



SYDNEY BUS ROUTES

1925 route numbers

Routes 101 – 125

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

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

In the Timetable Summaries, details are normally shown for Mondays to Fridays, Saturdays & Sundays. Times for Sundays typically also apply to Public Holidays. However, where first/last trips and/or frequencies on Public Holidays vary significantly from those on Sundays, times for Public Holidays (Hols) are also shown.

All routes in this section have ceased.

Summary of routes 101 - 125

101	Homebush-State Abattoirs
101	Homebush-Dickson St
101	Hornsby-Pennant Hills
101	Parramatta-Pennant Hills
102	Lidcombe-Central
102	Macquarie Flds-Campb'l't'n, etc
103	Hurlstone Park-Central
103	Hornsby-Somerville Rd, etc
104	Hurlstone Park-Central
104	Gladesville-Ryde
104	Hornsby-Mt Colah, etc
105	Hurstville-Connells Point
105	Granville-South Granville
106	Hurstville-Connells Point
107	Hurstville-Kingsgrove
107	Hornsby-Hornsby Hospital
108	Hurstville-Lugarno, etc

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

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

Route 101

HOMEBUSH – STATE ABATTOIRS

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Arthur Stokes/Stokes Brothers.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Homebush (Loftus Cr at Station) via Loftus Cr, Rochester St, Parramatta Rd to Abattoir gates [approx opposite current Bombay St] (State Abattoirs). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Homebush-State Abattoirs	15	M-F	Homebush	10.50am	Abattoirs	4.30pm	60	
		Sat						
		Sun						

Route 101

HOME BUSH – HOME BUSH (Dickson St & Beresford Rd) [in current Strathfield]

General note: Unlike other routes listed as being in operation in 1925, this route is not listed in the Government Gazette of 13 November 1925. However, it was in operation during 1925, as evidenced by its appearance in (1) the Doran Report and (2) the “Complete Timetable of Metropolitan Motor Bus Services” dated September 1925.

It and its associated route, Homebush – State Abattoirs (see above), were, however, both listed in the the Government Gazette of 19 December 1924 as Route 84. They were both operated by A Stokes. The State Abattoirs route was renumbered 101 in the 1925 Government Gazette. So, if the Homebush – Homebush (Dickson St & Beresford Rd) route had survived until November 1925, it is likely it would also have been renumbered 101.

Recognising the Homebush – Homebush (Dickson St & Beresford Rd) route’s listing in the September 1925 “Complete” timetable, but its absence from the November 1925 Government Gazette, it thus appears to have ceased somewhere between September and November 1925.

Route 102 later provided a service between Homebush and the Abattoirs Gates.

Timeline

1925: Monday-Saturday peak hour service being operated by Arthur Stokes/Stokes Brothers.

By date of Govt Gazette 13 November 1925: Ceased.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Homebush (The Crescent at Station) via The Crescent, Rochester St, Beresford Rd, Dickson St, Mackenzie St, Bridge Rd, Burlington Rd, Rochester St, The Crescent to Homebush Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Homebush-Homebush (Dickson St)	12 round trip	M-F	Homebush	6.26am	Dickson St	7.10pm	Ph	
		Sat		6.26am		1.57pm	Ph	
		Sun						

Ph – Peak hours only.

Route 101

HORNSBY – PENNANT HILLS via Pennant Hills Rd

Timeline

By date of Govt Gazette 22 June 1928: Commenced by John Morrow.

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

Streets

1928 (Source: Govt Gazette of 22 June 1928)

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

Routes 101A & 101B

Later

Route 101

PARRAMATTA – PENNANT HILLS via Pennant Hills Rd

Timeline

1932: Commenced by John Morrow. WA (Bill) Atkins ran in competition.

By October 1935: Atkins was given a license to operate jointly with Morrow on the basis that timetables did not conflict. Morrow operated as 101 (or 101B) and Atkins as 101A.

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

December 1946: Moores' share transferred to Richards Bros.

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

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

November 1958: Operator's name changed to Harris Park Transport.

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

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

Streets

Circa 1946 (Source: Gregory's Street Directory)

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

1963 (Source: RGH notes)

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

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

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

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

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

Alterations

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

Timetable Summary

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

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

9 March 1948 (J Morrow trips only)

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

Circa 1975

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

9 December 1996

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

* More frequent in peak hours.

A – Combined with 181, via North Rocks.

Route 102

LIDCOMBE – CENTRAL RAILWAY via Parramatta Rd

- **Extended from Lidcombe to Rookwood Cemetery (*Sundays only*)**
- **Post 31 October 1931 feeder: LIDCOMBE – HOMEBUSH – STRATHFIELD – BURWOOD via various routes**

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

Note about competitive service: Harold Batt appears to have been a competitor at some stage, as there is an undated timetable in his name, with route Marne Park – Lidcombe – Flemington – Homebush. (When started? When ceased?)

Timeline

As at date of Govt Gazette 13 November 1925: Lidcombe (Railway Pde/Livingstone Rd) – Central Railway being operated by DW Coz.

Possibly at this time or later: Part of route between Lidcombe Station & Parramatta Rd, North Lidcombe rearranged to run *either* via John St *or* via Marne Park. (See also “September 1925” under Lidcombe – Central Railway in “Streets” below.)

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

By date of Govt Gazette 22 February 1929 (selected trips, possibly on Sundays only?): Extended from Lidcombe Station to [Rookwood] Cemetery gates (East St).

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

1932(?): Lidcombe Station – North Lidcombe (Parramatta Rd) recommenced as a feeder route by Glenister & Mackenzie (Stan Glenister & Roy Mackenzie, who died in 1926).

By June 1933: Transferred to George R Sinclair.

About 1933: Extended from North Lidcombe (Parramatta Rd) to Homebush. This extension took the route via the Abattoirs Gate.

24 December 1933 to 16 December 1934: Extended from Lidcombe Station to Rookwood Cemetery on Sundays only.

15 June 1936: Extended from Homebush to Strathfield.

22 November 1936 to 7 March 1937: Re-extended from Lidcombe Station to Rookwood Cemetery on Sundays only.

10 May 1937: Extended from Strathfield to Burwood.

By 1 April 1946: Routes confirmed as:

Lidcombe – Burwood via John St

Lidcombe – Burwood via Marne Park

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

402 Lidcombe – Burwood via John St

403 Lidcombe – Burwood via Marne Park.

Streets

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

1925 (Source: Govt Gazette of 13 November 1925)

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

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

September 1925 (Source: "Complete" timetable)

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

Lidcombe (Station) – Central Railway via Parramatta Rd

Alteration

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

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

Alteration

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

Lidcombe – Homebush – Strathfield – Burwood

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

Via John St

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

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

Via Marne Park

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

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

Timetable Summary

September 1925

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

13 December 1948

Lidcombe – Burwood routes

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

Average day frequency along common route:

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

* More frequent in peak hours.

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

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

Route 102

INGLEBURN – INGLEBURN TOWNSHIP

MACQUARIE FIELDS – INGLEBURN – CAMPBELLTOWN

MACQUARIE FIELDS – MACQUARIE FIELDS (Housing Commission Area, Eucalyptus Dr)

MINTO – EAGLE HEIGHTS

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

MINTO – ST ANDREWS

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

(The Point is now known as Long Point. Furthest point was at Wills Rd/Kingdon Pde.)

Timeline

February 1953:

- Macquarie Fields – Ingleburn – Campbelltown via The Point renumbered from part of 92 [1925 route number], operated by Herbert P Harrison.
- Then or later routes were (both Mondays – Saturdays & Holidays):
Ingleburn – Campbelltown
Ingleburn – Macquarie Fields – The Point – Ingleburn

1 September 1961: Transferred to Oliveri Bros (later Oliveri Transport Services).

By June 1970: Transferred to one branch of the Oliveri family & operator's name changed to Ingleburn Bus Service.

By 21 July 1975: New route, Macquarie Fields – Macquarie Fields (Housing Commission area, Eucalyptus Dr), commenced.

By 7 July 1980:

- Macquarie Fields – Campbelltown extended from Campbelltown to Macarthur Square (Macarthur Square shops opened on 10 September 1979).
- New routes commenced:
Ingleburn – Ingleburn Township
Minto – Minto (Housing Estate, Mortimer St & Pendergast Av areas)
Minto – St Andrews Estate (new suburb).

By 1 December 1980: New route, Minto – Eagle Heights (new suburb), commenced.

29 August 1982: Days of service extended to Sundays, when a new service, Macquarie Fields – Macquarie Fields (Eucalyptus Dr) – Ingleburn, commenced.

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

871 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Saywell Rd

872 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Parliament Rd

4 December 1983: Entire daily route reorganized and renumbered into Sydney Region route numbers:

870 Macquarie Fields – Macarthur Square

871 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Saywell Rd

872 Macquarie Fields – Macquarie Fields (Eucalyptus Dr) via Parliament Rd

873 Ingleburn – Minto via Lagonda Dr & Mortimer St

874 Minto – St Andrews – Raby.

Streets

1950s-1960s

Ingleburn – Campbelltown

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

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

Ingleburn – Macquarie Fields

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

Round trip from Ingleburn via Bensley Rd to Macquarie Fields, then return via Macquarie Rd

From Ingleburn (Station) via Oxford St [now Rd], Bensley Rd, Oakley Rd, Wills Rd, Saywell Rd [including current Groundsel Av, Astelia St], Railway Pde to Macquarie Fields Station, then Saywell Rd, Fields Rd, Macquarie Rd, Cumberland Rd, Oxford St [now Rd] to Ingleburn Station.

The Point diversion: From Oakley Rd/Wills Rd via [including current Linum St], to Kingdon Pde, then return via reverse route.

Round trip from Ingleburn via Macquarie Rd to Macquarie Fields, then return via Bensley Rd

Reverse route.

1970s

Macquarie Fields – Campbelltown

1970 (Source: RGH notes)

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

From Campbelltown (Queen St at Post Office) via Queen St, Chamberlain St, then reverse route to Carlisle St, then Nardoo St, Norfolk St, Ingleburn Rd (**Ingleburn**), Oxford Rd, Bensley Rd, then reverse route to Macquarie Fields Station.

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

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

1980s

Macquarie Fields – Campbelltown

Unaltered

Macquarie Fields – Macquarie Fields (Housing Commission Area, Eucalyptus Dr)

Circa 1980 (Source: Public Transport Map of Sydney & suburbs)

From Macquarie Fields (Railway Pde at Station) via Saywell Rd, Parliament Rd, Rosewood Dr, Eucalyptus Dr (Housing Commission Area), Rosewood Dr, Parliament Rd, Saywell Rd to Macquarie Fields Station.

Ingleburn – Ingleburn Township

Circa 1980 (Source: Public Transport Map of Sydney & suburbs)

From Ingleburn (Station) via Oxford Rd, Bensley Rd, Chester Rd [part now Mercedes Rd], Collins Prom, Oxford Rd to Ingleburn Station.

