Ryde Rd, Lofberg Rd, Yanko Rd, The Broadway [now part of Yanko Rd], Kooloona Cr (anti-clockwise loop), Bingara St, Kooloona Cr, The Broadway, Kamilaroy Rd, Ryde Rd, Wyuna Rd, Bolwarra Av (**West Gordon**), Bandalong Av, Dunoon Av, Kiparra St (south leg), Ryde Rd, Pacific Hwy, St Johns Av to Gordon Station.

Alteration

March 1966 (Source: timetable) (middle of day): Ex Gordon from Ryde Rd via Shaddock Av to Lofberg Rd.

Circa 1963 (Source: RGH notes)

Afternoon peak hour

From Gordon (St Johns Av at Station) via Henry St, Ravenswood Av, Pacific Hwy, St Johns Av, Vale St, Ridge St, Ryde Rd, Cross St, Livingstone Av, Kendall St, Ryde Rd, Kiparra St (south leg), Dunoon Av (**West Gordon**), Ryde

Rd, Andrew Av, Kooloona Cr (anti-clockwise loop), Bingara St, Kooloona Cr, Yanko Rd, Yarrara Rd, Ward St, Livingstone Av, Cultowa Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon Station.

Alteration

August 1968 (Source: timetable) (afternoon peak hour): From Dunoon Av via Bandalong Av, Bolwarra Av (**West Gordon**), Wyuna Rd, Ryde Rd.

June 1978 (Source: timetable)

Trips through-routed with 221 [1925 route number] to Lindfield: See 221.

Gordon – West Pymble (Parker Av)

May 1968 (Source: timetable)

From Gordon (St Johns Av at Station) via Henry St, Ravenswood Av, Pacific Hwy, Ryde Rd, Cross St, Livingstone Av, Ward St, Courallie Av, Greenway Dr, Warrowa Av, Boongil St, Wyomee Av, Doncaster Av, The Comenarra Pkwy to Parker Av (loop) (West Pymble).

From West Pymble (Parker Av) (at The Comenarra Pkwy) via reverse route to Livingstone Av, then Cultowa Rd, Ryde Rd, Pacific Hwy, St Johns Av to Gordon Station.

Gordon – West Pymble – Macquarie University

Alterations

- **1977** (Source: timetable): Extended from Ryde Rd/Kamilaroy Rd via Ryde Rd, Talavera Rd, Herring Rd, Waterloo Rd, internal Macquarie University roads. Reverse on return.
- **16 November 1981** (Source: timetable): Ex Gordon from Ryde Rd via Waterloo Rd (instead of Talavera Rd), Herring Rd, Macquarie Centre bus terminal, internal Macquarie University roads. Reverse on return.

Timetable Summary

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble	33 round trip	M-F	West Pymble	6.13am	Gordon	9.12pm	45*	
		Sat		7.26am		6.46pm	45	A
		Sun						
Gordon-West Gordon	32 round trip	M-F	West Gordon	9.10am	Gordon	2.45pm	45	
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service in afternoon.

27 May 1968

New route commenced that day. Other routes similar to above.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble (Parker Av)	10	M-F	Parker Av	7.35am	Gordon	6.22pm	A	
		Sat						
		Sun						

A – 8 trips from Gordon, 7 trips from West Pymble (Parker Av).

October 1977

Gordon & Pymble – Macquarie University routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble†	Fr Gord 33GYr 32M	M-F	Macquarie Uni	5.50amG	Gordon	6.30pmM	A	
					West Pymble	7.46pmG		
		Sat		7.22am		6.30pm	45	B
		Sun						
Gordon-West Gordon‡	Fr Gord 32GWr 27L	M-F	West Gordon	7.08amG	Lindfield	2.00pmG	C	
			Lindfield	9.30amG	Gordon	6.30pmW		
		Sat						
		Sun						
Pymble-Macquarie University	15	M-F	Pymble	8.35am	Macquarie Uni	7.06pmG	D	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Macquarie University

‡ Trips between 9.30am & 2.00pm through-routed with 221 to Lindfield.

A – Base service Gordon-West Pymble-Gordon Loop 45*. Selected trips extended to Macquarie University. Extra trips Thursday night (last trip 9.15m from Gordon).

B – Gap in service in afternoon.

C – Peak hours, Gordon-West Gordon-Gordon Loop. Day (9.30am-2.00pm), Gordon-West Gordon-Lindfield 60.

D – 4 trips from Pymble, 3 trips from Macquarie University (mostly in university terms only).

G – To Gordon

GWr – Round trip, Gordon-West Gordon-Gordon.

GYr – Round trip, Gordon-West Pymble-Gordon.

L – To Lindfield (through-routing with 221).

M – To Macquarie University.

W – To West Gordon.

7 December 1981

Gordon & Pymble – Macquarie University routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-West Pymble-Macquarie Centre†	Fr Gord 27GYr 28M	M-F	Gordon	6.17amY 7.52amM	Gordon	7.30pmM	A	
		Sat	West Pymble	7.28amG		5.35pmM	B	
			Macquarie Ctr	7.46amG				
		Sun						
Gordon-West Gordon-Macquarie University	Fr Gord 20GWr 23M	M-F	Gordon	7.25amW	Gordon	6.30pmM	C	
			Macquarie Uni	8.30amG				
		Sat						
		Sun						
Pymble-West Gordon-Macquarie University	23	M-F	Pymble	8.33am	Pymble	6.35pm	D	
		Sat						
		Sun						

† Selected trips extended to Macquarie University.

A – Early morning, from Macquarie Park (Talavera Rd/Alma Rd) to Gordon (first trip 5.48am from Macquarie Park (Talavera Rd/Alma Rd). Peak hours, mainly Gordon-West Pymble-Gordon Loop. Day & selected peak hour trips, Gordon-Macquarie Centre (selected trips extended to Macquarie University) 30. Extra trips Thursday night (last trip 9.05pm from Macquarie Centre to Gordon).

B – Morning, Gordon-Macquarie Centre 30. Afternoon, Gordon-Macquarie Centre 60. 4 trips extended to Macquarie University. Plus short-working/s prior to first trip shown.

C – Early morning Macquarie Park (Talavera Rd/Alma Rd) to Gordon. Peak hours, Gordon-West Gordon-Gordon Loop (late afternoon trips from Gordon extended to Macquarie Centre). Day, Gordon-Macquarie University 60.

D – Early morning, from Macquarie Park (Talavera Rd/Alma Rd) to Pymble. Day, Pymble-Macquarie University (7 trips from Pymble, 2 trips from Macquarie University.

G – To Gordon.

GWr – Round trip, Gordon-West Gordon-Gordon.

GYr – Round trip, Gordon-West Pymble-Gordon.

M – To Macquarie Centre or Macquarie University.

W – To West Gordon.

Y – To West Pymble.

Route 186

PEAKHURST – PUNCHBOWL – HURSTVILLE

Timeline

By date of Govt Gazette 13 November 1925: Base service (M-F peak hours and weekends) Peakhurst – Punchbowl. Plus off-peak service Punchbowl – Hurstville. Commenced by Adolf H Peters, proprietor.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Peakhurst (Belmore Rd at Hymen St) via Belmore Rd, Canterbury Rd, Dudley St, The Boulevard to Punchbowl Rd (**Punchbowl**), then The Boulevard, Dudley St, Canterbury Rd, Bonds Rd, Broadarrow Rd, Baumans Rd, Forest Rd to Railway Sq (Hurstville Station). 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		
Peakhurst-Punchbowl†	Fr Punch 21P 30H	M-F	Peakhurst	6.14amU	Hurstville	3.00pmU	5 trips	A
			Punchbowl	9.30amH	Punchbowl	6.30pmP		
		Sat	6.14amP		6.30pmP	60-120	B	
		Sun		8.25amP		6.30pmP	5 trips	C

† Extended to Hurstville in off-peak.

A – Punchbowl-Peakhurst, 5 trips. Punchbowl-Hurstville, 3 trips. Gap in service in afternoon.

B – Plus picture bus Saturday night.

C – Gap in service in afternoon.

H – To Hurstville.

P – To Peakhurst.

U – To Punchbowl.

Route 186

PARRAMATTA – GRANVILLE – GUILDFORD via Woodville & Guildford Rds

PARRAMATTA – GRANVILLE – VILLAWOOD via Woodville Rd

- **Post 31 October 1931 feeder: GRANVILLE – SOUTH GRANVILLE**

Timeline

By date of Govt Gazette 22 June 1928: Parramatta – Granville – Guildford commenced. Indirectly competed with Central – Parramatta train services.

By 1931: Being operated by W Hutchings & WA (Bill) Neely, proprietors.

31 October 1931: Declared as competitive with Government railway or tram services under State Transport (Co-ordination) Act & altered to run Granville – Woodville Rd, South Granville (by 1935 terminus at South Granville Public School, corner of Oxford St). Trains continued to provide service Granville – Parramatta.

By October 1935: Bill Neely assumed complete control.

By March 1950:

- Extended to run Granville – South Granville (Gurney Rd).
- Being operated by WA Neely & Son (Bill & Robert Neely, proprietor).

February 1952: Extended to operate Parramatta – Guildford – Villawood.

September 1952: 186 & 209 (Parramatta – Woodville Rd) amalgamated as 186, Parramatta – Granville – Villawood (no longer via Guildford) [1925 route numbers].

?: Selected trips diverted via Granville Station at request of Department of Motor Transport.

July 1957: Diversion via Tangerine & Mandarin Sts, Villawood, commenced.

March 1958: Transferred to Parramatta-Villawood Bus Service Pty Ltd (joint venture of Rowe's Bus Service (RW (Dick) Rowe) and Bowman's Bus Service (FP (Fred) Bowman), proprietors).

1970: Dick Rowe became sole owner of Parramatta-Villawood Bus Service.

1 January 1978: Parramatta-Villawood Bus Service transferred to Delwood Bus Co Pty Ltd (later trading as Delwood Coaches) (Jim Newport, proprietor), but continued to trade for some time as Parramatta-Villawood Bus Service, although vehicles progressively painted into Delwood livery.

29 July 1987: Renumbered 902 [Sydney Region route number].

Streets

Parramatta – Granville – Guildford via Woodville & Guildford Rds

1928 (Source: Govt Gazette of 22 June 1928)

From Parramatta (Church St at Macquarie St) via Church St, Parramatta Rd, Good St (**Granville**), Railway Pde, Woodville Rd, Guildford Rd to Railway Tee (Guildford). Reverse on return.

Parramatta – South Granville (Oxford St)

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta via Market St, Church St, Woodville Rd [to Oxford St] (South Granville).

Parramatta – Granville – Villawood via Woodville Rd

Circa 1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Parramatta Rd, Bold St, Carlton St, Mary St, South St, Railway Pde (Granville), Woodville Rd, Villawood Rd to Villawood Station.

From Villawood (Villawood Rd at Station) via Woodville Rd, Railway Pde, Carlton St, Mary St, South St, Railway Pde (Granville), Bold St, Parramatta Rd, Church St, Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Villawood (Mandarin St) diversion: Ex Parramatta from Woodville Rd via Tangerine St, Mandarin St, River Av to Woodville Rd. Reverse on return.

Alterations

- *Circa 1970s (Source: RGH notes):* Ex Parramatta from Railway Pde via Milton St, Spring St, Woodville Rd. Reverse on return.
- *From 15 September 1985 (opening of Church St mall):* Approached Parramatta from Church St via Argyle St, Marsden St, Market St. Return via Church St, George St, Smith St, Darcy St, Church St.

Timetable Summary

March 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Granville (Gurney Rd)	27	M-F	Gurney Rd	6.10am	Parramatta	9.20pm	30	A
		Sat		6.10am		12.00mn	AM 30 PM 60	
		Sun		8.30am		10.00pm	60	

A – Plus picture bus Monday-Saturday nights.

1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	36	M-F	Villawood	6.02am	Parramatta	11.00pm	A	
		Sat		6.40am		11.45pm	B	
		Sun		8.25am		9.50pm	30	

* More frequent in peak hours.

A – Monday-Thursday day, Parramatta-Macarthur St 15, Parramatta-Villawood 30*. Friday, Parramatta-Gurney Rd 15, Parramatta-Villawood 30*. Night, mainly Granville-Villawood. Plus short-working/s before first trip last trip shown.

B – Morning, Parramatta-Rawson Rd (some trips to Gurney Rd) 10, Parramatta-Villawood 20. Afternoon, Parramatta-Villawood 40. Night, Granville-Villawood (some trips extended to Parramatta). Plus short-working/s before first trip last trip shown.

10 April 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	31	M-F	Villawood	5.55am	Parramatta	11.00pm	15*	A
		Sat		6.00am		11.50pm	B	
		Sun		8.28am		10.21pm	30	A

* More frequent in peak hours.

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

B – Morning, Parramatta-Gurney Rd 7/8, Parramatta-Villawood 15. Afternoon, Parramatta-Villawood 30. Night, Granville-Villawood (some trips extended to Parramatta).

12 December 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Villawood	36	M-F	Villawood	5.02am	Parramatta	8.10pm	20*	A
		Sat		6.18am		8.25pm	AM 20 PM 30	
		Sun		8.20am		8.53pm	60	

* More frequent in peak hours.

A – Extra trip Thursday night.

Route 187

CANTERBURY – CAMPSIE – PUNCHBOWL via Wonga St & Canterbury Rd

- **Extended from Punchbowl to Bankstown (circa 1926-28)**
- **Extended from Campsie to Central Railway via Petersham & Parramatta Rd (until 1926)**

Also:

- **Punchbowl – Earlwood – Sydenham – Maroubra Beach (Summer weekends, 1938-39)**

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Unnumbered (pre-1925) [Punc-Pete-Cent] Belmore – Petersham – Central Railway via Wonga St & Parramatta Rd commenced prior to the allocation of route numbers.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” at foot of document).

By date of Govt Gazette of 19 December 1924:

- Extended/alterd to run Punchbowl Station – Campsie – Petersham – Central Railway via Wonga St & Parramatta Rd.
- Shared parts of route with Unnumbered (pre-1925) [Lake-Canr-Cent] (later 117) & [Punc-Enmo-Cent] (later 188) until 1926.

As at date of Govt Gazette of 19 December 1924: Numbered 158 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 187 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926:

- 187 & 188 rearranged as:
187 Bankstown – Campsie via Canterbury Rd
188 Campsie – Enmore – Central Railway.
- Both routes operated by Hoskins Bros.

By date of Govt Gazette 22 June 1928: Curtailed to run Punchbowl (Victoria Rd) – Campsie.

1931: Transferred to United Motors (McNicol Brothers, proprietors).

1 March 1937:

- Taken over by Department of Road Transport & Tramways.
- Extended to run Canterbury – Campsie – Punchbowl (Victoria Rd), apparently replacing part of ceased 43 between Canterbury & Campsie.
- By then a full-time service.

2 October 1938: Summer weekend service, Punchbowl Station – Earlwood – Sydenham – Maroubra Beach, commenced.

9 April 1939: Summer weekend service, Punchbowl Station – Earlwood – Sydenham – Maroubra Beach, ceased.

10 August 1941: Renumbered 487 [Sydney Region route number].

Streets

Punchbowl – Campsie – Canterbury – Petersham – Central Railway via Parramatta Rd

1924 (Source: Govt Gazette of 19 December 1924)

From Punchbowl (Station, The Boulevard at Punchbowl Rd) via The Boulevard, Dudley St, Canterbury Rd, Beamish St (**Campsie**), Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from George St via Hay St, Pitt St to Eddy Av (Central Railway). Unaltered on return.

Bankstown – Campsie via Canterbury Rd

1926 (Source: Govt Gazette of 15 October 1926)

From Bankstown (South Tce at Station) via South Tce, Restwell St, Macauley Av, Stacey St, Canterbury Rd, Beamish St, North Pde to near Beamish St (Campsie). Reverse on return.

Punchbowl (Victoria Rd) – Campsie via Canterbury Rd

1928 (Source: Govt Gazette of 22 June 1928)

From Punchbowl (Victoria Rd at Canterbury Rd) via Victoria Rd, Canterbury Rd, Beamish St, North Pde to near Beamish St (Campsie). Reverse on return.

Canterbury – Campsie – Punchbowl (Victoria Rd) via Canterbury Rd

From 19 April 1937

From Punchbowl (Victoria Rd) via Canterbury Rd, Tudor St, Palmer St, Claremont St, Beamish St (**Campsie**), South Pde, Duke St, Evaline St, Park St, Redman St, Gould St, Canterbury Rd, Cooks Av, High St, Fore St, Canterbury Rd, Jeffrey St, Robert St, Broughton St to Canterbury Rd (Canterbury Station).

Timetable Summary

September 1925

Central Railway – Campsie – Punchbowl via Canterbury Rd routes

187, 188

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
187: Punchbowl Stn-Petersham-Central Railway	70	M-F	Punchbowl Stn	8.18am	Central Rly	11.31pm	60-90	
		Sat		8.18am		11.31pm	60-90	
		Sun		8.18am		11.31pm	60-90	
188: Punchbowl (Victoria Rd)-Enmore-Central Rly	70	M-F	Victoria Rd	6.48am	Central Rly	10.31pm	30-60	
		Sat		6.48am		10.31pm	30-60	
		Sun						

Average day frequencies along common route:

M-F	Punchbowl-Central Railway (187, 188) 30
Sat	Punchbowl-Central Railway (187, 188) 30
Sun	Punchbowl-Central Railway (187) 60-90.

19 April 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
187: Canterbury-Punchbowl (Victoria Rd)	27	M-F	Canterbury	7.58am	Punchbowl	6.35pm	60	A
		Sat		7.58am	Canterbury	10.07pm	60	B
		Sun	Punchbowl	12.35pm		9.07pm	60	B

A – Plus short-working/s before first trip shown. Extra trips Friday night (last through trip, 10.07pm from Canterbury) including short-working/s after last trip shown.

