



SYDNEY BUS ROUTES

1925 route numbers

Routes 201 – 225

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

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

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

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

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

All routes in this section have ceased.

Summary of routes 201 – 225

201	Roseville-East Roseville
201	Seven Hills-Baulkham Hills
202	Roseville-Milsons Point
202	Pymble-Turramurra
202	Richmond-Penrith, etc
203	Rose Bay North-Central
203	Bondi Jun-Waverley, etc
203	Pennant Hills-Berrilee, etc
204	Rushcutters Bay-Central
204	Cremorne-Naval Depot
205	Ryde-North Ryde, etc
206	Ryde-Central
206	Windsor locals
207	Sandringham-Central
207	Mascot Aerodrome-Mascot
208	Sans Souci-Central
208	Penrith-Warragamba, etc
209	Sth Head Signal Stn-Central
209	Granville-Chester Hill

210	Sth Head Signal Stn-Central
210	Penrith-Cranebrook
210	Granville-Villawood
210	Blacktown-Prospect, etc
211	South Belmore-Central
211	Penrith-Wallacia
211	Blacktown-Doonside, etc
212	Wardell Rd Bridge-Central
212	City-Earlwood-Belmore
212	Epping-Denistone-Ryde
212	Windsor-Richmond
213	South Marrickville-Central
213	Bexley North-Campsie
213	P'matta-S Wentworthville
214	Spit Junction-Milsons Point
214	Strathfield-Homebush
214	Merrylands-Wentworthville
215	Strathfield-Belmore, etc
215	Penrith locals

216	Strathfield-Belmore
216	Campsie-Maroubra Bch, etc
216	Windsor-Riverstone, etc
217	Strathfield-Homebush
217	Richmond-Penrith
218	Strathfield-Central
218	Windsor-Pitt Town, etc
219	Sunnyside-Central
219	Turramurra-Sth Turramurra
219	Richmond-Penrith
220	Sutherland-Yowie Bay
220	Hornsby-Mt Colah, etc
221	Sydenham-Summer Hill
221	Lindfield-Bradfield Park, etc
222	Lane Cove-Milsons Point
222	Sydenham-Dulwich Hill, etc
223	Turramurra-Bobbin Hd, etc
224	Tamb'rine Bay-Northw'd, etc
225	Warrawee-Sanitarium, etc

Route 201

ROSEVILLE – EAST ROSEVILLE – ROSEVILLE CHASE

- **Extended from East Roseville to Roseville Baths (selected trips, circa 1948-64)**
(Roseville Baths were located at the foot of Babbage Rd, adjacent to old Roseville Bridge.)
(Roseville Park & Roseville Chase are part of current Garigal National Park.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Roseville – Roseville Park commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 173 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Elias Jones, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 201 [1925 route number] in the general renumbering of routes.

1 March 1930: Transferred to Royle Bros (Eric & Trevor Royle, proprietors).

May 1938: Operator incorporated as Royle Bros Pty Ltd.

By June 1948: Extended to run Roseville – East Roseville (Babbage Rd) (selected trips extended to Roseville Baths).

By December 1953: Selected trips also extended in East Roseville from Babbage Rd to Griffith Av.

By 10 December 1960: Selected trips extended in East Roseville from Babbage Rd to Warrane Rd.

By 27 January 1962: Griffith Av trips ceased. Partly replaced by new route, 56 Chatswood – Castle Cove.

February 1964: Operator's name changed to Forest Coach Lines Pty Ltd (Royle family, proprietors).

By 19 May 1964: Curtailed to run Roseville – East Roseville (Warrane Rd). 56 provided service between East Roseville & Roseville Baths.

24 May 1965: Ceased without direct replacement.

Streets

Roseville – Roseville Park

1921 (Source: Govt Gazette of 8 July 1921)

From Roseville (Hill St at Station) via Hill St, Bancroft Av, Addison Av, Clive St to park gates (Roseville Park). Reverse on return.

Roseville – Roseville Chase

1924 (Source: Govt Gazette of 7 March 1924)

From Roseville (Hill St at Station) via Hill St, Bancroft Av, Archbold Rd, Addison Av, Clive St to Chase Gates (Roseville Chase). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Roseville (Lord St at Hill St) via Lord St, Glen St [now Glencroft Av], Bancroft Av, Archbold Rd, Addison Av, Clive St [now Babbage Rd] to Chase Gates (Roseville Chase).

From Roseville Chase (Clive St [now Babbage Rd] at Chase Gates) via Clive St, Addison Av, Archbold Rd, Bancroft Av, Hill St, Lord St to near Hill St (Roseville).

Circa 1946 (Source: Gregory's Street Directory)

From Roseville (Station) via Lord St, Glencroft St [now Av], Bancroft Av, Archbold Rd, Addison Av, Babbage Rd (Roseville Chase).

Roseville – East Roseville (Warrane Rd) (selected trips extended to Roseville Baths)

1963 (Source: RGH notes)

From Roseville (Lord St at Hill St) via Lord St, Glencroft Av, Bancroft Av, Archbold Rd, Addison Av, Moore St, Duntroon Av, Warrane Rd (**East Roseville**), Babbage Rd, Addison Av, Archbold Rd, Bancroft Av, Hill St, Lord St to near Hill St (Roseville).

Trips from Roseville terminating at East Roseville (Babbage Rd): Ex Roseville from Duntroon Av via Babbage Rd, Addison Av, then return to Roseville Station.

Roseville Baths extension: From East Roseville via Babbage Rd to Roseville Baths. 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		
Roseville-Roseville Chase	Fr Rose 5A 10C	M-F	Archbold Rd	7.48amR	Roseville Ch	4.07pmR	B	
			Roseville	10.20amC	Roseville	7.22pmA		
		Sat	Archbold Rd	7.48amR	Roseville Ch	6.15pmR	D	
			Roseville	10.20amC	Archbold Rd	7.02pmR		
Sun	Roseville	9.10amC	Roseville	6.50pmC	30-40			

In this table, Roseville Chase believed to refer to Chase Gates, Davidson Park.

A – To Archbold Rd.

B – Peak hours, Roseville-Roseville (Archbold Rd). Day, Roseville-Roseville Chase 6 trips.

C – To Roseville Chase.

D – Morning till 10.00am & late afternoon, Roseville-Roseville (Archbold Rd) 30-40. Other times, Roseville-Roseville Chase 10 trips.

R – To Roseville.

June 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Roseville (Babbage Rd)†	Fr Rose 7E 12C	M-F	Babbage Rd	7.43amR	Roseville	6.40pmB	A	
			Roseville	8.50amC	Roseville Ch	3.53pmR		
		Sat	Babbage Rd	7.43amR	Roseville	2.08pmB	30-60	
		Sun						

In this table, Roseville Chase believed to refer to Roseville Baths.

* More frequent in peak hours.

† Selected trips extended to Roseville Chase.

A – Peak hours and day till 12.30pm Roseville-East Roseville (Babbage Rd) 30*. 2 trips extended to Roseville Chase. Gap in service in afternoon.

B – To East Roseville (Babbage Rd).

C – To Roseville Chase.

R – To Roseville.

26 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-East Roseville (Babbage Rd)†	Fr Rose 7B 12C	M-F	Warrane Rd	7.31amR	Roseville Baths	4.03pmR	A	
			Roseville	8.30amC	Roseville	4.40pmW 6.38pmB		
		Sat						
		Sun						

† Selected trips extended to East Roseville (Warrane Rd) or Roseville Baths.

A – Peak hours only, Roseville-East Roseville (Babbage Rd). Selected trips extended to East Roseville (Warrane Rd) or Roseville Baths.

B – To East Roseville (Babbage Rd).

C – To Roseville Baths.

R – To Roseville.

W – To East Roseville (Warrane Rd).

Route 201

SEVEN HILLS – BAULKHAM HILLS

Timeline

19 January 1981: Commenced by Parramatta Bus Co Pty Ltd (Bosnjak family, proprietors).

14 December 1981: Incorporated into 590 Blacktown – Epping “Red Arrow” [Sydney Region route number].

Streets

From 19 January 1981 (Source: timetable)

From Seven Hills (shops, south side) via Best St, George St, Olive St, Seven Hills Rd [now Prospect Hwy], Abbott Rd, Old Windsor Rd, Caroline Chisholm Dr (**Winston Hills**), Langdon Rd, Gooden Dr, Baulkham Hills Rd, Seven Hills Rd, Old Northern Rd, Olive St (**Baulkham Hills**), Windsor Rd, Cook St, Cross St, Cary St, Munro St, Drayton Av, Excelsior Av, Roxborough Park Rd, Windsor Rd, Olive St, Old Northern Rd, then reverse route to Seven Hills shops.

Trips terminating at Seven Hills Station (*peak hours*): Ex Baulkham Hills from Seven Hills Rd [now Prospect Hwy] via Hartley Rd to Seven Hills Station (north side). Reverse on return.

Timetable Summary

19 January 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Seven Hills-Baulkham Hills	55 round trip	M-F	Baulkham Hls	5.49am	Seven Hills	5.35pm	60	
		Sat						
		Sun						

Route 202

ROSEVILLE – MILSONS POINT via Willoughby Rd

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Commenced prior to the allocation of route numbers.
- Competed with McMahons Point-Lane Cove & McMahons Point-Chatswood tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 174 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by R Rees, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 202 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Ceased. Trams continued to provide service.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Roseville (Hill St at Station) via Hill St, Boundary St, Darling St, Baldry St, Victoria Av, Hercules St, Johnson St, Stanley St, Fry St, Sydney St, Laurel St, Penshurst St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Lane Cove Rd [now Pacific Hwy], Berry St, Walker St (**North Sydney**), Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Roseville-Milsons Point	40	M-F	Roseville	6.37am	Milsons Pt	11.34pm	30-60	A
		Sat		6.37am		11.34pm	30-60	
		Sun		9.00am		11.12pm	45-90	

A – Extra trips Friday night.

Route 202

PYMBLE – TURRAMURRA via Merrivale Rd

Timeline

1930: Commenced by Wood Bros.

1931: Transferred to Elliott Bros and amalgamated with 226 as 226 Wahroonga – Turramurra – Pymble.

Route 202

GROSE VALE – RICHMOND – LONDONDERRY – PENRITH via various routes

- **Extended from Penrith to Panthers Club (circa 1993-4)**

Also:

- **East Richmond – University of Western Sydney (Hawkesbury Campus) (1993-4)**
(University of Western Sydney was rebranded as Western Sydney University in 2015.)

Timeline

February 1966: The Richmond – Londonderry – Penrith (Londonderry – Penrith, probably Thursdays-only shopping service by then?) section of Duffy's 217 [1925 route number] transferred to Howe's Bus Service (FC (Fred) & Phyllis Howe, proprietors) and renumbered 202.

April 1972: Howe's Bus Service transferred to Owen MacPherson, proprietor.

1 July 1977: Howe's Bus Service transferred to T (Tom) O'Brien, proprietor.

Approx 1979: Operator's name changed to Richmond Bus & Coach Service.

1987-8: Richmond Bus & Coach Service transferred to Mr Richardson, proprietor, associated with Richardson's Waste Disposal Service.

By 21 November 1988:

- Extended to run Grose Vale – Richmond – Londonderry – Penrith.
- Shared Richmond – Grose Vale with part of 691 [Sydney Region route number]. 202 had travel restrictions in that area.
- Londonderry – Penrith improved from a Thursdays-only shopping service to a regular Monday-Saturday service.

By 1 June 1991: Operator's name changed to Richardson's Bus & Coach Service.

By 31 May 1993:

- New route, East Richmond – University of Western Sydney (Hawkesbury campus), commenced.
- Trips to/from Penrith also diverted via UWS.
- Selected trips extended to Panthers Club.

18 January 1994: Transferred to Westbus Pty Ltd (Bosnjak family, proprietors).

31 October 1994:

- By this date curtailed to run Richmond – Londonderry – Penrith.
- Richmond – University of Western Sydney (Hawkesbury campus) remained unaltered.
- Both routes renumbered 677 [Sydney Region route number].
- Service between Richmond & Grose Vale already being provided by Westbus 680 [Sydney Region route number].
- Service between Penrith & Panthers Club already being provided by Westbus 795 [Sydney Region route number].

Timetable Summary

1 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Londonderry	20	M-F	Londonderry	6.08am	Londonderry	6.14pm	5 trips	A
		Sat	Richmond	8.17am		1.10pm	B	
		Sun						

A – Plus extra trips on various days (incl Thursday shopping trip to Penrith). Plus school trips.

B – 2 trips from Richmond, 3 trips from Londonderry. Plus extra trips to Hawkesbury Racecourse [at Clarendon] on race days.

21 November 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Grose Vale-Richmond-Londonderry-Penrith	44-75	M-F	Grose Vale	7.35am	Penrith	4.33pm	4 trips	A
		Sat		8.00am		12.50pm	3 trips	
		Sun						

A – Some trips ran only Richmond-Penrith. Plus short-working/s before first trip and after last trip shown.

31 May 1993

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
North Richmond-Richmond-Londonderry-Penrith†	28-53	M-F	Grose Vale	6.28amP	Penrith	5.39pmR	A	
		Sat		8.06amP	Panthers Club	1.50pmG	B	
		Sun						
East Richmond-Uni of W Syd (Hawkesbury campus)		M-F	East Richmond	7.51am	UWS Hawkes	4.38pm	4 trips	
		Sat						
		Sun						

† Selected trips extended from North Richmond to Grose Vale and from Penrith to Panthers Club.

A – Base service North Richmond-Richmond-Penrith, 5 trips. 5 trips extended to Grose Vale. 4 trips extended to Panthers Club. Plus short-working/s before first trip and after last trip shown.

B – Base service North Richmond-Richmond-Penrith, 3 trips. Extended to Grose Vale (2 trips to Grose Vale, 1 trip from Grose Vale). 2 trips extended to Panthers Club.

G – To Grose Vale.

P – To Penrith.

R – To Richmond.

Route 203

ROSE BAY NORTH – CENTRAL RAILWAY via Old South Head Rd

(Rose Bay North is a locality name in the vicinity of Towns Rd, Vaucluse.)

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

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

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

As at date of Govt Gazette of 19 December 1924: Numbered 170 [1924 route number].

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

- WW Pope & Sons
- Metropolitan Omnibus & Transport Co {ty Ltd (FH (later Sir Frederick) Stewart, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 203 [1925 route number] in the general renumbering of routes. Shared route between Rose Bay North & Central Railway with 209.

By date of Govt Gazette 27 May 1927: Ceased. Trams continued to provide service.

Streets

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

From Rose Bay North (Old South Head Rd at Dudley St/Towns Rd) via Old South Head Rd, Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alterations

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

Timetable Summary

September 1925

First operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway	44	M-F	Rose Bay Nth	5.58am	Central Rly	12.33am	20-30	
		Sat		5.58am		12.33am	20-30	
		Sun		12.04pm		12.33am	20-30	

Second operator

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway	44	M-F	Rose Bay Nth	5.19am	Central Rly	11.57pm	30	
		Sat		5.19am		11.57pm	30	
		Sun		7.52am		11.57pm	30	

Route 203

BONDI JUNCTION – WAVERLEY (Gibson St) via Birrell St

BONDI JUNCTION – TAMARAMA via Birrell St

Also:

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

Timeline

1932: Bondi Junction – Waverley (Alfred St) commenced. By 1933, being run by CAL (Clarrie) Paull (as manager of Bronte Bus Co?)

By 1935: Then or earlier Bronte Bus Co was a Reo Motors/John A Gilbert subsidiary. Clarrie Paull was manager until 1949?.

By 1938: Extra route, Bondi Junction – Waverley (Gibson St), commenced.

6 February 1938: Bondi Junction – Waverley (Alfred St) extended to run Bondi Junction – Waverley (foot of Birrell St, Tamarama).

September 1945: Transferred to A Small, proprietor.

1947: Transferred to LT Wilson, proprietor.

By 1948: Bondi Junction – Tamarama ceased and partly replaced by 79 (City – Tamarama), which commenced on 22 March 1948, leaving 203 as Bondi Junction – Waverley (Gibson St).

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

- “Tramless Sunday” replacement service, Waverley (Gibson St) – City (Railway Square), commenced.
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Railway – Bronte Beach tram service.
- Services were also maintained on normal route/s.