Minto – Eagle Heights

1 December 1980 (Source: timetable)

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

Macquarie Fields – Macquarie Fields (Eucalyptus Dr) – Ingleburn (Sundays only)

From 29 August 1982 (Source: timetable)

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

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

Timetable Summary

Circa 1950s (when Harrison was proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ingleburn-Campbelltown	35	M-F	Ingleburn	7.00am	Campbelltown	4.40pm	A	
		Sat		8.40am		11.00pm	4 trips	B
		Sun						
		Hols		10.28am		5.00pm	2 trips	C
Ingleburn-The Point-Macquarie Fields-Ingleburn	30	M-F	Ingleburn	5.25amM 8.01amR	Ingleburn Macquarie Fds	12.42pmP 6.25pmI	D	
		Sat		7.10amT	Ingleburn	11.30pmT	E	
		Sun						
		Hols		8.00amR		6.35pmR	F	

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

B – Includes pictures buses to Campbelltown, both afternoon & night.

C – Includes afternoon pictures bus to Campbelltown.

D – Peak hours, mainly Ingleburn-Macquarie Fields or short-workings (morning to Macquarie Fields, afternoon, from Macquarie Fields).

E – Round trip, Ingleburn-Macquarie Fields-The Point-Ingleburn, then return via reverse route, 4 trips each way. Includes pictures buses to Campbelltown, both afternoon & night.

F – Round trip, Ingleburn-The Point-Macquarie Fields-Ingleburn 3 trips. Round trip, Ingleburn-Macquarie Fields-The Point-Ingleburn, 2 trips.

I – To Ingleburn via The Point.

M – To Macquarie Fields via The Point.

P – Round trip, Ingleburn-Macquarie Fields-The Point-Ingleburn.

R – Round trip, Ingleburn-The Point-Macquarie Fields-Ingleburn

T – Round trip, Ingleburn-Macquarie Fields-Ingleburn (*not* via The Point).

16 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Ingleburn-Campbelltown	Fr M Flds Cm27 Cp48	M-F	Macquarie Fds	8.28am	Campbelltown	5.40pm	A	
		Sat		8.00am		12.20pm	4 trips	B
		Sun						

A – 7 trips from Macquarie Fields to Campbelltown, 10 trips from Campbelltown to Macquarie Fields. Plus peak hour short-workings Ingleburn-Ingleburn (Brenda St) & Macquarie Fields-Ingleburn (Bensley Rd/Kings Rd). Trips routed via The Point: morning, mainly trips to Macquarie Fields, afternoon mainly trips from Macquarie Fields (other trips ran via Macquarie Rd).

B – All Saturday trips via The Point. Plus short-working/s before first trip & after last trip shown. Plus picture bus to Campbelltown Saturday night.

Cm – To Campbelltown direct via Macquarie Rd.

Cp – To Campbelltown via The Point.

21 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Ingleburn-Campbelltown	31	M-F	Macquarie Flds	6.55am	Campbelltown	5.35pm	60	
		Sat		8.40am		12.20pm	60	
		Sun						
Macquarie Fields-Housing Commission Area	20 round trip	M-F	Macquarie Flds	5.36am	Macquarie Flds	6.37pm	60*	
		Sat		7.09am		1.00pm	30	
		Sun						

Also limited service Ingleburn-Macquarie Fields via The Point.

* More frequent in peak hours.

7 July 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Macquarie Fields-Campbelltown	51	M-F	Macquarie Flds	6.20am	Macarthur Sq	5.40pm	35	
		Sat		7.44am		12.40pm	45	
		Sun						
Macquarie Fields-Macquarie Fields (Eucalyptus Dr)	20 round trip	M-F	Macquarie Flds	5.21am	Eucalyptus Dr	7.26pm	30*	
		Sat		7.05am		1.19pm	30	
		Sun						
Minto-Minto (Housing Estate)	17 round trip	M-F	Minto	5.36am	Minto	7.09pm	30*	
		Sat		7.21am		1.11pm	30	
		Sun						
Minto-St Andrews	16 round trip	M-F	Minto	5.55am	Minto	6.36pm	120*	
		Sat		9.12am		12.12pm	2 trips	
		Sun						
Ingleburn-Ingleburn Township	12 round trip	M-F	Ingleburn	5.44am	Ingleburn	6.51pm	30*	
		Sat						
		Sun						

* More frequent in peak hours.

1 December 1980

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

Timetables for other routes unchanged (?).

A – Plus school trips.

Route 103

HURLSTONE PARK – CENTRAL RAILWAY via Denison St & Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: In operation.

By date of Govt Gazette 15 October 1926: Ceased.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park-Central Railway	35	M-F	Hurlstone Park	6.38am	Central Rly	7.56pm	30-60	A
		Sat		6.38am		11.28pm	30-60	
		Sun		7.52am		10.06pm	80	

A – Extra trips Friday night.

Route 103

HORNSBY – GALSTON – BIRRALEE via Galston Gorge

HORNSBY – HORNSBY (Somerville Rd) via various routes

HORNSBY – HORNSBY NORTH

- **Extended from Birralee to Berowra Creek (selected trips, 1935-1950s?)**
(“Birralee” has also been spelt “Birrilee”. Current spelling is “Berrilee”).
(Somerville Rd, Hornsby terminus is in current Hornsby Heights.)

Timeline

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

By October 1935: Transferred to F Black.

5 October 1935: Extended from Arcadia to Berowra Creek via Birralee.

April 1943: Transferred to Berowra Coach Services (Roy H Corrigan).

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

By 1 August 1955:

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

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

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

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

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

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

1 July 1974: Berowra Coach Services transferred to Jim Knox (becoming part of the Hornsby Bus Group).

12 August 1974: Hornsby – Birralee replaced by new 203 Pennant Hills – Birralee, operated by Glenorie Bus Co.

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

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

Streets

HORNSBY – BIRRALEE

Hornsby – Arcadia

1928 (Source: Govt Gazette of 22 June 1928)

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

Hornsby – Birralee – Berowra Waters

Circa 1946 (Source: Gregory’s Street Directory)

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

Hornsby – Birralee

1963 (Source: RGH notes)

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

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

HORNSBY – HORNSBY HEIGHTS

Hornsby – Hornsby (Somerville Rd) & short-workings

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

Hornsby – Hornsby (Somerville Rd) via Lodge St

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

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

Hornsby – Hornsby (Somerville Rd) direct via Galston Rd

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

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

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

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

Some trips: Reverse route.

1963 (Source: RGH notes)

Hornsby – Hornsby (Somerville Rd) via Asquith

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

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

Hornsby – Hornsby (Loop via Asquith & Rosamond St)

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

Some trips: Reverse route.

Alteration

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

Hornsby – Hornsby Heights

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

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

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

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

HORNSBY – HORNSBY NORTH LOOP

By October 1974

Mornings

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

Afternoons

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

Alteration

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

Timetable Summary

1 August 1955

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

* More frequent in peak hours.

† Via various routes & short-workings.

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

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

9 April 1963

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

* More frequent in peak hours.

† Via various routes & short-workings.

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

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

October 1974

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

September 1984

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

Route 104

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated competitively by:

- Federal Bus Co (Reginald R & Raymond B le Sueur – brothers)
- Hookey & Son.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

Timetable Summary

September 1925

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

Route 104

GLADESVILLE – TENNYSON POINT – PUTNEY POINT – RYDE

Timeline

By date of Govt Gazette 22 February 1929: Commenced by Sidney Armitage & Frederick J Waller.

By 1931: Absorbed into 152.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

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

Route 104

HORNSBY – EAST HORNSBY (Palmerston Rd)

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

Timeline

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

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

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

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

Streets

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

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

Route 104

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

HORNSBY – HORNSBY (Pretoria Pde)

Timeline

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

Hornsby – Asquith Golf Links

Hornsby – Hornsby (Pretoria Pde)

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

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

June 1967:

- Hornsby District Bus Co transferred to Jim Knox. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.
- Extended to run Hornsby – Mt Colah (Bolton Av), on weekdays, replacing 220 on east side of Mt Colah.

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

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

Streets

Hornsby – Asquith Golf Links

Circa 1946 (Source: Gregory's Street Directory)

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

1963 (Source: RGH notes)

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

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

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

1967 (Source: RGH notes)

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

Hornsby – Hornsby (Pretoria Pde)

1963 (Source: RGH notes)

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

Timetable Summary

13 September 1960

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

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

September 1984

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

Route 105

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by CA (Cec) Leach.

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Connells Point	20	M-F	Connells Point	6.35am	Hurstville	6.32pm	60	A
		Sat		6.35am		6.32pm	60	
		Sun		9.55am		8.45pm	60	

A – Extra trips Friday night.

Route 105

GRANVILLE – SOUTH GRANVILLE (Boundary Rd) via Clyde St

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

Timeline

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

14 January 1935: Extended in South Granville from Nobbs St to Dixmude St.

30 November 1936: Extended in South Granville from Dixmude St to Oakleigh Av.

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

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

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

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

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

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

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

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

Streets

Granville – South Granville (Nobbs St)

1928 (Source: Govt Gazette of 22 June 1928)

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

Granville – South Granville (Boundary Rd)

Circa 1946 (Source: Gregory's Street Directory)

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

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

1968 (Source: RGH notes)

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

Alteration

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

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

From 23 April 1969 (Source: timetable)

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

Timetable Summary

30 October 1944

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

A – Plus picture bus Saturday night.

June 1956

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

* More frequent in peak hours.

† Selected trips extended to Sefton.

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

B – To South Granville (Boundary Rd).

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

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

G – To Granville.

S – To Sefton.

25 March 1970

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

* More frequent in peak hours.

† Selected trips extended to Sefton or Chester Hill.

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

B – To South Granville (Boundary Rd).

C – To Chester Hill.

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

G – To Granville.

S – To Sefton.

Route 106

HURSTVILLE – CONNELLS POINT via Woniora Rd

HURSTVILLE – KYLE BAY

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – Connells Point being operated by CA (Cec) Leach.

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

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

October 1945: Transferred to HC (Cliff) Mallam.

December 1946: Transferred to AJ (Archie) Moore.

1947: Hurstville – Kyle Bay renumbered 74.

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

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

Streets

Hurstville – Connells Point

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Circa 1946 (Source: Gregory's Street Directory)

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

1970 (Source: RGH notes)

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

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

Hurstville – Kyle Bay

Circa 1946 (Source: Gregory's Street Directory)

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

Timetable Summary

September 1925

See also 74

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Connells Point	20	M-F	Connells Point	6.15am	Hurstville	7.30pm	60	A
		Sat		6.15am		7.30pm	60	
		Sun						

A – Extra trips Friday night.

1 May 1970

See also 74

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Connells Point		M-F	Connells Point	5.48am	Hurstville	8.46pm	30*	A
		Sat		6.25am		7.16pm	30	A
		Sun		8.58am		5.46pm	30	A

* More frequent in peak hours.

A – 74 & 106 combined on selected trips in M-F off-peak & nights and most trips Saturday and Sunday. Gap in service on Sundays.

Route 107

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

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

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – West Bexley (Ferguson's Nursery) being operated by John Preston.