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

Route 187

BLACKTOWN – BLACKTOWN (Great Western Hwy) via Flushcombe Rd
BLACKTOWN – BLACKTOWN (Great Western Hwy) [in current Arndell Park] via
Reservoir Rd

BLACKTOWN – BLACKTOWN (Lock St Loop)

BLACKTOWN – BLACKTOWN (Tallawong Av) via Douglas Rd

Also:

- **Blacktown – Australia’s Wonderland (weekends only, from 1986)**

(Until approx 1970, the alignment of Western Rd, later Great Western Hwy, followed current day Honeman Cl, Boiler Cl, Reservoir Rd & Tarlington Pl in the Prospect/South Blacktown area.)

(Australia’s Wonderland, later known as Wonderland Sydney, was a theme park, which operated between 1985 and 2004, being located on what is now Eastern Creek Industrial Park.)

(Termini along Great Western Hwy between Reservoir Rd & Doonside Rd are in current Arndell Park.)

Timeline

By November 1945: Blacktown – Great Western Hwy (old alignment) via Walters & Flushcombe Rds commenced by J Alexander, proprietor.

Soon after: Transferred to AP Keegan, proprietor.

March 1952: Transferred to Ryder & Son, proprietors.

By 1954 (during Ryder’s proprietorship): Routes were:

Blacktown – Blacktown (Horsley Rd) via Walters Rd

Blacktown – Blacktown (Western Rd) [now Great Western Hwy (old alignment)] via Flushcombe Rd

December 1954: Transferred to CE (Charles Frederick) & ME Palmer, proprietors, by 1962 incorporated as Palmers Bus Service Pty Ltd or Palmers Bus Co Pty Ltd.

April 1958: Blacktown – Blacktown (Great Western Hwy) via Balmoral St & Reservoir Rd commenced.

By 9 January 1961: Extra route, Blacktown – Blacktown (Lock St), commenced.

By 15 July 1963: Routes were:

Blacktown – Blacktown (Lock St/Stanley St)

Blacktown – Blacktown (Great Western Hwy) (old alignment) via Flushcombe Rd

Blacktown – Blacktown (Great Western Hwy) (old alignment) via Reservoir Rd

Blacktown – Blacktown (Horsley Rd/Great Western Hwy) via Walters Rd

Blacktown – Blacktown (Tallawong Av) via Douglas Rd

By 15 January 1968:

- Most trips on Blacktown – Blacktown (Horsley Rd/Great Western Hwy) via Walters Rd rerouted as Blacktown – Blacktown (Horsley Rd) via Reservoir Rd, Archer St & Walters Rd.
- Blacktown – Blacktown (Lock St/Stanley St) rerouted as a loop.

By 1983: Blacktown – Blacktown (Great Western Hwy) (old alignment) via Flushcombe Rd curtailed to run Blacktown – Blacktown (Ashby St), due to construction of the M4 freeway.

By 1986: New route, Blacktown – Australia’s Wonderland [later known as Wonderland Sydney], commenced, following its opening.

By 1988: Blacktown – Blacktown (Horsley Rd) & Blacktown – Blacktown (Great Western Hwy) via Reservoir Rd routes amalgamated as Blacktown – Blacktown (Horsley Rd), via Reservoir Rd, then Walters Rd.

26 April 1989: Transferred to Leslies Omnibus Service (Phil Leslie, proprietor), also trading as West-Trans.

January 1991: Leslies Omnibus Service’s routes, 187 & 211 [1925 route numbers], reorganised and renumbered into Sydney Region route numbers:

721 Blacktown – Prospect

722 Blacktown – Timbertop

724 Blacktown – Huntingwood

725 Blacktown – Doonside via Kildare Rd

727 Blacktown – Huntington Heights

728 Blacktown – Australia’s Wonderland.

Streets

Circa 1969

Blacktown – Blacktown (Lock St Loop)

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Lancelot St, Berg St, Lock St, Sutton St, West St, Queensway, Robina St, Flushcombe Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

Blacktown – Blacktown (Great Western Hwy) (old alignment) via Flushcombe Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd [part now Cricketers Arms Rd] to Great Western Hwy (old alignment).

From Great Western Hwy (old alignment, corner of Flushcombe Rd) via Flushcombe Rd [part now Cricketers Arms Rd], Newton Rd, Patrick St, Main St to Blacktown Station.

Blacktown – Blacktown (Great Western Hwy) (old alignment) via Reservoir Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Balmoral St, Reservoir Rd to Great Western Hwy (old alignment).

From Great Western Hwy (old alignment, corner of Reservoir Rd) via Reservoir Rd, Balmoral St, Kildare St [now Rd], Main St to Blacktown Station.

Blacktown – Blacktown (Great Western Hwy) (old alignment)/Horsley Rd via Reservoir Rd, Archer St & Walters Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Balmoral St, Reservoir Rd, Archer St, Walters Rd, Great Western Hwy (old alignment) to Horsley Rd [now Brabham Dr].

From Great Western Hwy (old alignment, corner of Horsley Rd) via reverse route to Kildare St, then Main St to Blacktown Station.

Blacktown – Blacktown (Archer St Loop) (Saturday & Sunday afternoons)

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Walters Rd, Archer St, Reservoir Rd, Balmoral St, Kildare St [now Rd], Main St to Blacktown Station.

Blacktown – Blacktown (Tallawong Av) via Douglas Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare St [now Rd], Walters Rd, Douglas Rd to Tallawong Av.

From Blacktown (Tallawong Av) (corner Douglas Rd) via reverse route to Kildare St, then Main St to Blacktown Station.

Circa 1986

Blacktown – Prospect via Flushcombe Rd

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Azalea St, Heliotrope Cr (**Prospect**), Clare St, Flushcombe Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

Prospect (Myrtle St) diversion: From Flushcombe Rd via Myrtle St to Keynes St, then return to Flushcombe Rd.

Blacktown – Blacktown (Great Western Hwy) (old alignment)/Horsley Rd [now in Arndell Park] via Reservoir Rd, then Walters Rd

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Newton Rd, Patrick St, Kildare Rd, Balmoral St, Reservoir Rd, Great Western Hwy to Horsley Rd [now Brabham Dr], then:

- *either* via Great Western Hwy to Walters Rd,
- *or* Doonside Rd, Holbeche Rd to Walters Rd,

then Walters Rd, Archer St, Reservoir Rd, Balmoral St, Kildare Rd, Main St to Blacktown Station.

Blacktown – Australia’s Wonderland

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Flushcombe Rd, Alpha St, Balmoral St, Reservoir Rd, Great Western Hwy, Wallgrove Rd, Wonderland entrance road.

From Australia’s Wonderland via reverse route to Balmoral St, then Kildare Rd, Main St to Blacktown Station.

Timetable Summary

Circa 1952-54

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Blacktown (Western Rd) via Flushcombe Rd	15	M-F	Blacktown	6.45am	Western Rd	6.03pm	7 trips	A
		Sat		6.45am		1.05pm	4 trips	B
		Sun						
Blacktown-Blacktown (Horsley Rd) via Walters Rd	20	M-F	Horsley Rd	5.30am	Blacktown	6.30pm	10 trips	C
		Sat		6.25am		1.30pm	5 trips	D
		Sun		8.40am		6.10pm	2 trips	

A – Selected trips combined with Blacktown-Walters Rd as a loop.

B – Plus picture bus Saturday night.

C – Selected trips combined with Blacktown-Flushcombe Rd as a loop. Plus picture bus Friday night.

D – Plus late afternoon trip. Plus picture bus Saturday night.

9 January 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Blacktown (Lock St Loop)	20 round trip	M-F	Blacktown	9.15am	Lock St	2.25pm	60	
		Sat		9.35am		12.15pm	50	
		Sun						
Blacktown-Blacktown (Great Western Hwy) via Flushcombe Rd	12	M-F	Gt West’n Hwy	5.25am	Blacktown	6.54pm	60	
		Sat		6.55am	Gt West’n Hwy	1.13pm	30-60	A
		Sun		7.40am	Blacktown	10.13am	2 trips	
Blacktown-Blacktown (Great Western Hwy) via Reservoir Rd	15	M-F	Gt West’n Hwy	5.25am	Blacktown	6.43pm	30-60*	
		Sat		8.30am		1.05pm	30	
		Sun						

* More frequent in peak hours.

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

15 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Blacktown (Lock St)	9	M-F	Blacktown	5.37am	Blacktown	6.25pm	60*	
		Sat	Lock St	7.30am		12.35pm	30	
		Sun						
Blacktown-Blacktown (Great Western Hwy) via Flushcombe Rd	Fr Black 9H 13G	M-F	Gt West'n Hwy	5.18am	Blacktown	7.15pm	A	
		Sat		6.42am		7.18pm	B	
		Sun		7.42am		7.06pm	C	
Blacktown-Blacktown (Great Western Hwy) via Reservoir Rd	Fr Black 8S 13G	M-F	Gt West'n Hwy	5.20am	Blacktown	7.15pm	D	
		Sat		6.42am		1.15pm	E	
		Sun	Blacktown	8.25am	Gt West'n Hwy	10.25am	1 trip	
Blacktown-Blacktown (Great Western Hwy) via Walters Rd	14	M-F	Gt West'n Hwy	4.57am	Blacktown	7.24pm	60*	
		Sat		5.20am		6.48pm	30**	
		Sun		7.30am		11.07am	5 trips	
Blacktown-Blacktown (Tallawong Av)	13	M-F	Tallawong Av	5.01 am	Blacktown	7.24pm	60*	
		Sat		6.43am		8.10pm	30**	F
		Sun		7.43am		8.10pm	60	I

* More frequent in peak hours.

** Less frequent in afternoon.

A – Blacktown-Blacktown (Heapey St) 30*, Blacktown-Great Western Hwy 60.

B – Morning, Blacktown-Blacktown (Heapey St) 30, Blacktown-Blacktown (Great Western Hwy) 60. Afternoon, Blacktown-Blacktown (Heapey St) 60. Gap in service in afternoon.

C – Morning, Blacktown-Blacktown (Great Western Hwy) 4 trips. Afternoon Blacktown-Blacktown (Heapey St) 2 trips.

D – Blacktown-Blacktown (Savery Cr) 40-60, Blacktown-Blacktown (Great Western Hwy) 11 trips from Blacktown (Great Western Hwy), 7 trips from Blacktown.

E – Blacktown-Blacktown (Savery Cr) 30, Blacktown-Blacktown (Great Western Hwy) 5 trips.

F – Plus picture bus Saturday night.

G – To Blacktown (Great Western Hwy).

H – To Blacktown (Heapey St).

I – Gap in service in afternoon.

S – To Blacktown (Savery Cr).

15 January 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Blacktown-Blacktown (Lock St Loop)	19 round trip	M-F	Blacktown	5.35am	Blacktown	6.31pm	60*		
		Sat		6.56am	Lock St Loop	7.26pm	AM 30 PM 60		
		Sun		7.56am		7.26pm	AM 1 trip PM 60		
Blacktown-Blacktown (Great Western Hwy) via Flushcombe Rd	Fr Black 8H 12G	M-F	Gt West'n Hwy	5.17am	Blacktown	7.24pmG	60*		
		Sat		6.42am		1.43pmG	C		
		Sun		7.45am	Heapey St	10.52amB	3 trips		
Blacktown-Blacktown (Great Western Hwy) via Reservoir Rd	Fr Black 8S 11G 13A	M-F	Gt West'n Hwy	5.11am	Blacktown	6.55pmS	60*	D	
		Sat	Savery Cr	7.04am		11.50amS	E		
			Archer St		6.46pmB				
		Sun	Blacktown	8.15amS		6.46pmB	F		
Blacktown-Blacktown (Horsley Rd) via Reservoir Rd/Archer St	14	M-F	Horsley Rd	5.11am	Blacktown	7.29pm	60*	I	
		Sat		6.40am		1.43pm	30-60		
		Sun							
Blacktown-Blacktown (Tallawong Av) via Walters Rd	10	M-F	Tallawong Rd	5.02am	Blacktown	7.38pm	30*		
		Sat		5.29am		7.37pm	J		
		Sun							
Blacktown-Blacktown (Archer St) Loop†	15 round trip	M-F							
		Sat	Blacktown		3.40pm	Blacktown	5.40pm	60	
		Sun							

* More frequent in peak hours.

† Combined loop covering part of Blacktown-Blacktown (Great Western Hwy) via Reservoir Rd & Blacktown-Blacktown (Tallawong Av) via Walters Rd routes.

A – To Blacktown (Archer St Loop).

B – To Blacktown.

C – Blacktown-Blacktown (Heapey St) 30, Great Western Hwy 60.

D – Most trips, Blacktown-Blacktown (Savery Cr). Selected trips extended to Blacktown (Great Western Hwy).

E – Morning, Blacktown-Blacktown (Savery Cr) 20-60. Late afternoon service provided by Blacktown-Blacktown (Archer St) Loop. Gap in service in afternoon.

F – Morning, Blacktown-Blacktown (Savery Cr) 60. Selected trips extended to Blacktown (Great Western Hwy).

E – Morning, Blacktown-Blacktown (Savery Cr) 20-60. Late afternoon service provided by Blacktown-Blacktown (Archer St) Loop. Gap in service in afternoon.

G – To Blacktown (Great Western Hwy).

H – To Blacktown (Heapey St).

I – Plus selected trips Blacktown-Blacktown (Horsley Rd) via Walters Rd.

J – Morning, Blacktown-Blacktown (Tallawong Rd) 10-20. Afternoon, Blacktown-Blacktown (Douglas Rd/Walters Rd) 60, plus part Blacktown-Blacktown (Archer St Loop).

S – To Blacktown (Savery Cr).

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Blacktown (Lock St Loop)	20 round trip	M-F	Lancelot St	5.30am	Blacktown	6.35pm	60*	
		Sat		8.14am		5.20pm	AM 30 PM 60	C
		Sun						
Blacktown-Blacktown (Ashby St) via Flushcombe Rd	14	M-F	Ashby St	5.15am	Blacktown	6.35pm	60*	D
		Sat		8.12am		5.20pm	30	C
		Sun						
Blacktown-Blacktown (Horsley Rd) via Reservoir Rd	29 round trip	M-F	Horsley Rd	5.15amB	Blacktown	7.00pmH	30	
		Sat		7.45amB		12.30pmH	E	
		Sun				Archer St 5.46pmB		
Blacktown-Blacktown (Tallowong Av)	28 round trip	M-F	Tallowong Av	4.50amB	Blacktown	7.00pmT	30	
		Sat		5.15amB		12.30pmT 5.40pmA	F	
		Sun						
Blacktown-Australia's Wonderland	25	M-F						
		Sat	Blacktown	8.30am	Aust W'land	7.15pm	60	
		Sun		8.30am		7.05pm	60	

* More frequent in peak hours.

A – To Blacktown (Archer St Loop).

B – To Blacktown.

C – Gap in service in afternoon.

D – Extra trips Thursday night.

E – Morning, Blacktown-Blacktown (Horsley Rd) 30. Afternoon, Blacktown-Blacktown (Archer St Loop) 60. Gap in service.

F – Morning, Blacktown-Blacktown (Tallowong Av) 30. Afternoon, Blacktown-Blacktown (Archer St Loop) 60. Gap in service in afternoon. Plus 6.08pm to Blacktown (Tallowong Av).

H – To Blacktown (Horsley Rd).

T – To Blacktown (Tallowong Av).

Route 188

PUNCHBOWL (Victoria Rd) – CAMPSIE – CANTERBURY – ENMORE – CENTRAL RAILWAY via Wonga St, Campsie & King St, Newtown

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- 43 [1924 route number] Campsie – Enmore – Central Railway [Suburb codes Punc-Enmo-Cent] commenced.
- Shared most of route with [Lake-Canr-Cent] (later 117) & [Punc-Pete-Cent] (later 187) for varying periods.
- Shared with other routes along King St (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along King St (*see* “Tram routes along common roads” at foot of document).

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

By date of Govt Gazette 13 November 1925: Extended to run Punchbowl (Victoria Rd) – Campsie – Enmore – Central Railway.

As at date of Govt Gazette 13 November 1925: Numbered 188 [1925 route number].

By date of Govt Gazette 15 October 1926:

- 187 & 188 rearranged as:
 - 187 Bankstown – Campsie via Canterbury Rd
 - 188 Campsie – Enmore – Central Railway.
- Both routes operated by Hoskins Bros.

By date of Govt Gazette 17 December 1926:

- Ceased.
- 187 continued to run via a similar route.
- Trams continued to provide service along Parramatta Rd.

Streets

Campsie – Canterbury – Enmore – Central Railway via Wonga St & King St

1924 (Source: Govt Gazette of 19 December 1924)

From Campsie (Lillian St at Beamish St) via Beamish St, Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, New Canterbury Rd, Stanmore Rd, Enmore Rd (**Enmore**), King St (**Newtown**), City Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Punchbowl (Victoria Rd) – Campsie – Canterbury – Enmore – Central Railway via Wonga St & King St

1925 (Source: Govt Gazette of 13 November 1925)

From Punchbowl (Canterbury Rd at Victoria Rd) via Canterbury Rd, Beamish St (**Campsie**), Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, New Canterbury Rd, Stanmore Rd, Enmore Rd (**Enmore**), King St (**Newtown**), City Rd, 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.

Campsie – Canterbury – Enmore – Central Railway via Wonga St & King St

1926 (Source: Govt Gazette of 15 October 1926)

From Campsie (North Pde at Beamish St) via North Pde, Beamish St, Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd (**Canterbury**), Old Canterbury Rd, New Canterbury Rd, Stanmore Rd, Enmore Rd (**Enmore**), King St (**Newtown**), City Rd, 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 Campsie.