31 December 1949: L Wilson handed in license and route operated by Department of Road Transport & Tramways as 244 until J Bowden took over on 26 February 1950.

Bondi Junction – Waverley (Gibson St) reinstated as a private route numbered 244 from 26 February 1950.

26 February 1950: 244 Bondi Junction – Waverley (Gibson St) transferred from Department of Road Transport & Tramways (successor to Department of Road Transport & Tramways) to JH (Joe) Bowden, proprietor & renumbered back to 203 [1925 route numbers].

21 February 1952: Re-transferred to Department of Government Transport and renumbered 313 [Sydney Region route number].

Streets

Waverley (Gibson St) – Bondi Junction

Circa 1946 (Source: Gregory’s Street Directory)

From Waverley (Gibson St) via Gibson St, Murray St, Hewlett St, Alfred St, Birrell St, Bronte Rd, Spring St, Newland St (Bondi Junction).

Alterations

Circa 1948 (Source: Gregory’s Street Directory): Approached Bondi Junction from Bronte Rd via Ebley St, Newland St, Spring St.

Timetable Summary

20 October 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction- Waverley (Gibson St)	13	M-F	Gibson St	7.00am	Bondi Junction	11.30pm	FE 30* FO 15	
		Sat		7.00am	Gibson St	11.45pm	AM 15 PM 30	
		Sun	Bondi Junction	12.30pm		11.15pm	30	

* More frequent in peak hours.

FE – Fridays excepted.

FO – Fridays only.

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waverley (Gibson St)-City (Railway Sq)†		M-F						
		Sat						
		Sun	Gibson St	10.00am	Railway Sq	11.00pm	30	

† Sunday tramway replacement service.

Route 203

PENNANT HILLS – BIRRALEE via various routes

Also:

- **Hornsby – Glenorie via Galston Gorge (1980-82) probably a permit service, may have alternatively been numbered 60)**

Timeline

12 August 1974:

- Commenced by Glenorie Bus Co (Keith Todd, proprietor).as a replacement service to Birralee, when Hornsby Bus Group's 103 was curtailed to run Hornsby – Hornsby Heights.
- Most trips ran via New Line Rd, but selected trips ran via Castle Hill.

14 April 1980: Extra route, Hornsby – Glenorie via Galston Gorge, commenced, which may have been numbered either 203 or 60.

1 July 1982: Hornsby – Glenorie via Galston Gorge ceased.

21 April 1986: As part of general reorganization of Glenorie Bus Co's routes (60, 184 & 203), renumbered 651 [Sydney Region route number].

Streets

1974 (Source: RGH notes)

Via New Line Rd

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Boundary Rd, New Line Rd, Old Northern Rd, Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Birralee). Reverse on return

Via Castle Hill

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Castle Hill Rd, Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd (**Round Corner, Dural**), Galston Rd (**Galston**), Arcadia Rd (**Arcadia**), Bay Rd to Chilcott Rd (Birralee).

From Birralee (Bay Rd/Chilcott Rd) via reverse route to Old Northern Rd, then Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

Timetable Summary

Circa 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Birralee	35	M-F	Birralee	6.40am	Pennant Hills	6.30pm	A	
		Sat		7.00am		12.45pm	B	
		Sun						

A – 5 trips from Birralee, 6 trips from Pennant Hills. Trips via Castle Hill (1 trip from Birralee, 2 trips from Pennant Hills. Other trips via New Line Rd.

B – 1 trip, via New Line Rd in both directions.

14 April 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Berrilee	40	M-F	Berrilee	6.40am	Pennant Hills	5.55pm	A	
		Sat						
		Sun						

A – 1 trip (plus school trips) from Berrilee, 6 trips from Pennant Hills.

8 September 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Glenorie via Galston Gorge	30	M-F	Glenorie	6.10am	Hornsby	6.00pm	A	
		Sat						
		Sun						

A – 5 trips from Glenorie, 7 trips from Hornsby. 1 trip each way via Berrilee. Plus 1 off-peak trip each way Hornsby-Dural.

Route 204

RUSHCUTTERS BAY – CENTRAL RAILWAY via Boundary St & Oxford St

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

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette 7 March 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 175 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 204 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 17 December 1926: Ceased. Trams continued to provide service.

Streets

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

From Rushcutters Bay (Beach Rd at end) via Beach Rd, New South Head Rd, Neild Av, Boundary St, Campbell St, Hopewell St (**Paddington**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

Alterations

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rushcutters Bay-Central Railway	20	M-F	Nield Av	6.45am	Central Rly	6.00pm	A	
			R'cutters Bay	7.35am				
		Sat	Nield Av	6.45am	10.50pm			
			R'cutters Bay	7.35am				
Sun	R'cutters Bay	8.30am	10.15pm	50-90				

A – Early morning, Central Railway-(Paddington) Nield Av. Other times, Central Railway-Rushcutters Bay 25.
Extra trips Tuesday & Friday nights.

Route 204

CREMORNE WHARF – CREMORNE JUNCTION – SPIT JUNCTION – BALMORAL NAVAL DEPOT

Also:

- **Mosman Wharf – Spit Junction – Cremorne Wharf (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (circa 1948-49)**

(Balmoral Naval Depot terminus was also known at times as Middle Head and Hunter Bay Naval Depot.)

Timeline

1932: Cremorne Junction – Mosman (Raglan St) commenced by WE (Bill) Nott, proprietor. Replaced part of 236 in North Cremorne, which had ceased as from 31 October 1931.

14 March 1935: Extended to run Cremorne Junction – Mosman – Georges Heights.

By 1941: Transferred to Mosman Bus Co (AJ (Alfred) Richards, proprietor).

?: Extended to run Cremorne Junction – Mosman – Balmoral Naval Depot.

At least on 11 July 1948: *Due to shortages of coal to generate electricity for tram services, Sunday service, Mosman Wharf – Spit Junction – Cremorne Wharf replaced parts of Mosman Wharf – Cremorne Junction & Cremorne Wharf – The Spit tram services. (Did it also run on later weekend days during the whole or part of the periods 11 July 1948 – 17 October 1948 & 25 June 1949 – 22 July 1949, when other Sunday tramway replacement services ran?)*

November 1949: Transferred to Mosman Bus Service (WFJ (Bill) Read, proprietor).

25 May 1952: As part of the Government’s Mosman bus/ferry Co-ordination Scheme:

- Extended to run Cremorne Wharf – Cremorne Junction – Spit Junction – Balmoral Naval Depot,
- Shared/competed with Cremorne Wharf – The Spit tram service.

6 January 1964: Mosman Bus Service transferred to Mrs W Threlfall, proprietor.

May 1965: Mrs Threlfall died and service transferred to executors of her estate.

30 June 1965: Buses repossessed and service operated by Col Sinclair, on behalf of Associated Securities Ltd (finance company) until a sale could be arranged.

17 August 1965: Transferred to Cremorne Bus Service (Eric Wenban & EM (Eddie) Hayman).

Later: Eddie Hayman became sole proprietor of Cremorne Bus Service.

19 December 1988: Renumbered 224 [Sydney Region route number].

Streets

Cremorne Junction – Balmoral Naval Depot

Circa 1946 (Source: Gregory’s Street Directory)

From Cremorne Junction via Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Prince Albert St, Military Rd (**Mosman**), Middle Head Rd, Cobbittee St, Dayrell Av [possibly different road layout then?], Defence Department Rd [now part of Middle Head Rd] (**Balmoral Naval Depot**).

Trips from Georges Heights terminating at Spit Junction: From Middle Head Rd via Military Rd, Vista St, Short St, Cowles Rd, Military Rd, Middle Head Rd.

Circa 1948 (Source: Gregory’s Street Directory)

From Cremorne Junction via Macpherson St, Military Rd, Prince St, Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Prince Albert St, Military Rd (**Mosman**), Middle Head Rd,

Cobbittee St, Dayrell Av [possibly different road layout then?], Defence Department Rd [now part of Middle Head Rd] (Balmoral Naval Depot).

Cremorne Wharf – Cremorne Junction – Spit Junction – Balmoral Naval Depot

1963 (Source: RGH notes)

From Cremorne Wharf via Milson Rd, Murdoch St, Florence St, Spofforth St, Military Rd (**Cremorne Junction**), Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Middle Head Rd (**Mosman**), Gordon St, Wolseley Rd, Methuen Av, Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

From Balmoral Naval Depot (Middle Head Rd at Chowder Bay Rd) via reverse route to Gordon St, then Middle Head Rd, Military Rd, Gouldsbury St, The Crescent, Myahgah St, Military Rd, Cowles Rd, then reverse route to Cremorne Wharf.

Trips starting at Cremorne Junction: From Macpherson St at Military Rd via Military Rd, Prince St, Macpherson St.

Mosman (Killarney St) diversion: From Wyong Rd/Countess St via Wyong Rd, Killarney St, Bullecourt Av to Amiens Av. Reverse on return.

1986 (Source: RGH notes)

From Cremorne Wharf via Milson Rd, Murdoch St, Military Rd (**Cremorne Junction**), Macpherson St, Wyong Rd, Countess St, Ourimbah Rd, Cowles Rd, Military Rd (**Spit Junction**), Middle Head Rd to Chowder Bay Rd (Balmoral Naval Depot).

From Balmoral Naval Depot (Middle Head Rd at Chowder Bay Rd) via reverse route to Macpherson St, then Parraween St, Winnie St, Murdoch St, Milson Rd to Cremorne Wharf.

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mosman Wharf – Cremorne Wharf†		M-F						
		Sat						
		Sun	Mosman Whf	?	Cremorne Whf	10.54pm	30	

† Sunday tramway replacement service.

11 December 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Junction-Balmoral Naval Depot	20	M-F	Cremorne Jun	7.15am	Cremorne Jun	11.30pm	20*	A
		Sat		7.25am		11.30pm	AM 15 PM 20	A
		Sun	Naval Depot	8.30am		11.30pm	40	

* More frequent in peak hours.

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

25 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
				Time	From	Time		
Cremorne Wharf-Balmoral Naval Depot	Fr N/Dep 20J 28W	M-F	Cremorne Jun	7.15amN	Cremorne Whf	6.12pmN	A	
			Naval Depot	7.20amW	Cremorne Jun	11.10pmN		
		Sat		7.35amW	Cremorne Whf	1.12pmN	B	
					Cremorne Jun	11.10pmN		
Sun		1.20pmJ		10.30pmN	40	C		

* More frequent in peak hours.

A – Peak hours, Cremorne Junction-Naval Depot (selected trips extended to Cremorne Wharf). Day, Cremorne Junction-Naval Depot 20. Plus short-working/s before first trip and after last trip shown.

B – Morning, Cremorne Junction-Naval Depot 15. Afternoon, Cremorne Junction-Naval Depot 40. 4 trips extended to Cremorne Wharf approx. 8.00am-1.00pm. Plus late evening picture trips. Plus short-working/s before first trip and after last trip shown.

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

N – To Naval Depot.

J – To Cremorne Junction.

W – To Cremorne Wharf.

23 September 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Balmoral Naval Depot	Fr N/Dep 15J 23W	M-F	Cremorne Whf	7.18amN	Naval Depot	6.40pmW	A	
		Sat	Naval Depot	7.54amW		4.30pmW	B	
		Sun						

* More frequent in peak hours.

A – Peak hours, mainly Cremorne Wharf-Naval Depot. Day, Cremorne Junction-Naval Depot 30, selected trips extended to Cremorne Wharf. Plus short-working/s before first trip & after last trip shown.

B – Morning, Cremorne Junction-Naval Depot 40, 1 trip extended to Cremorne Wharf. Afternoon, Cremorne Wharf-Naval Depot 60. Plus short-working/s before first trip & after last trip shown.

J – To Cremorne Junction.

N – To Naval Depot.

W – To Cremorne Wharf.

November 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cremorne Wharf-Balmoral Naval Depot	23	M-F	Naval Depot	7.22amW	Cremorne Whf	5.57pmN	60*	A
		Sat	Cremorne Whf	9.37amN		11.37amN	60	A
		Sun						

* More frequent in peak hours.

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

N – To Naval Depot.

W – To Cremorne Wharf.

Route 205

Ryde-based route

RYDE Station – RYDE shops – NORTH RYDE (various termini) – MACQUARIE CENTRE

- **Various extensions in the North Ryde area for different periods**

Also:

- **Ryde – City (York St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

Gladesville-based route

GLADESVILLE – FIELD of MARS CEMETERY – NORTH RYDE (Magdala Rd)

(The AWA factory was located at the corner of Lane Cove Rd & Talavera Rd, North Ryde.)

(Lucknow Rd, North Ryde is now part of Epping Rd, opened in 1940.)

(Ryde Post Office & Ryde shops are located in what is also referred to as Top Ryde.)

(The name of Ryde Station was changed to West Ryde on 8 October 1945.)

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

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Ryde Station – Ryde shops – North Ryde (Lane Cove Rd/Lucknow Rd) commenced prior to the allocation of route numbers. Competed with Ryde shops – Ryde Station tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 176 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by HJ Cooper, proprietor.

By date of Govt Gazette 13 November 1925: Routes altered/extended to run:

- Ryde Station – Ryde shops – North Ryde (Lane Cove Rd/Waterloo Rd)
- Ryde Station – Ryde shops – North Ryde – Northern Suburbs Cemetery
- Ryde Station – Ryde shops – North Ryde (Cressy Rd).

As at date of Govt Gazette 13 November 1925: Renumbered 205 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928:

- Extended in North Ryde from Lane Cove Rd/Waterloo Rd to Waterloo Rd/Balaclava Rd (when ceased?).
- Extended in North Ryde from Lane Cove Rd/Waterloo Rd to de Burghs Bridge (when ceased?).

Probably on or by 31 October 1931: Curtailed to run Ryde shops to the various termini in North Ryde, as the Ryde Station-Ryde shops part of the route would have been classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Trams continued to provide service between Ryde shops & Ryde Station.

By 30 April 1934: New route, Gladesville – Field of Mars Cemetery, commenced, replacing part of 206 which ceased on 31 October 1931.

30 April 1934: Gladesville – Field of Mars Cemetery extended to run Gladesville – Field of Mars Cemetery – North Ryde (Magdala Rd).

By October 1935: Transferred to SJ (Syd) Beverley, proprietor.

By 16 November 1937: Routes were:

- Gladesville – Field of Mars Cemetery – North Ryde (Magdala Rd) (daily daytime)
- Ryde Post Office – North Ryde (Balaclava Rd) (daily daytime)
- Ryde Post Office – Northern Suburbs Cemetery (infrequent daily)
- Ryde Post Office – Field of Mars Cemetery (Sunday afternoons).

Late 1930s (after 1937): Transferred to Fred Rohrs.

By 22 July 1945:

- Ryde Post Office – North Ryde (Balaclava Rd) curtailed to run Ryde Post Office – North Ryde (Khartoum Rd) [now in Macquarie Park].
- Ryde Post Office – North Ryde night trips on M-F & Sundays through-routed with Gladesville – North Ryde [renumbered 75 in 1948] as Gladesville – North Ryde – Ryde shops. (By 1961 the through-routing applied to all trips on 75 & 205 on weeknights, Saturday afternoons & all day Sunday.)

By 1948: Gladesville – North Ryde (Magdala Rd) renumbered 75.

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

- “Tramless Sunday” replacement service, Ryde – City (York St), commenced in conjunction with 89 & 234 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing Fort Macquarie - Ryde tram service.
- Services were also maintained on normal route/s.

By August 1948:

- Base route was Ryde shops – North Ryde (Waterloo Rd/Lane Cove Rd).
- Extended from North Ryde to Fullers Bridge on Saturday afternoons, Sundays & Public Holidays (in addition to selected trips extended from North Ryde to Northern Suburbs Cemetery along a similar route).

By 1949: Transferred to Hunters Hill Bus Co Pty Ltd (shareholders: John A Gilbert-related personnel, plus manager at the time, namely CAL (Clarrie) Paull, manager till 1965).

By early 1950s: Sunday afternoons trips Ryde shops – Field of Mars Cemetery renumbered part of 126 [1925 route number].

By 18 July 1951: New route, Ryde shops – North Ryde (Coxs Rd), commenced. Selected trips to Waterloo Rd or Northern Suburbs Cemetery also ran via North Ryde (Coxs Rd) terminus.