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

Circa 1932: Extended from Ferguson's Nursery to Kingsgrove.

1941: Transferred to Mrs Vivienne E Moreton.

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, McMahon St, Park Rd, Queens Rd, The Avenue, Bristol St, Clevedon St, Kimberley Rd, Croydon Rd to Stoney Creek Rd (Ferguson's Nursery [site of current Kingsgrove High School], West Bexley). Reverse on return.

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-West Bexley (Fergusons Nursery)	15	M-F	Fergusons Nursery	6.20am	Hurstville	10.50pm	60	A
		Sat		6.20am		10.50pm	60	A
		Sun		1.15pm		8.40pm	60	B

A – Selected trips, mainly in peak hours, ran Hurstville-Moore St only, at a greater frequency.

B – Extra later trips Hurstville-Moore St.

Route 107

HORNSBY – HORNSBY HOSPITAL – HORNSBY (King Rd)

Timeline

1944: Hornsby – Hornsby Hospital commenced by Hornsby District Bus Co (A (Jack) Leighton). 104 had previously run Hornsby – East Hornsby (Palmerston Rd).

1960s(?): Extended from Hornsby Hospital to Hornsby (King Rd Loop).

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

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

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

Streets

Hornsby – Hornsby Hospital

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

Hornsby – Hornsby Hospital – Hornsby (King Rd)

1963 (Source: RGH notes)

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

Alteration

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

Timetable Summary

1950s

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

A – Extra trips Monday, Wednesday & Friday nights.

B – Plus picture bus Saturday night.

September 1982

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

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

K – To Hornsby (King Rd).

S – To Hornsby Station.

Route 108

HURSTVILLE – LUGARNO (various termini)

HURSTVILLE – PEAKHURST (Hymen St)

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

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – Lugarno Ferry being operated by Peters Ltd (Adolph Peters).

September 1927: Transferred to Charles Sayers (Peters' son-in-law).

November 1927: Transferred to William Spear.

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

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

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

By 1 June 1942: Main services were:

Hurstville – Peakhurst (Hymen St)

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

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

By March 1960: Operator's name changed to Lugarno Bus Co (Saint family).

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

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

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

By 1981: Operator's name changed to Peakhurst/Lugarno Bus Co.

1 March 1989: Transferred to Menai Bus Service (Ron Deane).

July 1989: Operator's name altered to Southtrans.

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

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

18 August 1997: Renumbered 943 [Sydney Region route number].

Streets

HURSTVILLE – LUGARNO

Hurstville – Lugarno Ferry

1925 (Source: Govt Gazette of 13 November 1925)

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

1927 (Source: Govt Gazette of 27 May 1927)

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

Circa 1946 (Source: Gregory's Street Directory)

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

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

Circa 1948 (Source: Gregory's Street Directory)

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

1970 (Source: RGH notes)

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

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

Hurstville – Lugarno (Tate Pl)

Alteration

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

Hurstville – Lugarno (Boronia Pde)

1970 (Source: RGH notes)

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

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

HURSTVILLE – PEAKHURST (HYMEN ST)

1927 (Source: Govt Gazette of 27 May 1927)

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

Alteration

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

Timetable Summary

1 June 1942

Hurstville or Penshurst – Peakhurst routes

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

Average day frequencies along common route:

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

† Selected peak hour trips to Penshurst instead of Hurstville.

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

B – To Peakhurst (Belmore Rd).

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

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

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

F – To Lugarno Punt.

G – Gap in service. Plus picture bus.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

Y – To Peakhurst (Hymen St).

18 June 1951

Hurstville or Penshurst – Peakhurst routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Hurstville-Lugarno (various termini)†	Fr Hurst 23K 27F	M-F	Lugarno Punt	5.50amP 7.38amH	Hurstville†	11.05pm	A	
		Sat	Lime Kiln Rd	7.03amH		11.05pm	B	
			Lugarno Punt	7.29amH				
		Sun	Hurstville	7.40am		9.05pmF 10.05pmK	30	C
Hurstville-Peakhurst (Hymen St)	22	M-F	Hymen St	6.04am	Hurstville	11.05pm	30*	D
		Sat		7.12am		10.05pm	30	E
		Sun		7.15am		10.05pm	4 trips	G

Average day frequencies along common route:

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

* More frequent in peak hours.

† Penshurst in peak hours.

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

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

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

D – Includes night trips to Lugarno diverted via Hymen St on request.

E – Gap in service. Includes early morning & night trips to Lugarno diverted via Hymen St on request. Plus picture bus Saturday night.

F – To Lugarno Punt.

G – Includes night trip to Lugarno diverted via Hymen St on request.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

14 July 1968

Hurstville or Penshurst – Peakhurst routes

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

Average day frequencies along common route:

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

† Penshurst in morning peak hour.

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

B – To Lugarno (Boronia Pde).

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

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

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

F – To Lugarno Punt.

H – To Hurstville.

K – To Lugarno (Lime Kiln Rd).

P – To Penshurst.

Route 109

HURSTVILLE – MORTDALE – OATLEY (Short St)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Peters Ltd (Adolph Peters).

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, Penshurst St, Victoria Av, Morts Rd (**Mortdale**), Pitt St, Woronora Pde, Mulga St [now Rd], Gungah Bay Rd, Lloyd George [now Lloyd] St to Short St (Oatley). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Oatley (Short St)	18	M-F	Short St	8.45am	Hurstville	4.45pm	60	
		Sat		8.45am		4.45pm	60	
		Sun						

Route 109

HURSTVILLE – CARSS PARK via various routes

HURSTVILLE – HURSTVILLE (George & West Sts)

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

Timeline

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

21 February 1952: Terence Jamieson died and ownership passed to his family.

By 27 July 1953:

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

Hurstville – Carss Park via Conway Rd

Hurstville – Carss Park via Park Rd

Hurstville – Hurstville (George & West Sts)

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

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

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.

December 1987: Transferred to Green's Charter (Deborah Jane Unwin).

2 June 1989: Transferred to Carss Park Charter Tours (O'Nains family).

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

Streets

Hurstville – Carss Park via Park Rd

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

Hurstville – Carss Park via Bellevue Pde & return via Woniora Rd

1970 (Source: RGH notes)

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

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

Alteration

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

Hurstville – Hurstville (George & West Sts)

1970 (Source: RGH notes)

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

Alteration

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

Timetable Summary

Early 1950s

See also 197 & 228

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

* More frequent in peak hours.

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

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

C – To Carss Park.

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

E – Plus picture bus Saturday night.

P – To Park Rd.

27 July 1953

See also 197

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

* More frequent in peak hours.

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

B – Morning & night, Hurstville-Park Rd 30. Morning, Hurstville-Park Rd 30 plus Hurstville-Carss Park via Conway Rd 30. Afternoon, Hurstville-Carss Park via Park Rd 20.

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

D – Plus early night trip.

20 July 1964

See also 197

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

* More frequent in morning peak hour.

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

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

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

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

H – To Hurstville.

W – To Woids Av.

16 July 1990

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

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

Route 110

HURLSTONE PARK – MARRICKVILLE – LEICHHARDT

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by (1) Joseph Northey, (2) WB Brady & (3) Mick Fitzgibbons (also trading as White Deluxe Bus Service).

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

Streets

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

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

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

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurlstone Park-Leichhardt	23	M-F	Hurlstone Park	7.55am	Leichhardt	11.20pm	AM 60 PM 30	
		Sat		7.55am		11.20pm	AM 60 PM 30	
		Sun		7.55am		11.20pm	AM 60 PM 30	

Undated (1920s?)

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

Route 110

HORNSBY – WAHROONGA (via various routes)

Timeline

1947: Commenced by Hornsby District Bus Co (AJ (Jack) Leighton).

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

By May 1975: Route rearranged as:

Hornsby – Wahroonga via Burdett St

Hornsby – Wahroonga via King Rd.

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

591 Hornsby – Hornsby Hospital – Wahroonga via Sherbrook Rd

592 Hornsby – Hornsby Hospital – Wahroonga via Jubilee St

Streets

Circa 1948 (Source: Gregory's Street Directory)

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

1963 (Source: RGH notes)

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

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

1986 (Source: RGH notes)

Via Burdett St

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

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

Via King Rd

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

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

Timetable Summary

13 September 1960

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

* More frequent in peak hours.

A – Gap in service. Selected peak hour trips ran Wahroonga-Palmerston Rd.

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

May 1975

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

A – Peak hours, Hornsby-Wahroonga via either route, plus short-workings Wahroonga-Hornsby (Palmerston Rd/Burdett St) (last trip 6.30pm from Wahroonga to Hornsby (Palmerston Rd/Burdett St). Later morning, Hornsby-Wahroonga 90, mostly via Burdett St. Gap in service, 12.30-3.30pm

B – Hornsby-Wahroonga via Burdett St.

K – Hornsby-Wahroonga via King Rd.

Route 111

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

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Peters Ltd (Adolph Peters).

By date of Govt Gazette 17 December 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

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

Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Hurstville	25	M-F	Oatley	9.15am	Hurstville	5.15pm	60	A
		Sat		9.15am		5.15pm	60	B
		Sun	Hurstville	2.10pm	Oatley	6.00pm	60	C

A – Extra trip Friday night.

B – Plus picture bus Saturday night.

C – Plus 1 trip Sunday morning.

Route 111

RAMSGATE – HURSTVILLE – KINGSGROVE via Kimberley Rd

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

Timeline

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

1939: Transferred to Mrs Vivienne E Moreton.

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

Late 1945: Transferred to HT Saint.

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

November 1948: Transferred to CA Leach & Sons. From about this time ran in conjunction with 194.

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

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

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

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

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

By February 1990:

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

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

Streets

Ramsgate – Hurstville – Kingsgrove

Circa 1946 (Source: Gregory's Street Directory)

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

Hurstville – Kingsgrove

1968 (Source: RGH notes)

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

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

Alterations

1986 (Source: RGH notes):

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

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

1990 (Source: timetable)

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

Timetable Summary

8 October 1932

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

A – Extra trips Friday night.

17 June 1967

Hurstville – Kingsgrove routes

111, 194

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

* More frequent in peak hours.

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

3 September 1990

Hurstville – Kingsgrove routes

111, 194

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
111: Hurstville-Kingsgrove via Kimberley Rd	15	M-F	Kingsgrove	6.05am	Hurstville	5.50pm	Ph	
		Sat		9.00am		10.40am	3 trips	A
		Sun						
194: Hurstville-Kingsgrove via Hodge St	15	M-F	Kingsgrove	7.00am	Hurstville	5.30pm	Ph	
		Sat						B
		Sun						
111/194: Hurstville-Kingsgrove†	18	M-F	Kingsgrove	5.45am	Hurstville	6.30pm	C	
		Sat		6.45am		4.20pm	AM 30-40 PM 40	
		Sun						

† Via combined route.

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

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

C – Peak hours, selected trips. Day, 40. Extra trips Thursday night (last trip 9.20pm from Hurstville).