Timetable Summary

September 1925

See 187

Route 188

BANKSTOWN – PUNCHBOWL – RIVERWOOD – MORTDALE via various routes

PUNCHBOWL – HERNE BAY – LUGARNO (Henley Pleasure Grounds) via Belmore Rd

(Henley Pleasure Grounds, created by John Boatwright, were located at the foot of Blackbutt Av, Lugarno on Salt Pan Creek.)

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline

By date of Govt Gazette 22 February 1929: Punchbowl – Herne Bay – Lugarno (Henley Pleasure Grounds) commenced by JE (Jack) Boatwright, proprietor (still operating in 1941; when ceased?).

Unknown: Extra route, Punchbowl – Herne Bay – Mortdale via Bonds Rd, commenced.

3 October 1933: Altered to run via Belmore Rd instead of Bonds Rd.

9 January 1939: Extra route, Mortdale – Herne Bay – Punchbowl via Isaac St & Belmore Rd, commenced.

July 1943: Transferred to PM (Pat) Geoghegan, proprietor (trading as De Luxe Bus Service by 1945).

18 August 1947: Mortdale – Herne Bay – Punchbowl via Isaac St & Belmore Rd renumbered 36, leaving 188 as Punchbowl – Herne Bay – Mortdale via Bonds Rd [1925 route numbers].

December 1947: Operator incorporated as Punchbowl Bus Co Pty Ltd.

1956: Following Pat Geoghegan's death, Miss P Fitzpatrick became governing director.

October 1958: Punchbowl Bus Co transferred to the owners of Narwee Bus Co Pty Ltd.

1 December 1968: Rerouted via Roselands shopping centre.

By mid-1970s: Selected trips diverted through Riverwood housing estate.

13 January 1992:

- Extended from Punchbowl to Bankstown, incorporating part of 26 [1925 route number], which ceased.
- Riverwood housing estate diversion transferred from 188 to 189 [1925 route numbers].
- Diversion via Roselands shopping centre ceased (but 36 continued to run Punchbowl – Roselands – Mortdale).

18 August 1997: Renumbered 945 [Sydney Region route number] as part of general rearrangement & renumbering of Punchbowl Bus Co's routes.

Streets

Punchbowl – Herne Bay – Lugarno (Henley Pleasure Grounds)

1929 (Source: Govt Gazette of 22 February 1929)

From Punchbowl (The Boulevarde at Punchbowl Rd) via The Boulevarde, Dudley St, Canterbury Rd, Belmore Rd, Augusta St, Belmore Rd (**Herne Bay [now Riverwood]**), Forest Rd to Henley Pleasure Grounds entrance [approx at current Blackbutt Av] (Lugarno). Reverse on return.

Punchbowl – Riverwood – Mortdale

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl (Station) via The Boulevarde, Rossmore Av, Hillcrest St, Dudley St, Canterbury Rd, Belmore Rd, Thurlow St, Romilly St, Bonds Rd, Boundary Rd, Crump St, Morts Rd (Mortdale).

Circa 1965 (Source: timetable)

From Punchbowl (The Boulevarde at Station) via The Boulevarde, Dudley St, Canterbury Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd (Mortdale).

Circa 1970 (Source: timetable)

From Punchbowl (The Boulevarde at Station) via The Boulevarde, Dudley St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd to Mortdale Station.

From Mortdale (Morts Rd at Pitt St) via Pitt St, The Strand, Macquarie Pl, Morts Rd, then reverse route to Belmore Rd, then Rossmore Av, The Boulevarde to Punchbowl Station.

Riverwood Housing Estate diversion: Ex Punchbowl from Belmore Rd via Washington Av, Kentucky Rd, Union St, Coleridge Rd to Belmore Rd. Reverse on return.

Bankstown – Riverwood – Mortdale

Circa 1992 (Source: timetable)

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Jacobs St, Bankstown Sq shops, Jacobs St, Rickard Rd, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Wiggs Rd, Belmore Rd, Thurlow St (**Riverwood**), Romilly St, Bonds Rd, Boundary St, Kemp St, Morts Rd to Mortdale Station.

From Mortdale (Morts Rd at Pitt St) via Pitt St, The Strand, Macquarie Pl, Morts Rd, then reverse route to Stacey St, then Rickard Rd, Lady Cutler Av, North Tce to Bankstown Station.

Timetable Summary

8 May 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	22	M-F	Punchbowl	5.46am	Punchbowl	10.26pm	30*	A
		Sat		6.47am		7.56pm	AM 30 PM 60	A
		Sun	Mortdale	7.44am		8.16pm	60	B

* More frequent in peak hours.

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

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

1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Mortdale	31	M-F	Mortdale	6.03am	Mortdale	6.03pm	33	A
		Sat	Bankstown	8.22am		12.41pm	65	
		Sun	Mortdale	9.30am	Bankstown	4.30pm	120	

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

Route 189

BANKSTOWN – GREENACRE – PUNCHBOWL – ROSELANDS – LUGARNO (Cedar St)

- **Extended to/diverted via Chullora (1924)**

Also:

- **Punchbowl – Chullora Railway Workshops (INDUSTRIAL, 1971-74)**
- **Punchbowl – Rookwood Cemetery or Punchbowl – Bankstown – Rookwood Cemetery (Sundays, 1940s/1950s)**

(Greenacre Park Estate was one of the first subdivisions in the Greenacre area.)

(Parts of Chullora south of Liverpool Rd are now in Greenacre.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Punchbowl – Greenacre – Chullora – Bankstown commenced prior to the allocation of route numbers. Then or later operated by George (Paddy) Duke.

By date of Govt Gazette of 19 December 1924: Altered to run Punchbowl – East Bankstown [now Greenacre] – Bankstown (*not* via Chullora).

28 March 1924: Transferred to Thomas O'Hara & his sons, Eric & Henry, proprietors.

As at date of Govt Gazette of 19 December 1924: Numbered 157 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 189 [1925 route number] in the general renumbering of routes.

14 September 1926: O'Hara business incorporated as XL Transport Co Pty Ltd.

1 January 1931: Proprietors altered to brothers, Eric, Henry & Alf O'Hara (sons of Thomas O'Hara).

Post World War II: Sunday only service Punchbowl – Rookwood Cemetery resumed, after having been part of 190 before the War. At least for some periods, ran Sunday afternoon only. Some such trips ran via Bankstown.

11 May 1955: Transferred to GP Bus Co Pty Ltd (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje), but buses signwritten "Narwee Bus Co".

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

By 1971: Punchbowl – Chullora Railway Workshops transferred from 190. Ran as separate trips or diversions of longer trips.

Either Easter or Anzac Day 1961: Punchbowl – Rookwood Cemetery Sunday service ceased without replacement.

29 September 1971: 140 and 189 [1925 route numbers] amalgamated as 189 Bankstown – Greenacre – Punchbowl – Roselands – Riverwood – Lugarno (Cedar St).

Possibly 1974 (*possibly 26 April 1974, when 063 commenced*): Punchbowl – Chullora Railway Workshops ceased. Possibly replaced by 063 and/or 065.

By 1992: Routes run by GP Bus Co & Narwee Bus Co regarded as being run by Punchbowl Bus Co (Griffin family, proprietors).

10 January 1992: Riverwood housing estate diversion transferred from 188 to 189 [1925 route numbers], presumably to maintain a connection between that estate and Roselands shopping centre.

18 August 1997: Renumbered 942 [Sydney Region route number] as part of general rearrangement & renumbering of Punchbowl Bus Co's routes.

Streets

Punchbowl – Greenacre – Chullora – Bankstown

1924 (Source: Govt Gazette of 7 March 1924)

From Punchbowl (Punchbowl Rd at Station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd (to Liverpool Rd [now Hume Hwy] (**Chullora**), then Waterloo Rd, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, North Tce to Bankstown Station. Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

Punchbowl – Greenacre – Bankstown

From Punchbowl (Punchbowl Rd at Highclere Av) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, Chapel St, North Tce to Bankstown Station. Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl (Station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, Appian Way, North Tce (Bankstown).

Selected trips via Punchbowl Rd, Kelly St [part now Breust Pl], Noble Av, Old Kent Rd, Waterloo Rd, Rawson Rd (**Greenacre**), Noble Av, Boronia Rd, thence regular route.

Alteration

From 1954 (*Source: O'Hara family*): From Bankstown (North Tce) via Fetherstone St (*not* Chapel Rd), The Mall, Stacey St.

Circa 1968 (Source: RGH notes/timetable)

From Punchbowl via Punchbowl Rd, Kelly St [part now Breust Pl], Henry St, Wattle St, Waterloo Rd, Cardigan Rd, Noble Av, Boronia Rd (**Greenacre**), Hillcrest Av, Greenacre Rd, Stacey St, Rickard Rd, The Appian Way, North Tce to Bankstown Station.

Trips via Noble Av: From Punchbowl via Punchbowl Rd, Kelly St [part now Breust Pl], Mt Lewis Av, Carrisbrook Av, Noble Av, Old Kent Rd to Waterloo Rd. Reverse on return.

Punchbowl – Rookwood Cemetery or Punchbowl – Bankstown – Rookwood

(Source: timetable)

1940s/1950s: Rookwood Cemetery terminus at Mortuary No 3.

Bankstown – Greenacre – Punchbowl – Roselands – Lugarno (Cedar St)

Circa 1986 (Source: RGH notes/timetable)

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, Jacobs St, Bankstown Sq shops, Jacobs St, Rickard Rd, Stacey St, Greenacre Rd, Hillcrest Av, Boronia Rd (**Greenacre**), Noble Av, Cardigan Rd, Waterloo Rd, Wattle St, Henry St, Kelly St, Breust Pl, Highclere Av, Waratah St, Acacia Av, Punchbowl Rd, The Boulevarde (**Punchbowl**), Dudley St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), King Georges Rd, Peshurst Rd, Hannans Rd, Belmore Rd (**Riverwood**), Forest Rd, Old Forest Rd, Lugarno Pde to Cedar St (Lugarno).

From Lugarno (Cedar St) (at Lugarno Pde) via reverse route to Kings Georges Rd, then Roselands Dr, (**Roselands shops**), Roselands Dr, Martin St, then reverse route to The Mall, then The Appian Way, North Tce to Bankstown Station.

Trips via Noble Av: Ex Bankstown from Waterloo Rd via Old Kent Rd, Noble Av, Carrisbrook Av, Kelly St. Reverse on return.

Riverwood Housing Estate diversion: Ex Bankstown from Belmore Rd via Washington Av, Kentucky Rd, Union St, Coleridge Rd to Belmore Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl	Fr Punch 8G 25B	M-F	Bankstown	7.05am	Punchbowl	6.40pm	60	A
		Sat		7.05am	Bankstown	7.20pm	C	
		Sun	Boronia Rd	9.42am	Punchbowl	9.45pm	D	

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

B – To Bankstown.

C – Morning 60. Less frequent in afternoon. Plus picture bus Saturday night. Gap in service in afternoon.

D – Punchbowl-Greenacre (Boronia Rd) 4 trips. Punchbowl-Bankstown 2 trips.

G – To Greenacre (Boronia Rd).

Undated (mid-1950s?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl‡	22BP 25BMP	M-F	Punchbowl	5.55am	Bankstown	11.47pm	30*	A
		Sat		5.52am		11.45pm	AM 30 PM 60	A
		Sun		8.10amB 1.40pmR	Rookw'd Cem Bankstown	4.38pmP 10.43pmP	C	
Bankstown-Chullora (Railway Workshops)		M-F	Punchbowl	6.02am	Rly W'shops	6.35pm†	Ph	
		Sat						
		Sun						
Punchbowl-Chullora (Railway Workshops)		M-F	Punchbowl	6.59am	Rly W'shops	?	Ph	
		Sat						
		Sun						

Alternate daytime Bankstown-Greenacre-Punchbowl trips ran via Mt Lewis.

* More frequent in peak hours.

† Approximate time.

‡ Sunday afternoon trips ran alternately Punchbowl-Rookwood Cemetery & Punchbowl-Bankstown-Rookwood Cemetery.

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

B – To Bankstown.

BMP – Bankstown-Mt Lewis-Punchbowl.

BP – Bankstown-Punchbowl.

C – Morning, Bankstown-Punchbowl 60. Afternoon, Punchbowl-Chullora 30, Punchbowl-Rookwood Cemetery (alternate Punchbowl-Rookwood Cemetery trips ran via Bankstown).

P – To Punchbowl.

Ph – Peak hours only.

R – To Rookwood Cemetery.

16 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl	28	M-F	Punchbowl	5.35am	Bankstown	10.38pm	30*	A
		Sat		6.01am		11.38pm	AM 15 PM 30	A
		Sun		7.55am		10.20pm	60	A

* More frequent in peak hours.

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

16 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Greenacre-Punchbowl-Lugarno (Cedar St)	Fr Banks 19P 50L	M-F	Punchbowl	5.34amB	Bankstown	5.39pmL	A	
			Cedar St	6.25amR		8.36pmP		
				7.31amB	Riverwood	7.13pmL		
		Sat	Punchbowl	6.07amB	Bankstown	12.32pmL	C	
			Cedar St	7.45amB		6.00pmP		
			Bankstown	9.03amP		5.29pmP		
Sun	Bankstown	9.03amP			3 trips			

* More frequent in peak hours.

A – Early morning & night, Bankstown-Punchbowl. Peak hours, Riverwood-Lugarno (Cedar St). Day, Bankstown-Lugarno (Cedar St) 30*. Plus short-working/s before first trip shown.

B – To Bankstown.

C – Early morning, Bankstown-Punchbowl. Morning, Bankstown-Greenacre 15, Bankstown-Lugarno (Cedar St) 30. Afternoon, Bankstown-Punchbowl 80.

L – To Lugarno (Cedar St).

P – To Punchbowl.

R – To Riverwood.

Route 190

PUNCHBOWL – CHULLORA – ROOKWOOD CEMETERY via Waterloo Rd

Also:

- **Punchbowl – Chullora Railway Workshops (*INDUSTRIAL, 1956-59 (?)*)**
(Parts of Chullora south of Liverpool Rd are now in Greenacre.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

Early May 1924 (as noted in Govt Gazette of 19 December 1924: Peak hour service Punchbowl – Chullora commenced by Thomas O’Hara & his sons, Eric & Henry, proprietors, prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 159 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 190 [1925 route number] in the general renumbering of routes.

14 September 1926: O’Hara business incorporated as XL Transport Co Pty Ltd.

1 January 1931: Proprietors altered to brothers, Eric, Henry & Alf O’Hara (sons of Thomas O’Hara).

(?): Route shortened (?).

28 September 1934: (Re-)extended to run Punchbowl – Chullora (Liverpool Rd [now Hume Hwy] & Waterloo Rd).

By 1939/40: Extended on Sundays only to run Punchbowl – Rookwood Cemetery.

World War II:

- Punchbowl – Rookwood Cemetery ceased to operate for at least part of the wartime period. When recommenced after World War II, the Punchbowl – Rookwood Cemetery service appears to have operated as 189.
- Punchbowl – Chullora probably ceased around the same time (as a list dated 1941 shows no service numbered 190).

Post World War II: Punchbowl – Chullora probably resumed (based on entry in *Gregory’s Street Directory* of circa 1948 (see under “Streets” below).

Sometime prior to 1955: Punchbowl – Chullora ceased. Possibly replaced by other routes in the area.

Any service provided by 190 during this period?

By 15 October 1956:

- Peak hour service Punchbowl – Chullora [Railway] Workshops (various locations) commenced. Trips noted in timetable as running:
 - Punchbowl – Railway & Rolling Stock
 - Punchbowl – Signals & Car Shop
 - Punchbowl – Per Way & Rolling Stock
- Operated by GP Bus Co Pty Ltd (also trading as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje), but buses signwritten “Narwee Bus Co”.

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

By 1959: Punchbowl – Chullora Workshops absorbed into 4 [1925 route number].

Streets

Punchbowl – Chullora

1924 (Source: Govt Gazette of 19 December 1924)

From Punchbowl (Punchbowl Rd at HJ Bull’s estate agency*) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd to Liverpool Rd [now Hume Hwy] (Chullora). Reverse on return.

* The Govt Gazette of 13 November 1925 lists the Punchbowl terminus as Punchbowl Rd at Highclere Av (possibly same location).

Circa 1948 (Source: Gregory’s Street Directory)

From Punchbowl (Station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd, Noble Av, Liverpool Rd [now Hume Hwy] (Chullora).

Trips via Noble Av: Ex Chullora from Liverpool Rd [now Hume Hwy] via Noble Av, Carisbrooke Av, Kelly St [part now Breust Pl], The Avenue (?), Punchbowl Rd.

Punchbowl – Chullora Railway Workshops

As at 15 October 1956 (Source: timetable)

From Punchbowl (Station) via Punchbowl Rd, Highclere Av, Wattle St, Waterloo Rd, Boronia Rd, Noble Av, Liverpool Rd [now Hume Hwy] (Chullora [Railway Workshops]). Reverse on return. (For specific parts of Workshops, see under “Timeline”.)

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-Chullora	15	M-F	Chullora	6.20am	Punchbowl	6.54pm	Ph	
		Sat		6.20am		1.35pm	A	
		Sun						

A – From Punchbowl, 5 trips to Boronia Rd, 2 trips to Chullora. To Punchbowl, 3 trips from Chullora, 5 trips from Boronia Rd.

Ph – Peak hours only (Punchbowl-Boronia Rd 4 trips, Punchbowl-Chullora 2 trips).

16 September 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Chullora Railway Workshops		M-F	Punchbowl	6.50am	Chullora W’shops	Approx 4.10pm	Ph	
		Sat						
		Sun						

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

Route 190

PARRAMATTA – GUILDFORD – FAIRFIELD (LIMITED STOPS)

Timeline

February 1967:

- Renumbered from part of 171 [1925 route number].
- Described as “express” in timetable, the route ran limited stops between Parramatta & Guildford, and all stops between Guildford & Fairfield.
- Operated by Mays Hill Bus Co (a subsidiary of Merrylands Bus Co Pty Ltd (Try family, proprietors)).