By 14 August 1958: Extension from Waterloo Rd to Khartoum Rd ceased.

By 29 May 1961: Extension from Northern Suburbs Cemetery to Fullers Bridge ceased. A limited service continued to be extended on weekdays from North Ryde to Northern Suburbs Cemetery.

1965: Ken Butt appointed manager of Hunters Hill Bus Co, replacing Clarrie Paull.

Circa 1965: Selected trips extended in North Ryde from Waterloo Rd to Ryde Caravan Park (Fontenoy Rd/Lane Cove Rd).

16 January 1967: As a result of the commencement of 43:

- Ryde shops – North Ryde (Coxs Rd) and Ryde shops – North Ryde (Waterloo Rd/Lane Cove Rd) routes absorbed into a single route.
- Selected trips continued to be extended to Northern Suburbs Cemetery and to Ryde Caravan Park.
- Service reduced to weekday extended peak hours and Saturday mornings. 43 provided an alternative service at other times.
- Through-routing with 75 ceased, due to reduction of 205 to a peak hour and Saturday route.

6 July 1970: Extended to run West Ryde – Ryde – North Ryde. West Ryde – Ryde shared with 43.

By 18 May 1971:

- Extension from North Ryde to Northern Suburbs Cemetery (2 trips per weekday) ceased.
- Saturday service ceased.

28 April 1978: Transferred to North & Western Bus Lines Pty Ltd (KA (Ken) Butt, proprietor).

By 25 June 1979: Selected peak hour trips extended to North Ryde Industrial Area (Fontenoy Rd/Khartoum Rd).

16 November 1981: Upon opening of Macquarie Centre shops:

- Extended to run West Ryde – Ryde shops – North Ryde – Macquarie Centre.
- Hours of service extended to daytime Mondays to Saturdays.

23 July 1990: As part of general reorganisation of North & Western’s routes, renumbered 533 [Sydney Region route number].

Streets

RYDE – NORTH RYDE

Ryde Station – Ryde shops – North Ryde (Lane Cove Rd/Lucknow Rd)

1924 (Source: Govt Gazette of 19 December 1924)

From Ryde (Ryedale Rd at Station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd‡, Glebe St‡, St (Ryde), Parkes St§, Belmore St§, Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd to Lucknow Rd (North Ryde).

From North Ryde (Lane Cove Rd at Lucknow Rd) via reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde Station.

‡ Now part of Victoria Rd.

§ Now Blaxland Rd.

Ryde Station – Ryde shops – North Ryde (Waterloo Rd) (plus various extensions/termini)

1925 (Source: Govt Gazette of 13 November 1925)

Trips to Waterloo Rd

From Ryde (Ryedale Rd at Station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd‡, Glebe St‡, Church St (Ryde), Parkes St§, Belmore St§, Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd to Waterloo Rd (North Ryde).

From North Ryde (Lane Cove Rd at Waterloo Rd) via reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde Station.

‡ Now part of Victoria Rd.

§ Now Blaxland Rd.

Trips to Northern Suburbs Cemetery

From Ryde (Ryedale Rd at Station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd‡, Glebe St‡, Church St (Ryde), Parkes St§, Belmore St§, Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Lucknow [now Epping] Rd, Delhi Rd to Northern Suburbs Cemetery gates [at Plassey Rd].

From Northern Suburbs Cemetery (Delhi Rd [at Plassey Rd]) via Delhi Rd, Lucknow [now Epping] Rd, Allen [now part of Wicks] Rd, Coxs Rd, Lane Cove Rd, then reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde Station.

‡ Now part of Victoria Rd.

§ Now Blaxland Rd.

Trips to Cressy Rd

From Ryde (Ryedale Rd at Station) via Ryedale Rd, Herbert St, Hermitage Rd, Parramatta Rd‡, Glebe St‡, Church St (Ryde), Parkes St§, Belmore St§, Lane Cove Rd [part now Goulding Rd], Twin Rd, Wicks Rd, Coxs Rd to Cressy Rd (North Ryde).

From North Ryde (Coxs Rd at Cressy Rd) via reverse route to Parramatta [now Victoria] Rd, then Ryedale Rd to Ryde Station.

‡ Now part of Victoria Rd.

§ Now Blaxland Rd.

Trips extended to de Burghs Bridge

Trips extended to Balaclava Rd

Alterations

1928 (Source: Govt Gazette of 22 June 1928)

- **North Ryde (de Burghs Bridge) extension:** Extended from Lane Cove Rd/Waterloo Rd, North Ryde via Lane Cove Rd to south side of [old] de Burghs Bridge. Reverse on return.
- **North Ryde (Balaclava Rd) extension:** From Lane Cove Rd/Waterloo Rd, North Ryde via Waterloo Rd to Balaclava Rd. Reverse on return.

Ryde Post Office – North Ryde (Waterloo Rd) (extended to Balaclava Rd)

Ryde Post Office – Northern Suburbs Cemetery

As at 20 December 1937 (Source: timetable)

- Streets not listed.
- Ryde Post Office – Northern Suburbs Cemetery trips did *not* travel via Waterloo Rd, North Ryde.
- Selected Ryde Post Office – North Ryde (Waterloo Rd) trips diverted via Cressy Rd.

Ryde shops – North Ryde (Waterloo Rd) (selected trips extended to Northern Suburbs Cemetery)

1963 (Source: RGH notes)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Waterloo Rd (North Ryde), Lane Cove Rd, Epping Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St to Ryde shops.

Northern Suburbs Cemetery extension: From Wicks Rd/Epping Rd via Epping Rd, Delhi Rd to Plassey Rd. Reverse on return.

Ryde shops – North Ryde (Waterloo Rd) (selected trips extended to Northern Suburbs Cemetery or Ryde Caravan Park)

Alteration

1966 (Source: RGH notes)

Ryde Caravan Park extension: From Waterloo Rd/Lane Cove Rd via Lane Cove Rd to Fontenoy Rd. Reverse on return.

From 16 January 1967

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Waterloo Rd (**North Ryde**), Lane Cove Rd, Coxs Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St to Ryde shops.

Trips direct via Lane Cove Rd: Ex Ryde from Blaxland Rd via Lane Cove Rd to Waterloo Rd. Reverse on return.

Ryde Caravan Park extension: From Waterloo Rd/Lane Cove Rd via Lane Cove Rd to Fontenoy Rd. Reverse on return.

Northern Suburbs Cemetery extension: From Wicks Rd/Epping Rd via Epping Rd, Delhi Rd to Plassey Rd. Reverse on return.

Other route variations.

West Ryde – Ryde shops – North Ryde (Waterloo Rd)

From 6 July 1970 (Source: RGH notes)

From West Ryde (Ryedale Rd at Station) via Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd, Epping Rd, Wicks Rd, Waterloo Rd (**North Ryde**), Lane Cove Rd, Coxs Rd, Wicks Rd, Twin Rd, Goulding Rd, Lane Cove Rd, Devlin St, Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd to West Ryde Station.

Alteration

19 May 1979 (Source: N&W notice): Extended to approach West Ryde from Herbert St (West Ryde) via Ryedale Rd, Marlow Av bridge, West Pde to West Ryde Interchange. Return via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

West Ryde – Ryde shops – North Ryde – Macquarie Centre

From 16 November 1981 (Source: timetable)

From West Ryde (Interchange) via West Pde, Marlow St bridge, Ryedale Rd, Victoria Rd, Church St (**Ryde**), Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd (**North Ryde**), Coxs Rd, Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre shops.

From Macquarie Centre via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St (**Ryde**), Victoria Rd, Hermitage Rd, Herbert St, Ryedale Rd, Marlow St bridge, West Pde to West Ryde Interchange.

Ryde shops – North Ryde (Coxs Rd)

1963 (Source: RGH notes)

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, Goulding Rd, Twin Rd, Wicks Rd, Coxs Rd, Lane Cove Rd to Cooney St (North Ryde).

From North Ryde (Coxs Rd) (Lane Cove Rd at Cooney St) via reverse route to Goulding Rd, then Lane Cove Rd, Devlin St to Ryde shops.

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		
Ryde Station-Ryde shops-North Ryde†	Fr Ryde Stn 23C 25L 35N	M-F	Ryde Station	6.40amC 10.12amN	Nth Subs Cem	4.05pmS	A	
					Ryde Station	6.02pmL		
					Ryde shops	10.30pmW		
		Sat	Ryde Station	6.15amS 10.12amN	Nth Subs Cem	4.05pmS	B	
					Ryde Station	6.00pmW		
					Ryde shops	10.30pmW		
		Sun	Waterloo Rd	8.55amS	Nth Subs Cem	4.00pmR	D	
					Ryde Station	10.50amN		

† Selected trips extended to Northern Suburbs Cemetery.

A – Day, Ryde Station-North Ryde 11 trips, serving School of Arts (1 trip), Cressy Rd (3), Lucknow Rd (4), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde. Plus short-working/s before first trip shown.

B – Day, Ryde Station-North Ryde 10 trips, serving Cressy Rd (4 trips), Waterloo Rd (1), Lucknow Rd (3), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde. Plus short-working/s before first trip shown.

C – To North Ryde (Cressy Rd).

D – Day, Ryde Station-North Ryde 5 trips, serving Cressy Rd (2 trips), Waterloo Rd (2), Northern Suburbs Cemetery (2) in various combinations. Night, Ryde shops-North Ryde.

L – To North Ryde (Lucknow Rd).

N – To Northern Suburbs Cemetery.

R – To Ryde shops.

S – To Ryde Station.

W – To North Ryde (Waterloo Rd).

16 November 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Magdala Rd)	Fr Glades 10F 19M	M-F	Magdala Rd	7.43amG	Gladesville	6.23pmM	8 trips	
		Sat		7.43amG		6.13pmM	A	
		Sun	F/Mars Cem	1.51pmG		5.25pmF	20	
		Hols	Magdala Rd	1.03pmG		6.13pmM	B	

A – Morning, Gladesville-North Ryde (Magdala Rd) 45, afternoon Gladesville-Field of Mars Cemetery 20 (last 2 trips extended to North Ryde (Magdala Rd)).

B – Base service Gladesville-Field of Mars Cemetery 30 (first 2 and last 2 trips extended to North Ryde (Magdala Rd)).

F – To Field of Mars Cemetery.

G – To Gladesville.

M – To North Ryde (Magdala Rd).

20 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office-North Ryde (Balaclava Rd)	Fr Ryde 15W 20B	M-F	Balaclava Rd	5.48amR	Ryde PO	7.32pmB	A	
		Sat		6.22amR		10.45pmB	D	
		Sun		8.49amR		8.50pmB	E	
		Hols		7.58amR		7.30pmC	F	
Ryde Post Office-Northern Suburbs Cemetery	21	M-F	Ryde PO	10.20am	Nth Subs Cem	4.07pm	4 trips	
		Sat		10.21am		4.55pm	4 trips	
		Sun		9.43am		4.55pm	6 trips	
		Hols		10.00am		5.00pm	4 trips	
Ryde Post Office-Field of Mars Cemetery	10	M-F						
		Sat						
		Sun	Ryde PO	2.15pm	F/Mars Cem	4.28pm	3 trips	

A – Ryde Post Office-North Ryde (Waterloo Rd) 8 trips, Ryde Post Office-North Ryde (Balaclava Rd) 4 trips. Extra trips Friday night (last trip 10.25pm from Ryde Post Office to North Ryde (Balaclava Rd)). Plus picture bus Monday & Wednesday nights.

B – To North Ryde (Balaclava Rd).

C – To North Ryde (Cressy Rd).

D – Ryde Post Office-North Ryde (Waterloo Rd) 11 trips, Ryde Post Office-North Ryde (Balaclava Rd) 6 trips

E – Ryde Post Office-North Ryde (Waterloo Rd) 6 trips, Ryde Post Office-North Ryde (Balaclava Rd) 5 trips.

F – Ryde Post Office-North Ryde (Waterloo Rd) 7 trips, Ryde Post Office-North Ryde (Balaclava Rd) 5 trips. Last trip from Ryde Post Office to North Ryde (Cressy Rd). Plus picture bus.

R – To Ryde Post Office.

W – To North Ryde (Waterloo Rd).

22 July 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde Post Office-North Ryde (Waterloo Rd)†		M-F	Ryde PO	5.45amL	Waterloo Rd	7.15pmR	A	
				6.45amW	Lucknow Rd	10.40pmR		
		Sat		6.45amW	Ryde PO	6.15pmK	B	
		Sun		9.45amN	Lucknow Rd	10.48pmR	D	
Gladesville-North Ryde (Magdala Rd)		M-F	Badajoz Rd	6.00amG	Gladesville	5.00pmM	E	
			Magdala Rd	8.46amG		11.00pmC		
		Sat	Badajoz Rd	6.40amG		1.25pmM	H	
			Magdala Rd	8.30amG		6.13pmC		
	Sun	Gladesville	1.45pmF		10.25pmC	I		
Ryde Post Office-Field of Mars Cemetery		M-F						
		Sat						
		Sun	Ryde PO	2.15pm	F/Mars Cem	4.28pm	3 trips	

In this table:

“Lucknow Rd” means Lucknow Rd [now part of Epping Rd]/Lane Cove Rd.

“Badajoz Rd” means Badajoz Rd/Coxs Rd.

† Selected trips extended to Northern Suburbs Cemetery or North Ryde (Khartoum Rd).

A – 21 trips. Day, mostly Ryde Post Office-North Ryde (Waterloo Rd). 5 trips extended to North Ryde (Khartoum Rd). 4 trips extended to Northern Suburbs Cemetery. Night trips through-routed to Gladesville. Plus picture bus Wednesday night.

B – 16 trips. Early morning, Ryde Post Office-North Ryde (Waterloo Rd). Day, most trips Ryde Post Office-Northern Suburbs Cemetery. Plus picture buses to Khartoum Rd & Ryde.

C – To North Ryde (Coxs Rd/Cressy Rd).

D – 12 trips. Day, Ryde Post Office-Northern Suburbs Cemetery. Night, most trips Ryde Post Office-Waterloo Rd, through-routed to Gladesville.

E – Day, Gladesville-North Ryde (Magdala Rd) 60. Peak hours & night, mainly Gladesville-North Ryde (Cressy Rd). Night trips through-routed to Ryde Post Office.

F – To Field of Mars Cemetery.

G – To Gladesville.

H – Morning, Gladesville-North Ryde (Magdala Rd) 45. Afternoon, Gladesville-Field of Mars Cemetery 20. Early morning & late afternoon, Gladesville-North Ryde (Cressy Rd).

I – Afternoon, Gladesville-Field of Mars Cemetery 20. Night, Gladesville-North Ryde (Cressy Rd). Night trips through-routed to Ryde Post Office.

K – To North Ryde (Khartoum Rd).

L – To North Ryde (Coxs Rd/Lane Cove Rd).

M – To North Ryde (Magdala Rd).

N – To Northern Suburbs Cemetery.

R – To Ryde Post Office.

W – To North Ryde (Waterloo Rd).

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Ryde-City (York St)†		M-F						
		Sat						
		Sun	Ryde	8.35am	York St	10.35pm	60	

Co-ordinated with other tram replacement services over all or part of same route (see under 89 & 234 [1925 route numbers]).

† Sunday tramway replacement service.

12 May 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
Ryde shops-North Ryde (Waterloo Rd)†	Fr Ryde 15W 18N 25F	M-F	Waterloo Rd	6.10amR	Ryde shops	11.40pm	A			
			Ryde shops	9.16amK	Khartoum Rd	5.30pmR				
				10.10amN	Nth Subs Cem	2.11pmR				
		Sat	Ryde shops			7.30amW	Waterloo Rd	7.50pmR	B	
						9.15amK	Khartoum Rd	7.48pmR		
						9.55amN	Fullers Bge	5.00pmR		
						2.30pmF	Ryde shops	11.40pmC		
		Sun				8.40amF	Fullers Bge	6.30pmR	D	
							Ryde shops	10.50pmC		
		Ryde shops-North Ryde (Coxs Rd)	10	M-F	Ryde shops	10.53am	Coxs Rd	2.45pm	2 trips	E
Sat								G		
Sun										

* More frequent in peak hours.

† Selected trips extended from North Ryde (Waterloo Rd) to North Ryde (Khartoum Rd), to Northern Suburbs Cemetery or to Fullers Bridge.