Ph – Peak hours only, supplemented by trips on combined 111/194. Day service provided by combined 111/194.

Selected trips extended to The Crescent Industrial Area.

Combined routes 111/194

HURSTVILLE – KINGSGROVE via Kimberley Rd & Hodge St

Timeline

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

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

Streets

1986 (Source: timetable)

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

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

Alteration

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

Timetable Summary

See 111

Route 112

BEVERLY HILLS – HURSTVILLE – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (until 1931)**

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – Rockdale – Brighton-le-Sands being operated by Con Iffland.

31 October 1931: Route classed as competitive under State Transport (Co-ordination) Act and split into two routes:

- Rockdale – Bexley (Mimosa St) remained as 112
- Willison Rd – Hurstville amalgamated with Harry Iffland's 118 as 118 Bexley (Waratah St) – Hurstville – East Dumbleton [now Hurstville] (Patrick St).
- Rockdale – Brighton-le-Sands ceased.

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

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

29 November 1934: Operator incorporated as Pioneer Coaches.

June 1949: Extended from Patrick St to Beverly Hills.

December 1986: Pioneer Coaches transferred to the Harbridge family.

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

Streets

Hurstville – Rockdale – Brighton-le-Sands

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Alteration

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

Rockdale – Hurstville – Hurstville (Patrick St)

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

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

Rockdale – Hurstville – Beverly Hills

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

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

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

1970 (Source: RGH notes)

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

From Beverly Hills (Morgan St at Station) via King Georges Rd, Stoney Creek Rd, then reverse route to Watkin St, then Walz St, Railway St to Rockdale Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Rockdale†	Fr Hurst 20R 26B	M-F	Rockdale	8.30amH	Hurstville	9.50pmR	30	
		Sat		8.30amH	Brighton	6.24pmH	A	
			Hurstville	1.53pmB				
		M-F		8.53amB		6.24pmH	30	

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

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

B – To Brighton-le-Sands.

H – To Hurstville.

R – To Rockdale.

April 1962

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

* More frequent in peak hours.

A – Morning peak hour, Rockdale-Patrick St. Most trips at other times, Rockdale-Beverly Hills 15*.

B – To Beverly Hills.

C – Early morning, Rockdale-Patrick St. Most trips at other times, Rockdale-Beverly Hills: morning, 10; afternoon, 30.

P – To Patrick St.

R – To Rockdale.

Circa 1994

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rockdale-Hurstville-Beverly Hills	35	M-F	Rockdale	6.00am	Beverly Hills	6.30pm	30*	A
		Sat		8.00am		5.27pm	AM 30 PM 60	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 113

RAMSGATE – HURSTVILLE – BEVERLY HILLS via various routes

- **Bankstown – Hurstville – Ramsgate (Sundays & Public Holidays)**
- **Hurstville – Peakhurst (Thurlow St) (1920s)**

(Beverly Hills was known as Dumbleton before 1940.)

(Thurlow St, Peakhurst is in current Riverwood.)

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – Dumbleton – Peakhurst (Hymen St) via Gloucester Rd being operated by Peters Ltd (Adolph H Peters).

1926: Transferred to John W Preston.

By end of 1926: Ceased.

By March 1927: Resumed by William Spear.

By date of Govt Gazette 22 June 1928: Selected trips ran Hurstville – Peakhurst (Thurlow St) [now in Riverwood].

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

June 1929: HT Saint commenced in competition with Spear.

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

November 1946: Operated *either* via Carrington Av *or* via Gloucester Rd.

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

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

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

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

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

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

Streets

Hurstville – Dumbleton – Peakhurst (Hymen St)

1925 (Source: Govt Gazette of 13 November 1925)

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

Alterations

- *1927 (Source: Govt Gazette of 27 May 1927):* Extended to start from Hurstville (Rose St at Forest Rd) via Rose St, Forest Rd. Reverse on return.
- *1929 (Source: Govt Gazette of 22 February 1929):* Extended from Hymen St/Forest Rd via Hymen St [now Henry Lawson Dr] to Belmore Rd (Peakhurst). Reverse on return.

Hurstville – Peakhurst (Thurlow St)

1928 (Source: Govt Gazette of 22 June 1928)

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

Hurstville – Beverly Hills – Peakhurst (Hymen St)

Circa 1946 (Source: Gregory’s Street Directory)

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

Ramsgate – Hurstville – Peakhurst (Baumans Rd)

1968 (Source: RGH notes)

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

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

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

1986 (Source: RGH notes)

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

- *either* Gloucester Rd,
- *or* Gloucester Rd, Pearl St, Carrington Av,

then Stoney Creek Rd, then

- *either* Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst),
- *or* Forest Rd, Holley Lane, Holley Rd to Stoney Creek Rd (Peakhurst).

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

Timetable Summary

September 1925

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

15 September 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ramsgate-Hurstville-Peakhurst (Baumans Rd)	30	M-F	Baumans Rd	5.52am	Ramsgate	7.30pm	A	
		Sat		6.17am		7.58pm	B	
		S/Sun		8.18am		7.58pm	30	C
		W/Sun		8.40am		8.02pm	45	C

* More frequent in peak hours.

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

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

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

S/Sun – Summer Sundays & all holidays.

W/Sun – Winter Sundays & Christmas Day.

17 October 1989

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

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

B – All trips via Gloucester Rd.

Route 114

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

HURSTVILLE – SYLVANIA HEIGHTS – MIRANDA – CARINGBAH

HURSTVILLE – SYLVANIA HEIGHTS – SUTHERLAND (Kingsway)

HURSTVILLE – SYLVANIA WATERS – MIRANDA via various routes

- **Extended from Tom Uglys Point to Cronulla (Saturday afternoons & Sundays, 1920s)**
- **Trips to/diversions via Bald Face**
- **Trips to/diversions via Kangaroo Point**

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

General note: Service to Yowie Bay was provided by 220 Sutherland – Yowie Bay until 1929.

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville –Tom Uglys Point (extended from Tom Uglys Point to Cronulla on Saturday afternoons, Sundays & Public Holidays, at least for a period in 1925; when ceased?) being operated by Bill Walker.

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

April 1929 (*opening date of Tom Uglys Bridge*): Extended from Tom Uglys Point to Garnet Rd, Miranda via Port Hacking Rd.

June 1933: Extended from Garnet Rd, Miranda to Yowie Point.

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

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

By 15 September 1949:

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

September 1952: Miranda – Yowie Point transferred to EL Bell and renumbered 130.

By 5 December 1957: At most times (but not at night) Hurstville – Sylvania Heights – Kangaroo Point split into:
Hurstville – Sylvania Heights
Hurstville – Kangaroo Point

25 January 1960:

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

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

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

By 2 November 1964:

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

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

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

By 16 September 1971: Main routes rearranged as:

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

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

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

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

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

October 1979: Operator's name changed to South Western Coach Lines.

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

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

28 January 1992: Following discussions between Department of Transport and affected operators:

- Hurstville – Sylvania Heights – Miranda, Hurstville – Sylvania Waters – Miranda & trips to/diversions via Kangaroo Point transferred to Southtrans (RR (Ron) Deane).
- Miranda – Caringbah transferred to Caringbah Bus Service and incorporated into its 50.
- Hurstville – Bald Face transferred to Carss Park Charter Tours (O'Nains family) & (probably at the same time) renumbered 959 [Sydney Region route number].

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

970 Hurstville – Sylvania Heights – Miranda

971 Hurstville – Sylvania Waters – Miranda

972 Hurstville – Sylvania Heights.

Streets

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

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Cronulla extension: *Not shown in Govt Gazette.*

ROUTES via SYLVANIA HEIGHTS

Hurstville – Sylvania Heights – Kangaroo Point

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

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

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

Hurstville – Sylvania Heights – Miranda – Caringbah

1968 (Source: RGH notes)

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

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

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

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

Alteration

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

ROUTES via PORT HACKING RD

Hurstville – Sylvania – Miranda – Yowie Point

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

Hurstville – Sylvania Waters North – Miranda via Port Hacking Rd

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (**Blakehurst**), Princes Hwy (**Sylvania**), Ellis St, Belgrave Esp (**Sylvania Waters**), Richmond Rd, Evelyn St, Melrose

Av, Canberra Rd, Pembroke St, Port Hacking Rd, Kiora Rd, Kingsway, Jackson Av, Urunga Pde to Kiora Rd (Miranda).

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

Hurstville – Sylvania Waters South – Miranda via Port Hacking Rd

1969 (Source: RGH notes)

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

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

OTHER ROUTES

Hurstville – Sylvania Waters North – Miranda via Belllingara Rd

Alterations

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

Hurstville – Bald Face – Kangaroo Point

1968 (Source: RGH notes)

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

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

Hurstville – Bald Face

1968 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd (Blakehurst), Phillip St, Joseph St, Stuart St, Gold St (Bald Face), Castle St, Townson St, Church St, Princes Hwy, King Georges Rd, Connells Point Rd, Woniora Rd, Greenbank St to Hurstville Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Tom Uglys Point†	Fr Hurst 22T 53C	M-F	Tom Uglys Pt	6.15amH	Hurstville	7.30pmT	60	A
		Sat		6.15amH	Cronulla	8.45pmH	B	
			Hurstville	12.45pmC	Hurstville	10.45pmT		
		Sun		8.40amC	Cronulla	8.45pmH	D	
					Hurstville	9.45pmT		

† Extended to Cronulla on Saturday afternoons & Sundays.

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

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

C – To Cronulla.

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

H – To Hurstville.

T – To Tom Uglys Point.

15 September 1949

Hurstville-Sylvania routes

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

Average day frequencies along common route:

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

* More frequent in peak hours.

† Via Port Hacking Rd.

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

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

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

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

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

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

5 December 1957

Hurstville-Sylvania routes

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

Average day frequencies along common route:

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

* More frequent in peak hours.

A – Gap in service.

2 November 1964

Hurstville-Sylvania routes

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

Average day frequencies along common route:

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

* More frequent in peak hours.

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

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

C – To Caringbah.

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

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

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

H – To Hurstville.

M – To Miranda.

2 August 1976

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

* More frequent in peak hours.

** Less frequent in afternoon.

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

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

C – To Caringbah.

D – Selected trips diverted via Sylvania Waters South.

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

H – To Hurstville.

M – To Miranda.

Ph – Peak hours only.

1990

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

* More frequent in peak hours.

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

B – To Miranda (The Boulevard).

C – To Caringbah.

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

E – Gap in service.

F – Off-peak trips diverted via Bald Face.

H – To Hurstville.

M – To Miranda Station.

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

Route 115

Until circa 1931

HURSTVILLE – MORTDALE – OATLEY

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

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

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

From circa 1931

HURSTVILLE – HURSTVILLE GROVE

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

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

Timeline

As at date of Govt Gazette 13 November 1925: Hurstville – Mortdale – Oatley being operated by:

- Arthur Ashover
- H Dale.

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

By date of Govt Gazette 22 February 1929: Extended from Hurstville to Brighton-le-Sands on Saturday afternoons, Sundays and Public Holidays.