By 1973: Also traded as Grayline of Australia Ltd.

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

1 March 1984: Hopkinson’s routes, 170, 171 & 190 [1925 route numbers], 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 Area
- 822 Guildford – Woodpark Industrial Area

Streets

Circa 1968 (Source: RGH notes)

From Parramatta (Market St) via Church St, Lansdowne St, Crimea St, Pitt St, Merrylands Rd (**Merrylands**), Chertsey St [now Memorial Av], St Ann St, Denmark St, Rosebery St, Hawkesview St, The Esplanade, Guildford Rd, Kane St, Calliope St, Military Rd (**Guildford**), Guildford Rd, McCredie Rd, Fairfield Rd, Polding St, The Horsley Dr, Cunninghame St, Ware St, Spencer St, Smart St, The Crescent to Fairfield Station.

From Fairfield (The Crescent at Station) via Ware St, then reverse route to McCredie Rd, then Guildford Rd, Kane St, Calliope St, Military Rd (**Guildford**), Guildford Rd, then reverse route to Church St, then Victoria Rd, Villiers St [now Marist Pl], Market St (Parramatta).

Alteration

By 1984 (Source: timetable): Ex Parramatta from Pitt St via Military Rd, Guildford Rd, Kane St. Ex Fairfield from Calliope St via Military Rd, Pitt St.

Timetable Summary

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Fairfield	33	M-F	Fairfield	6.30am	Parramatta	5.32pm	40	A
		Sat		7.28am		12.15pm	40	A
		Sun						

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

Route 191

Pymble-based routes

PYMBLE – ST IVES (Warrimoo Rd)

PYMBLE – ST IVES (Wildflower Garden)

- **Extended from St Ives to Terrey Hills** (*probably school trips, 1930s*)
- **Extended from St Ives to St Ives Showground** (*on request, from circa 1950s*)

Also:

- **Pymble – Pymble (Kendall St)**

Gordon-based routes

GORDON – GORDON (Clifford & McIntosh Sts)

GORDON – EAST GORDON – BARRA BRUI – ST IVES

Also:

- **Gordon – St Ives via Pittwater Rd [now Mona Vale Rd]** (*limited service*)

Tourist services (summer Sundays & Public Holidays)

PYMBLE – COAL & CANDLE CREEK

PYMBLE – DEE WHY

(Barra Brui is also known as St Ives South.)

(The area surrounding Warrimoo Rd [now Warrimoo Av] was given the separate suburb name of Warrimoo for a short period in the early 1960s. But, by the mid-1960s, it had been renamed St Ives Chase.)

(Timetables in the 1960s indicate that buses would be extended from Kitchener St to St Ives Showground on request when events were held at the showground. It is believed that this extension applied for most of the route's existence.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Pymble – St Ives (Hassell Park) via Cowan Rd & Killeaton St commenced prior to the allocation of route numbers.

By date of Govt Gazette of 7 March 1924: Route rearranged as:

Pymble – St Ives (Warrimoo Rd)

Pymble – St Ives (Hassell Park)

As at date of Govt Gazette of 19 December 1924: Numbered 160 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by JH (Jim) Maunder, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 191 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927: New route, Pymble – Pymble (Kendall St), commenced.

20 November 1933: (Probably school trips) extended to run Pymble (?) – Terrey Hills (Frenchs Rd/Pittwater Rd [now Mona Vale Rd/Forest Way]).‡

30 January 1934: (Probably school trips) further extended in Terrey Hills from Frenchs Rd/Pittwater Rd to Duffys Rd [possibly means Booralie Rd].‡

Probably July 1938 (*when a school was established at Terrey Hills*): Extension from St Ives to Terrey Hills ceased.‡

‡ *In The Story of Terrey Hills and Duffys Forest by Gay Halstead, it is stated that Karl Brown (a resident of Terrey Hills) also ran a bus service between Pymble and Terrey Hills in the 1930s/1940s. This publication refers to children living in Terrey Hills and Duffys Forest being taken to & from St Ives Public School in Maunder's bus.*

17 October 1938: Pymble – Pymble (Kendall St) transferred to William D Hoines & renumbered part of 185 [1925 route number].

1939/early 1940s: Gordon – St Ives section of 185 transferred to 191. Then or later only ran as a Saturday night picture bus service (ceased by 1956).

12 June 1943: Transferred to AH (Arthur Helliwell) Gillott, proprietor.

By 1946: Routes were:

Pymble – St Ives (Kitchener St) (extended from Hassell Park) (mainly peak hours)

Pymble – St Ives (Warrimoo Rd) (mainly peak hours)

Pymble – St Ives (Warrimoo Rd, then Kitchener St) – Pymble (combined route in off-peak, at night & weekends).

By 1950s: Pymble – St Ives (Kitchener St) extended from Kitchener St to St Ives Showground on request when events were held at the Showground.

By 12 September 1961: New routes commenced to new residential areas:

Pymble – St Ives shops – Barra Brui (peak hours)

St Ives shops – Barra Brui via Catherine St (off-peak).

April 1963: Operator incorporated as St Ives Bus Services Pty Ltd.

13 January 1964:

- Night service, Pymble – St Ives (Warrimoo Rd, then Kitchener St) – Pymble, ceased.
- Sunday service over same route ceased 22 December 1974.

29 March 1967: New route, Gordon – Barra Brui – St Ives shops, commenced. This route amalgamated & replaced routes to the Barra Brui area from both St Ives (part of 191 Pymble – St Ives – Barra Brui) & from Gordon (133 Gordon – East Gordon (Eucalyptus St)).

3 March 1969: As a result of East Killara Bus Service (operator of 133) being delicensed, these parts of 133 transferred from East Killara Bus Service and renumbered part of 191:

Gordon – East Gordon (Kulgoa Rd)

Gordon – Gordon (Clifford & McIntosh Sts)

By 1 March 1982:

- St Ives (Kitchener St) terminus altered/extended a short distance to St Ives ([Ku-ring-gai] Wildflower Garden).
- Selected Pymble – St Ives (Kitchener St) trips diverted via Acron Rd.

21 July 1990:

- Pymble-based routes on weekdays partly reorganised and renumbered into Sydney Region route numbers:
 - 583 Pymble – St Ives (Wildflower Garden)
 - 584 Pymble – St Ives Chase
 - 585 Pymble – St Ives Chase – St Ives (Wildflower Garden) (combined 583/584 in off-peak & at night).
- Weekend 586 Pymble – St Ives Chase – St Ives (Wildflower Garden) – Barra Brui – Gordon [Sydney Region route number] replaced Saturday service from Pymble & recommenced a Sunday service.
- Other Gordon services remained as 191 until 6 October 1992.

6 October 1992: Remaining sections of route (Gordon-based) on weekdays reorganised and renumbered into Sydney Region route numbers:

581 Gordon – Gordon (Clifford & McIntosh Sts)

581 Gordon – Gordon (Woodlands Av)

582 Gordon – Barra Brui – St Ives.

Streets

PYMBLE – ST IVES CHASE via Warrimoo Rd

Pymble – St Ives (Warrimoo Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Pymble (Lane Cove Rd [now Pacific Hwy] at Station) via Lane Cove Rd [now Pacific Hwy], Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Cowan [now Collins] Rd, Ayres [now Toolang] Rd to Warrimoo Rd (St Ives). Reverse on return.

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (Station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Collins Rd, Ayres [now Toolang] Rd, Warrimoo Rd (St Ives Chase).

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at Station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Cowan Rd, Killeaton St, Carbeen Av, Warrimoo Rd to Dalton Rd (**St Ives**), then Warrimoo Rd, Toolang Rd, Collins St, Killeaton St, Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

Pymble – St Ives Chase

Alterations

- **1972** (*Source: timetable*): Extended from Dalton Rd via Warrimoo Av to Timbarra Rd (St Ives Chase). Reverse on return.
- **1986** (*Source: RGH notes*): From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.

PYMBLE – NORTH ST IVES (Wildflower Garden)

Pymble – St Ives (Hassell Park) via Cowan Rd & Killeaton St

1921 (Source: Govt Gazette of 8 July 1921)

From Pymble (Grandview St at Station) via [Lane Cove Rd,] Telegraph Rd, Pittwater Rd, Cowan Rd (part now Collins St) to Ayres Rd, [then Collins St?], Killeaton St, Pittwater Rd to Hassell Park (**St Ives**). Return via Pittwater Rd, Telegraph Rd, Lane Cove Rd to Pymble Station

Pymble – St Ives (Hassell Park) via Pittwater Rd direct

1925 (Source: Govt Gazette of 13 November 1925)

From Pymble (Lane Cove Rd [now Pacific Hwy] at Station) via Lane Cove Rd [now Pacific Hwy], Telegraph Rd, Pittwater [now Mona Vale] Rd to Hassell Park (St Ives). Reverse on return.

Pymble – St Ives (Kitchener St)

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (Station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd [to Kitchener St] (St Ives).

Pymble – St Ives (Kitchener St) (extended on request to St Ives Showground)

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at Station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd to Kitchener St (**St Ives**), return via Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

St Ives Showground extension (*on request*): From St Ives (Kitchener St) via Mona Vale Rd to St Ives Showground. Reverse on return.

Pymble – North St Ives (Wildflower Garden)

Alterations

- **By 1 March 1982** (*Source: timetable*): Extended from St Ives (Kitchener St) via Mona Vale Rd, Richmond Av (north leg) to bus turning area (Wildflower Garden, North St Ives). Reverse on return.
- **1986** (*Source: RGH notes*): From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.
- **1986** (*Source: RGH notes*):
St Ives (Acron Rd) diversion: Ex St Ives (Wildflower Garden, North St Ives) from Mona Vale Rd via Ayres Rd, Acron Rd, Douglas Rd to Mona Vale Rd.

PYMBLE – ST IVES CHASE – NORTH ST IVES (Wildflower Garden) (combined route)

Pymble – Warrimoo Rd – St Ives (Kitchener St)

Circa 1948 (Source: Gregory's Street Directory)

From Pymble (Station) via Grandview St, Pacific Hwy, Telegraph Rd, Pittwater [now Mona Vale] Rd, Cowan Rd, Killeaton St, Collins Rd, Ayres [now Toolang] Rd, Warrimoo Rd [to Dalton Rd?] (**St Ives Chase**), then Warrimoo Rd, Ayres [now Toolang] Rd, Cowan Rd, Killeaton St, Pittwater [now Mona Vale] Rd [to Kitchener St] (**St Ives**), then Pittwater [now Mona Vale] Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

Circa 1963 (Source: RGH notes)

From Pymble (Grandview St at Station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Cowan Rd, Killeaton St, Carbeen Av, Warrimoo Rd to Dalton Rd (**St Ives Chase**), then Warrimoo Rd, Toolang Rd, Collins St, Killeaton St, Mona Vale Rd to Kitchener St (**St Ives**), then Mona Vale Rd, Telegraph Rd, Pacific Hwy, Grandview St to Pymble Station.

Alteration

Circa 1964 (Source: RGH notes): From Collins St via Mudies Rd, Woodbury Rd (*not* Killeaton St), Mona Vale Rd.

Pymble – St Ives Chase – North St Ives (Wildflower Garden)

Alterations

- *By 1 March 1982 (Source: timetable):* Extended from St Ives (Kitchener St) via Mona Vale Rd, Richmond Av (north leg) to bus turning area (Wildflower Garden, North St Ives). Reverse on return.
- *1986 (Source: RGH notes):* From Pymble via Grandview St, Station St to Telegraph Rd. Unaltered on return.

GORDON-BASED ROUTES

Gordon – Barra Brui – St Ives shops

Circa 1967 (Source: RGH notes)

From Gordon (Werona Av at Station) via Werona Av, Park Av, Rosedale Rd, Minns Rd, Mt William St [prior to opening of Rosedale Rd bridge], Rosedale Rd, Sage St, Eucalyptus St (**East Gordon**), Eastern Arterial Rd, Barra Brui Cr, Burdekin Cr (**Barra Brui**), Eastern Arterial Rd [then partly on the alignment of current Moorhouse Av], Eucalyptus St, Hunter Av, Waterhouse Av, Yarrabung Rd, Torokina Av, Horace St, Stanley St, Yarrabung Rd, Killeaton St, Mona Vale Rd to Stanley St (St Ives shops).

From St Ives (Mona Vale Rd/Stanley St at shops) via reverse route to Torokina Av, then Yarrabung Rd, Eucalyptus St, Hunter Av, Waterhouse Av, Yarrabung Rd, Eucalyptus St, Eastern Arterial Rd, Barra Brui Cr, Burdekin Cr (**Barra Brui**), Eastern Arterial Rd [then partly on the alignment of current Moorhouse Av], Eucalyptus St, Sage St, Rosedale Rd, Mt William St, Minns Rd, Rosedale Rd, Robert St, Werona Av to Gordon Station.

Alterations

- *Circa 1969 (Source: RGH notes):* Ex Gordon from Park Av via Rosedale Rd direct (over new bridge). Reverse on return.
- *1986 (Source: RGH notes):* Either direction from Burdekin Cr via Moorhouse Av, Nicholson Av, Eastern Arterial Rd.

Gordon – Gordon (Clifford & McIntosh Sts)

Circa 1969 (Source: RGH notes)

From Gordon (Werona Av at Station) via Werona Av, Khartoum Av, Rosedale Rd, Nelson St, Clifford St, McIntosh St, Werona Av to Gordon Station.

Gordon – East Gordon (Kulgoa Rd)

Circa 1969 (Source: RGH notes)

From Gordon (Werona Av at Station) via Werona Av, Park Av, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Cameron Rd to Kulgoa Rd (East Gordon).

From East Gordon (Kulgoa Rd) (at Cameron Rd) via Cameron Rd, Rosedale Rd, Darnley St, Mt Ida St, Waugoola St, Lennox St, Rosedale Rd, Robert St, Werona Av to Gordon Station.

OTHER ROUTES

Pymble – Pymble (Kendall St)

1927 (Source: Govt Gazette of 27 May 1927)

From Pymble (Lane Cove Rd [now Pacific Hwy] at Station) via Lane Cove Rd, Ryde Rd to Kendall St (Pymble). Reverse on return.

Pymble – St Ives – Barra Brui

12 September 1961 (Source: RGH notes/timetable)

Pymble – St Ives – Barra Brui (peak hours)

From Pymble (Grandview St at Station) via railway bridge, Pacific Hwy, Telegraph Rd, Mona Vale Rd, Stanley St (St Ives), Horace St, Eastern Arterial Rd to Barra Brui Cr (Barra Brui).

From Barra Brui (Eastern Arterial Rd at Barra Brui Cr) via reverse route to Pacific Hwy, then Grandview St to Pymble Station.

St Ives shops – Barra Brui via Catherine St (off-peak)

From St Ives shops via Mona Vale Rd, Killeaton St, Yarrabung Rd, Catherine St, Paul Av, Carmen St, Catherine St, Yarrabung Rd, Stanley St, Horace St, Eastern Arterial Rd to Barra Brui Cr (**Barra Brui**), then Eastern Arterial Rd, Horace St, Stanley St to Mona Vale Rd (St Ives shops).

Timetable Summary

Pymble – St Ives routes

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives (Hassell Park)†	18	M-F	Pymble	8.00am	Pymble	6.55pm	A	
		Sat		8.00am		10.45pm	B	
		Sun	Hassell Park	9.30am		9.10pm	C	

† Plus selected trips to other termini in St Ives.

A – 5 trips from St Ives (Hassell Park), 7 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd) & Pymble-St Ives (Woodbury Rd).

B – 4 trips from St Ives (Hassell Park), 8 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd) & Pymble-St Ives (Woodbury Rd).

C – 2 trips from St Ives (Hassell Park), 3 trips from Pymble. Plus selected trips, Pymble-St Ives (Warrimoo Rd).

20 May 1946

Pymble – St Ives routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives (Kitchener St)	18	M-F	Pymble	6.30am	Kitchener St	9.05pm	Ph1	
		Sat			Pymble	12.07am	6 trips	
		Sun				11.01pm	120	
Pymble-St Ives (Warrimoo Rd)	18	M-F	Pymble	7.58am	Pymble	8.04pm	Ph2	
		Sat						
		Sun						
Pymble-St Ives (Warrimoo Rd, then Kitchener St)†	52 round trip	M-F	Warrimoo Rd	6.00am	Pymble	11.33pm	60	A
		Sat		6.00am		12.07am	60	B
		Sun		7.51am		11.33pm	120	

Average day frequencies along common route:

M-F Pymble-St Ives 60
 Sat Pymble-St Ives 60
 Sun Pymble-St Ives 60

* More frequent in peak hours.

† Combined route.

A – Except when a Pymble-St Ives (Kitchener St) trip tabled in lieu.

B – Except when a Pymble-St Ives (Kitchener St) trip tabled in lieu. Picture buses from both St Ives (Warrimoo Rd) & St Ives (Kitchener St) to Gordon.

Ph1 – Mainly peak hours.

Ph2 – Limited peak hour trips.

12 September 1961 (additional routes commenced by that day)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives-Barra Brui	23PB 21SBr	M-F	Barra Brui	7.25am	Pymble	4.22pm	A	
		Sat						
		Sun						

A – Peak hours, Pymble-Barra Brui (morning from Barra Brui, afternoon from Pymble). Day, St Ives-Barra Brui via Catherine St, 3 trips.

PB – Pymble-Barra Brui.

SBr – Round trip, St Ives-Barra Brui-St Ives via Catherine St.