A – Day, base service Ryde shops-North Ryde (Waterloo Rd) 40*, selected trips extended to Khartoum Rd or Northern Suburbs Cemetery. Night, Ryde shops-North Ryde (North Ryde Park, last trip to Coxs Rd only) & through-routed to Gladesville via 75. Plus picture bus Wednesday night.

B – Morning, mainly Ryde shops-North Ryde (Waterloo Rd) 40, selected trips extended to Khartoum Rd or Northern Suburbs Cemetery. Afternoon, mainly Ryde-Fullers Bridge 60. Plus picture buses to Ryde & Khartoum Rd.

C – To North Ryde (Wicks Rd/Coxs Rd), through-routed to Gladesville.

D – Day, Ryde shops-Fullers Bridge 60. Night, Ryde shops-North Ryde (North Ryde Park, last trip to Coxs Rd only) & through-routed to Gladesville via 75.

E – Plus diversion of 1 Ryde shops to North Ryde (Waterloo Rd) trip.

F – To Fullers Bridge.

G – Picture bus service provided by diversions of Ryde shops-North Ryde (Waterloo Rd) picture bus trips.

K – To North Ryde (Khartoum Rd).

N – To Northern Suburbs Cemetery.

R – To Ryde shops.

W – To North Ryde (Waterloo Rd).

6 March 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde shops-North Ryde (Waterloo Rd)†	Fr Ryde 14W 17N	M-F	Waterloo Rd	5.45amR	Nth Subs Cem	1.41pmR	A	
			Ryde shops	10.00amN	Ryde shops	10.30pmW		
		Sat		7.16am		7.30pm	60	
		Sun		9.16am		7.30pm	60	
Ryde shops-North Ryde (Coxs Rd)	10	M-F	Ryde shops	6.02am	Coxs Rd	7.03pm	60	
		Sat		8.05am	Ryde shops	1.30pm	60	
		Sun						

* More frequent in peak hours.

† Selected trips extended from North Ryde to Northern Suburbs Cemetery.

A – Day, Ryde shops-North Ryde (Waterloo Rd) 60, Ryde shops-Northern Suburbs Cemetery 2 trips. Plus short-working/s after last trip shown.

N – To Northern Suburbs Cemetery.

R – To Ryde shops.

W – To North Ryde (Waterloo Rd).

16 January 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde shops-Ryde Caravan Park†	Fr Ryde 18W 20N	M-F	Ryde shops	6.32amW 8.48amP 10.15amN	Nth Subs Cem Ryde C'van Pk	2.32pmR 6.26pmR	Ph	
		Sat		7.47amW	Waterloo Rd	1.26pmR	60	A
		Sun						

† Selected trips extended from North Ryde to Northern Suburbs Cemetery.

A – 3 trips extended to Ryde Caravan Park.

N – To Northern Suburbs Cemetery.

P – To Ryde Caravan Park.

Ph – Extended peak hours only, Ryde shops-Ryde Caravan Park, Ryde shops-Northern Suburbs Cemetery 2 trips.

R – To Ryde shops.

W – To North Ryde (Waterloo Rd).

18 May 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Ryde shops-North Ryde (AWA factory)†	Fr AWA 13R 24W	M-F	West Ryde	6.50amA	AWA factory	5.05pmW	Ph	
		Sat						
		Sun						

† Selected trips extended to Ryde Caravan Park.

A – To North Ryde (AWA factory).

Ph – Peak hours only, West Ryde or Ryde shops-North Ryde (AWA factory) (1 trip extended to Ryde Caravan Park & 2 trips extended from Ryde Caravan Park). Plus short-working/s after last trip shown.

R – To Ryde shops.

W – To West Ryde.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Ryde-Ryde shops-Macquarie Centre	25	M-F	West Ryde	6.45am	Macquarie Ctr	6.08pm	30	A
		Sat		7.15am		5.25pm	AM 30 PM 60	A
		Sun						

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

Route 206

RYDE (Field of Mars Cemetery) – CENTRAL RAILWAY via Weston Rd, Rozelle

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

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Bruce & Hayes.
- Shared with other routes along Weston Rd, Rozelle (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Weston Rd, Rozelle (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Trams continued to provide service.
- Later replaced by feeder service, 205 Gladesville-Field of Mars Cemetery [1925 route number].

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Ryde (Field of Mars Cemetery) (Higginbotham Rd at Cressy Rd) via Higginbotham Rd, Victoria [now Monash] Rd (**Gladesville**), Great North Rd§, [old] Gladesville Bridge§, Bridge St§ (**Drummoyne**), Weston Rd§ (**Rozelle**), Commercial Rd§, Glebe Island Bridge§, Banks St, Miller St (**Pymont**), Harris St, George St, Quay St to Bijou Lane (Central Railway).

§ Now part of Victoria Rd

From Central Railway (Quay St at Bijou Lane) via Quay St, Ultimo Rd, Harris St, then reverse route to Field of Mars Cemetery (Ryde).

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926): Curtailed from Higginbotham Rd/Cressy Rd to Victoria [now Monash] Rd at Thompson St (Gladesville).
- **1928** (Source: Govt Gazette of 22 June 1928): Extended from Victoria [now Monash] Rd/Thompson St via Higginbotham Rd, Pidding Rd, Quarry Rd to Cressy Rd (Field of Mars Cemetery). 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		
Ryde (Field of Mars Cemetery)-Central Railway	53	M-F	F/Mars Cem	6.35am	Central Rly	8.45pm	60	
		Sat		6.35am		8.45pm	60	
		Sun		1.24pm		10.38pm	120	

Route 206

WINDSOR – GLOSSODIA – EAST KURRAJONG

WINDSOR – SACKVILLE

WINDSOR – SOUTH WINDSOR (including “Windsor Township” service [Thompson Square – Station])

WINDSOR – WINDSOR (Meehan St) [later James Meehan St]

(East Kurrajong terminus was at one time at Smiths Corner - the intersection of current Creek Ridge Rd/Putty Rd.)

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

Timeline

Unnumbered period 1924-35

Source: Windsor and Richmond Gazette.

1924:

- Windsor – Wilberforce – Ebenezer – Sackville mail contract transferred from Tom Savage to Jesse Gosper, proprietor, who commenced running a motor bus (?).
- Was the Windsor Township service also operating then?

20 September 1935: Windsor Station – Windsor Township, an existing (country) service brought under the Transport Act (*see below*).

By 1937: W (Rex?) Beard was running a bus service from Windsor to the Wilberforce/Sackville/Ebenezer/Glossodia/East Kurrajong area, as well as school services.

Late 1940s: Other operators who were running either bus services or hire car services in the area (including services to guest houses) were JA (& JH?) Denzel, WG (Noel) Perry, Bruce King. Some routes may have had multiple operators.

Circa late 1947/early 1948: King’s services transferred to W Beard, proprietor. Beard’s services appear to have been in the Windsor – Freemans Reach – Glossodia – East Kurrajong area.

Circa December 1949: Beard’s services transferred to NK (Noel Kenneth) Lakeman-Fidler.

20 September 1935: Windsor Station – Windsor Township, an existing (country) service brought under the Transport Act, operated by AJ (John) Gosper, proprietor (then or later incorporated as Gosper’s Windsor Bus Service Pty Ltd & numbered 206). Shared with 207.

31 October 1937: 207 absorbed into 206.

August 1952: On death of John Gosper, transferred to his widow, Mrs Vilna Lenore Gosper.

Mid 1950s(?): Routes were:

Windsor – Glossodia – East Kurrajong (Smiths Corner) (peak hours plus Friday shopping bus)

Windsor – Sackville Punt (Mondays-Saturdays)

Windsor (Thompson Sq) – Windsor Station – South Windsor (Woods Rd) (weekdays & Saturday morning). Includes Windsor Township service.

1957: Routes were:

Windsor – Sackville (daily daytime)

Windsor Township service (Thompson Square-Railway Station) (Monday-Saturday daytime service) (selected trips extended from Windsor Station to South Windsor).

(?): Windsor – Glossodia – East Kurrajong transferred from W Beard (?) to Mrs Gosper.

1960s: Routes were:

Windsor – Glossodia – East Kurrajong (Smiths Corner)

Windsor – Sackville (morning and afternoon workers service, reported to have ceased prior to the mid-1970s, when it became a school-only service)

Windsor – South Windsor

(?): Windsor – Glossodia – East Kurrajong (Smiths Corner) curtailed to run Windsor – Glossodia.

December 1969: Transferred to JR (Rod) Gosper (son) on death of Mrs Gosper.

1980s:

- Routes were:

Windsor – Glossodia

Windsor – Windsor (Meehan St)

Windsor – South Windsor

- School services also ran to Berkshire Park, Llandilo & Sackville.

Early 1982: Gosper’s Windsor Bus Service transferred to Guild Management Services Pty Ltd (N Hepburn, proprietor), then or soon after trading as Macquarie Towns Coach Lines.

By January 1983: Routes were:

- Windsor – Berkshire Park (school trips)
- Windsor – Windsor (Meehan St)
- Windsor – South Windsor

By February 1985: Renumbered into Sydney Region route numbers (*Source: Fleet Line 115, February 1985*):

- 680 Windsor – Penrith (probably school trips only)
- 682 Windsor – Berkshire Park (school trips only)
- 683 Windsor – Londonderry
- 685 Windsor – Bligh Park (new suburb) (extended from South Windsor)
- 686 Windsor – Windsor (Meehan St)
- 688 Windsor – Glossodia
- 689 Windsor – Sackville (school trips only)

Streets

Windsor – South Windsor

1983 (*Source: timetable*)

From Windsor (George St at Thompson Square) via George St, Argyle St, Macquarie St, Drummond St, Stewart St, Ham St, Berger Rd, Woods Rd, Stewart St, McKellar Cr (clockwise loop), Stewart St, Collith Av, Woods Rd, George St, Rickaby St (**South Windsor**), Church St, Ham St, George St, Campbell St, Cox St, Bell St, George St, Bridge St, Court St, Arndell St, George St to Thompson Square (Windsor).

Windsor – Windsor (Meehan St)

1983 (*Source: timetable*)

From Windsor (George St at Thompson Square) via George St, Brabyn St, Mileham St, Fairey St, Harris St, [James] Meehan St (? direction of loop), Fairey St, Mileham St, Brabyn St, George St, Bridge St, Court St, Arndell St, George St to Thompson Square (Windsor).

Timetable Summary

Probably mid-1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor (Thompson Sq)-South Windsor (Woods Rd)†		M-F	Thompson Sq	6.15amS	Woods Rd	4.30pmT	A	
					Windsor Stn	5.28pmT		
		Sat		8.05amR		12.45pmT	A	
Windsor-Sackville Punt	25	M-F	Sackville Punt	6.10amW	Windsor	4.00pmP	B	
					Ebenezer	5.45pmW		
		Sat		8.10amW	Sackville Punt	1.00pmW	C	
Windsor-Glossodia-East Kurrajong (Smiths Corner)	25	M-F	Smiths Cnr	6.10am	Windsor	4.50pm	D	
		Sat						
		Sun						

† Including Windsor Township service.

A – Base service Windsor (Thompson Sq)-Windsor Station. Selected trips extended to South Windsor (Woods Rd). (Exact number of trips not clear from timetable)

B – Windsor-Sackville 3 trips, plus later trip from Windsor to Ebenezer & return. Extra trips 12.15pm from Windsor, 12.35pm from Sackville Punt on Tuesday & Friday.

C – 2 trips from Sackville Punt, 1 trip from Windsor.

D – Morning peak hour from East Kurrajong (Smiths Corner). Afternoon peak hour from Windsor. Plus shopping bus on Fridays. Plus school trips.

P – To Sackville Punt.

R – To Windsor Station.

S – To South Windsor (Woods Rd).

T – To Windsor (Thompson Sq).

W – To Windsor.

March 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor Township service (Thompson Square-Railway Station)†	Fr T/Sq 5S 10W 15B	M-F	Blacktown Rd	6.30amT	Blacktown Rd	4.50pmT	A	
					Woods Rd	4.55pmT		
					Windsor Stn	6.20pmT		
		Sat	Windsor Stn	6.45amT	Blacktown Rd	12.00mdT	C	
			Thompson Sq	9.15amB	Windsor Stn	6.40pmT		
Sun								
Windsor-Sackville	25	M-F	Windsor	5.50am	Sackville	6.00pm	D	
		Sat		7.40am		6.35pm	3 trips	
		Sun		10.40am		5.30pm	2 trips	

† Selected trips extended from Windsor Station to South Windsor.

A – Windsor (Thompson Sq)-Windsor Station 20-40, Windsor (Thompson Sq)-South Windsor 7 trips (1 morning peak hour trip from Windsor (Thompson Sq) & 1 afternoon peak hour trip to Windsor (Thompson Sq) via factory area. Extra trip Friday night.

B – To South Windsor (Blacktown Rd).

C – Windsor (Thompson Sq)-Windsor Station 20-40, Windsor (Thompson Sq)-South Windsor 4 trips. Break in afternoon service. Plus afternoon & evening picture buses.

D – From Windsor 4 trips, from Sackville 5 trips. Extra daytime trip Tuesdays & Fridays. Extra trip Friday nights.

W – To South Windsor (Woods Rd).

S – To Windsor Station.

T – To Windsor (Thompson Sq).

25 July 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor (Thompson Sq)-South Windsor	20	M-F	Sth Windsor	6.08am	Thompson Sq	6.30pm	30-60	
		Sat		9.15am		11.25am	3 trips	A
		Sun						
Windsor (Thompson Sq)-Windsor (Meehan St)	10	M-F	Thompson Sq	10.50am	Meehan St	1.50pm	2 trips	
		Sat					A	
		Sun						
Windsor-Glossodia	35	M-F	Windsor	6.10am	Windsor	6.30pm	7 trips	B
		Sat		8.20am	Glossodia	11.10am	2 trips	C
		Sun						

A – Service from Windsor to Windsor (Meehan St) provided by diversion of the last Windsor-Windsor-South Windsor trip.

B – 7 trips from Windsor, 5 trips from Glossodia. Reverse peak trips ran via “Lowlands” (Freeman’s Reach Rd & Gorrick Lane) route.

C – 1st trip from Windsor via “Lowlands” route. Last trip from Glossodia via “Lowlands” route.

Route 207

SANDRINGHAM – KOGARAH – CENTRAL RAILWAY via King St, Newtown

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette 19 December 1924:

- Sandringham – Rockdale commenced prior to the allocation of route numbers.
- Shared with other routes along Rocky Point Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Rocky Point Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette 19 December 1924: Numbered 177 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by George S Jones, proprietor.

By September 1925:

- Extended to run Sandringham – Central Railway.
- Shared Ramsgate – Central Railway with 208 [1925 route number]. Timetables co-ordinated.
- Shared with other routes along King St, Newtown (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Additionally competed with tram routes along King St, Newtown (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette 13 November 1925: Renumbered 207 [1925 route number] in the general renumbering of routes. Shared Ramsgate – Central Railway with 208 [1925 route number]. Timetables co-ordinated.

By date of Govt Gazette 27 May 1927: Curtailed to run Sandringham – Kogarah.

(?): Transferred to Bardsleys DeLuxe Blue Bus Service (?).

By date of Govt Gazette 22 June 1928: Ceased. Trams continued to provide service.

Streets

Sandringham – Rockdale

1924 (Source: Govt Gazette of 19 December 1924)

From Sandringham (Clareville Av at [Prince of Wales] Hotel) via Clareville Av, Russell Av, Rocky Point Rd (**Ramsgate**), Montgomery St (**Kogarah**), Regent St, Rocky Point Rd [part now Princes Hwy], King St to near Rocky Point Rd (Rockdale). Reverse on return.

Sandringham – Kogarah – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Sandringham (Clareville Av at [Prince of Wales] Hotel) via Clareville Av, Russell Av, Rocky Point Rd (**Ramsgate**), Shaw St, Concannon St [now part of Gray St], Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy] (**Rockdale**), King St (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Sandringham – Kogarah

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Sandringham, terminated at Kogarah (Station, Railway Pde at Montgomery St).