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

1930-1: Transferred to Jack Iffland.

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

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

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

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

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

By October 1988: Hurstville – Oatley – Oatley West trips renumbered 146, leaving 115 as Hurstville – Hurstville Grove again. Selected trips provided by combined 115/146.

1 April 1996:

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

Streets

Until 1931

Hurstville – Mortdale – Oatley

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Hurstville – Oatley (Waitara Pde)

1926 (Source: Govt Gazette of 17 December 1926)

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

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

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

1929 (Source: Govt Gazette of 22 February 1929)

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

From 1931

Hurstville – Hurstville Grove

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

1968 (Source: RGH notes)

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

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

Hurstville – Oatley

1986 (Source: timetable)

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

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

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

Timetable Summary

September 1925

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

† Shown in timetable as Landsdowne St.

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

B – Plus picture bus Saturday night.

October 1943

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

* More frequent in peak hours.

25 December 1966

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

* More frequent in peak hours.

Circa October 1988

Hurstville – Hurstville Grove – Oatley routes

115, 146

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

Average day frequency along common route:

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

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

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

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

B – Gap in service.

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

H – To Hurstville.

L – To Last passenger.

M – To Mortdale.

O – To Oatley West.

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

Circa 1995

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

* More frequent in peak hours.

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

Combined routes 115/146

HURSTVILLE – HURSTVILLE GROVE – OATLEY – OATLEY WEST

Timeline

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

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

Streets

From 10 October 1988 (Source: timetable)

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

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

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

Timetable Summary

See 115

Route 116

HURSTVILLE – DUMBLETON – LAKEMBA

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by William S Hall.

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Hurstville (Railway Square at Station) via Forest Rd, Belmore [now King Georges] Rd (**Dumbleton** [now Beverly Hills], Canarys [now King Georges] Rd, Shorter Av, Penshurst Rd, Canarys Rd [part now King Georges Rd], Canterbury Rd, Haldon St, Godfrey St [now The Boulevarde] to Haldon St (Lakemba). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Lakemba	28	M-F	Lakemba	6.30am	Hurstville	5.40pm	30-90	A
		Sat		6.30am		4.17pm	30-90	B
		Sun		9.25am		8.15pm	6 trips	

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

B – Plus later trips from Hurstville to Shorter Av.

Route 116

KOGARAH – RAMSGATE BEACH via Rocky Point Rd & Ramsgate Rd

Timeline

Circa December 1928: Commenced by Thornton E Harrigan, as noted in Govt Gazette of 22 February 1929.

Probably late 1931: Ceased, as it probably would have been considered competitive with the Koragah-Sans Souci steam tram line under State Transport (Co-ordination) Act.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

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

Timetable Summary

December 1928

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

A – Plus picture bus Monday-Saturday.

Route 116

ALLAWAH – HURSTVILLE – OATLEY – OATLEY WEST

Timeline

By early 1946: Hurstville – Oatley commenced by Roy H Carpenter.

January 1947: Transferred to HW Colson.

March 1947: Transferred to FA Wallis.

October 1951: Transferred to Sandy Beach Bus Co (AJ (Archie) Moore) (later part of the Harris Park Transport group).

At or after transfer to Sandy Beach Bus Co:

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

June 1957: Absorbed into 146.

Streets

Hurstville – Mortdale – Oatley

Circa 1946 (Source: Gregory's Street Directory)

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

Circa 1948 (Source: Gregory's Street Directory)

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

Timetable Summary

See 146

Route 116

AUBURN – BERALA

Timeline

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

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

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

31 July 1985: In a general reorganization & renumbering of Auburn Passenger Transport's routes, 116 became part of 917 [Sydney Region route number].

Streets

1968 (Source: RGH notes)

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

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

Timetable Summary

18 May 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Berala	12	M-F	Auburn	6.15am	Berala	7.57pm	30	
		Sat		7.25am		12.56pm	20	A
		Sun						

A – Plus later trip Auburn-Auburn Hospital.

November 1984

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

* More frequent in peak hours.

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

Route 117

LAKEMBA – CANTERBURY – CENTRAL RAILWAY

- Lakemba – Campsie (1926)

Timeline

As at date of Govt Gazette 13 November 1925: Lakemba – Canterbury – Central Railway being operated by Hoskins Bros.

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

By date of Govt Gazette 17 December 1926: Ceased.

Streets

Lakemba – Canterbury – Petersham – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

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

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

Lakemba – Campsie

1926 (Source: Govt Gazette of 15 October 1926)

From Lakemba (Railway Pde at Haldon St) via Railway Pde, Haldon St, Gillies St, Peel St, Gladstone St, Bridge Rd, Burwood Rd, Canterbury Rd, Beamish St, North Pde to Beamish St (Campsie). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Central Railway	58	M-F	Lakemba	6.20am	Central Rly	11.11pm	30	
		Sat						
		Sun		8.10am		11.11pm	30	

Route 117

OATLEY – GUNGAH BAY

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

(Gungah Bay is located in South Oatley.)

Timeline

May 1946: Commenced by Percy M Gay.

1948: Transferred to Percy Gay & Bill Kinkad.

1949: Transferred to WJ Rogers.

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

December 1955: Transferred to Pillar.

?: Transferred to Balafas.

By August 1962: Transferred to Alan Edmund Street.

May 1963: Transferred to FJ Tranter.

1968: Transferred to WJ (Bill) Sanders.

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

Streets

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

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

1968 (*Source: RGH notes*)

From Oatley (Oatley Pde at Station) via Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley Station.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay	7	M-F	Oatley	6.13am	Gungah Bay	6.34pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Combined routes 117/118

MORTDALE – OATLEY – GUNGAH BAY – OATLEY BAY

(Gungah Bay is located in South Oatley.)

Timeline

February 1969: 117 & 118 combined to run as a single entity, Oatley – Gungah Bay – Oatley Bay, operated by WJ (Bill) Sanders.

February 1971: Transferred to KW & JF Gibbons.

June 1971: Transferred to Oatley Bus Service (partnership of D Mead & W O'Donnell).

August/September 1975: Transferred to Yellow Band Bus Service (Terry Cole).

August 1984: Transferred to Vorbach's Bus & Coach Service (Phillip Vorbach).

10 September 1984: Transferred to Challenge Travel (Bob Stephens).

By 1988: Transferred to Oatley Bus Service (Bob Ellis).

By 1989: Operator's name altered to Premier Coaches.

By 29 March 1993: Extended from Oatley to Mortdale.

1 April 1996: Trips between peaks on weekdays, late afternoon weekday peak trips and Saturday trips transferred to Moore's Tours and renumbered 953 [Sydney Region route number]. Premier Coaches continued operating remaining peak trips as 117/118.

5 December 1999: Remaining trips operated by Premier Coaches transferred to Moore's Tours (Trevor Moore) & route renumbered part of 954 [Sydney Region route number].

Streets

1986 (Source: RGH notes)

From Oatley (Oatley Pde at Station) via Oatley Pde, Frederick St, Letitia St, Neville St, Russell St, Annette St, Herbert St, Clifton St (**Oatley Bay**), Algernon St, Rosa St, Neville St, Oatley Pde, Mimosa St, Yarran Rd to Southern St (**Gungah Bay**), then Yarran Rd, Victory Rd, Llewellyn St, Mimosa St, Oatley Pde to Oatley Station.

Timetable Summary

3 November 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay-Oatley Bay	17	M-F	Gungah Bay	6.10am	Oatley	6.36pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Selected off-peak trips, either Oatley-Gungah Bay *or* Oatley-Oatley Bay.

Circa 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Gungah Bay-Oatley Bay	20	M-F	Oatley	6.45am	Oatley	6.08pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Morning peak hour, *either* Oatley-Gungah Bay *or* Oatley-Oatley Bay. Afternoon peak hour, Oatley-Gungah Bay-Oatley Bay, as required.

Route 118

CLOVELLY – CENTRAL RAILWAY via Anzac Pde & Darlinghurst

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by HD Bremner.

By date of Govt Gazette 15 October 1926: Ceased.

Route 118

LEICHHARDT (Perry St) – CENTRAL RAILWAY via Catherine St & Parramatta Rd

(Perry St, Leichhardt is in current Lilyfield.)

Timeline

By date of Govt Gazette 15 October 1926: Commenced by Sydney Safety Coach Co.

Early 1931: Ceased.

Streets

1926 (Source: Govt Gazette of 15 October 1926)

From Leichhardt (Perry St) (at Mary St) via Mary St, Augustus St, Austenham Rd [last two now Lilyfield Rd], Balmain Rd, Brenan St, Catherine St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Route 118

BEXLEY – HURSTVILLE – HURSTVILLE (Patrick St)

Timeline

Late 1930: Hurstville – Hurstville (Patrick St) commenced by Harry Iffland.

31 October 1931: Due to 112 being classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act, Bexley (Waratah St) – Hurstville of 112 was amalgamated with 118, making 118 Bexley (Waratah St) – Hurstville – Hurstville (Patrick St).

December 1931: Extended from Waratah St to Bexley shops.

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

Streets

Hurstville – Hurstville (Patrick St)

1930 (Source: "The Blue Buses of Forest Rd" by John Birchmeier)

From Hurstville (Rose St at Forest Rd) via Forest Rd, McMahon St, Patrick St to Stoney Creek Rd. Reverse on return.

Route 118

OATLEY – OATLEY BAY

- **Extended from Oatley Bay to Oatley Park (Sundays)**

(Oatley Bay is also known as Oatley Point.)

Timeline

22 August 1934: Commenced.

11 November 1934: Ceased due to lack of patronage.

29 April 1935: Recommenced by S (or S & LM) Roberts.

7 October 1935: Extended to Oatley Park on Sundays & Public Holidays (when ceased?).

February 1952: Transferred to WJ Rogers.

June 1955: Transferred to EE (Ted) Lind.

Circa 1955: The operators of 117 & 118 came to an agreement whereby each would operate the other's route during slack/off-peak periods. Transport requirements required the two operators' names to appear together as owners. As Lind was the operator of 118 from 1955 to 1968/9, his name was shown as operator jointly with each of the operators of 117 above from 1955 to 1969, when Sanders became sole operator of both routes.

February 1969: Transferred to WJ (Bill) Sanders. 117 & 118 then operated as a single entity at all times (*see entry for combined route above*).

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Oatley (Station) via Oatley Pde, Oatley Av, Frederick St, Rosa St, Herbert St, Phipps St, Algernon St (Oatley Bay).

1968 (Source: RGH notes)

From Oatley (Oatley Pde at Station) via Oatley Pde, Frederick St, Rosa St, Neville St, Annette St, Herbert St, Clifton St (Oatley Bay), Algernon St, Rosa St, Neville St, Letitia St, Frederick St, Oatley Pde to Oatley Station.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Oatley-Oatley Bay		M-F	Oatley Bay	6.14am	Oatley	6.30pm	60*	
		Sat						
		Sun						

* More frequent in peak hours.