21 September 1964

Pymble – St Ives routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-St Ives (Kitchener St)	18	M-F	Pymble	7.40am	Kitchener St	5.58pm	Ph	
		Sat						
		Sun						
Pymble-St Ives (Warrimoo Rd)	18	M-F	Pymble	8.09am	Warrimoo Rd	5.46pm	Ph	
		Sat						
		Sun						
Pymble-St Ives (Warrimoo Rd, then Kitchener St)†	52 round trip	M-F	Warrimoo Rd	5.50am	Pymble	8.00pm	60	
		Sat		6.30am	Warrimoo Rd	6.08pm	60	
		Sun		8.00am		3.51pm	60	A

Average day frequencies along common route:

M-F Pymble-St Ives 60
 Sat Pymble-St Ives 60
 Sun Pymble-St Ives 60

† Combined route.

A – Gap in service in afternoon. Plus short-working/s after last trip shown.

Ph – Peak hours only.

Gordon-based routes

30 October 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gordon-St Ives shops	28	M-F	St Ives shops	7.25am	Gordon	6.13pm	60*	
		Sat						
		Sun						
Gordon-East Gordon (Kulgoa Rd)	19 round trip	M-F	Kulgoa Rd	6.55am	Gordon	5.35pm	60*	
		Sat						
		Sun						
Gordon-Gordon (Clifford & McIntosh Sts)	8 round trip	M-F	Gordon	7.10am	Gordon	5.58pm	12 trips	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service middle of the day.

Tourist trips

From 4 October 1936 to 11 April 1937, then from 24 November 1938: Pymble-Dee Why ran on summer Sundays & Public Holidays (when ceased?).

By 1946:

- Pymble-Dee Why revived (but when ceased again?).
- A similar service, Pymble-Coal & Candle Creek, also commenced on summer Sundays & Public Holidays by 1946 (when ceased?).

Route 192

PYRMONT – CITY (York St) – WOOLLOOMOOLOO via Pyrmont Bridge

(Pyrmont Bridge was replaced as a roadway by the Western Distributor in 1980-81.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Pyrmont (Union St at soldiers' memorial [corner of Harris St]) – City (York St) commenced prior to the allocation of route numbers. This route provided a faster trip between the City & Pyrmont than that taken by Fort Macquarie – Ryde tram service (via Railway Square & Harris St) between the same points, thus competing with those trams.

As at date of Govt Gazette of 19 December 1924: Numbered 161 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by JC Bowerman, proprietor (who later incorporated as Bowerman Motor Co and possibly later as Pioneer Motor Bus Service).

As at date of Govt Gazette 13 November 1925: Renumbered 192 [1925 route number] in the general renumbering of routes.

31 October 1931: The route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931 and paid tax.

1 October 1933:

- Taken over by Department of Road Transport & Tramways.
- Route was then Pyrmont (Union St/Harris St?) – City (York St).

29 July 1935: Extended to run Pyrmont (Union St/Harris St) – City – Woolloomooloo, replacing Circular Quay – Woolloomooloo tram service.

14 September 1935: Extended to run Pyrmont (Bayview St) – City – Woolloomooloo.

12 May 1940: Renumbered 392 [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

Pyrmont (Union St) – City (York St)

1921 (Source: Govt Gazette of 8 July 1921)

From Pyrmont (Union St at soldiers' memorial [corner of Harris St]) via Union St, Pyrmont Bridge, Market St, York St to near Market St (City).

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St to Pyrmont.

Pyrmont (Union St) – City – Woolloomooloo

From 29 July 1935

From Pyrmont (Union St) via Pyrmont Bridge, Clarence St, Jamieson St, Lang St, Grosvenor St (**City**), George St, Bridge St, Macquarie St, Queens Square, Prince Albert Rd, St Marys Rd, Sir John Young Cr, Lincoln Cr§, Cowper Wharf Roadway to Wylde St (Woolloomooloo).

From Woolloomooloo (Cowper Wharf Roadway at Wylde St) via reverse route to Lang St, then York St, Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St [to Harris St?] (Pyrmont).

§ Former street.

Pyrmont (Bayview St) – City – Woolloomooloo

From 14 September 1935

Alteration (*likely route, based on later timetables for 092*)

Extended in Pyrmont from Union St via Harris St, Scott St, Cross St, Bowman St to Bayview 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		
Pymont-City (York St)	6	M-F	Pymont	7.00am	York St	8.05pm	10*	A
		Sat		7.05am		8.05pm	5-10	
		Sun		1.00pm		8.05pm	15-20	

* More frequent (average frequency 2-3) in peak hours.

A – Extra trips Friday night.

29 July 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Pymont (Union St)- City-Woolloomooloo		M-F	Wool'mooloo	6.18am	Union St	8.30pm	15*	A
		Sat		6.18am		8.30pm	15	
		Sun						

See 59 timetable summary 8 December 1935 for common frequency along common route Pymont – City (routes 59 & 192).

* More frequent in peak hours.

A – Extra trips Friday night.

Route 192

CROWS NEST – ST LEONARDS – ARTARMON (Whiting St) via Herbert St ST LEONARDS – ARTARMON Industrial Area – GORE HILL

Also:

- **Crows Nest – Naremburn – Willoughby – Artarmon – Chatswood (1987-89)**
(Gore Hill for this route is a locality within the suburb of Artarmon.)

Timeline

17 November 1948: St Leonards – Artarmon via Herbert St commenced by O Horsefield, proprietor & WG (Bill) Threlfall, manager.

14 November 1949: Extended to run St Leonards – Artarmon – Artarmon (Whiting St).

2 January 1951: 128 & 192 amalgamated as 128 Crows Nest – Artarmon – Mowbray Rd West [1925 route number], *either* via Willoughby & Naremburn *or* via Herbert St (including trips to Artarmon (Whiting St)).

February 1951: Crows Nest – St Leonards – Artarmon – Artarmon (Whiting St) via Herbert St renumbered back to 192 and transferred to Artarmon Red Bus Service (WG (Bill) Threlfall, proprietor).

1956:

- Subsequent to transfer of 52 [1925 route number] to Threlfall in December 1956, many 192 trips through-routed with 52.
- Donald Dart became a partner in business for a short time.

8 February 1961: Bill Threlfall died and service passed to his widow, Mrs ML Threlfall.

May 1962: Extra peak hour service, St Leonards – Artarmon Industrial Area – Gore Hill, commenced.

By 1963: Service between Artarmon & Artarmon (Whiting St) ceased, as area had altered from residential to industrial. However, peak hour trips continued to run between St Leonards and various parts of the Artarmon Industrial Area (including Whiting St).

May 1965: Mrs ML Threlfall died and service passed to her estate.

30 June 1965: Threlfall's buses repossessed and service transferred to Colin & Mervyn Sinclair on a temporary basis.

16 August 1965: Transferred to DJ Denholm Pty Ltd, trading as Artarmon Bus Service (DJ (David Jeffree) Denholme, proprietor).

30 July 1985: Transferred to Lane Cove Bus Service (Macquarie Towns Bus Service, proprietors).

By December 1985:

- Combined 52/192 ceased when 52 extended from Artarmon to Crows Nest via Willoughby & Naremburn.
- St Leonards – Artarmon Industrial Area limited peak hour service retained.

By February 1986: Limited service reinstated St Leonards – Artarmon via Herbert St & Hampden Rd along former 192 (ceased by May 1987?).

By May 1987: Artarmon – Willoughby – Naremburn – St Leonards renumbered from 52 [1925 route number].

1989:

- Ceased without immediate replacement.
- 260 St Leonards – Artarmon Industrial Area Loop [Sydney Region route number], operated by State Transit Authority, ran from 12 July 1990 to 28 March 1991.

Streets**Crows Nest – St Leonards – Artarmon (Whiting St) via Herbert St***1950s (Source: Jim O'Neil)*

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, Duntroon Av, Canberra Av, Marshall Av, Berry St, Pacific Hwy, Herbert St (**St Leonards**), Hampden Rd, Francis St, Buller St, Jersey Rd, Reserve Rd, Whiting St to Clarendon St (Artarmon).

From Artarmon (Whiting St) (at Clarendon St) via Clarendon St, Hotham Pde, Reserve Rd, then reverse route to River Rd, then Shirley Rd to Pacific Hwy (Crows Nest).

St Leonards – Artarmon Industrial Area – Gore Hill*February 1986 (Source: timetable)*

From St Leonards (Herbert St at Station) via Herbert St, Frederick St, Reserve Rd, Cleg St, Herbert St, Hampden Rd, Parkes Rd, Simpson St, Dickson Av (**Artarmon Industrial Area**), Clarendon St, Whiting St, Pacific Hwy (**Gore Hill**), Herbert St to St Leonards Station.

Artarmon – Willoughby – Crows Nest*By May 1987 (Source: timetable)*

From Artarmon (Hampden Rd at Station) via Brand St, Elizabeth St, Coree Rd, Shepherd Rd, Godfrey Rd, Smith St, Harden Rd, Burra Rd, Cooney Rd, Artarmon Rd, Sydney Rd, Cobar St, Edward St, Artarmon Rd (**Willoughby**), Willoughby Rd, Rohan St (**Naremburn**), Glenmore St, Ruth St, Olympia Rd, Grandview St, Station St, Dalleys Rd, Ella St, Herbert St (**St Leonards**), Pacific Hwy, Berry St, Marshall Av, Canberra Av, Duntroon Av, River Rd, Shirley Rd (**Crows Nest**), Pacific Hwy, Herbert St, then reverse route to Artarmon Station.

Timetable Summary*17 March 1952*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Crows Nest- Artarmon (Whiting St)	Fr Whit St 12S 20C	M-F	Whiting St	6.30amS	Whiting St	7.05pmC	A		
			Crows Nest	9.10amW					
		Sat	Whiting St	8.00amC		12.50pmC			60
		Sun							

* More frequent in peak hours.

A – Most peak hour trips, St Leonards-Artarmon (Whiting St). Day, Crows Nest-Artarmon (Whiting St) 60*.

C – To Crows Nest.

S – To St Leonards.

W – To Artarmon (Whiting St).

See also combined routes 52/192, listed under Route 52.

Route 193

RANDWICK (various termini) – CENTRAL RAILWAY via Cleveland 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 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Randwick (Canberra St/Rainbow St) – Central Railway commenced prior to the allocation of route numbers. Competed with Coogee & Anzac Pde tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 162 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by (1) Harry Connell and (2) RV Wilson, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 193 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Extended in Randwick from Rainbow St to Sturt St.

31 October 1931: Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Replaced by 74 from 8 December 1931. Trams continued to provide service.

Streets

Randwick (Canberra St/Rainbow St) – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

From Randwick (Canberra St at Rainbow St) via Canberra St, Perouse Rd, Belmore Rd, Avoca St, Anzac Pde, Cleveland St, Chalmers St, Eddy Av (Central Railway). Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Randwick (Rainbow St at Canberra St) via Rainbow St, Avoca St, Alison Rd, Anzac Pde, Cleveland St, Chalmers St, Eddy Av (Central Railway).

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

Randwick (Sturt St) – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Randwick (Sturt St at Avoca St) via Sturt St, Avoca St, Rainbow St, Canberra St, Perouse Rd, Belmore Rd, Avoca St, Alison Rd, Anzac Pde, Cleveland St, Chalmers St, Eddy Av (Central Railway). 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		
Randwick (Rainbow St)-Central Railway	29	M-F	Rainbow St	7.00am	Central Rly	8.00pm	30	A
		Sat		7.00am		8.00pm	30	
		Sun						

A – Extra trips Friday night.

Route 193

BRIGHTON-le-SANDS – KOGARAH – BEXLEY

Timeline

June 1947: Brighton-le-Sands – Kogarah – Bexley renumbered from 32. Operated by JJ Foley.

January 1950: Transferred to GG Rennex.

January 1957: Ceased.

Streets

July 1947 (Source: Article in Australian Bus, January/February 2013)

From Brighton-le-Sands (The Grand Pde at Bay St) via The Grand Pde, President Av, Princes Hwy, Hogben St, Montgomery St, Railway Pde (**Kogarah**), Station St, Paine St, Queen Victoria St, Forest Rd, Oriental St (Bexley).

Reverse on return.

Route 194

RANDWICK (Earl St) – BONDI JUNCTION – 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 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Commenced prior to the allocation of route numbers. Competed with Oxford St tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 163 [1924 route number].

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

- Eastern Suburbs Bus Co (or Eastern Suburbs Motor Bus Service?),
- Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor)
- FJ Corrington.

As at date of Govt Gazette 13 November 1925: Renumbered 194 [1925 route number] in the general renumbering of routes.

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Randwick (Earl St) (at Stephen St) via Earl St, Orange St [now Clovelly Rd], Market St, Darley Rd, Carrington Rd, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Randwick (Earl St) (at Challis Av) via Earl St, Orange St [now Clovelly Rd], Market St, Darley Rd, Carrington Rd, Cowper St [now Bronte Rd] (**Bondi Junction**), 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 Randwick.

1926 (Source: Govt Gazette of 15 October 1926)

From Randwick (Earl St) (at Challis Av) via Earl St, Orange St [now Clovelly Rd], Gilderthorpe Av, Carrington Rd, Cowper St [now Bronte Rd], Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). 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		
Randwick (Earl St)- Central Railway	33	M-F	Randwick	6.20am	Central Rly	12.27am	12-30	A
		Sat		6.35am		12.35am	12-30	
		Sun		8.40am		12.25am	15-35	

A – Extra trips Friday night.

Route 194

HURSTVILLE – KINGSGROVE via Hodge St

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

Timeline

November 1948:

- Hurstville – Kingsgrove commenced by CA (Cec) Leach, proprietor.
- From about this time ran in conjunction with 111.

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

September 1977: Transferred to Cumberland Coaches (Todd family, proprietors).

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

By 11 February 1985: Selected trips ran via combined routes 111/194 (originally Saturday afternoons, but later weekday off-peak & Thursday nights) [1925 route numbers].

By February 1990:

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

18 November 1991: 111, 122 & 194 [all 1925 route numbers] amalgamated and renumbered 455 Kingsgrove – Hurstville – Kogarah [Sydney Region route number].

Streets

Hurstville – Kingsgrove

1968 (Source: RGH notes)

From Hurstville (Treacy St) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Hodge St, Barnards Av, Smiths Av, Stoney Creek Rd, Kings Pl, Glenwall St, Morgan St, Kingsgrove Rd, Shaw St to Kingsgrove Station.

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

Alteration

1986 (Source: RGH notes): Approached Hurstville from Queens Rd via McMahon St, Forest Rd to Station. Return from Hurstville (Forest Rd at Station) via Park Rd, Queens Rd.

For Streets of combined routes 111/194, see below 111.

Timetable Summary

See 111

Route 195

ROCKDALE – KOGARAH – KOGARAH BAY via Park Rd

- **Post 31 October 1931 feeder: KOGARAH – KOGARAH BAY**
- **Extended from Rockdale to Brighton-le-Sands (Saturday afternoons, Sundays & Public Holidays)**

Also:

- **Kogarah – Sans Souci – Dolls Point (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Kogarah – Kogarah Bay commenced prior to the allocation of route numbers.

By date of Govt Gazette of 19 December 1924: Extended to run Rockdale – Kogarah – Kogarah Bay.

As at date of Govt Gazette of 19 December 1924: Numbered 169 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by CC Weekes, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 195 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 February 1929: Extended to run Rockdale – Kogarah – Kogarah Bay (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays).

Probably 1931: Curtailed to run Kogarah – Kogarah Bay.

By January 1935: Transferred to Edward (Ted) Dews, proprietor.

By December 1939: Transferred to Dews & Snape, proprietors.

December 1942: Transferred to Kogarah Bus Service (BW (Brian) Le Quesne, proprietor).

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

- “Tramless Sunday” replacement service, Kogarah – Sans Souci – Dolls Point, commenced.
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Rockdale – Sans Souci – Dolls Point trolley bus service.
- Services were also maintained on normal route/s.

28 May 1952: 121 & 195 amalgamated & extended as 121 Kogarah – Carss Park – Blakehurst – Bald Face [1925 route numbers], following completion of connecting bridge over drain in Carss Park, as part of a general reorganisation of Kogarah Bus Service’s 64, 121 & 195 [1925 route numbers].

Streets

Kogarah – Kogarah Bay

1924 (Source: Govt Gazette of 7 March 1924)

From Kogarah (Railway Pde at Station) via Bowns Rd, Kogarah Rd [now Princes Hwy], Park Rd, Wyee St Mayor St (Kogarah Bay). Reverse on return

Rockdale – Kogarah – Kogarah Bay

1924 (Source: Govt Gazette of 19 December 1924)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Kogarah Rd [now Princes Hwy], Park Rd, Carlton Cr, (?), Wyee St to Mayor St (Kogarah Bay). Reverse on return.

Alterations

- 1925 (Source: Govt Gazette of 13 November 1925): Ex Rockdale, terminated at Wyee St/ Souter St.
- 1926 (Source: Govt Gazette of 15 October 1926): Ex Rockdale, terminated at Carlton Cr at Wharf Rd.

Rockdale – Kogarah – Kogarah Bay (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

Brighton-le-Sands extension: From Rockdale via Bay St, The Grand Pde to Brighton-le-Sands. Return via The Grand Pde, Princess St, The Avenue [now Moate Av], Bay St to Rockdale.

Kogarah – Kogarah Bay

Circa 1948 (Source: Gregory’s Street Directory)

From Kogarah (Station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St, Wharf Rd, Carlton Cr (Kogarah Bay).

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Kogarah Bay	30	M-F	Kogarah Bay	5.59amK 8.04amR	Rockdale	9.25pmB	A	
		Sat		5.59amK 8.04amR		9.25pmB	C	
		Sun		9.05amR		9.30pmB	60	

A – Peak hours, Kogarah-Kogarah Bay. Day, Rockdale-Kogarah Bay 60. Night, Rockdale-Kogarah Bay. Plus later trip from Kogarah to Kogarah Bay. Extra trips Friday night.

B – To Kogarah Bay.

C – Early morning, Kogarah-Kogarah Bay. Day, Rockdale-Kogarah Bay 30. Plus later trip from Kogarah to Kogarah Bay

K – To Kogarah.

R – To Rockdale.