Timetable Summary

September 1925

Ramsgate – Central Railway routes

207, 208

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
207: Sandringham-Central Railway	71	M-F	Sandringham	6.36am	Central Rly	9.41pm	60-90	
		Sat		6.36am		9.41pm	60-90	
		Sun		7.37am		9.41pm	60-90	
208: Sans Souci-Central Railway	71	M-F	Sans Souci	6.07am	Central Rly	10.41pm	30-60	
		Sat		6.07am		10.41pm	30-60	
		Sun		7.07am		10.41pm	30-60	

Day frequencies along common route:

M-F	Ramsgate-Central Railway (207, 208) 30.
Sat	Ramsgate-Central Railway (207, 208) 30.
Sun	Ramsgate-Central Railway (207, 208) 30.

Route 207

MASCOT AERODROME [now Sydney Airport] – MASCOT POST OFFICE

Timeline

(?): Commenced.

4 November 1932: Ceased due to lack of patronage.

Route 207

WINDSOR Station – WINDSOR Township

Timeline

20 September 1935:

- Windsor Station – Windsor Township, an existing (country) service brought under the Transport Act.
- Shared with 206.
- Operated by AJ (John) Gosper and/or Mrs Gosper, proprietors (then or later incorporated as Gosper's Windsor Bus Service Pty Ltd).

31 October 1937: 207 absorbed into 206, also operated by the Gosper family.

Route 208

SANS SOUCI – KOGARAH – CENTRAL RAILWAY via King St, Newtown

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced. Shared Ramsgate – Central Railway with 207 [1925 route number]. Timetables co-ordinated.
- Shared with other routes along Rocky Point Rd & King St, Newtown (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Rocky Point Rd & King St, Newtown (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).
- Possibly being operated by George S Jones, proprietor.

(?): Transferred to Bardsleys DeLuxe Blue Bus Service (?).

By date of Govt Gazette 27 May 1927: Ceased. Trams continued to provide service.

Streets

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

From Sans Souci (Rocky Point Rd at punt [current northern end of Captain Cook Bridge]) via Rocky Point Rd (Ramsgate), Shaw St, Concannon St [now part of Gray St], Gray St, Kensington St, Belgrave St, Railway Pde

(**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy] (**Rockdale**), King St (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Timetable Summary

See 207

Route 208

PENRITH – JAMISONTOWN – REGENTVILLE

PENRITH – SILVERDALE – WARRAGAMBA

Timeline

1931: Penrith – Silverdale commenced by Grant & O’Connell, proprietors. (A list dated October 1935 shows the operator as Wallacia Motor Transport Service.)

1935: Transferred to WJS (Willian James Sydney, known as Bill) Bale & Sons, proprietors. Sons were Harold & Robert. Then or later incorporated as WJ Bale & Sons Pty Ltd.

1941 or later: 211, Penrith – Wallacia, absorbed into 208.

Late 1940s/1950s (?): Extended from Silverdale to Warragamba. Service probably extended to Warragamba dam while the dam was under construction from 1948 onwards.

By 1973:

- Extra route, Penrith – Jamisontown – Regentville, commenced.
- Operator traded as Penrith District Bus Service.

17 April 1974: Penrith District Bus Service transferred to Bosnjak family (RL (Roger Lance) Graham, general manager from 1982).

By 1982: Operator’s name changed to Bosnjak Penrith Pty Ltd.

16 August 1982: Renumbered into Sydney Region route numbers:

794 Penrith – Regentville

795 Penrith – Warragamba.

Streets

Penrith – Jamisontown - Regentville

1973 (Source: timetable)

From Penrith Plaza via Jane St, Penrith Station, Station St, Jamison Rd, Harris St (**Jamisontown**), Willoring Cr, Mulgoa Rd, Glenbrook St, Kay Cl, Lyn Circ, Romsley Rd, Cameron St, Thurwood Av, Henderson Cr, Thurwood Av, Ikin St, Drake St, Kempsey St, Enfield St, Ikin St, Glenbrook St, Warragamba Cr, Mulgoa Rd, Factory Rd, Gibbes St, Spencer St to Mulgoa Rd (Regentville).

Timetable Summary

Early 1970s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Warragamba	45	M-F	Warragamba	5.52am	Penrith	6.27pm	6 trips	
		Sat		7.45am		8.00pm	3 trips	
		Sun		8.15am		7.12pm	1 trip	
Penrith-Jamisontown-Regentville	35 round trip	M-F	Regentville	6.20am	Penrith	6.27pm	12 trips	
		Sat						
		Sun						

Route 209

SOUTH HEAD SIGNAL STATION – CENTRAL RAILWAY via Old South Head Rd & Oxford St

(Rose Bay North is a locality name in the vicinity of Towns Rd, Vaucluse.)

(South Head Signal Station is located in the suburb of Vaucluse.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 194 [1924 route number].

By 15 June 1925 (*Doran Report*):

- Being operated by WW Pope & Sons, proprietors.
- Shared route between Rose Bay North & Central Railway with 203 [1925 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 209 [1925 route number] in the general renumbering of routes.

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

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From South Head Signal Station (Old South Head Rd at South Head Signal Station) via Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway)

From Central Railway (Pitt St at Eddy Av) via Pitt St, Eddy Av, Elizabeth St, then reverse route to South Head Signal Station.

1925 (Source: Govt Gazette of 13 November 1925)

From South Head Signal Station (Old South Head Rd at Cambridge St) [same terminus as in 1924] via Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Edgecliff Rd, Queen St (**Woollahra**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway)

From Central Railway (Pitt St at Eddy Av) via Eddy Av, Pitt St, Hay St, Elizabeth St, then reverse route to South Head Signal Station.

Route 209

GRANVILLE – GUILDFORD – OLD GUILDFORD – CHESTER HILL

Also:

- **Granville – Villawood (?) (1951-52)**

Timeline

1932: Granville – Old Guildford commenced by W Hutchings & WA (Bill) Neely, proprietor.

6 August 1934: Rerouted via Guildford.

Late 1930s(?): Transferred to JH Moore, proprietor.

Late 1930s(?): Operated for a period by Derby & Perry, proprietors.

By 1941: Transferred to GR (George Robert) Sinclair, proprietor.

?: Ran Granville – Guildford – Chester Hill (Miller/Gurney Rds).

?: Extended in Chester Hill from Miller/Gurney Rds to Station.

?: Selected trips ran Granville – Villawood (via Excelsior St?).

1947 (either 24 March 1947 or 26 September or between):

- Route split:
 - 84 Guildford – Chester Hill
 - 209 Granville – Chester Hill (Gurney Rd/Miller Rd) (selected trips extended to Chester Hill Station, mostly late at night, at times when 84 did not run). At least by 21 November 1949, also ran via Guildford Station mainly in off-peak & generally alternate trips on Saturdays, as well as a separate Granville-Guildford Station service on Sundays.
 - 210 Granville – Villawood (via Excelsior St) commenced as a separate route.
- 96 commenced also running via Excelsior St at about the same time.

(?): For a period (at least during 1950), operated by LH (Lew) Wilson, proprietor.

December 1950: Transferred to RA (Reg) Dryden & LH (Lew) Wilson, proprietors.

1951: Transferred to WA (Bill) Neely, proprietor.

1951/2: 210 absorbed back into 209, as Granville – Villawood (?).

September 1952: Absorbed into 186, which became Parramatta – Granville – Villawood.

Streets

Granville – Chester Hill via Woodville Rd

Circa 1946 (Source: Gregory's Street Directory)

From Granville (Station) via Railway Pde, South St, William St, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, Gurney Rd, Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill).

Circa 1948 (Source: Gregory's Street Directory)

From Granville (Station) via Railway Pde, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, Gurney Rd, Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill).

Granville – Guildford – Chester Hill (Miller Rd/Gurney Rd) (selected trips extended to Chester Hill Station)

By 21 November 1949 (likely route, based on timing points & later 97)

From Granville (Station) via Railway Pde, The Avenue, Louis St, Excelsior St, Lackey St, Woodville Rd, McArthur St, Townsend St, Bursill St, Marian St, Mountford Av, Talbot Rd, Guildford Rd to Railway Tee (**Guildford**), then Guildford Rd, Woodville Rd, Gurney Rd to Miller Rd (Chester Hill).

Chester Hill Station extension: From Chester Hill (Gurney Rd/Miller Rd) via Miller Rd, Curtis St, Campbell Hill Rd, Virgil Av, Bent St, Waldron Rd, Chester Hill Rd (Chester Hill Station).

Trips via Guildford Rd direct (mainly selected off-peak trips): Ex Granville from Lackey St via Woodville Rd, Guildford Rd to Guildford Station.

Trips via Woodville Rd direct (peak hour & selected trips at other times): Ex Granville from Lackey St via Woodville Rd, Gurney Rd.

Timetable Summary

24 March 1947 (this may be timetable for 84?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Guildford-Chester Hill	17	M-F	Guildford	8.40am	Chester Hill	7.00pm	60	
		Sat		8.13am		2.36pm	60	
		Sun		9.40am	Guildford	8.38pm	60	

21 November 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Chester Hill (Gurney Rd/Miller Rd)†	Fr Gran 26M 31C	M-F	Granville	6.00amM 8.00pmC	Chester Hill	11.34pmG	A	
		Sat		6.00amM		11.32pmG	B	
		Sun		7.30amM 7.37pmC		10.40pmG	D	

* More frequent in peak hours.

† Selected trips extended to Chester Hill Station.

A – Day, Granville-South Granville (Gurney Rd) 30*, plus various short-workings in peak hours. Most peak hour & night trips ran direct via Woodville Rd. Off-peak trips ran via Guildford Station. Selected night trips extended from Chester Hill (Gurney Rd/Miller Rd) to Chester Hill Station. Plus short-working/s before first trip & after last trip shown.

B – Morning, Granville-South Granville (Gurney Rd) 20, some trips ran via Guildford Station. Afternoon, Granville-South Granville (Gurney Rd) 30, generally every second trip ran via Guildford Station. Night, Granville-South Granville (Gurney Rd), selected trips ran via Guildford Station. Last trip (picture bus) ran Granville-Chester Hill via Guildford Station.

C – To Chester Hill Station.

D – Day, Granville-Chester Hill (Gurney Rd/Miller Rd) via Woodville Rd direct 60 (selected trips ran via Guildford Station) 60, plus Granville-Guildford Station 60. Night, Granville-Chester Hill, plus some sort-workings. Plus short-working/s after last trip shown.

G – To Granville.

M – To Chester Hill (Gurney Rd/Miller Rd).

Route 210

SOUTH HEAD SIGNAL STATION – ROSE BAY NORTH – BONDI JUNCTION – CENTRAL RAILWAY via Old South Head Rd & Oxford St

- **Post 31 October 1931 feeder: WATSONS BAY – ROSE BAY NORTH – BONDI JUNCTION**

(Rose Bay North is a locality name in the vicinity of Towns Rd, Vaocluse.)

(South Head Signal Station is located in the suburb of Vaocluse.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Rose Bay North – Bondi Junction – Central Railway commenced prior to the allocation of route numbers.
- Competed with Circular Quay – North Bondi via Bellevue Hill tram service.
- Shared with other routes along Oxford St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Oxford St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 171 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by WW Pope & Sons, proprietors. Possibly also operated by Blue Transit Co (Bardsley & Warburton families).

As at date of Govt Gazette 13 November 1925: Renumbered 210 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Curtailed to run Rose Bay North – Bondi Junction – Central Railway.

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

Service suspended until reinstated as a feeder service.

1932: Feeder service, Watsons Bay – Rose Bay North – Bondi Junction, commenced by operator unknown.

20 May 1933: Ceased due to competition by Department of Road Transport & Tramways 230 [1925 route number], which commenced on 21 March 1933.

Streets

Rose Bay North – Bondi Junction – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Rose Bay North (Town's Rd at Old South Head Rd) via Town's Rd, Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction, Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Eddy Av, Elizabeth St, then reverse route to South Head Signal Station.

South Head Signal Station – Rose Bay North – Bondi Junction – Central Railway

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

From South Head Signal Station (Old South Head Rd at Cambridge St) via Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction, Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via then reverse route to South Head Signal Station.

Rose Bay North – Bondi Junction – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Rose Bay North (Old South Head Rd at New South Head Rd) via Old South Head Rd (**Rose Bay North**), Birriga Rd (**Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St (**Bondi Junction, Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rose Bay North-Central Railway		M-F	Central Rly	5.23am	Rose Bay Nth	12.16am	7 & 8	
		Sat		6.30am		12.39am	7 & 8	
		Sun		8.45am		12.24am	15	

Route 210

PENRITH – NEPEAN RIVER – CRANEBROOK

Timeline

(?): Commenced.

14 February 1938: “Skeleton service only maintained” (as per Department of Road Transport & Tramways Annual Report).

July 1938: Ceased owing to lack of patronage.

Route 210

GRANVILLE – SOUTH GRANVILLE – VILLAWOOD via Excelsior St

Timeline

1947 (either 24 March 1947 or 26 September or between): Commenced as part of splitting 209. Operated by George R Sinclair.

December 1950: Transferred to RA (Reg) Dryden & LH (Lew) Wilson, proprietors.

1951: Transferred to WA (Bill) Neely, proprietor.

1951/2: Absorbed back into 209.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Granville (Station) via Railway Pde, The Avenue, Louis St, Excelsior St (**South Granville**), Guildford Rd, Woodville Rd, River Av (Villawood).

Timetable Summary

Circa 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood		M-F	Granville	7.07amV	Villawood	4.30pmG	A	
					Sth Granville	6.10pmG		
		Sat		6.50amV	Villawood	1.30pmG	60	B
		Sun	Granville	8.20amE 10.36amV	Granville	9.20pmE	C	
Villawood	4.02pmG							

* More frequent in peak hours.

A – Early morning & late afternoon, Granville-South Granville (Excelsior St/Guildford Rd). Day, Granville-Villawood 60*. Plus short-working/s before first trip shown.

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

C – 9 trips from Granville, 8 trips from Excelsior St/Guildford Rd. 4 daytime trips extended to Villawood.

E – To South Granville (Excelsior St/Guildford Rd).

G – To Granville.

V – To Villawood.

17 May 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood	Fr Gran 14V 21G	M-F	Granville	7.07am	Granville	11.00pm	A	
		Sat		7.07am		11.00pm	B	
		Sun		8.33am	Villawood	11.08pm	60	C

* More frequent in peak hours.

A – Day, Granville- Guildford Rd/Woodville Rd 30, Granville-Villawood 60. Night, Granville-Villawood. Plus short-working/s before first trip shown.

B – Morning, Granville- Guildford Rd/Woodville Rd 30, Granville-Villawood 60. Afternoon, Granville-Villawood 60. Night, Granville-Villawood. Plus short-working/s before first trip shown.

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

G – To Guildford.

V – To Guildford Rd/Woodville Rd.

20 February 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Granville-Villawood	21	M-F	Villawood	6.28am	Granville	11.00pm	30*	A
		Sat		6.20am		11.53pm	AM 30 PM 60	
		Sun	Granville	8.33am		11.33pm	60	

* More frequent in peak hours.

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

Route 210

PARRAMATTA – PROSPECT – BLACKTOWN via Great Western Hwy

PARRAMATTA – SOUTH WENTWORTHVILLE – PROSPECT – BLACKTOWN via Old Prospect Rd

Timeline

September 1957: The Blacktown – Prospect section of Ryder's 211 transferred to George C Weston, proprietor & renumbered 210.

October 1962: Transferred to Earl & Foley Transport Co Pty Ltd, trading as Blacktown-Prospect Bus Co (AL Earl & TA Foley, proprietors).

1969:

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

By 20 October 1969:

- Many trips on 177 amalgamated with 210 as 210 Parramatta – Prospect – Blacktown via Great Western Hwy.
- Selected trips ran Parramatta – South Wentworthville – Prospect – Blacktown via Old Prospect Rd. Parramatta – South Wentworthville section of this route shared with 179.

By April 1973: All trips on 177 renumbered 210 Parramatta – Prospect – Blacktown.

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

700 Parramatta – Blacktown via Great Western Hwy

702 Parramatta – South Wentworthville – Blacktown

703 Parramatta – South Wentworthville (Ringrose Av Loop & Boronia St Loop)

Streets

Blacktown – Prospect

1968 (Source: timetable/Collins Street Directory)

From Blacktown [at Station] via Main St, Blacktown Rd, Wallpark Av, Orana Av, Hayes Rd, Fowler St, Vienna St, Leabons Lane, Blacktown Rd to Great Western Hwy (Prospect).