Route 119

NEWTOWN BRIDGE – LEICHHARDT

- **Post 31 October 1931 feeder (& later extensions): NEWTOWN BRIDGE – WHITE BAY via Johnston St**
- **Extended from White Bay to Lilyfield (Sundays, 1940s)**

Timeline

As at date of Govt Gazette 13 November 1925: Newtown – Leichhardt being operated by T Brien *or* Brien & Brien (?).

Latter half of 1930: Transferred to Rozelle-Newtown Bus Co (a group of Brien's employees).

31 October 1931: Declared as partly competitive with trams under State Transport (Co-ordination) Act.

1931/2: Restored as a feeder, Newtown – Annandale (Johnston St).

1932/3: Extended from Annandale (Johnston St) to Rozelle Bay.

16 August 1933: Extended from Rozelle Bay to White Bay (Barnes St/Commercial Rd [now Victoria Rd/The Crescent]).

15 September 1938: Transferred to WJ Brien, by 1941 trading as Briens Bus Service. By 1960s, Charlie Westwood was manager. (A list dated October 1935 shows the operator as WJ Brien.)

By 1944: Sunday & Public Holiday service extended from White Bay to Lilyfield.

1950 or after: Sunday & Public Holiday extension from White Bay to Lilyfield ceased.

1 August 1987: Transferred to ABC Coach Lines (incorporating Briens Bus Service) (Peter Brewer & Charlie Westwood).

16 November 1987: Extended from Newtown to Marrickville Metro (shopping centre) upon its opening and renumbered into Sydney Region route numbers:

451 Marrickville Metro – White Bay

452 Marrickville Metro – Annandale (Pritchard St) - a short diversion of 451.

Streets

Newtown Bridge – Leichhardt

1925 (Source: Govt Gazette of 13 November 1925)

From Newtown Bridge (Australia St at King St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Renwick St, Marion St to Norton St (Leichhardt). Reverse on return.

Newtown Bridge – White Bay – Lilyfield

Circa 1946 (Source: Gregory's Street Directory)

From Newtown Bridge via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd [now The Crescent], Victoria Rd (**White Bay**), Storey St [now Lilyfield Rd], Burt St, Denison St, Storey St [now Lilyfield Rd], New Abattoirs Rd, Austenham Rd, Augustus St [last three now part of Lilyfield Rd] to Norton St (Lilyfield).

Newtown Bridge – White Bay

1968 (Source: RGH notes)

From Newtown Bridge (Australia St at Bedford St) via Australia St, Salisbury Rd, Bridge Rd, Parramatta Rd, Johnston St (**Annandale**), The Crescent, Commercial Rd, Victoria Rd, Robert St to Mullens St (White Bay).

From White Bay (Robert St at Mullens St) via reverse route to Australia St, then Lennox St, Denison St, Bedford St, Australia St to Bedford St (Newtown).

Alteration

1986 (Source: RGH notes): Extended in White Bay from Robert St/Mullens St via Robert St to Buchanan St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown Bridge-Leichhardt	14	M-F	Leichhardt	6.30am	Newtown	10.35pm	20	
		Sat		6.30am		10.35pm	20-30	
		Sun						

1944-1950s period

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown Bridge-White Bay†		M-F	White Bay	6.40am	Newtown	11.20pm	20	
		Sat		6.40am		11.20pm	20	
		Sun	Lilyfield	10.00am		10.30pm	AM 60 PM 30	

† Extended to Lilyfield (referred to as Leichhardt in timetable) on Sundays & Public Holidays.

March 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Newtown Bridge-White Bay	20	M-F	White Bay	6.40am	Newtown	6.20pm	40*	
		Sat		6.40am		2.00pm	40	
		Sun						

* More frequent in peak hours.

Route 120

LEICHHARDT (various termini) – CITY (York St) via Pyrmont Bridge

- **Post 31 October 1931 feeder: LEICHHARDT – ASHFIELD**

Timeline

As at date of Govt Gazette 13 November 1925: Leichhardt (Marion St) –City (York St) being operated by Angus Chisholm.

By date of Govt Gazette 27 May 1927: Extended in Leichhardt from Marion St to Allen St/Flood St.

31 October 1931: Ceased as competitive with trams under State Transport (Co-ordination) Act.

1932: Recommenced as a feeder, Leichhardt – Ashfield, operator unknown.

31 May 1933: Ceased due to lack of patronage.

Streets

Leichhardt (Marion St) – City (York St)

1925 (Source: Govt Gazette of 13 November 1925)

From Leichhardt (Marion St) (at Norton St) via Marion St, Renwick St, Parramatta Rd, Pyrmont Bridge Rd, Pyrmont Bridge, Market St, York St to near Market St (City).

From City (York St) (at Market St) via York St, Druitt St, Clarence St, Market St, then reverse route to Leichhardt.

Leichhardt (Allen St) – City (York St)

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Extended in Leichhardt from Marion St/Renwick St via Marion St, Cromwell St, Allen St to Flood St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leichhardt (Marion St)-City (York St)		M-F	Marion St	6.55am	York St	6.10pm	60	A
		Sat		6.55am		1.05pm	60-90	
		Sun						

A – Extra trips Friday night.

Route 120

ENMORE – STANMORE – LILYFIELD – ROZELLE (Alfred St)

Timeline

30 March 1937: Stanmore – Lilyfield commenced by Tom Brien.

26 July 1937: Extended from Stanmore to Enmore.

March 1953: Transferred to Spencer Lowe.

August 1955: Transferred to Roy A Berglund.

July 1957: Extended from Lilyfield to Rozelle (Alfred St).

May 1963: Transferred to Arthur L Appleby & RD (Ray) Nelson (later trading as Tempe Bus Service).

6 December 1965: 120, 129 & 227 amalgamated as 129 Rockdale – Enmore – Lilyfield – Rozelle (Alfred St) [all 1925 route numbers].

Streets

Enmore – Lilyfield

Circa 1946 (Source: Gregory's Street Directory)

From Enmore (tram terminus [Stanmore Rd/Enmore Rd]) via Stanmore Rd, Liberty St, Railway Av, Douglas St (Stanmore), Percival Rd, Parramatta Rd, Catherine St to Brennan St (Lilyfield).

Circa 1956 (Source: timetable)

Lilyfield terminus in Justin St [timetable claims Justin St was in Rozelle, but street directories show it in Lilyfield].

Timetable Summary

Circa 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Enmore-Lilyfield	20	M-F	Enmore	6.00am	Lilyfield	7.30pm	20	
		Sat		6.30am	Enmore	7.30pm	AM 20 PM 40	
		Sun						

Route 121

LEICHHARDT (William St) – CENTRAL RAILWAY via Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by Sydney Safety Coaches and/or Mrs Meyer (?).

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Leichhardt (William St) (at Elswick St) via William St, Flood St, Allen St, Cromwell St, Marion St, Renwick St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Leichhardt (William St)-Central Railway	24	M-F	Leichhardt	6.39am	Central Rly	11.52pm	15-30	A
		Sat		6.39am		11.52pm	15-30	A
		Sun		1.24pm		12.52am	30	

A – Extra trips Friday & Saturday night.

Route 121

KOGARAH – CARSS PARK

- **Extended from Carss Park to Bald Face (1952-63)**

Timeline

Late 1920s: Kogarah – Carss Park via Carwar Av commenced.

By October 1935: Being operated by AG Harrigan.

By the late 1930s: Transferred to D Scott.

August 1943: Transferred to Kogarah Bus Service (Brian W LeQuesne).

28 May 1952: Amalgamated with 195 & extended as 121, Kogarah – Carss Park – Bald Face, following completion of connecting bridge over drain in Carss Park, as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195. The extension partly replaced 64, which ceased at the same time.

By September 1963: Curtailed to run Kogarah – Kogarah Bay – Carss Park (loop around Kogarah Bay/Carss Park operated anti-clockwise till about 11am, then clockwise). Service to Bald Face then entirely provided by diversion of 114 from Hurstville (114 had provided a Hurstville – Bald Face service since 31 July 1961).

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

15 May 1978: Kogarah Bus Service transferred to LW (Len) Reynolds.

June 1989: Transferred to EH Blythe (Neville Blythe), also trading as Kogarah-Carss Park Bus Service.
2 April 1994: Transferred to Southtrans (Ron Deane).
26 September 1994: Amalgamated with 958 Hurstville – Carss Park as 958 [Sydney Region route number].

Streets

Kogarah – Carss Park

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah (Station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av (Carss Park).

Kogarah – Carss Park – Bald Face

Circa 1962 (Source: Collins Street Directory)

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St, Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy (**Blakehurst**), Stuart St, Gold St (**Bald Face**), Castle St, Townson St, Church St, Princes Hwy, Carwar Av, then reverse route to Kogarah Station.

Trips direct via Princes Hwy: Via Princes Hwy direct between Park Rd & Carwar Av.

Kogarah – Carss Park – Kogarah Bay

1968 (Source: RGH notes/timetable)

Mornings

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Carwar Av, Carlton Cr (**Carss Park**), Wharf Rd, Wyee St (**Kogarah Bay**), Park Rd, Princes Hwy, Bowns Rd, Railway Pde to Kogarah Station.

Afternoons

From Kogarah (Railway Pde at Station) via Railway Pde, Bowns Rd, Princes Hwy, Park Rd, Wyee St (**Kogarah Bay**), Wharf Rd, Carlton Cr (**Carss Park**), Carwar Av, Princes Hwy, Bowns Rd, Railway Pde to Kogarah Station.

Alteration

1986 (Source: RGH notes): Approached Kogarah from Railway Pde via Regent St, Gladstone St, Railway Pde to Regent St.

Timetable Summary

15 September 1949

See 64

Departmental timetable dated 28 April 1952, probably effective from 28 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park - Blakehurst-Bald Face	Fr Kog 24B 30F	M-F	Blakehurst	5.14amK	Kogarah	11.50pmF	A	
			Bald Face	6.10amK				
		Sat	Blakehurst	5.31amK		12.03amF	C	
			Bald Face	7.49amK				
		Sun	Blakehurst	6.00amK		10.20pmB	AM 60 PM 30	

A – Peak hours, mainly Kogarah-Blakehurst, selected trips extended to Bald Face. Day, Kogarah-Blakehurst 30, Kogarah-Bald Face 90. Night, Kogarah-Blakehurst, last trip Kogarah-Bald Face.

B – To Blakehurst.

C – Morning, Kogarah-Blakehurst 10-20, Kogarah-Bald Face 4 trips. Afternoon, Kogarah-Blakehurst 30 (3 late afternoon trips extended to Bald Face). Night, mainly Kogarah-Blakehurst (picture bus & last trip extended to Bald Face).

F – To Bald Face.

K – To Kogarah.

18 December 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park - Blakehurst-Bald Face	Fr Kog 19B 25F	M-F	Blakehurst	5.11amK	Kogarah	11.46pmF	A	
			Bald Face	6.13amK				
		Sat	Blakehurst	5.56amK		11.49pmF	C	
			Bald Face	7.09amK				
		Sun	Blakehurst	6.05amK		10.28pmF	D	
			Kogarah	7.33amF				

A – Early morning & night, Kogarah-Blakehurst. Day, Kogarah-Blakehurst 30, Kogarah-Bald Face 90. Last trip Kogarah-Bald Face.