January 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Kogarah Bay	13	M-F	Kogarah Bay	5.59am	Kogarah	9.35pm	30*	A
		Sat		6.00am		11.49pm	30	
		Sun		6.15am		10.35pm	60	

* More frequent in peak hours.

A – Later trip Friday night. Plus picture bus M-F nights.

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Sans Souci-Dolls Point†		M-F						
		Sat						
		Sun	Sans Souci	7.43am	Kogarah	10.30am	30	

† Sunday trolley bus replacement service.

15 September 1949

See 64

Route 196

ROCKDALE – BRIGHTON-le-SANDS – RAMSGATE via Bay St & Ramsgate Rd

Timeline

By date of Govt Gazette 13 November 1925: Commenced by Jack Iffland, proprietor. Competed with Rockdale – Brighton-le-Sands 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 Rockdale (Railway St at Station) via Railway St, Frederick St, Rocky Point Rd [now Princes Hwy], Bay St, Carruthers Dr [now The Grand Pde] (**Brighton-le-Sands**), The Boulevardde [now Ramsgate Rd], Ramsgate Rd to Rocky Point Rd (Ramsgate). Reverse on return.

Route 196

ROCKDALE – BRIGHTON-le-SANDS via Bestic St

Also:

- **Rockdale – Brighton-le-Sands (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

Timeline

By date of Govt Gazette 22 February 1929: Commenced, replacing part of 12 along Bryant St & Moate Av.

By October 1935: Being operated by G Boucher, proprietor.

1940: Operated by Boucher & Pert.

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

- “Tramless Sunday” replacement service, Rockdale – Brighton-le-Sands, commenced.
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing Rockdale – Brighton-le-Sands tram service.
- Services were also maintained on normal route/s.

March 1959: Transferred to Reid’s Bus Service (Mrs Grace Ruby Reid, proprietor).

May 1959: Selected trips altered to run via Kyeemagh.

August 1962: Transferred to Brighton Bus Lines (RJ Allen, proprietor).

May 1967: Brighton Bus Lines transferred to RJ Martin, proprietor.

About 1972: Brighton Bus Lines transferred to AH & J Jones, proprietor.

22 November 1993: Transferred to State Transit Authority of NSW, rearranged & renumbered 479 [Sydney Region route number].

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Bryant St, West Botany St, Bestic St, Reading Rd, Rowley St, Moate Av, Princess St, The Grand Pde to Princess St (Brighton-le-Sands).

From Brighton-le-Sands (The Grand Pde at Princess St) via Gordon St, Moate Av, then reverse route to Rockdale.

Circa 1948 (Source: Gregory's Street Directory)

From Rockdale via King St, Princes Hwy, Bryant St, West Botany St, Bestic St, Reading Rd, Rowley St, Moate Av, Trafalgar St, Brighton [now The] Boulevarde, Grand Pde (Brighton-le-Sands).

1968 (Source: RGH notes)

From Rockdale (King St between Princes Hwy & Market St) via Market St, Bryant St, West Botany St, Bestic St, Mutch Av, Tancred St (**Kyeemagh**), Jacobson Av, Moate Av, Trafalgar St, The Boulevarde to The Grand Pde (Brighton-le-Sands).

From Brighton-le-Sands (The Boulevarde at The Grand Pde) via The Grand Pde, Princess St, Moate Av, then reverse route to Bryant St, then Princes Hwy, King St (Rockdale).

Trips via Reading Rd: Ex Rockdale from Bestic St via Reading Rd, Rowley St to Moate Av. Reverse on return.

Alterations

1984 (Source: RGH notes):

- Approached Rockdale from Princes Hwy via Bay St, George St, King St, Market St to near King St. From Rockdale via Market St.
- Approached Brighton-le-Sands from Trafalgar St via Duke St, Hercules Rd, Kings Rd, Trafalgar St to Bay St.

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Brighton-le-Sands†		M-F					30	
		Sat						
		Sun	Brighton	8.15am	Rockdale	11.00pm		

† Sunday tramway replacement service.

1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Brighton-le-Sands	Approx 15	M-F	Brighton	5.55am	Rockdale	8.05pm	30*	
		Sat		6.52am		8.05pm	AM 15 PM 30	
		Sun						

* More frequent in peak hours.

1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Brighton-le-Sands	Approx 15	M-F	Brighton	5.53am	Rockdale	6.50pm	35*	A
		Sat		7.20am		1.45pm	35	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 197

HURSTVILLE – BLAKEHURST – CARLTON – KOGARAH – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (Saturday afternoons, Sundays & Public Holidays, until 1931)**

Timeline

By date of Govt Gazette 22 February 1929:

- Hurstville – Blakehurst – Carlton – Kogarah – Rockdale (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays) commenced by Terence M Jamieson, proprietor.
- (Probably) later incorporated as Jamieson Bus Services Pty Ltd.
- Replaced 235 [1925 route number], which had ceased by date of Govt Gazette 22 June 1928, on a similar route.
- List dated October 1935 shows the proprietor as Mrs EM Jamieson.
- Parts of route shared with 109, and also 228 during its period of operation [1925 route numbers].

1931: Curtailed to run Hurstville – Carlton.

1 August 1934: Re-extended from Carlton to Kogarah.

21 February 1952: Terence Jamieson died and ownership passed to his family.

By 1968: Reduced to only two trips per day, probably due to the decline in importance of Kogarah as a shopping centre, compared with Hurstville. 109 provided alternative service along some of the route at the Hurstville end.

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

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

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

December 1987: Transferred to Green's Charter (DJ (Deborah Jane) Unwin, proprietor).

By 1988: Ceased. Parts of route at Kogarah end not served by 109 were not replaced.

Streets

Hurstville – Carlton – Kogarah – Rockdale (extended to Brighton-le-Sands on Saturday afternoons, Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

From Hurstville (Ormonde Pde at Station) via Ormonde Pde, Railway St, Woniora Rd, Blakesley Rd, Woids Av, Planthurst St, Park Rd, Tanner Av, Andover St, Shaftesbury St, Garfield St, Railway Pde (**Carlton, Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale).

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

Brighton-le-Sands extension: From Rockdale via Bay St, The Grand Pde to Princess St. Return from The Grand Pde via at Princess St, The Avenue [now Moate Av], Bay St.

Hurstville – Carlton – Kogarah

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Ormonde Pde, Railway St, Woniora Rd, Connells Point Rd, Belmore [now King Georges] Rd, Blakesley Rd, Woids Av, Planthurst Rd, Park Rd, Tanner Av, Andover St, Railway Pde (**Carlton**), Station St [now Jubilee Av], Nielsen Av, Bellevue St, Queens Av, Kensington St, Belgrave St, Railway Pde (Kogarah).

Timetable Summary

Early 1950s (?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.19am	Kogarah	8.10pm	30	
		Sat		8.10am		7.40pm	45	A
		Sun		1.12pm		9.40pm	60	

A – Plus picture bus to Carlton.

27 July 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.30am	Kogarah	8.00pm	30	
		Sat		8.08am		4.00pm	30	A
		Sun		2.05pm		4.00pm	1 trip	

A – Less frequent in afternoon. Plus picture bus to Carlton.

20 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.35am	Kogarah	4.11pm	60	
		Sat						
		Sun						

29 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carlton-Kogarah	20	M-F	Hurstville	8.35am	Kogarah	3.30pm	2 trips	
		Sat						
		Sun						

Route 198

ROCKDALE – CRONULLA via Taren Point Punt

(Cronulla termini were in South Cronulla.)

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

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 166 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by David Morris, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 198 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. 62, 63 & 241 [1925 route numbers] continued to provide service.

Streets

1919 (Source: Govt Gazette of 20 June 1919)

From Rockdale (Rocky Point Rd at Bay St) via Rocky Point Rd (**Ramsgate, Sans Souci**), [Taren Point Punt,] Taren Point Rd, (**Caringbah**), Port Hacking Rd, [Kingsway*,] Curranulla St [now Cronulla Plaza and Cronulla St], Surf Rd, [Gerrale Pde [now St]*, Ewos Pde*] to tram terminus [at Shelley Beach] (Cronulla).

* Assumed streets, based on Govt Gazette stating bus terminus was at tram terminus.

1925 (Source: Govt Gazette of 13 November 1925)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd (**Ramsgate, Sans Souci**), Taren Point Punt, Taren Point Rd, Kingsway (**Caringbah**), Curranulla St [now Cronulla Plaza and Cronulla St], Surf Rd, Gerrale St, Ewos Pde to Gowrie St (Cronulla). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Cronulla	55	M-F	Cronulla	7.50am	Rockdale	5.22pm	4 trips	
		Sat		7.50am		6.30pm	5 trips	
		Sun	Rockdale	8.35am	Cronulla	7.50pm	6 trips	

Route 198

PUNCHBOWL – ENFIELD

Timeline

1929: Commenced by Arthur Marrin, trading as All-Gold Bus Service.

1931: Ceased.

Route 198

CITY (Wynyard) – CLIFTON GARDENS (Taxi bus service)

(The issue of taxi bus licenses was part of a programme to create employment opportunities for returned servicemen after World War II. Special conditions applied to these licenses.)

Timeline

4 March 1949: Blue taxi bus service commenced by NJ Langdon, proprietor. The service competed with Department of Road Transport & Tramways 235 [Sydney Region route number] until 235 ceased on 30 January 1951, following representations from Mosman Council.

25 May 1952: Ceased, as a result of the Government's Mosman bus/ferry Co-ordination Scheme. Partly replaced by reintroduction of Department of Government Transport 235 Clifton Gardens – Mosman Wharf (revised route).

Streets

From 4 March 1949 (Source: Article by VI King in Fleet Line magazine No 72, July 1981)

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Alfred St, High St, Clark Rd, Kurraba Rd (**Neutral Bay**), Wycombe Rd, Harriette St, Bannerman St, Murdoch St, Rangers Rd, Spofforth St (**Cremorne**), Rangers Av, Avenue Rd, Canrobert St (**Mosman**), Queen St, Prince Albert St, Thompson St, Burrawong Av, Kardinia St, Morella Rd (Clifton Gardens).

From Clifton Gardens (Morella Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Barrack St (Wynyard, City).

Mosman Post Office diversion: Ex City (Wynyard) from Avenue Rd/Canrobert St via Avenue Rd, Military Rd, Raglan St to Queen St. Reverse on return.

Timetable Summary

March 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clifton Gardens	27	M-F	Clifton Gdns	7.15am	Wynyard	11.15pm	60	
		Sat		7.15am		11.15pm	60	
		Sun						

11 December 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Clifton Gardens	27	M-F	Clifton Gdns	6.45am	Wynyard	11.15pm	60*	
		Sat		7.15am		11.15pm	60	
		Sun		10.15am		11.15pm	60	

* More frequent in peak hours.

Route 198

BLACKTOWN – SEVEN HILLS via Barbara Blvd

Timeline

January 1959: Commenced by NJ McIntosh.

April 1962: Operator incorporated as Blacktown Bus Co Pty Ltd.

January/February 1976: Transferred to Seven Hills Bus Co Pty Ltd.

1 July 1979: Transferred to Toongabbie Transport Services Pty Ltd (Delfs family, proprietors). Also incorporated as Delfs Pty Ltd.

January 1986: As part of general reorganization of Toongabbie Transport's routes, routes were reorganised and renumbered into Sydney Region route numbers:

710 Blacktown – Seven Hills – Toongabbie – Parramatta

716 Blacktown – Seven Hills via Barbara Blvd

718 Blacktown – Kings Langley – Seven Hills.

Streets

1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Devitt St, Boyd St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Fielders St, Pioneer St, Artillery Cr, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills Station.

From Seven Hills (Hartley Rd at Station) via reverse route to Sunnyholt Rd, then Newton Rd, Patrick St, Main St to Blacktown Station.

1981 (Source: timetable)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Gordon St, Oxford St, Devitt St, Boyd St, Sydney St, Stephen St, Lucas Rd, Barbara Blvd, Phillip St, Hope St, Jordan St, Lucas Rd, Seven Hills Rd [now Prospect Hwy], Hartley Rd to Seven Hills Station.

From Seven Hills (Hartley Rd at Station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown Station.

Seven Hills shops extension (off-peak): From Seven Hills Station via Seven Hills Rd [now Prospect Hwy], Best Rd, George St, Olive St, Seven Hills Rd [now Prospect Hwy], The Centre [now Boomerang Pl], First Av, Best Rd, George St, Seven Hills Rd [now Prospect Hwy] to Seven Hills Station.

Timetable Summary

21 June 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Barbara Blvd	18	M-F	Seven Hills	5.36am	Seven Hills	7.19pm	60*	A
		Sat	Blacktown	6.13am		7.13pm	40	B
		Sun		7.25am		6.35pm	6 trips	

* More frequent in peak hours.

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

B – Gap in service in afternoon.

15 February 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Seven Hills via Barbara Blvd	20	M-F	Seven Hills	5.45am	Blacktown	6.22pm	60*	
		Sat		7.40am		12.05pm	60	
		Sun						

* More frequent in peak hours.

Route 199

TOM UGLYS POINT – KOGARAH – CENTRAL RAILWAY via Kogarah Rd [now Princes Hwy]

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Rockdale – Kogarah – Tom Uglys Point commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 168 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Victor R Lawler, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 199 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Extended to run Central Railway – Tom Uglys Point.

By date of Govt Gazette 17 December 1926: Ceased. Replaced by June 1928 by 64 Rockdale – Kogarah – Tom Uglys Point.

Streets

Rockdale – Kogarah – Tom Uglys Point

1924 (Source: Govt Gazette of 7 March 1924)

From Rockdale (King St at Rocky Point Rd [now Princes Hwy]) via King St, Rocky Point Rd, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Kogarah Rd, Woniara Rd [last two, now Princes Hwy] to Tom Uglys Point. Reverse on return.

Tom Uglys Point – Kogarah – Rockdale – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Tom Uglys Point (Princes Hwy opposite Sea Breeze Hotel) via Princes Hwy, Kogarah Rd [now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy]), King St (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Tom Uglys Point	26	M-F	Tom Uglys Pt	6.05amK 9.00amR	Rockdale	8.29pmT	A	
		Sat		6.05amK 9.00amR		8.29pmT	B	
		Sun	Rockdale	8.25amT	Tom Uglys Pt	9.30pmR	60	

A – Morning peak hour, Kogarah-Tom Uglys Point. Day, Rockdale-Tom Uglys Point 60. Night, Rockdale-Tom Uglys Point. Extra trip Friday night.

B – Early morning, Kogarah-Tom Uglys Point. Day, Rockdale-Tom Uglys Point 60. Night, Rockdale-Tom Uglys Point. Extra trip Friday night.

K – To Kogarah.

R – To Rockdale.

T – To Tom Uglys Point.

Route 199

ROSE BAY – VAUCLUSE (Parsley Bay)

Timeline

Circa 1930: Commenced.

By 1931: Ceased. Possibly replaced then or later by 20 [1925 route number].

Route 199

CITY (various termini) – RANDWICK – MAROUBRA BEACH

Timeline

Early 1930s (after route in previous entry had ceased?): Central Railway – Maroubra Beach commenced. Competed with Anzac Pde tram services.

31 October 1931:

- Classed as competitive with trams under State Transport (Co-ordination) Act and altered to a feeder service, Randwick Junction – Maroubra Junction. Trams continued to provide service Randwick Junction - City.
- This feeder probably also replaced 151 [1925 route number], which also ceased as from 31 October 1931.
- Operated by Maroubra Bus Service (Brian W LeQuesne, proprietor). Possibly also operated for a time by Coventry Motor Service, which had operated 151.

30 October 1937:

- Taken over by Department of Road Transport & Tramways.
- Extended to run City (Martin Pl) – Randwick Junction – Maroubra Beach.

11 December 1937: Extended in City from Martin Pl to Wynyard on Saturday afternoons & Sunday daytime.

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

Streets

City (Martin Pl) – Maroubra Beach (extended to City (Wynyard) on Saturday afternoons & daytime Sundays)

By 11 December 1937

From City (Martin Pl) (between Phillip St & Macquarie St) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd, Belmore Rd (**Randwick**), Perouse Rd, Canberra St, Oberon St, Arden St, Malabar Rd, Torrington Rd, Marine Pde to Maroubra Beach.

From Maroubra Beach (Marine Pde) via The Corso, Duncan St, Torrington Rd, then reverse route to Macquarie St, then Hunter St, Phillip St, Martin Pl (City).

City (Wynyard) extension (Saturday afternoons & Sundays): From Macquarie St via Hunter St to Wynyard. Return via George St, Martin Pl, Macquarie St.

Timetable Summary

11 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Maroubra Beach†	Fr Mar Bch 18R 36M 35Y	M-F	Maroubra Bch	6.23amM	Martin Pl	11.50pmB	30*	A
				6.23amM	Wynyard	7.34pmB		
		Sun	Wynyard	2.04pmB	Martin Pl	11.51pmB	D	
			Martin Pl	8.50amB	Wynyard	7.34pmB		
			Maroubra Bch	9.26amY	Martin Pl	10.51pmB		

* More frequent in peak hours.

† Extended to City (Wynyard) on Saturday afternoons & daytime Sundays.

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

B – To Maroubra Beach.

C – Morning, City (Martin Pl)-Maroubra Beach 30. Afternoon, Maroubra Beach-Randwick (Alison Rd/Belmore Rd) 15, Maroubra Beach-City (Wynyard) 30. Night, Maroubra Beach-City (Martin Pl). Plus short-working/s before first trip & after last trip shown.

D – Day, Maroubra Beach-Randwick (Alison Rd/Belmore Rd) 15, Maroubra Beach-City (Wynyard) 30. Night, Maroubra Beach-City (Martin Pl). Plus short-working/s before first trip & after last trip shown.

M – To City (Martin Pl).

R – To Randwick (Alison Rd/Belmore Rd).

Y – To City (Wynyard).