Parramatta – Prospect – Blacktown via Great Western Hwy

1969 (Source: RGH notes)

From Parramatta (Argyle St at Station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy (**Prospect**), Blacktown Rd, Leabons Lane, Vienna St, Fowler St, Hayes Rd, Orana Av, Wallpark Av, Blacktown Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

From Blacktown (Main St at Station) via Main St, Blacktown Rd, Wallpark Av, then reverse route to Great Western Hwy, then Marsden St, Argyle St to Parramatta Station.

Trips direct via Blacktown Rd: Ex Parramatta from Blacktown Rd/Leabons Lane via Blacktown Rd to Wallpark Av (*not* via Leabons Lane, Vienna St, Fowler St, Hayes Rd, Orana Av, Wallpark Av).

Parramatta – South Wentworthville – Prospect – Blacktown

1969 (Source: RGH notes)

Same as via Great Western Hwy, but from Great Western Hwy via Old Prospect Rd, Greystanes Rd to Great Western Hwy. Reverse on return.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Prospect	15	M-F	Prospect	5.15am	Blacktown	6.30pm	45*	
		Sat		7.45am		4.00pm	8 trips	A
		Sun		6.40am		8.00am	1 trip	

* More frequent in peak hours.

A – Plus picture bus Saturday night.

Early 1980s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Prospect-Parramatta	35	M-F	Blacktown	5.32am	Parramatta	6.05pm	30*	A
		Sat	Parramatta	6.33am	Blacktown	5.38pm	AM 30 PM 90	A
		Sun		8.03am		6.08pm	90	

* More frequent in peak hours.

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

20 October 1969

See 177

Route 211

SOUTH BELMORE (various termini) – EARLWOOD – NEWTOWN – CENTRAL RAILWAY via various routes, then King St, Newtown

(Sharp St south of Canterbury Rd is now Kingsgrove Rd.)

Timeline

By date of Govt Gazette 13 November 1925:

- South Belmore (Burwood Rd at Canterbury Rd) – Central Railway via Marrickville being operated by EL Balfour, proprietor.
- Shared with other routes along King St, Newtown (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St, Newtown (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 15 October 1926:

- Altered to run via Dulwich Hill (instead of Marrickville). Part of route replaced by 212.
- South Belmore terminus altered to William St at Sharp St.

By date of Govt Gazette 17 December 1926: Extended in South Belmore from William & Sharp Sts to Forbes Av & Sharp St.

1928: Ceased. Trams continued to provide service.

Streets

South Belmore (Burwood Rd at Canterbury Rd) – Central Railway via Marrickville

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

From South Belmore (Burwood Rd at Canterbury Rd) via Burwood Rd, Canterbury Rd, Sharp St, William St, Homer St (**Earlwood**), Wardell Rd, Bass Rd, Riverview Rd, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City 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 South Belmore.

South Belmore (William St at Sharp St) – Central Railway via Dulwich Hill

1926 (*Source: Govt Gazette of 15 October 1926*)

From South Belmore (William St at Sharp St) via William St, Homer St (**Earlwood**), Wardell Rd, Marrickville Rd (**Dulwich Hill**), New Canterbury Rd, Stanmore Rd, Enmore Rd, King St (**Newtown**), City 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 South Belmore.

South Belmore (Forbes Av near Sharp St) – Central Railway via Dulwich Hill

Alteration

1926 (*Source: Govt Gazette of 17 December 1926*): Extended from William St at Sharp St via Sharp St, Forbes Av to near Sharp 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		
South Belmore-Central Railway	55	M-F	Sth Belmore	7.02am	Central Rly	11.30pm	60-120	
		Sat		7.02am		11.30pm	60-120	
		Sun		11.02am		11.30pm	60-120	

Route 211

PENRITH – WALLACIA

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

Timeline

Unnumbered period: prior to 1933

Some years before 1933: Commenced prior to being subject to Transport Act, 1930 & prior to the allocation of route numbers.

15 February 1933:

- Classified as an omnibus service in accordance with the Transport Act, 1930 (even though it had operated for some years). Operated by WJS (William James Sydney, known as Bill) Bale & Sons, proprietors.
- Sons were Harold & Robert.

1941 or later: Absorbed into 208 [1925 route number].

Route 211

BLACKTOWN – DOONSIDE via various routes (south side of railway)

Also:

- **Blacktown – Prospect (1950s)**

Timeline

1952: Blacktown – Doonside commenced by R Ryder, proprietor.

(?): Also ran Blacktown – Prospect, possibly replacing Blacktown – Prospect section of 180.

November 1953: Transferred to A Ryder, proprietor.

April 1957: Proprietors changed to Ryder & Sons.

September 1957: Blacktown – Prospect transferred to GC (George) Weston and renumbered 210, leaving 211 as Blacktown – Doonside. At about this time route was via Newton & Kildare Rds.

August 1960: Transferred to Tuck-Lee Bros (Roy Tuck-Lee, proprietor).

By 1962: Services gradually expanded as population increased.

- Routes were:
 - Blacktown – Doonside via Kildare St [now Rd]
 - Blacktown – Doonside/Douglas Rds
 - Blacktown – Blacktown (Girra/Monash Rds).
- Saturday afternoon & Sunday services ran via a combined route loop (Monash Rd, Rosenthal St & Bungarribee Rd)

By 1969:

- Routes rearranged as:
 - Blacktown – Doonside via Bungarribee Rd
 - Blacktown – Doonside via Kildare St [now Rd]
 - Blacktown – Doonside via Monash Rd.
- Weeknight, early Saturday, Saturday afternoon & Sunday services ran via a combined route loop (Monash Rd, Rosenthal St & Bungarribee Rd)

By 1 November 1976: “Via Monash Rd” & “via Bungarribee Rd” trips amalgamated as a loop, Blacktown – Doonside (Rosenthal St) – Blacktown.

September 1977: Transferred to Cleary Bros (Parramatta) Pty Ltd.

10 August 1981: Transferred to Leslie's Omnibus Service (Phil Leslie, proprietor).

January 1991: Leslie's Omnibus Service's routes, 187 & 211, reorganised and renumbered into Sydney Region route numbers:

- 721 Blacktown – Prospect
- 722 Blacktown – Timbertop*
- 723 Blacktown – Doonside (Tallawong Rd)
- 724 Blacktown – Huntingwood
- 725 Blacktown – Doonside via Kildare Rd
- 727 Blacktown – Huntington Heights*
- 728 Blacktown – Australia's Wonderland

* See 187 [1925 route number] for details of these locations.

Streets

As at 1969

1969 (Source: RGH notes)

Blacktown – Doonside via Kildare St [now Rd]

From Blacktown (Main St at Station) via Flushcombe Rd, Alpha St, Patrick St, Kildare St [now Rd], School Pde to Doonside Station.

From Doonside (School Pde at Station) via Doonside Rd, Kildare St [now Rd], Main St to Blacktown Station.

Blacktown – Doonside via Monash Rd

From Blacktown (Main St at Station) via Flushcombe Rd, Newton Rd, Monash Rd, Doonside Rd, Kildare St [now Rd], School Pde to Doonside Station.

From Doonside (School Pde at Station) via Doonside Rd, Monash Rd, Newton Rd, Patrick St, Main St to Blacktown Station.

Blacktown – Doonside via Bungarribee Rd

From Blacktown (Main St at Station) via Flushcombe Rd, Newton Rd, Lancaster St, Bungarribee Rd, Doonside Rd, Kildare St [now Rd], School Pde to Doonside Station.

From Doonside (School Pde at Station) via Doonside Rd, Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown Station.

Blacktown – Doonside (Rosenthal St) via combined Loop

From Blacktown (Main St at Station) via Flushcombe Rd, Newton Rd, Monash Rd, Rosenthal St (**Doonside**), Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown Station.

1980s

Blacktown – Doonside via Kildare St [now Rd]

1984 (Source: timetable)

From Blacktown (Main St at Station) via Flushcombe Rd, Alpha St, Patrick St, Kildare Rd, Rosenthal St, Monash Rd [alignment of current Birdwood St], Mandoo Dr, Kildare Rd, School Pde to Doonside Station.

From Doonside (School Pde at Station) via Doonside Rd, Kildare Rd, Main St to Blacktown Station.

Blacktown – Doonside (Rosenthal St Loop)

1984 (Source: timetable)

From Blacktown (Main St at Station) via Flushcombe Rd, Newton Rd, Monash Rd, Rosenthal St (**Doonside**), Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown Station.

1985 (Source: RGH notes/timetable)

From Blacktown (Main St at Station) via Flushcombe Rd, Alpha St, Patrick St, Newton Rd, Monash Rd, Solaris Dr, Astral Dr, Rosenthal St (**Doonside**), Bungarribee Rd, Lancaster St, Newton Rd, Patrick St, Main St to Blacktown Station.

Other combinations of route.

Timetable Summary

August 1962

Blacktown – Doonside (south side) routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside via Girra Rd	20	M-F	Doonside	5.05am	Blacktown	7.10pm	45*	A
		Sat		5.25am		7.40pm	AM 30 PM 60	A
		Sun		6.30am		7.10pm	11 trips	
Blacktown-Douglas Rd	Fr Black 15U 20D	M-F	B'garrabee Rd	5.50amB	Douglas Rd	4.00pmB	C	
			Blacktown	7.10amD	Blacktown	6.30pmU		
		Sat	Douglas Rd	8.00am		11.45am	60	
		Sun						

* More frequent in peak hours.

A – Plus picture bus Friday & Saturday nights.

B – To Blacktown.

C – Peak hours, mainly Blacktown-Doonside (Bungarribee Rd/Rosenthal St). Day, Blacktown-Doonside (Douglas Rd/Doonside Rd) 60.

D – To Doonside (Douglas Rd/Doonside Rd).

U – To Doonside (Bungarribee Rd/Rosenthal St).

22 June 1973

Blacktown – Doonside (south side) routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
Blacktown-Doonside via Kildare St	9	M-F	Rosenthal St	4.52amB	Doonside	9.40pmB	A			
			Blacktown	6.52amD						
		Sat	Doonside	5.25amB		6.45pmB			AM 30 PM 40	
		Sun	Blacktown	8.26amD		6.30pmB			45	C
Blacktown-Doonside (Rosenthal St) via Bungaribee Rd	10	M-F	Tallawong Av	5.17amB	Doonside	4.28pmB	E			
			Blacktown	5.26amR	Blacktown	6.22pmT				
		Sat		8.46amR	Rosenthal St	12.00md				G
		Sun								G
Blacktown-Doonside via Monash Rd	12	M-F	Girra Rd	4.58amB	Doonside	2.42pmB	H			
			Blacktown	6.50amD	Girra Rd	6.18pmB				
		Sat		8.32amD	Blacktown	12.00mdD			30	G
		Sun								G
Blacktown-Doonside (Rosenthal St) via combined Loop	19 round trip	M-F	Blacktown	6.30pmR	Blacktown	9.50pmR	Ns			
		Sat		5.42amR		6.55pmR	40	I		
		Sun	Tallawong Av	7.47amB		6.40pmT	40	C		

* More frequent in peak hours.

A – Early morning, Blacktown-Doonside (Rosenthal St). Day, Blacktown-Doonside 30*. Night, Blacktown-Doonside.

B – To Blacktown.

C – Gap in service in afternoon.

D – To Doonside.

E – Peak hours, Blacktown- Doonside (Tallawong Av) (selected trips extended to Doonside). Day, Blacktown-Doonside (Rosenthal St) 30. Night service provided by combined loop service.

F – Morning, Blacktown-Doonside (Tallawong Av) 30, Blacktown- Doonside (Rosenthal St) 60. Early morning & Saturday afternoon service provided by loop service.

G – Early morning Saturday, Saturday afternoon & Sunday service provided by combined loop service.

H – Peak hours, Blacktown-Blacktown (Girra Rd). Day, Blacktown-Doonside 30. Night service provided by combined loop.

I – Early morning & afternoon service. Plus short-working/s before first trip shown. Day service provided by “via Bungaribee Rd” & “via Monash Rd” routes

Ns – Night service.

R – To Doonside (Rosenthal St).

T – To Doonside (Tallawong Av).

31 August 1986

Blacktown – Doonside (south side) routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Doonside via Kildare St	9	M-F	Blacktown	6.25am	Doonside	6.15pm	30	A
		Sat		10.00am		1.42pm	30	B
		Sun		8.45am		3.58pm	60	C
Blacktown-Doonside (Rosenthal St Loop)	23 round trip	M-F	Blacktown	4.30am	Blacktown	6.00pm	30	A
		Sat		10.15am		12.45pm	30	B
		Sun		9.15am		4.15pm	60	C
Blacktown-Doonside via combined Loop	26 round trip	M-F	Blacktown	4.30am	Blacktown	7.45pm	ENs	
		Sat		5.45am		5.15pm	EAs	
		Sun		8.15am			D	

A – Early morning & night service provided by combined loop. Extra trips Thursday night.

B – Early morning & afternoon service provided by combined loop.

C – First trip provided by combined loop.

D – 1 round trip only.

EAs – Early morning service. Afternoon, 30.

ENs – Early morning & night service.

Route 212

WARDELL RD BRIDGE [Dulwich Hill Station] – DULWICH HILL – PETERSHAM – CENTRAL RAILWAY via Parramatta Rd

(The suburban terminus of this route was described as “Undercliffe (Wardell Road Bridge)” in the “Complete” timetable of September 1925.)

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by EG Child, proprietor.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

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

Streets

Wardell Rd Bridge – Dulwich Hill – Petersham – Central Railway

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

From Wardell Rd Bridge (Wardell Rd at bridge, Dulwich Hill Station) via Wardell Rd, Marrickville Rd (**Dulwich Hill**), New Canterbury Rd, Herbert St, Wardell Rd, New Canterbury Rd, Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Croydon St, Railway St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Wardell Rd Bridge-Central Railway		M-F	Wardell Rd Bge	6.45am	Central Rly	11.23pm	30	
		Sat		6.45am		12.30am	30	
		Sun		8.15am		11.23pm	30	

Route 212

BELMORE (various termini) – SOUTH BELMORE – EARLWOOD – CITY via King St, Newtown

- **Post 31 October 1931 feeder (until 1937): BELMORE – EARLWOOD**

Timeline

By date of Govt Gazette 15 October 1926:

- South Belmore – Central Railway commenced, possibly operated by United Motors (McNicol Bros, proprietors).
- Replaced large parts of 211.
- Shared with other routes along King St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 17 December 1926: Altered to Belmore (Station) – Central Railway.

By date of Govt Gazette 4 April 1930: Altered to run via Enmore & Salisbury Rd instead of Newtown.

31 October 1931:

- Classed as competitive with trams/railway under State Transport (Co-ordination) Act & curtailed to run as a feeder, Belmore – Earlwood, operated by United Motors.
- Trams continued to provide service between the City & Earlwood.
- Connected at Earlwood with Circular Quay trams.

1 March 1937: Taken over by Department of Road Transport & Tramways & extended to run City (Town Hall) – Earlwood – Belmore.

15 September 1940: Amalgamated with 90 as 990 City (York St) – Earlwood – Drummoyne [Sydney Region route number].

Streets

South Belmore – Undercliffe – Newtown – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From South Belmore (William St at Sharp St [now Kingsgrove Rd]) via William St, Homer St (**Earlwood**), Wardell Rd, Bass Rd, Riverview Rd, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City 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 South Belmore.

Belmore – Undercliffe – Central Railway

1926 (Source: Govt Gazette of 17 December 1926)

From Belmore (Burwood Rd at Station) via Burwood Rd, Canterbury Rd, Sharp St [now Kingsgrove Rd], William St, Homer St (**Earlwood**), Wardell Rd, Bass Rd, Riverview Rd (**Undercliffe**), Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), City 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 Belmore Station.

Alterations

- *1928 (Source: Govt Gazette of 22 June 1928):* Ex Belmore from William St via Northcote St [now Bexley Rd], Homer St. Reverse on return.
- *1929 (Source: Govt Gazette of 22 February 1929):* Ex Belmore from William St via Main St, Gretchen Av, Summit St, Homer St. Reverse on return.
- *1930 (Source: Govt Gazette of 4 April 1930):* Ex Belmore from Enmore Rd via Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd. Reverse on return.