B – To Blakehurst.

C – Early morning & most night trips, Kogarah-Blakehurst. Later morning, Kogarah-Blakehurst 20, Kogarah-Bald Face 7 trips. Afternoon, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Last trip Kogarah-Bald Face.

D – Day, Kogarah-Blakehurst 60, Kogarah-Bald Face 120. Night, Kogarah-Blakehurst. Last trip Kogarah-Bald Face.

F – To Bald Face.

K – To Kogarah.

30 September 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park	15	M-F	Carss Park	5.41am	Kogarah	11.48pm	30*	
		Sat		5.56am		11.28pm	AM 30 PM 40	
		Sun		6.08am		7.15pm	60	

* More frequent in peak hours.

1 March 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Carss Park	24 round trip	M-F	Carss Park	6.55am	Kogarah	6.16pm	30*	
		Sat		8.15am		12.30pm	30	
		Sun						

* More frequent in peak hours.

Route 122

LANE COVE (Mowbray Rd) – MILSONS POINT

Timeline

As at date of Govt Gazette 13 November 1925: Lane Cove (Mowbray Rd) – Milsons Point via Lane Cove Rd [now Pacific Hwy], Falcon & Miller Sts being operated by HFJ Barnes.

By date of Govt Gazette 15 October 1926: Rerouted to run via Lane Cove Rd direct.

By date of Govt Gazette 27 May 1927: Ceased (probably as from 1 January 1927, when regulations prohibited buses from having solid tyres and perimeter seating).

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Lane Cove (Mowbray Rd) (at Beaconsfield Rd) via Mowbray Rd, Lane Cove Rd [now Pacific Hwy] (**Gore Hill, St Leonards, Crows Nest**), Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Lane Cove from Lane Cove Rd [now Pacific Hwy] via Berry St, Miller St, Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Mowbray Rd)-Milsons Point	38	M-F	Mowbray Rd	6.42am	Milsons Point	11.51pm	40	
		Sat		6.42am		11.51pm	40	
		Sun		8.23am		11.05pm	40	

Route 122

KOGARAH – HURSTVILLE via Percival St

Timeline

10 September 1929: Kogarah – Shirley St, Bexley commenced (then or later operated by P Spaulding).

End of 1931: Extended from Shirley St to Locksley Rd.

4 September 1933: Extended from Locksley Rd to Hurstville.

1941: Transferred Edward H Blythe.

25 August 1949: Operator incorporated (as EH Blythe Pty Ltd).

October 1957: Extended from Kogarah to Kogarah Hospital.

3 September 1973: Transferred to South Bexley Buses (partnership of SJ (John) Brown & VJ (Vic) Hayes).

7 October 1975: John Brown assumed full control.

20 October 1976: Transferred to Carlton Bus Service (Warren King & Ross Smith).

8 November 1976: Transferred to Ambassador Coaches (Alf Innes, Brian Walsh & ? Vandervort; later Walsh & Vandervort only). By 1977 traded as Ambassador Bus & Coach.

August 1979: Transferred to Crossways (Uniting Church in Australia Property Trust; manager, Geoff Tegel).

18 November 1991:

- Transferred to Allways Bus Service (Marc Larsen & Stuart Fraser).
- 111, 122 & 194 [all 1925 route numbers] amalgamated & renumbered 455 [Sydney Region route number].

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah (Station) via Station St, Railway St, Union St, Grantham St, Percival St, Rawson Av, Willison Rd, Forest Rd, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Wright St, Cross St, Rose St, Forest Rd, Carrington Av (Hurstville).

1968 (Source: RGH notes/timetable)

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, Station St, Taylor St, Guinea St, Kitchener St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Locksley Rd, Queens Rd, Park Rd, McMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Rose St, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Belgrave St, Kensington St to Kogarah Hospital.

1986 (Source: RGH notes)

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, Station St, Union St, Grantham St, Percival St, Rawson Rd, Willison Rd, Forest Rd, Albert St, Westbourne St, Regent St (**Bexley**), Gloucester St, Haig St, Kenyon Rd, Croydon Rd, Queens Rd, Patrick St, McMahon St, Forest Rd to Hurstville Station.

From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Cross St, Wright St, Queens Rd, then reverse route to Railway Pde, then Derby St, Kensington St to Kogarah Hospital.

Selected trips: Ex Hurstville from Union St via Warialda St, Guinea St, Station St.

Alteration

1989 (Source: timetable): Ex Hurstville via Forest Rd, Park Rd, Queens Rd.

Timetable Summary*16 July 1956*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Hurstville	19	M-F	Hurstville	7.14am	Kogarah	10.41pm	30*	A
		Sat		8.00am		10.41pm	AM 15 PM 30	B
		Sun		10.32am		9.11pm	60	B

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Plus picture buses M-F nights to Hurstville & Kogarah.

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

13 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Hurstville	20	M-F	Kogarah	6.05am	Hurstville	6.15pm	30*	A
		Sat	Hurstville	8.00am		1.00pm	30	
		Sun						

* More frequent in peak hours.

A – Extra trips Thursday night.

Route 123**LANE COVE (Landers Rd) – MILSONS POINT****Timeline**

As at date of Govt Gazette 13 November 1925: Listed as a route. Leon Manny in *Terminus Please* says the route was operated by George H Newman from 15 December 1924 to 17 October 1925.

17 October 1925: Ceased, as noted in Govt Gazette 15 October 1926.

Streets

1925 (Source: "Terminus Please", by Leon B Manny)

From Lane Cove (Landers Rd) (at Centennial Av) via Landers Rd, Parklands Av, Longueville Rd, Lane Cove Rd [now Pacific Hwy] (**Gore Hill, St Leonards, Crows Nest**), Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Timetable Summary*September 1925*

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Landers Rd)-Milsons Point	35	M-F	Landers Rd	7.17am	Milsons Point	11.07pm	70-80	
		Sat		7.17am		11.07pm	70-80	
		Sun		1.12pm		9.40pm	70-80	

Route 123**HURLSTONE PARK – ASHBURY – CROYDON PARK****Timeline**

November 1931: Feeder service commenced by operator unknown.

30 April 1933: Ceased due to competition by Department of Road Transport & Tramways 65, which commenced on 9 April 1933.

Route 123

LIDCOMBE – BERALA (Park Rd/Clarke St area)

LIDCOMBE – REGENTS PARK (limited service extended from Lidcombe to

- **Extended from Regents Park to Bankstown via Potts Hill (1981-85)**

Timeline

27 July 1934: Lidcombe – Berala (Park Rd) commenced by ARB (Archie) McVicar, similar to equivalent parts of 124 which had ceased in 1931.

15 June 1936: Lidcombe – Regents Park (Walters Rd) [now in Berala] also recommenced, similar to equivalent part of 124, which had ceased in 1931.

By 1948: Lidcombe – Regents Park (Walters Rd) extended from Walters Rd/Kingsland Rd to Regents Park Station.

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

By 8 November 1965: Berala terminus altered from Park Rd to Clarke St.

1 February 1978: Transferred to Drummond Transit (RJ (Ron) Drummond).

July 1979: Lidcombe – Berala (Clarke St) reduced to a limited service.

2 February 1981: Bankstown – Potts Hill section of 73 transferred from Chester Hill-Bankstown Bus Service to Drummond Transit and amalgamated with 123 as 123, Lidcombe – Regents Park – Potts Hill – Bankstown (limited service continued to run Lidcombe – Berala (Clarke St)).

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

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

31 July 1985:

- Part of 123 became part of 917 [Sydney Region route number] as part of general reorganization & renumbering of Highway Tours/Auburn Passenger Transport's routes.
- From 12 March 1986, further parts of former 123 became part of new route 921 [Sydney Region route number].

Streets

Lidcombe West [Berala (Park Rd)] – Lidcombe – Regents Park (Walters Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Lidcombe West via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Walters Rd (Regents Park [in current Berala]).

Circa 1948 (Source: Gregory's Street Directory)

From Lidcombe West via Mount Auburn Rd, Cambridge St, Vaughan St, Woodburn Rd, Water St, Bridge St, Joseph St, Railway Pde [now St] (**Lidcombe**), Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (Regents Park).

Lidcombe – Berala (Clarke St)

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Mark St, Taylor St, Joseph St, Bridge St, Samuel St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clarke St (**Berala**), Harrow Rd, Mt Auburn Rd, then reverse route to Bridge St, then Tooheys Lane, Railway St to Lidcombe Station.

Lidcombe – Regents Park (Auburn Rd)

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Mark St, Taylor St, Joseph St, Kerrs Rd, Nottingham Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St, Auburn Rd to King St [former street opposite Magney Reserve] (Regents Park).

From Regents Park (Auburn Rd at King St) via reverse route to Joseph St, then Railway St to Lidcombe Station.

Lidcombe – Regents Park – Bankstown (selected trip extended to Berala (Clarke St))

From 2 February 1981 (Source: timetable)

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Nottingham Rd, Allan St, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottingham Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottingham Rd, Amy St (**Regents Park**), Auburn Rd, Rodd St (**Birrong**), railway bridge, Rodd St, Cooper Rd, Bruncker Rd, Anthony St, McMillan St (**Potts Hill**), Ashby Av, Woodbine St, Palomar Pde, Cooper Rd, Hume Hwy, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square (shops).

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St, Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Berala (Clarke St) extension: From Lidcombe Station via Joseph St, Kerrs Rd, Bede St [now part of Olympic Dr], Vaughan St, Woodburn Rd, Water St, Dudley St, Vaughan St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clarke St (**Berala**), Harrow Rd, Vaughan St, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Potts Hill Loop trips: From Bankstown Square via normal route to Bruncker Rd, then Cooper Rd, Hume Hwy & return to Bankstown Square.

1984 (Source: timetable)

From Lidcombe (Railway St at Station) via Joseph St, Kerrs Rd, Brixton Rd, London Rd, Campbell St, Burke Av, Hyde Park Rd, Nottinghill Rd, Walters Rd, Kingsland Rd, Kibo Rd, Nottinghill Rd, Amy St (**Regents Park**), Auburn Rd, Ferrier Rd, Bruncker Rd, Cooper Rd, Palomar Pde, Woodbine St, Ashby Av, McMillan St (**Potts Hill**), Powell St, George St, The Boulevarde, Meredith St, Rickard Rd, Kitchener Pde, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square (shops).

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Rickard Rd, then reverse route to Kerrs Rd, then Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Berala (Clarke St) extension: From Lidcombe Station via Joseph St, Kerrs Rd, Woodburn Rd, Water St, Dudley St, Cambridge St, Mt Auburn Rd, Auburn Rd, Clarke St (**Berala**), Harrow Rd, Mt Auburn Rd, Cambridge St, Vaughan St, Bede St [now part of Olympic Dr], Raymond St, Joseph St, James St, Mark St, Railway St to Lidcombe Station.