Route 199

CITY (Wynyard) – BEAUTY POIN (*Taxi bus service*)

- **Extended from Beauty Point to Seaforth** (*selected trips, from 1949*)

Also:

- **Cremorne Wharf – Beauty Point – Seaforth** (*May-June 1952*)

(The issue of taxi bus licenses was part of a programme to create employment opportunities for returned servicemen after World War II. Special conditions applied to these licenses.)

Timeline

12 January 1948: Blue taxi bus service, City (Wynyard) – Beauty Point, commenced by Noel Lardelli, proprietor.

17 December 1949: Extended to run City (Wynyard) – Beauty Point (selected trips extended to Seaforth), replacing part of Department of Road Transport & Tramways 131.

25 May 1952: Altered to Cremorne Wharf – Beauty Point – Seaforth, as a result of the Government's Mosman bus/ferry Co-ordination Scheme.

7 June 1952: Ceased. Partly replaced in Seaforth area by reintroduction of Department of Road Transport & Tramways 131. Parts of route in North Cremorne replaced by 204 [1925 route number] & in 1956 by short-lived Department of Government Transport 227 [Sydney Region route number].

Streets

City (Wynyard) – Beauty Point

Circa 1948 (Source: Gregory's Street Directory)

From Beauty Point via Bay St, Beauty Point Rd, Central Av North [now Pindari Av], Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Macpherson St (**Cremorne**), Gerard St, Belgrave St, Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

City (Wynyard) – Beauty Point (*selected trips extended to Seaforth*)

3 January 1950 (Source: timetable)

From Beauty Point via Bay St, Euryalis St, Central Av North [now Pindari Av], Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Macpherson St (**Cremorne**), Gerard St, Belgrave St, Ben Boyd Rd, Ernest St, Miller St (**North Sydney**), Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

From City (Wynyard) (Barrack St) via Clarence St, then reverse route to Central Av, then Spit Rd, Pearl Bay Av, Beauty Point Rd, Bay St (Beauty Point).

Seaforth extension: From Beauty Point via Spit Rd, Battle Blvd, Seaforth Cr, Ponsonby Pde, Panorama Pde, Ellery Pde, Reid St, Peacock St, Frenchs Forest Rd, Sydney Rd [old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], [Spit Bridge], Spit Rd.

Cremorne Wharf – Beauty Point – Seaforth

From 25 May 1952 (Source: timetable)

From Seaforth via Seaforth Cr, Princes Prom, Alan Av, Salisbury Sq, Ponsonby Pde, Panorama Pde, Ellery Pde, Reid St, Peacock St, Frenchs Forest Rd, Sydney Rd [old formation, on the current alignment of Old Sydney Rd, Magarra Pl, part of Manly Rd, Avona Cr], Spit Bridge, Spit Rd, Pearl Bay Av, Beauty Point Rd, Bay St (**Beauty Point**), Euryalis St, Pindari Av, Medusa St, Spit Rd, Bickell Rd, Bapaume Rd, Amiens Av, Bullecourt Rd, Killarney St (**Mosman**), Wyong Rd, Ellalong Rd, Lodge Rd, Ryries Pde, Samora Av, Tobruk Av, Brightmore St, Benelong Rd (**North Cremorne**), Grasmere Rd, Waters Rd, Military Rd, Rangers Rd, Murdoch St, Hodgson Av, Cremorne Rd, Wharf Rd, Milson Rd to Cremorne Wharf.

From Cremorne Wharf via reverse route to Spit Bridge, then Battle Blvd, Seaforth Cr (Seaforth).

Timetable Summary

1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Beauty Point-Seaforth	Fr Wyn 25B 45S	M-F	Seaforth	6.40amY	Wynyard	11.15pmS	A	
		Sat	Beauty Point	7.00amY		11.15pmS	C	
			Seaforth	7.40amY				
Sun								

* More frequent in peak hours.

A – City (Wynyard)-Beauty Point 60*, City (Wynyard)-Seaforth 8 trips. Gap in service during evening.

B – To Beauty Point.

C – City (Wynyard)-Beauty Point 60, City (Wynyard)-Seaforth 2 trips. Gap in service during evening.

S – To Seaforth.

Y – To City (Wynyard).

26 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Beauty Point-Seaforth	Fr Crem Whf 26B 36S	M-F	Seaforth	6.40amC	Cremorne Whf	11.42pmS	A	
		Sat	Beauty Point	7.07amC		11.42pmS	D	
			Cremorne Whf	1.42pmS				
Sun								

* More frequent in peak hours.

† Selected trips extended to Seaforth.

A – Cremorne Wharf-Beauty Point 60*, Cremorne Wharf-Seaforth (from Seaforth 5 trips, from Cremorne Wharf 8 trips). Gap in service during evening.

B – To Beauty Point.

C – To Cremorne Wharf.

D – Morning, Cremorne Wharf-Beauty Point 60. 1.42pm trip from Cremorne Wharf to Seaforth. Late afternoon, Cremorne Wharf-Beauty Point 2 trips. Last trip, from Beauty Point to Cremorne Wharf-Beauty Point, then return from Cremorne Wharf to Seaforth.

S – To Seaforth.

Route 200

RHODES – CONCORD – 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 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Commenced prior to the allocation of route numbers
- Shared with other routes along 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 165 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Charles R Jackson, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 200 [1925 route number] in the general renumbering of routes.

(?):

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

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Rhodes (Leeds St at Blaxland Rd) via Leeds St, Blaxland Rd, Mary St§, Alfred St§, Concord Rd, Wellbank St, Majors Bay Rd (**Concord**), Crane St, Burwood Rd (**Burwood**), Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

§ Now part of Concord Rd.

Alteration

1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from George St via Hay St, Pitt St to Eddy Av. Unaltered on return.

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		
Rhodes-Central Railway	64	M-F	Rhodes	6.08am	Central Rly	11.33pm	30-60	
		Sat		6.08am		11.33pm	30-60	
		Sun		8.35am		11.33pm	30-60	

Route 200

Parramatta-based routes

PARRAMATTA – CASTLE HILL – ROGANS HILL

PARRAMATTA – KELLYVILLE – ROUSE HILL

PARRAMATTA – LAKE PARRAMATTA

PARRAMATTA – MASONIC SCHOOLS – BAULKHAM HILLS (Marina Rd)

PARRAMATTA – ROXBOROUGH PARK

PARRAMATTA – WINSTON HILLS (various termini via various routes)

- Extended from Rogans Hill to Koala Park (*Sundays & Public Holidays, 1933-?*)
- Extended from Rouse Hill to Vineyard[s] (*limited service?, 1933*)

Other routes

BAULKHAM HILLS – WINSTON HILLS (Old Windsor Rd)

CASTLE HILL – BAULKHAM HILLS – WEST BAULKHAM HILLS

CASTLE HILL – CASTLE HILL (Gilbert Rd)

CASTLE HILL – NORTH KELLYVILLE – KELLYVILLE (mainly school service)

(Rogans Hill was known as Bayly's Corner until the railway was extended there in 1924.)

(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.)

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MATTERS RELATED to the COMMENCEMENT of ROUTE 200

●● **Extract from Department of Road Transport & Tramways Annual Report for the year ended 30 June 1932 re Parramatta – Rogans Hill railway & bus services**

In December, 1931, operators of motor omnibus services to Parramatta were afforded the opportunity of stating whether they were willing to provide a motor omnibus service that would afford proper transport for the passengers then carried by the motor omnibus and train services between Parramatta and Rogan's Hill. The proposition placed before the applicants was that in return for the exclusive right to operate a motor omnibus service between Parramatta and Northmead, Parramatta and Baulkham Hills, Parramatta and Rogan's Hill and between Baulkham Hills and Kellyville, the operator of the motor omnibus services would be required to pay an amount as a contribution towards the interest payment on the capital invested in the railway line. Seventeen operators of services were invited to submit applications to conduct motor omnibus services in substitution for the rail service. Six applications were received and the application by the operator of the then existing competitive services between Parramatta, Baulkham Hills and Kellyville was successful.

On the 31st January, 1932, the rail service between Parramatta and Rogan's Hill and a motor omnibus service conducted by another operator between Parramatta and Northmead were discontinued. The substituted motor omnibus services were commenced on the 1st February, 1932. At the time of the presentation of this Report representations are under notice for the remission of the charges made in respect of the substituted omnibus service and for an improved service to be provided at reduced fares.

●● Shared & competitive bus, tram & train services along Windsor Rd between Parramatta, Northmead, Baulkham Hills, Castle Hill & Rogans Hill (1902-33)

Year	BUS ROUTES							TRAM SERVICE Parra- matta to:	TRAIN SERVICE Parra- matta to:
	Parramatta to (final destination/s):								
	Moxhams Rd, Northmead	Northmead- Parramatta- Epping	Masonic Schools	Beecroft	Rogans Hill	Kellyville	Rogans Hill, Masonic Schls, Kellyville		
164*	165*	170*	181*	184*	185*	200*			
1902-10								BH	
1910-20								CH	
1921		●			●			CH	
1922		●			●			CH	
1923		●			●			CH	
1924		●	●	●	●	●		N	CH
1925		●	●	●	●	●		N	RH
1926		●	●	●	●	●		N	RH
1927	●	●	●	●	●	●			RH
1928	●	●	●	●	●	●			RH
1929	●		●	●		●			RH
1930	●		●	●		●			RH
1931	●		●	●		●			RH
1932			●	●		●	●		RH
1933†				●			●		
Notes		A	D	E	F	G	H	I	J

* Route numbers applicable after November 1925.

† And subsequent years

A – Limited service between Parramatta & Northmead. After the Parramatta-Northmead section ceased in 1928, service continued to run Parramatta-Epping.

BH – To Baulkham Hills.

CH – To Castle Hill.

D – Originally ran Parramatta-Masonic Schools. Extended to run Parramatta-Masonic Schools-Kellyville in 1925 & to Rouse Hill (limited service?) in circa 1927. Absorbed into 200 as from 1 February 1932.

E – Ran Parramatta-North Rocks-Pennant Hills in 1924-25. From 1925 Parramatta-North Rocks-Beecroft.

F – Rogans Hill was known as Bayly's Corner in the suburb of Castle Hill before the railway was extended there on 24 November 1924.

G – Absorbed into 200 as from 1 February 1932.

H – Commenced 1 February 1932, absorbing 170 & 185 and replacing train service.

I – Parramatta-Baulkham Hills commenced 18 August 1902.

Extended to run Parramatta-Castle Hill 31 July 1910.

Curtailed to run Parramatta-Northmead 28 January 1923 upon commencement of train service.

Ceased as from 31 December 1926. Replaced by existing bus routes 165, 170, 181, 184, 185.

J – Parramatta-Castle Hill commenced 27 January 1923.

Extended to run Parramatta-Rogans Hill 24 November 1924.

Ceased as from 31 January 1932. Replaced by bus route 200.

N – To Northmead.

RH – To Rogans Hill.

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Timeline

1 February 1932:

- As the successful operator to gain 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 (referred to in the above extract from *Department of Road Transport & Tramways Annual Report* for the year ended 30 June 1932), Parramatta Bus Co (then or soon after incorporated as Parramatta Bus Co Pty Ltd (Mrs FG (Florence, known as Flo) McIntosh, proprietor) commenced running:
 - Parramatta – Castle Hill – Rogans Hill
 - Parramatta – Kellyville
 - Parramatta – Masonic Schools.
- As part of this process, 200 replaced [1925 route numbers]:
 - 164 Parramatta – Northmead (Moxhams Rd) (operated by Harry Howell).
 - 170 Parramatta – Masonic Schools (already operated by McIntosh)
 - 185 Parramatta – Baulkham Hills – Kellyville, probably being operated by Northern Garage (RJ (Robert John) Watts & AJ (Alfred James) Millgate, proprietors).
- 200 also fully replaced the Parramatta – Rogans Hill railway.
- Other shareholders in Parramatta Bus Co included CWB (Charles) Cook (formerly of Cook's Garage in the Manly area), Reo Motors (John A Gilbert) & later AJ (Alfred) Richards (who later became Managing Director).
- As part of the agreement to run the service, a tax was paid under the State Transport (Co-ordination) Act, until lifted on 15 May 1933 (as anticipated in the extract from *Department of Road Transport & Tramways Annual Report* above).

25 August 1933: Parramatta – Kellyville extended to run Parramatta – Rouse Hill – Vineyard[s] (this extension most likely ran as school trips or an infrequent service).

1 October 1933:

- New route, Parramatta – Lake Parramatta, commenced on Sundays & Public Holidays (later a full time service).
- Parramatta – Castle Hill – Rogans Hill extended to run Parramatta – Castle Hill – Koala Park on Sundays & Public Holidays (when did extension cease?).

13 December 1933: Extension from Rouse Hill to Vineyard[s] discontinued.

8 June 1934: Extension from Kellyville to Rouse Hill discontinued.

By 1944: Parramatta Bus Co transferred to CWB (Charles) Cook.

By 1946: Parramatta Bus Co transferred to AJ (Alfred) Richards.

By 1948: Routes were:

- Parramatta – Castle Hill – Rogans Hill
- Parramatta – Kellyville (selected trips re-extended to Rouse Hill)
- Parramatta – Lake Parramatta
- Parramatta – Masonic Schools

By April 1957: New route, Parramatta – Northmead (Moxhams Rd) via Kleins Rd (selected trips ran via Redbank Rd), commenced.

By 15 September 1960: Parramatta – Northmead (Moxhams Rd) extended to run Parramatta – Model Farms (Bellotti Av) (in new suburb [now Winston Hills]) via Moxhams Rd bridge.

25 January 1963: Parramatta Bus Co transferred to Bosnjak family, proprietors.

By 16 June 1966:

- Parramatta – Masonic Schools extended to run Parramatta – Baulkham Hills (Marina Rd) (new residential area).
- All Parramatta – Winston Hills (Bellotti Av) trips ran via Redbank Rd.

2 June 1969: New routes commenced:

- Baulkham Hills – Baulkham Hills North via Cook St, East Baulkham Hills (circular service)
- Baulkham Hills – Winston Hills (Old Windsor Rd) – Model Farms (Moxhams Rd).

By October 1969: Parramatta – Winston Hills extended in Winston Hills from Bellotti Av in a loop via Woodberry Village.

By 1 August 1974:

- Castle Hill – North Kellyville – Kellyville school-only service altered to a limited route service (mainly at school times).
- New route, Parramatta – Roxborough Park, commenced.
- Baulkham Hills – Winston Hills (Old Windsor Rd) extended to run Parramatta – Winston Hills (Old Windsor Rd) via Churchill Dr, partly replacing Baulkham Hills – Winston Hills (Old Windsor Rd) – Model Farms (Moxhams Rd).

- Baulkham Hills – Baulkham Hills North via Cook St route extended to run Baulkham Hills – Baulkham Hills North – Castle Hill.
- Selected Parramatta – Rogans Hill trips rerouted via Carramar Rd, Castle Hill.

By November 1979:

- Parramatta – Roxborough Park rerouted via Cook St, East Baulkham Hills.
- New route, Castle Hill – Castle Hill (Gilbert Rd) (Showground Gate), commenced.

1980: RL (Roger Lance) Graham appointed General Manager of Parramatta Bus Co & other Bosnjak-owned enterprises.

30 May 1983:

- Reorganised and renumbered into Sydney Region route numbers:
 - 600 Parramatta – Rogans Hill
 - 601 Parramatta – Rouse Hill
 - 603 Parramatta – East Baulkham Hills (Excelsior Av)
 - 604 Parramatta – Baulkham Hills Pool
 - 605 Parramatta – Winston Hills (Old Windsor Rd)
 - 606 Parramatta – Winston Hills – Castle Hill
 - 607 Parramatta – Winston Hills (Woodberry Village)
 - 609 Parramatta – Lake Parramatta
- Castle Hill – North Kellyville – Kellyville became an unnumbered route until later numbered 611.

Streets

PARRAMATTA-BASED ROUTES

Parramatta – Rogans Hill

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Rogans Hill.

1963 (Source: RGH notes)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd (**Castle Hill**) to Old Castle Hill Rd (north leg) (Rogans Hill).

From Rogans Hill (Old Northern Rd at Old Castle Hill Rd (north leg)) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

1974 (Source: timetable)

Castle Hill (Carramar Rd) diversion: Ex Parramatta from Castle Hill (Old Northern Rd) via Castle St, Carramar Rd, Tuckwell Rd, Old Castle Hill Rd (north leg) to Old Northern Rd.

Parramatta – Kellyville – Rouse Hill

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), New Windsor Rd (**Kellyville**) to Rouse Hill.

1963 (Source: RGH notes)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills, Kellyville**), Panmure Rd, Adelphi St, Mile End Rd to Windsor Rd (Rouse Hill).

From Rouse Hill (Mile End Rd at Windsor Rd) via Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta Station.

Parramatta – Lake Parramatta

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Argyle St, Church St, Dunlop St, Iron St, Gilbert St, Mary St, Prince St, Iron St, Bourke St (Lake Parramatta).

1963 (Source: RGH notes)

From Parramatta (Darcy St at Station) via Church St, Pennant Hills Rd, Castle St (**North Parramatta**), Iron St, Prince St, Gloucester St (**Lake Parramatta**), Bourke St, Iron St, Castle St, Pennant Hills Rd, Church St, George St, Smith St, Darcy St to Parramatta Station.

Parramatta – Masonic Schools

Circa 1948 (Source: Gregory's Street Directory)

From Parramatta (Station) via Argyle St, Church St (**North Parramatta**), Windsor Rd (**Northmead**), Seven Hills Rd to Jasper Rd (Masonic Schools, Baulkham Hills).

1963 (Source: RGH notes)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Junction Rd, Watkins St, Arthur St, Seven Hills Rd to Jasper Rd (Masonic Schools, Baulkham Hills).