Route 212

EPPING (Chesterfield Rd) – EASTWOOD – DENISTONE – RYDE (Bridge Rd)

Timeline

By 2 April 1951: Commenced by Mrs BL (Beatrice) Troy. Timetable dated 2 April 1951 shows route operated at most times in two parts:

- Eastwood – Epping (Chesterfield Rd/Midson Rd)
- Denistone – Ryde (Bridge Rd/Tallwood Av).

By January 1953 (*date of commencement of service in next entry*): Ceased.

Timetable Summary

2 April 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Epping (Chesterfield Rd/ Midson Rd)	11	M-F	Chesterfield Rd	6.37am	Eastwood	6.29pm	Ph	
		Sat		7.15am		12.58pm	30	A
		Sun						
Denistone-Ryde (Bridge Rd/Tallwood Av)	12	M-F	Bridge Rd	6.32am	Denistone	6.39pm	Ph	
		Sat		7.18am		12.56pm	30	A
		Sun						

A – Selected trips between 8.30am & 12.00 noon ran through from Epping (Chesterfield Rd) to Ryde (Bridge Rd).

Ph – Peak hours only.

Route 212

WINDSOR – RICHMOND via RAAF Base

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

Timeline

Unnumbered period early 1950s (?)

Source: Windsor and Richmond Gazette.

(?): Possibly unnumbered route, Richmond – Clarendon, commenced by (?).

Circa December 1951:

- Transferred to NK (Noel Kenneth) Lakeman-Fidler, proprietor.
- Extended to run Richmond – Windsor via RAAF Base upon opening of “new road into the Air Station”.

By January 1953: Numbered 212 [1925 route number].

April 1958: Transferred to MA Duffy & Sons, proprietors (by 1960s trading as Kurrajong District Bus Service, & later trading as Duffys Bus Lines).

August 1980: Duffys Bus Lines transferred to Guild Management Services Pty Ltd (N Hepburn, proprietor), by 1982 trading as Macquarie Towns Coach Lines.

By February 1985: Renumbered 690 [Sydney Region route number].

Streets

Same as or similar to equivalent part of later 690 [Sydney Region route number].

Timetable Summary

1 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	15	M-F	Richmond	6.45am	Windsor	5.10pm	6 trips	A
		Sat		10.00am		11.50pm	1 trip	
		Sun						

A – Includes some short-workings.

August 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Richmond	15	M-F	Richmond	7.02am	Windsor	5.50pm	8 trips	
		Sat	Windsor	8.10am	Richmond	12.06pm	A	
		Sun						

A – 3 trips from Richmond to RAAF Base, 1 trip extended to Windsor. 4 trips from RAAF Base to Richmond, 2 extended to start from Windsor.

Route 213

SOUTH MARRICKVILLE – NEWTOWN – CENTRAL RAILWAY via King St, Newtown

- **Extended from South Marrickville to Earlwood (probable part of route, circa 1924)**

(Sharp St south of Canterbury Rd is now Kingsgrove Rd.)

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

Timeline

Probable unnumbered forerunner of this route (1924)

By 23 January 1924 (Source: timetable):

- Earlwood (William St/Sharp St) – Central Railway commenced prior to the allocation of route numbers.
- Operated by WB Brady, proprietor.
- Shared with other routes along King St, Newtown (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St, Newtown (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Assume curtailed from route in previous box.

As at date of Govt Gazette of 19 December 1924: Numbered 178 [1924 route number].

As at date of Govt Gazette 13 November 1925: Renumbered 213 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Ceased. Trams continued to provide service.

Streets

Earlwood (William St/Sharp St) – Newtown – Central Railway

From 23 January 1924 (Source: timetable)

From Earlwood (William St/Sharp St) via William St Homer St, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd (**Enmore, Newtown**), Australia St, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd, George St West [now Broadway], George St*, Barlow St*, Parker St*, Hay St*, Pitt St* to Eddy Av (Central Railway).

(* Likely route, based on later Govt Gazettes)

South Marrickville – Newtown – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From South Marrickville (The Warren, Premier St at McGowen Av) via Premier St, Hampden St, Carey St, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd (**Enmore**), King St (**Newtown**), City Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alterations

1925 (Source: Govt Gazette of 13 November 1925)

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

Timetable Summary

23 January 1924

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Earlwood (William St/Sharp St)-Central Railway	50	M-F	Sharp St	7.30am	Sharp St	7.20pm	60	A
		Sat		7.30am		7.20pm	60	A
		Sun		10.50am	Central Rly	8.25pm	120	

A – Plus short-working/s after last trip shown. Extra trip Friday night. Plus picture buses Wednesday & Saturday nights.

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
South Marrickville-Central Railway	30	M-F	Sth M'ville	7.15am	Central Rly	7.49pm	70-80	A
		Sat		7.15am		7.49pm	70-80	
		Sun						

A – Extra trip Friday night.

Route 213

BELMORE – EARLWOOD – CENTRAL RAILWAY via King St, Newtown

Timeline

By date of Govt Gazette 22 February 1929:

- Belmore – Newtown – Central Railway commenced, possibly by United Motors (McNicol Bros, proprietors).
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 4 April 1930: Altered to run via Enmore & University St [now Salisbury Rd] instead of Newtown.

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

Streets

Belmore – Newtown – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

From Belmore (Burwood Rd at Station) via Burwood Rd, Canterbury Rd, Beamish St, Northcote St [now Kingsgrove Rd], William St, Homer St (**Earlwood**), Earlwood Av, Prince Edward Av, Riverview Rd, Illawarra Rd (**Marrickville**), Marrickville Rd, Victoria Rd, Enmore Rd, King St (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Belmore – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Belmore from Enmore Rd via Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd. Reverse on return.

Route 213

BEXLEY NORTH – EARLWOOD – CAMPSIE

Timeline

23 November 1936: Commenced by United Motors (McNicol Bros, proprietors).

1 March 1937: Taken over by Department of Road Transport & Tramways & amalgamated with 38, 87 & Department of Road Transport & Tramways 90, as 90 Drummoyne – Campsie – Earlwood [all 1925 route numbers].

Route 213

PARRAMATTA – SOUTH WENTWORTHVILLE (Boronia St Loop) via Old Prospect Rd

Timeline

1947: Commenced by George R Sinclair, proprietor. Operator also traded as Metropolitan Transit Company Pty Ltd at least in respect of 174, 177, 179 & 213 after July 1948.

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

At least by 1960s: Off-peak & most Saturday service provided by diversions of 179.

1 April 1968:

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

By March 1981: Parramatta – Boronia St Loop (179 in off-peak or 213 in peak hours) & Parramatta – Ringrose Av & Jersey Rd loop (part of 179) combined as part of 179 [1925 route numbers].

See also Note under December 1957 for Route 174.

Streets

Circa 1969 (Source: RGH notes)

From Parramatta (Argyle St at Station) via Wentworth St, Parkes St, Anderson St, Junction St [before Parkes St was altered to meet Great Western Hwy at Church St], Great Western Hwy, Old Prospect Rd, Boronia St (**South Wentworthville**), Chelmsford Rd, Old Prospect Rd, Great Western Hwy, Marsden St, Argyle St to Parramatta Station.

Alteration

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

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Wentworthville (Boronia St Loop)	23	M-F	Boronia St	6.43am	Parramatta	7.30pm	60*	
		Sat		7.30am		1.15pm	45	
		Sun						

* More frequent in peak hours.

September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-South Wentworthville (Boronia St Loop)	32 round trip	M-F	Boronia St	5.49am	Boronia St	6.28pm	Ph	
		Sat		7.23am	Parramatta	1.00pm	60	A
		Sun						

A – Early morning trips run by 213. Service during remainder of Saturday morning (& picture bus) provided by diversions of 179.

Ph – Peak hours only. Service during M-F off-peak provided by diversions of 179.

Route 214

SPIT JUNCTION – MILSONS POINT via Military Rd & various routes

(Milsons Point tram & bus terminus moved from the foot of Alfred St to Glen St on 28 July 1924 to permit construction of Sydney Harbour Bridge.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Spit Junction – Milsons Point via Ourimbah Rd & Alfred St commenced prior to the allocation of route numbers.
- Shared with other routes along Military Rd (*see* “Bus routes along common roads” at foot of document).
- Competed with tram routes along Military Rd (*see* “Tram routes along common roads” at foot of document).

By date of Govt Gazette of 19 December 1924: Rerouted to run Spit Junction – Milsons Point via Military Rd, Ernest St & Miller St.

As at date of Govt Gazette of 19 December 1924: Numbered 179 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by White Transit Co (Charles H Hicks, proprietor).

By date of Govt Gazette 13 November 1925: Rerouted to run Spit Junction – Milsons Point via Military Rd & Miller St.

As at date of Govt Gazette 13 November 1925: Renumbered 214 [1925 route number] in the general renumbering of routes.

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

Streets

Spit Junction – Milsons Point via Ourimbah Rd & Alfred St

1924 (Source: Govt Gazette of 7 March 1924)

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Spit Rd, Ourimbah Rd, Macpherson St, Military Rd (**Cremorne Junction, Neutral Bay Junction**), Waters Rd, Grosvenor St, Ben Boyd Rd, Ernest St, Merlin St, Falcon St, Alfred St (**North Sydney**) to Railway Goods Yard [at wharf/tram terminus] (Milsons Point). Reverse on return.

Spit Junction – Milsons Point via Military Rd & Miller St

1924 (Source: Govt Gazette of 19 December 1924)

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Military Rd (**Cremorne Junction, Neutral Bay Junction**), Ben Boyd Rd, Ernest St, Merlin St, Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Military Rd (**Cremorne Junction, Neutral Bay Junction**), Laycock St, Falcon St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus.

From Milsons Point (Glen St at tram terminus) via reverse route to Falcon St, then Merlin St, Military Rd, Myahgah Rd to near Military Rd (Spit Junction).

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		
Spit Junction-Milsons Point	28	M-F	Spit Junction	7.07am	Milsons Point	12.33am	15-20	
		Sat		7.07am		12.33am	15-20	
		Sun		9.02am		11.57pm	20-30	

Route 214

STRATHFIELD – SOUTH STRATHFIELD – HOMEBUSH

Timeline

Late 1920s/early 1930s: Strathfield – Strathfield (Wallis Av) commenced by JC Moreton, proprietor.

13 May 1933: 217 absorbed into 214, which became Strathfield – Strathfield (Ada Av & Elsie St [now Shortland Av]) [1925 route numbers].

1 March 1937:

- Taken over by Department of Road Transport & Tramways.
- Extended to run Strathfield – South Strathfield – Homebush.

22 September 1940: Renumbered 814 [Sydney Region route number].

Route 214

MERRYLANDS – WENTWORTHVILLE via various routes

Timeline

By 14 November 1949: Commenced by Barklimore Bros (JCB (Jack) & WC (Colin) Barklimore, proprietors).

By 1960s: Ran *either* via Centenary Rd *or* via Jersey Rd.

1 March 1981:

- Transferred to RP & I Baxter Pty Ltd, trading as Baxter's Bus Lines (Gary Baxter, proprietor).
- Later also trading as Baxter's Holroyd Bus Lines.

27 November 1983:

- Renumbered 814 [Sydney Region route number].
- Ran via Jersey Rd only.
- Extended from Wentworthville to Westmead Hospital.

Streets

Circa 1960s (Source: RGH notes)

Via Centenary Rd

From Merrylands (Terminal Pl at Station) via Pitt St, Merrylands Rd, Centenary Rd (**South Wentworthville**), Station St, Dunmore St, Freame St, The Kingsway to Wentworthville Station.

From Wentworthville (The Kingsway at Station) via Station St, then reverse route to Merrylands Rd, then Terminal Pl to Merrylands Station.

Via Jersey Rd

From Merrylands (Terminal Pl at Station) via Pitt St, Merrylands Rd, Centenary Rd, Irrigation Rd, Jersey Rd, Old Prospect Rd, Station St, Dunmore St, Freame St, The Kingsway to Wentworthville Station.

From Wentworthville (The Kingsway at Station) via Station St, then reverse route to Merrylands Rd, then Terminal Pl to Merrylands Station.

Timetable Summary

14 November 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Wentworthville	19	M-F	Wentw'thville	6.20am	Merrylands	6.21pm	40	
		Sat		7.18am		12.52pm	40	
		Sun						

Approximately half of the trips ran via Centenary Rd and half via Jersey Rd (not necessarily alternately).

November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Merrylands-Wentworthville	17	M-F	Merrylands	5.40am	Wentw'thville	6.07pm	60*	
		Sat	Wentw'thville	7.30am		12.15pm	60	A
		Sun						

Approximately half of the trips ran via Centenary Rd and half via Jersey Rd (not necessarily alternately).

* More frequent in peak hours.

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

Route 215

STRATHFIELD – SOUTH STRATHFIELD – BELMORE via The Boulevard

- **Extended from Strathfield to Burwood (1937-41)**
- **Possibly extended from Belmore to Brighton-le-Sands (Sundays, 1925-1931?)**

Also:

- **Strathfield – Strathfield (Albert Rd) (1921-24)**
(Chullora terminus is in current Greenacre.)
(Liverpool Rd is also known as Hume Hwy.)
(South Strathfield (The Broadway) terminus is in current Enfield.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Strathfield (Albert Rd) – Strathfield Station – South Strathfield – Chullora commenced prior to the allocation of route numbers. Replaced separate route Strathfield Station – Strathfield (Albert Rd) (*see* 217 [1925 route number]).

By date of Govt Gazette of 7 March 1924:

- Curtailed to run Strathfield Station – South Strathfield (Liverpool Rd/Homebush Rd).
- Part of route from South Strathfield (Liverpool Rd/Homebush Rd) to Chullora replaced by a similar extension to Chullora of the Strathfield – South Strathfield (Liverpool Rd/Homebush Rd) via Homebush Rd (?) route (*see* 216 [1925 route number]).
- Part of route from Strathfield Station to Strathfield (Albert Rd) replaced by separate route (*see* 217 [1925 route number]).

As at date of Govt Gazette of 19 December 1924: Numbered 181 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mrs AE Rose, proprietor.

September 1925: The “Complete” timetable lists a Sunday service from Strathfield to Brighton-le-Sands (route unknown), which may have been an extension of either 215 or 216 [1925 route numbers].

As at date of Govt Gazette 13 November 1925: Renumbered 215 [1925 route number] in the general renumbering of routes.

December 1929: Transferred to JC Moreton, proprietor.

By 31 October 1931: The extension from South Strathfield to Brighton-le-Sands probably ceased on or by 31 October 1931 as being competitive with Government railway or tram services under State Transport (Co-ordination) Act.

18 October 1936: Combined with 216 as 215 Strathfield – South Strathfield – Belmore, presumably so that 215 was non-competitive with the extension of 88 (being operated by Department of Road Transport & Tramways) from South Strathfield to Strathfield on the same date [all 1925 route numbers].

1 March 1937:

- Taken over by Department of Road Transport & Tramways.
- Extended to run Burwood – Strathfield – South Strathfield – Belmore.

10 August 1941: Renumbered 415 [Sydney Region route number].

Streets

Strathfield (Albert Rd) – Strathfield Station – South Strathfield – Chullora via The Boulevarde

1921 (Source: Govt Gazette of 8 July 1921)

From Strathfield (Albert Rd) (at Oxford St) via Oxford St, Heyde Av, Albert Rd, Homebush Rd, The Avenue (Strathfield Station), The Boulevarde, Mintaro Av, Cross St (South Strathfield), Liverpool Rd to Margaret St (Chullora).

Strathfield Station – South Strathfield (Liverpool Rd/Homebush Rd) via The Boulevarde

1924 (Source: Govt Gazette of 7 March 1924)

From Strathfield (Station, The Boulevarde at Bridge Rd [former street over railway] via The Boulevarde, Mintaro Av, Cross St, Liverpool Rd to Homebush Rd (South Strathfield). Reverse on return.

Strathfield – South Strathfield (The Broadway) via The Boulevarde (selected peak hour & Saturday morning trips extended to Homebush Rd/Liverpool Rd)

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (Station, The Boulevarde at Bridge Rd [former street over railway]) via The Boulevarde to The Broadway (South Strathfield). Reverse on return.