Timetable Summary

27 July 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Park Rd)	10	M-F	Lidcombe	8.02am	Park Rd	7.23pm	60*	A
		Sat		7.56am		9.05pm	60	B
		Sun		1.10pm		10.20pm	60	
Lidcombe-Regents Park (Walters Rd)	8	M-F	Lidcombe	8.35am	Walters Rd	7.00pm	60*	A
		Sat		8.35am		9.33pm	60	
		Sun		1.40pm		10.50pm	60	

* More frequent in afternoon peak hour.

A – Additional trips (including picture bus to Berala (Park Rd)) Friday night.

B – Plus picture bus Saturday night.

8 November 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Clarke St)	9	M-F	Lidcombe	6.20am	Clarke St	7.14pm	60*	
		Sat		7.29am		6.51pm	AM 30 PM 60	
		Sun		8.11am		5.49pm	60	
Lidcombe-Regents Park	18	M-F	Lidcombe	6.41am	Regents Park	7.16pm	60*	
		Sat		7.50am		7.21pm	AM 30 PM 60	
		Sun		7.35am		6.21pm	60	

January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Clarke St)	9	M-F	Clarke St	6.59am	Clarke St	5.55pm	A	
		Sat	Lidcombe	8.50am		11.59am	60	
		Sun						
Lidcombe-Regents Park	18	M-F	Regents Park	7.04am	Lidcombe	6.05pm	60*	
		Sat	Lidcombe	9.10am	Regents Park	12.30pm	60	
		Sun						

* More frequent in afternoon peak hour.

A – 8 trips from Berala (Clarke St), 7 trips from Lidcombe.

2 February 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Regents Park-Bankstown†	Fr Banks 13P 34L	M-F	Lidcombe	7.40amB	Bankstown	5.43pmL	70*	A
			Yagoona	7.20amC				
		Sat	Regents Park‡	8.45amB		12.13pmR	30	D
		Sun						

* More frequent in peak hours.

† Limited service extended from Lidcombe to Berala (Clarke St).

‡ Regents Park (Amy St/Nottingham Rd).

A – Day, Bankstown-Potts Hill 25-70, Bankstown-Lidcombe 70-90. Lidcombe – Berala (Clarke St), limited service (mainly school trips). Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

C – To Berala (Clarke St).

D – Bankstown-Potts Hill 25-45, Bankstown-Regents Park (Amy St/Nottingham Rd) 2 trips.

L – To Lidcombe.

P – To Potts Hill.

R – To Regents Park (Amy St/Nottingham Rd).

Route 124

LIDCOMBE – BERALA (Park Rd)

LIDCOMBE – REGENTS PARK

Timeline

As at date of Govt Gazette 13 November 1925: Lidcombe – Berala (Park Rd) being operated by ARB (Archie) McVicar.

1929: 129 Lidcombe – Regents Park renumbered part of 124.

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

General note: Revived in 1934-36 as 123.

Streets

Lidcombe – Berala (Park Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Lidcombe (Railway Pde at Station) via Railway Pde, Joseph St, Bridge St, Water St, Woodburn Rd, Vaughan St, Cambridge St, Mt Auburn Rd, Graham St, Clarke St, Park Rd to York St (Berala). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Lidcombe via Mark St, Taylor St, Joseph St. Ex Berala unaltered.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Berala (Park Rd)	12	M-F	Lidcombe	9.10am	Park Rd	6.55pm	60	A
		Sat		9.10am		12.00mn	60	
		Sun		8.50am		10.00pm	60	

A – Extra trips Friday night.

Route 124

KOGARAH – BEXLEY NORTH

- Extended from Bexley North to Bardwell Park (1941-48)

Timeline

March 1931: Kogarah – Bexley North (Alston St) commenced by Edward H Blythe.

By early 1932: Extended in Bexley North from Alston St to Ellerslie Rd.

1932:

- Transferred to Alfred Denner.
- Extended in Bexley North from Ellerslie Rd to Station.

1939/40: Possibly transferred to FW (Frank) Raines.

By 1941: Transferred to JC Hatcher.

1941: Extended from Bexley North to Bardwell Park.

By February 1942: Transferred back to Edward H Blythe.

By 12 February 1948: Curtailed to run Kogarah – Bexley North.

25 August 1949: Operator incorporated (as EH Blythe Pty Ltd).

By November 1951: Ran in peak hours only.

August 1952: Ceased, as area was covered by Blythe's 68 & 122.

Streets

Kogarah – Bexley North – Bardwell Park

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah (Station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd (**Bexley North**), Tempe [now Slade] Rd, Stotts Av, Barnsbury Grove, Bardwell Rd, Devon Rd, Slade Rd, Hartill-Law Av (Bardwell Park).

Kogarah – Bexley North

By 12 February 1948 (based on Gregory's Street Directory & timetable)

From Kogarah (Station) via Station St, Taylor St, Guinea St, Warialda St, Verdun St, Caledonian St, Shirley St, Glenfarne St, Lewis St, Forest Rd, Mimosa St (**Bexley**), Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd to Bexley North Station.

Timetable Summary

12 February 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Bexley North	14	M-F	Kogarah	6.33am	Bexley North	10.26pm	30*	A
		Sat		6.50am		10.26pm	30	A
		Sun	Bexley North	9.26am	Kogarah	10.00pm	30	B

* More frequent in peak hours.

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

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

November 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Bexley North	14	M-F	Bexley North	7.08am	Kogarah	6.04pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only. Plus short-working/s before first trip & after last trip shown.

Route 124

LINDFIELD – ROSEVILLE – CHATSWOOD (west side)

Timeline

April 1954: The Lindfield – Roseville section of 221 [1925 route number] transferred from AJ Wagg to Roy A Berglund & renumbered 124.

August 1954: Extended from Roseville to Chatswood.

January 1955: Transferred to Fulton's Service Station (CA Fulton).

July 1955: Transferred to Roy Glass, who had been the driver for Berglund and Fulton.

April 1959: Transferred to J StClair Smith.

18 March 1968: Transferred to Barnes Coaches (JD (Doug) Barnes).

9 October 1970: Transferred to Deane's Coaches (RR (Ron) Deane).

17 November 1981: Through-routed with 221 Lindfield – Macquarie Centre, when Macquarie Centre opened.

12 November 1982: Through-routing with 221 ceased.

1 July 1987: Renumbered 564 [Sydney Region route number].

Streets

1968 (Source: RGH notes)

From Lindfield (Pacific Hwy at Station) via Pacific Hwy, Gladstone Pde, Norwood Av, Napier St, Bent St, Grosvenor Rd, Ortona Rd, Eton Rd, Abingdon Rd, Longford St, Shirley Rd, Pacific Hwy (**Roseville**), McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy, Ashley St, Anderson St, Victoria Av, Orchard Rd to Chatswood Station.

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, then reverse route to Alexander Pde, then Corona Av, Pacific Hwy, then reverse route to Gladstone Pde, then Strickland Av, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield Station.

Trips terminating at Roseville: Ex Lindfield from Shirley Rd via Pacific Hwy, McLaurin Pde, Kings Av, Alexander Pde, Findlay Av, (left) Pacific Hwy, then return to Lindfield.

Alterations

- 1970 (Source: RGH notes):** Approached Chatswood Station from Pacific Hwy via Railway St to Chatswood Station. Return via Victoria Av, Pacific Hwy.
- 1984 (Source: RGH notes):** Either direction from Eton Rd/Abingdon Rd via Kuring-gai College of Advanced Education [later University of Technology Sydney Kuring-gai] bus bay.
- 1984 (Source: RGH notes):** Approached Chatswood from Pacific Hwy via Victoria Av, Railway St to Chatswood Station. Return via Railway St, Pacific Hwy.

Timetable Summary

1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Roseville-Chatswood	Fr Lind 20R 24C	M-F	Lindfield	7.30amR 9.45amC	Chatswood Roseville	4.58pmL 6.13pmL	A	
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours, Lindfield-Roseville. Day, Lindfield-Chatswood 60*. Plus short-working/s before first trip shown.

C – To Chatswood.

L – To Lindfield.

R – To Roseville.

Route 125

LIDCOMBE – BANKSTOWN via Rookwood Rd & Lidcombe State Hospital

(The grounds of Lidcombe State Hospital were used in 2000 as the Media Village for the Olympic & Paralympic Games. After that the area was redeveloped as Botanica Estate.)

Timeline

As at date of Govt Gazette 13 November 1925: Being operated by ARB (Archie) McVicar.

July 1959: Operator incorporated as McVicar's Bus Services (AA (Archie junior) McVicar).

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

October 1979: Operator's name altered to South Western Coach Lines (still Max Holman).

6 March 1985: Transferred to Highway Tours (JD (Jim) Hill).

31 July 1985:

- Renumbered 920 [Sydney Region route number].
- 919 [Sydney Region route number] also commenced running via part of 125.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Lidcombe (Railway Pde at Station) via Railway Pde, Joseph St, Rookwood Rd, Chapel St, North Tce to Bankstown Station. Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): From Lidcombe via Mark St, Taylor St, Joseph St. Ex Bankstown unaltered.

Circa 1946 (Source: Gregory's Street Directory)

From Lidcombe via Railway Pde [now St], Mark St, Taylor St, Joseph St, through **Lidcombe State Hospital**, entering at the main gate and leaving by the gate near the Medical Superintendent's quarters, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Appian Way, North Tce to Bankstown Station.

Cemetery Gates (in East St at Victoria St) diversion: Ex Lidcombe from Joseph St via James St, East St, Victoria St to Joseph St. Reverse on return.

Trips via Joseph St direct: Did not enter Lidcombe State Hospital, but proceeded direct along Joseph St.

1968 (Source: RGH notes)

From Lidcombe (Railway St at Station) via Railway St, Mark St, Taylor St, Joseph St, **Lidcombe State Hospital** internal roadways, Joseph St, Rookwood Rd, Hume Hwy, Meredith St, Marion St, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via reverse route to Joseph St, then Railway St to Lidcombe Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	Fr Lid 8H 24B	M-F	Lidcombe	6.20am	Bankstown	7.05pm	60-90	
		Sat		6.20am		7.05pm	60-90	
		Sun		9.30am		10.05pm	60-90	A

A – Extra trips in afternoon, Lidcombe-Lidcombe State Hospital.

B – To Bankstown.

H – To Lidcombe State Hospital.

19 March 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	21	M-F	Lidcombe	5.53am	Bankstown	9.49pm	30*	A
		Sat		6.20am		9.49pm	30	B
		Sun		7.09am		10.40pm	30	

* More frequent in peak hours.

A – Plus short-working/s after last trip shown. Plus picture bus Wednesday & Friday nights.

B – Plus picture bus Saturday night.

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lidcombe-Bankstown	20	M-F	Lidcombe	5.50am	Lidcombe	8.13pm	30*	
		Sat		6.20am		8.10pm	AM 30 PM 60	
		Sun		6.20am		5.00pm	60	

* More frequent in peak hours.