From Masonic Schools (Seven Hills Rd at Jasper Rd, Baulkham Hills) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

Parramatta – Masonic Schools – Baulkham Hills (Marina Rd)

Alterations

- *1969 (Source: RGH notes):* Extended from Masonic Schools via Seven Hills Rd to Marina Rd (Baulkham Hills). Reverse on return.
- *1975 (Source: timetable)*
Baulkham Hills (Gooden Dr) diversion: Ex Parramatta from Seven Hills Rd via Baulkham Hills Rd, (left) Gooden Dr (clockwise loop), Baulkham Hills Rd, Marina Rd. Unaltered on return.
- *1979 (Source: timetable):* Ex Parramatta from Seven Hills Rd via Baulkham Hills Rd, Marina Rd to Seven Hills Rd. Return via Seven Hills Rd.

Parramatta – Roxborough Park

1974 (Source: timetable)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Roxborough Park Rd, Excelsior Av, Wiseman Rd, [Parsonage Rd,] Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta Station.

1975 (Source: timetable)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Cook St, Cross St (**East Baulkham Hills**), Cary St, Munro St, Edward St, Drayton St, Excelsior Av, Roxborough Park Rd to Rondelay Dr.

Alteration

1979 (Source: timetable): Extended from Roxborough Park Rd/Rondelay Dr via Roxborough Park Rd to Brucedale Dr.

Parramatta – Winston Hills (Bellotti Av)

1963 (Source: RGH notes)

Via Kleins Rd

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd to Bellotti Av (Winston Hills).

From Winston Hills (Bellotti Av) (at Lanhams Rd) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

Via Redbank Rd

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd to Bellotti Av (Winston Hills).

From Winston Hills (Bellotti Av) (at Lanhams Rd) via reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

Parramatta – Winston Hills (Woodberry Village)

1969 (Source: RGH notes)

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Boundary Rd, Kleins Rd, Briens Rd, Redbank Rd, Glenn Av, Hammers Rd, Kleins Rd, Moxhams Rd, Reilleys Rd, Lanhams Rd (**Woodberry Village**), Voltaire Rd, Churchill Dr, Bellotti Av (**Chisholm Centre**), Bon Mart, Churchill Dr, Voltaire Rd, Lanhams Rd, Oakes Rd (**Winston Hills**), Barnetts Rd, Reilleys Rd, then reverse route to Church St, then George St, Smith St, Darcy St to Parramatta Station.

Alteration

1975 (Source: timetable): Weekday trips ran via Lanhams Rd direct (*not* via Chisholm Centre).

Parramatta – Winston Hills (Old Windsor Rd)

1974 (Source: timetable)

Morning

From Parramatta (Darcy St at Station) via Church St (**North Parramatta**), Windsor Rd (**Northmead**), Churchill Dr, Willmott Av, Model Farms Rd, Orchard Av, Bellotti Av, Junction Rd, Caroline Chisholm Dr, Langdon Rd, Gibbon Rd, Old Windsor Rd (**Winston Hills**), Caroline Chisholm Dr, Langdon Rd, Buckleys Rd, Lanhams Rd, Voltaire Rd, Churchill Dr, Windsor Rd, Church St, George St, Smith St, Darcy St to Parramatta Station.

Afternoon

Via loop from Churchill Dr back to Churchill Dr in opposite direction.

OTHER ROUTES

Baulkham Hills – Baulkham Hills North via Cook St, East Baulkham Hills (circular service)

From 2 June 1969 (Source: timetable)

From Baulkham Hills (Post Office) via Windsor Rd, Cook St, Cross St, Jindabyne Av, Giralong Av, Edward St, Drayton Av, Excelsior Av (**North Baulkham Hills**), Old Northern Rd to Baulkham Hills Post Office.

Baulkham Hills – Winston Hills (Old Windsor Rd) – Model Farms (Moxhams Rd)

(Moxhams Rd, Model Farms Rd terminus is in current Winston Hills)

From 2 June 1969 (Source: timetable)

From Winston Hills (Moxhams Rd/Reilleys Rds) via Reilleys Rd, Barnetts Rd, Oakes Rd, Buckleys Rd, Langdon Rd, Junction [now Gibbon] Rd, Simon St, Madonna St, Old Windsor Rd, Junction Rd [parts now Gibbon Rd, Langdon Rd], Watkins Rd, Arthur St, Seven Hills Rd to Baulkham Hills Post Office.

From Baulkham Hills (Post Office) via Windsor Rd, Junction Rd, then reverse route to Winston Hills [loop via Simon St & Madonna St probably in same direction as “from Winston Hills”].

Castle Hill – Baulkham Hills – West Baulkham Hills

1974 (Source: timetable)

From Castle Hill via Old Northern Rd, Church St, Gary St, Woodhill St, Excelsior Av, Drayton Av, Edward St, Henry St, Giralong Av, Cary St, Cross St, Cook St, Windsor Rd (**Baulkham Hills**), Palace Rd, Jasper Rd, Glanmire Rd (**West Baulkham Hills**), Merindah Rd, Windsor Rd to Baulkham Hills.

Castle Hill – Castle Hill (Gilbert Rd)

1979 (Source: timetable)

From Castle Hill via Castle St, Pennant St, Showground Rd [to Gilbert Rd].

Castle Hill – Kellyville

1974 (Source: timetable)

From Kellyville (Acres Rd at Windsor Rd) via Acres Rd, Hezlett Rd, Withers Rd, Barry Rd, Poole Rd, Green Rd, Wrights Rd, Victoria Rd, Showground Rd to Castle Hill.

Timetable Summary

1 February 1932

Quote from *Cumberland Argus & Fruitgrowers Advocate* for Thursday 28 January 1932:

“... direct services from Parramatta railway station to Rogans Hill, Kellyville, Masonic Schools, Northmead, Baulkham Hills and Castle Hill. The service commences on Monday morning next. The timetable provides for a ten minutes’ service at Northmead, and a twenty minutes’ service at Baulkham Hills”.

8 May 1932

(Possibly revised timetable in light of early experience?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	Fr P'matta 13M 33C 36G	M-F	Rogans Hill	5.25am	Parramatta	11.20pm	A	
		Sat		5.25am		12.20am	D	
		Sun	Parramatta	8.35am		11.05pm	E	
Parramatta-Masonic Schools	Fr M/Scls 5B 26P	M-F	Parramatta	7.07am	Parramatta	11.11pm	F	
		Sat		7.38am	Masonic Scls	7.10pm	G	
		Sun		8.55am		9.21pm	I	
Parramatta-Kellyville	Fr Kelly 20B 41P	M-F	Kellyville	8.10am	Parramatta	6.00pm	J	
		Sat	Parramatta	7.15am	Kellyville	6.40pm	5 trips	
		Sun		9.05am		6.07pm	5 trips	

Average day frequencies along common route via Windsor Rd:

- M-F Parramatta-Northmead (Moxhams Rd) 15-30
Parramatta-Baulkham Hills 45
- Sat AM Parramatta-Northmead (Moxhams Rd) 15
Parramatta-Baulkham Hills 30
- Sat PM Parramatta-Northmead (Moxhams Rd) 15-30
Parramatta-Baulkham Hills 15-45
- Sun Parramatta-Northmead (Moxhams Rd) 15-30
Parramatta-Baulkham Hills 30-60.

* More frequent in peak hours.

A – Day, Parramatta-Northmead (Moxhams Rd) 15-30*, Parramatta-Castle Hill 45*, Parramatta-Rogans Hill 90.
Extra trip Wednesday night. Plus short-working/s after last trip shown.

B – To Baulkham Hills.

C – To Castle Hill.

D – Morning, Parramatta-Northmead (Moxhams Rd) 15, Parramatta-Baulkham Hills 30, Parramatta-Castle Hill 30-60,
Parramatta-Rogans Hill 40-90. Afternoon, less frequent.

E – Parramatta-Northmead (Moxhams Rd) 15-30, Parramatta-Baulkham Hills 30-60, Parramatta-Rogans Hill 120.

F – Peak hours, Parramatta-Masonic Schools. Day, Baulkham Hills-Masonic Schools 120.

G – To Rogans Hill.

H – 10 trips from Masonic Schools, 9 trips from Parramatta.

I – 6 trips from Masonic Schools, 5 trips from Parramatta.

J – Peak hours, Parramatta-Kellyville. Day, Baulkham Hills-Kellyville 120. Plus short-working/s before first trip shown.

M – To Northmead (Moxhams Rd).

P – To Parramatta.

Undated (probably 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-Lake Parramatta	11	M-F	Lake P'matta	6.35am	Parramatta	6.30pm	30*	A
		Sat		8.30am		1.45pm	30	
		Sun						

A – Plus picture bus Mondays-Fridays. Extra trips Friday night.

2 December 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	Fr P'matta 28C 30G	M-F	Rogans Hill	5.25amP	Parramatta	12.23amG	30*	
		Sat		5.25amP		12.30amG	A	
		Sun	Castle Hill	6.22amP		11.30pmG	B	
			Parramatta	8.53amG				
Parramatta-Masonic Schools	23	M-F	Parramatta	7.00am	Masonic Scls	11.55pm	60	
		Sat		7.00am		12.15am	AM 6 trips PM 20-40	
		Sun		8.22am	Parramatta	11.15pm	AM 2 trips PM 60	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 36K 46R	M-F	Kellyville	5.44amP	Rouse Hill	4.05pmP	D	
			Parramatta	9.00amR	Parramatta	11.00pmK		
		Sat		7.19amR		5.30pmR	E	
			Kellyville	7.52pmP				
		Sun	Kellyville	8.07amP	Rouse Hill	6.14pmP	F	
Parramatta	9.23amR		Parramatta	8.15pmK				
Parramatta-Lake Parramatta	11	M-F	Parramatta	6.20am	Parramatta	6.28pm	30*	
		Sat	Lake P'matta	8.30am		1.45pm	30	
		Sun						

Average day frequencies along common route:

M-F Parramatta-Baulkham Hills 15
 Sat AM Parramatta-Northmead 10
 Parramatta-Baulkham Hills 15
 Sat PM Parramatta-Baulkham Hills 15
 Sun Parramatta-Baulkham Hills 15

A – Parramatta-Kellyville 15 trips, Parramatta-Rouse Hill 4 trips.

B – Morning, Parramatta-Castle Hill 60, Parramatta-Rogans Hill 2 trips. Afternoon, Parramatta-Rogans Hill 30.
 Night, Parramatta-Rogans Hill.

C – To Castle Hill.

D – Parramatta-Rogans Hill 25-75. Selected extra trips Parramatta-Castle Hill.

E – Parramatta-Kellyville 120, Parramatta-Rouse Hill 3 trips.

F – Parramatta-Kellyville 7 trips, Parramatta-Rouse Hill 2 trips.

G – To Rogans Hill.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill.

31 March 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	35	M-F	Rogans Hill	5.20amP	Parramatta	12.04amG	40*	
		Sat		5.20amP		12.47amG	AM 30-60 PM 40	
		Sun	Castle Hill	6.09amP		11.30pmG	AM 60	
			Parramatta	8.24amG			PM 40	
Parramatta-Masonic Schools	26	M-F	Masonic Scls	6.26am	Masonic Scls	11.56pm	40-80	
		Sat		7.14am		12.15am	40-80	
		Sun		8.15am	Parramatta	11.30pm		
Parramatta-Kellyville-Rouse Hill	Fr P'matta 41K 53R	M-F	Parramatta	6.43amR	Rouse Hill	6.27pmP	B	
					Kellyville	8.26pmP		
		Sun	Kellyville	7.54amP	Rouse Hill	6.22pmP	D	
			Parramatta	9.09amR	Kellyville	9.11pmP		
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.29am	Parramatta	6.30pm	30*	E
		Sat	Parramatta	8.10am		1.45pm	30	
		Sun						

Average day frequencies along common route:

M-F Parramatta-Baulkham Hills 20
 Sat AM Parramatta-Northmead 10
 Parramatta-Baulkham Hills 20
 Sat PM Parramatta-Northmead 10-20
 Parramatta-Baulkham Hills 20
 Sun Parramatta-Baulkham Hills 20.

* More frequent in peak hours.

A – 11 trips from Masonic Schools, 12 trips from Parramatta.

B – Parramatta-Kellyville, 16 trips from Kellyville, 12 trips from Parramatta. Parramatta-Rouse Hill 6 trips. Extra trip Wednesday & Friday nights.

C – Parramatta-Kellyville, 17 trips from Kellyville, 10 trips from Parramatta. Parramatta-Rouse Hill 3 trips.

D – Parramatta-Kellyville, 7 trips from Kellyville, 6 trips from Parramatta. Parramatta-Rouse Hill 2 trips.

E – Plus trip from Parramatta at 11.12pm. Extra trips Friday night.

G – To Rogans Hill.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill.

15 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	34	M-F	Rogans Hill	5.08am	Parramatta	11.55pm	30*	
		Sat		5.27am		11.52pm	AM 30 PM 60	
		Sun		7.25am		10.50pm	60	
Parramatta-Masonic Schools	29	M-F	Masonic Scels	5.57am	Parramatta	11.23pm	60*	
		Sat		6.13am		11.37pm	60	
		Sun		7.59am		10.20pm	120	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 40K 52R	M-F	Kellyville	5.19amP	Rouse Hill	6.27pmP	A	
			Parramatta	6.47amR	Parramatta	8.23pmK		
		Sat		7.02amR		11.37pmR	C	
		Sun		7.00amR	Rouse Hill	6.08pmP	D	
	Parramatta		8.20pmK					
Parramatta-Winston Hills (Bellotti Av)	Fr P'matta 21M 26B	M-F	Bellotti Av	6.05amP	Parramatta	6.23pmB	60*	E
		Sat	Moxhams Rd	8.00amP	Bellotti Av	12.20pmP	F	
			Bellotti Av	9.00amP	Parramatta	12.47pmM		
		Sun						
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.25am	Parramatta	6.35pm	30	
		Sat	Parramatta	8.30am		1.15pm	30	
		Sun						

Average day frequencies along common route:

- M-F Parramatta-Northmead 15
Parramatta-Baulkham Hills 30
- Sat AM Parramatta-Northmead 10
Parramatta-Baulkham Hills 20
- Sat PM Parramatta-Baulkham Hills 30
- Sun Parramatta-Baulkham Hills 30.

* More frequent in peak hours.

A – Parramatta-Kellyville 90*. Parramatta-Rouse Hill 6 trips.

B – To Winston Hills (Bellotti Av).

C – Parramatta-Kellyville 9 trips. Parramatta-Rouse Hill 3 trips from Rouse Hill, 4 trips from Parramatta;

D – Parramatta-Kellyville 6 trips. Parramatta-Rouse Hill 2 trips.

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

F – Parramatta-Northmead (Moxhams Rd) 11 trips from Northmead (Moxhams Rd), 9 trips from Parramatta.

Parramatta-Winston Hills (Bellotti Av) 2 trips.

K – To Kellyville.

M – To Northmead (Moxhams Rd).

P – To Parramatta.

R – To Rouse Hill.

2 June 1969

(Routes which commenced on that day)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Baulkham Hills-North Baulkham Hills circular service		M-F	Baulkham Hills	9.20am	Baulkham Hills	4.20pm	5 trips	
		Sat						
		Sun						
Baulkham Hills-Winston Hills	20	M-F	Winston Hills	7.28am	Baulkham Hills	4.40pm	60	A
		Sat						
		Sun						

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

1 August 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Parramatta-Rogans Hill	36	M-F	Rogans Hill	4.50am	Parramatta	11.20pm	30*	
		Sat		5.30am		11.55pm	30	
		Sun	Parramatta	6.43am		9.50pm	45	
Parramatta-Baulkham Hills (Marina Rd)	32	M-F	Marina Rd	5.44am	Parramatta	10.20pm	30*	
		Sat		7.14am		8.20pm	60	
		Sun		7.50am		6.08pm	5 trips	
Parramatta-Kellyville-Rouse Hill	Fr P'matta 41K 51R	M-F	Kellyville	5.07amP	Rouse Hill	6.33pmP	A	
			Parramatta	7.07amR	Parramatta	8.18pmK		
		Sat	Parramatta	6.20amK	Rouse Hill	1.18pmP	B	
				7.45amR	Parramatta	6.25pmK		
Sun	Kellyville	7.30amP		7.20pmK	6 trips			
Parramatta-Winston Hills (Old Windsor Rd)	54 round trip	M-F	O/Windsor Rd	6.30am	Parramatta	6.28pm	60*	
		Sat	Parramatta	8.20am	O/Windsor Rd	11.52am	2 trips	
		Sun						
Parramatta-Winston Hills (Chisholm Centre)	32	M-F	Chisholm Ctr	5.45am	Parramatta	7.05pm	30*	C
		Sat		6.45am		6.38pm	60	D
		Sun		8.36am		5.20pm	5 trips	
Parramatta-Lake Parramatta	12	M-F	Lake P'matta	6.15am	Parramatta	6.30pm	30	C
		Sat		7.59am		6.38pm	AM 30 PM 60	
		Sun		8.57am		5.20pm	5 trips	
Castle Hill-West Baulkham Hills	27	M-F	W Baulk Hills	9.10am	Castle Hill	4.48pm	60	
		Sat						
		Sun						

Average day frequencies along common route:

M-F Parramatta-Northmead 10
Parramatta-Baulkham Hills 10-20
Sat AM Parramatta-Northmead 10-15
Parramatta-Baulkham Hills 10-30
Sat PM Parramatta-Baulkham Hills 30
Sun Parramatta-Baulkham Hills 30-60.

* More frequent in peak hours.

A – Parramatta-Kellyville 60*. Parramatta-Rouse Hill 7 trips.

B – Parramatta-Kellyville 11 trips. Parramatta-Rouse Hill 4 trips.

C – Extra trip Thursday night.

D – Gap in service in afternoon.

K – To Kellyville.

P – To Parramatta.

R – To Rouse Hill.