South Strathfield (Homebush Rd/Liverpool Rd) extension: From South Strathfield (The Broadway) via Liverpool Rd [now Hume Hwy], Mintaro Av, Cross St, Liverpool Rd [now Hume Hwy] to Homebush Rd (South Strathfield). 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		
Strathfield-South Strathfield (The Broadway)†	Fr Strath 9B 11H	M-F	Homebush Rd	6.40amS	Homebush Rd	6.26pmS	A	
					Strathfield	7.20pmB		
		Sat		6.40amS	Homebush Rd	8.06amS	A	
		Sun			Strathfield	7.20pmB		

† Selected trips extended in South Strathfield from The Boulevarde to Liverpool Rd/Homebush Rd.

A – Base service, Strathfield-South Strathfield (The Boulevarde) 20-30. Selected peak hour & early Saturday morning trips extended to South Strathfield (Liverpool Rd/Homebush Rd).

B – To South Strathfield (The Broadway).

H – To South Strathfield (Homebush Rd/Liverpool Rd).

S – To Strathfield.

Route 215

KINGSWOOD – CAMBRIDGE PARK – CRANEBROOK

PENRITH – BEL-AIR – KINGSWOOD PARK

PENRITH – CAMBRIDGE GARDENS

PENRITH – CAMBRIDGE PARK

PENRITH – CRANEBROOK via various routes

PENRITH – HORNSEYWOOD

PENRITH – HOSPITAL

PENRITH – KINGSWOOD (O’Connell St)

PENRITH – LEMONGROVE

PENRITH – LLANDILO (*shopping service*)

PENRITH – ORCHARD HILLS – LUDDENHAM

PENRITH – PENRITH (Derby St & Second Av)

PENRITH – PENRITH (Jamison Rd & Smith St)

PENRITH – PENRITH (York Rd South)

PENRITH – REGENTVILLE (*shopping & picture service*)

PENRITH – SOUTH PENRITH – KINGSWOOD

PENRITH – ST MARYS via Great Western Hwy

PENRITH – WERRINGTON

PENRITH – WERRINGTON COUNTY

Also:

- **Penrith – Kingswood (Penrith General Cemetery) (Sundays)**

(Bel-Air was a locality in Penrith, around Bel-Air Rd.)

(Hornseywood Estate was centred round Derby, Brown & Castlereagh Sts, Penrith.)

(Kingswood Park was a locality in Penrith, around Moonbi Rd & Kareela Av.)

(Lemongrove was a locality in Penrith, around Lemongrove Rd and/or current Lemongrove Community Health Centre, Gascoigne St.)

(The main bus terminus in Penrith, at least during the 1950s, was at Memory Park on the corner of High St & Woodriff St. It was later relocated to Penrith Station.)

Timeline

Some of the details for this route have been sourced from various issues of Nepean Times (per Trove).

26 November 1945:

- Penrith – Hornseywood – Kingswood – Orchard Hills commenced by Fragar Bros, proprietors.
- William Fragar, one of the Fragar brothers, died in January 1955.

29 July 1946: Extended to run Penrith – Hornseywood – Orchard Hills – Luddenham (Mr H Sales store) (limited service, Mondays-Saturdays).

15 April 1947: Penrith – Regentville (river bank) commenced on Tuesdays & Fridays. By April 1950 a picture bus also ran on Wednesday nights.

Shortly before 13 January 1949: Penrith – Nepean District Hospital limited daily service commenced.

14 July 1949: Penrith – Llandilo Thursday-only shopping service commenced.

25 July 1949: Penrith (Memory Park) – St Marys (Queen St/Western Rd [now Great Western Hwy] commenced (after considerable debate as to who should operate this service & whether it should terminate at Queen St/Western Rd or at St Marys Station).

During Fragar Bros’ proprietorship (not known whether this list applies before or after April 1950 list below):

Routes were (all limited services):

Penrith – Cambridge Park

Penrith – Hornseywood

Penrith – Kingswood

Penrith – Kingswood (O’Connell St) (which served a small military camp)

Penrith – Lemongrove

Penrith – Nepean District Hospital

Penrith – Penrith (Jamison Rd & Bringelly Rd)

Penrith – St Marys (Queen St/Western Rd [now Great Western Hwy])

As at April 1950: Routes were (all limited services; Penrith terminus for most trips at this date was at Memory Park (High St/Woodriff St), with selected trips extended to Station):

- Penrith – Cambridge Park
- Penrith – Hornseywood
- Penrith – Hospital
- Penrith – Kingswood
- Penrith – Kingswood (Penrith General Cemetery) (Sundays only)
- Penrith – Llandilo (shopping service, Thursdays only)
- Penrith – Luddenham
- Penrith – Kingswood (O’Connell St)
- Penrith – Orchard Hills
- Penrith – Regentville (river bank) (shopping service Tuesdays & Fridays; picture bus Wednesdays)
- Penrith – St Marys (Queen St/Western Rd [now Great Western Hwy])

By 1960s (?): Penrith terminus relocated from Memory Park to Station, perhaps reflecting the improved train service to Penrith.

June 1961:

- Transferred to WJS Bale & Sons Pty Ltd (WJS (William James Sydney, known as Bill) Bale, together with his sons, Harold & Roger, proprietors).
- At this time, route was described in *Truck & Bus Transportation*, August 1961 as “Penrith, Orchard Hills, Luddenham, Cambridge Park.”

May 1962: Route described in *Truck & Bus Transportation*, July 1962 as “Penrith – Hornseywood, Orchard Hills, etc.”

Circa 1970:

- Services gradually expanded as population increased. Routes were:
 - Penrith – Bel-Air – Kingswood Park (possibly extension of Penrith – Lemongrove route) (destination sign “Bel-Air”).
 - Penrith – Cambridge Park
 - Penrith – Penrith (Derby St & Second Av)
 - Penrith – Penrith (Jamison Rd & Smith St)
 - Penrith – South Penrith – Kingswood (*see Note § below*)
 - Penrith – St Marys (Queen St/Western Rd [now Great Western Hwy])
 - Penrith – Werrington
- **Note §:** *Timetable dated 20 August 1970 shows the Penrith – South Penrith – Kingswood service to be on 3 months’ trial. Trial was presumably partially successful, but route curtailed to run Penrith – South Penrith by 1973.*
- Penrith – Luddenham possibly continued as a school route until 31 August 1992, when reinstated as a (limited) route service 789. [Sydney Region route number].

Circa 1973:

- Services continued to expand. Routes were:
 - Kingswood – Cambridge Park (peak hours)
 - Penrith – Bel-Air – Kingswood Park (destination sign “Bel-Air”).
 - Penrith – Cambridge Gardens
 - Penrith – Cambridge Park
 - Penrith – Cranebrook via Castlereagh Rd (limited service)
 - Penrith – Cranebrook via Richmond Rd
 - Penrith – Penrith (Derby St & Second Av)
 - Penrith – Penrith (Jamison Rd & Smith St)
 - Penrith – Penrith (York Rd South)
 - Penrith – South Penrith
 - Penrith – St Marys (Queen St/Western Rd [now Great Western Hwy])
 - Penrith – Werrington County – Werrington.
- Operator’s trading name altered to Penrith District Bus Service.

Mid-1970s (?): Kingswood – Cambridge Park (peak hours) extended to Cranebrook.

17 April 1974: Penrith District Bus Service transferred to Bosnjak Brothers Pty Ltd, proprietors, (RL (Roger Lance) Graham, general manager from 1982).

By 1982: Incorporated name changed to Bosnjak Penrith Pty Ltd.

16 August 1982: Reorganised & renumbered into Sydney Region route numbers:

780 Penrith – St Marys

782 Penrith – Werrington via Greenbank Dr

784 Penrith – Werrington via Kingswood

785 Penrith – Cambridge Park

786 Penrith – Cranebrook

788 Penrith – Llandilo (possibly a school service upgraded and/or revival/extension of hours of shopping service as at April 1950)

790 Penrith – South Penrith (Jamison Rd)

791 Penrith – South Penrith Loop

792 Penrith – South Penrith (combined 790/791 loop).

Streets

Kingswood – Cambridge Park

Circa 1970 (Source: timetable)

From Cambridge Park (Kareela Av & Caloola Av) via Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Caloola Av, Richmond Rd, Oxford St, Wrench St, Cambridge St, Richmond Rd to Kingswood Station.

Penrith – Bel-Air – Kingswood Park

Circa 1970 (Source: timetable)

From Penrith (Station) via Station St, Great Western Hwy [now High St], Evan St, Macquarie Av, Lemongrove Rd, Robert St, Sunshine Av, Hillcrest Av, Illawong Av (**Kingswood Park**), Moonbi Rd, Kareela Av to Coreen Av. Return via Coreen Av, Arakoon Av, Caloola Av, Illawong Av, then reverse route to Penrith Station.

Penrith – Cambridge Gardens

Circa 1973 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, High St, Evan St, Macquarie Av, Lemongrove Rd, Robert St, Sunshine Av, Hillcrest Av, Hilltop Rd, Arakoon Av, Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Brewongle Av, Richmond Rd, Lewis Rd, Trinity Dr, Huntingdon Pde, Priory Av, Summerfield Circ, Trinity Dr, Newham Dr, Trinity Dr to Richmond Rd (Cambridge Gardens). Reverse on return.

Circa 1974 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Bel-air Rd, Sunshine Av, Hillcrest Av, Hilltop Rd, Arakoon Av, Caloola Av, Illawong Av, Moonbi Rd, Kareela Av, Brewongle Av, Richmond Rd, Lewis Rd, Trinity Dr (**Cambridge Gardens**), Huntingdon Pde, Priory Av, Summerfield Circ, Trinity Dr, Newham Dr, Trinity Dr to Richmond Rd. Reverse on return.

Penrith – Cambridge Park

Circa 1973 (Source: timetable)

From Penrith (Station) via Station St, Great Western Hwy [now High St], Evan St, Thurston St, Glebe Pl, Parker St, Cox Av, Richmond Rd, Cambridge St, Wrench St (**Cambridge Park**), Oxford St, Richmond Rd to Coopers Lane [now Cooper St] (Cambridge Gardens).

Penrith – Cranebrook via Castlereagh Rd

Circa 1973 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, Lawson St, Great Western Hwy [now High St], Castlereagh Rd, Cranebrook Rd, Boundary Rd [part now Dulhunty St, Marrett Way, Wagner Pl, Britten Cl & Debussy Pl] to Richmond [now The Northern] Rd (Cranebrook).

Penrith – Cranebrook via Richmond Rd

Circa 1973 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, Great Western Hwy [part now High St], Evan St, Macquarie Av, Lemongrove Rd, Coreen Av, Parker St, Richmond [now The Northern] Rd, [possibly Nepean St – now site of reserve between Seaton Cr & Pershore Rd], Pendock Rd, Sherringham Rd to Heffernan Rd (Cranebrook).

Penrith – Penrith (Derby St & Second Ave)

Circa 1970 (Source: timetable)

From Penrith (Station) via Station St, Great Western Hwy [now High St], Evan St, Derby St, Doonmore St, Stafford St, Colless St, Derby St, Somerset St, Rodgers St, Bringelly Rd, Second Av (Kingswood). Reverse on return.

Penrith – Penrith (York Rd South)

Circa 1973 (Source: timetable)

From Penrith (Station) via Station St, Riley St, High St, Castlereagh St, Jamison Rd, York Rd, Denintend Pl, Mosely Av, Birmingham Rd, York Rd, Enfield St [now part of York Rd] to Price St (South Penrith).

Penrith – Penrith (Jamison Rd & Smith St)

Circa 1970 (Source: timetable)

From Penrith (Station) via Station St, Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Warwick St, Stafford St, Evan St, Jamison Rd, Penrose Cr, Smith St, Fragar Rd, Jamison Rd, Bringelly Rd to Smith St (Kingswood).

Penrith – South Penrith

Circa 1973 (Source: timetable)

From Penrith (Station) via Riley St, Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Chesterfield Rd, Carinda Av, Stevenson St, Greenaway Dr, Gamenya Av, Blue Gum Av, Fragar Rd, Tania Av (**South Penrith**), Hilliger Rd, Mazepa Av, Smith St, Fragar Rd, Burgess Rd. Return via Burgess Rd, Mazepa Av, then reverse route.

Penrith – South Penrith – Kingswood

From 20 August 1970 (Source: timetable)

From Penrith (Station) via [Station St (?)], Great Western Hwy [now High St], Castlereagh St, Jamison Rd, Racecourse Rd, Alkoomie Av, Lorne Av, Grandview St, Keith St, Evan St, Smith St, Fragar Rd, Tania Av (**South Penrith**), Hilliger Rd, Mazepa Av, Smith St, Parker St, Jamison Rd, Bringelly Rd to Kingswood. Reverse on return.

Circa 1973 (Source: timetable)

From Penrith (Station) via Station St, Great Western Hwy [now High St], Castlereagh St, Derby St, Doonmore St, Stafford St, Colless St, Derby St, Somerset St, Rodgers St, Bringelly Rd, Second Av, Morphett St, Anthony Cr (Kingswood). Reverse on return.

Penrith – St Marys

Circa 1973 (Source: timetable)

From Penrith (Station) via Riley St, Great Western Hwy [part now High St] (**Kingswood**), Charles Hackett Dr, Queen St, Great Western Hwy. [Most trips terminated at Charles Hackett Dr/Queen St, St Marys.]

Alteration

Later (Source: timetable): Extended from Penrith Station to Penrith Plaza.

Penrith – Werrington

Circa 1970 (Source: timetable)

From Penrith Plaza via Station St, Riley St, Great Western Hwy [part now High St], Parker St, Cox Av, Richmond Rd (**Kingswood**), Victoria St, Park Av (Werrington).

Later (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Parker St, Cox Av, Londonderry [now Richmond] Rd (**Kingswood**), Victoria St, Heath St, Park Av, Victoria St to Werrington Station.

Penrith – Werrington County – Werrington

Circa 1973 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Station St, Henry St, High St, Parker St, Cox Av, Londonderry [now Richmond] Rd (**Kingswood**), Victoria St, Wrench St, Herbert St, William St, Wrench St, Rugby St, John Oxley Dr, Dunheved Rd, Henry Lawson Dr (**Werrington County**), Ovens St, John Batman Av, Dunheved Rd, John Oxley Dr, Princess St, Gibson St, Victoria St to Werrington Station. Reverse on return.

Timetable Summary

29 July 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith (Memory Park)-Orchard Hills-Luddenham	35	M-F	Memory Park	6.45am	Luddenham	4.50pm	2 trips	
		Sat		6.45am		2.45pm	2 trips	
		Sun						

1 September 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith (Memory Park)-Penrith General Cemetery		M-F						
		Sat						
		Sun	Memory Park	10.00am	Cemetery	10.45am	1 trip	

25 July 1949 (Source: Nepean Times, 21 July 1949)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith (Memory Pk)-St Marys (Queen St/Western Rd)	Approx 25	M-F	Memory Park	9.45am	Queen St	2.45pm	2 trips	A
		Sat		9.45am		3.00pm	2 trips	
		Sun		2.20pm		2.45pm	1 trip	

A – Two additional trips M-F were described as an “emergency service” (Source: Nepean Times 28 July 1949)

April 1950

Destinations	Off-peak trip time	Days	First trip		Last trip		No of trips‡	Notes
			From	Time	From	Time		
Penrith (Memory Park)-Cambridge Park†		M-F	Penrith	9.10am	Cambridge Pk	9.55am	2/1	A
		Sat		9.12am		1.45pm	3†	
		Sun						
Penrith (Memory Park)-Hornseywood†		M-F	Penrith	7.35am	Hornseywood	6.20pm	6†	
		Sat		7.35am		1.38pm	3†	
		Sun		8.48am		7.53pm	3†	
		Hols		7.35am		8.39am	2†	
Penrith (Memory Park)-Hospital†		M-F	Penrith	8.50am	Hospital	3.30pm	3†	B
		Sat		8.50am		8.00pm	4†	
		Sun		1.55pm		3.30pm	2†	
Penrith (Memory Pk)-Kingswood (Penrith General Cemetery)		M-F						
		Sat						
		Sun	Penrith	10.00am	Gen Cemetery	10.45am	1	
Penrith (Memory Park)-Llandilo		M-F	Llandilo	9.15am	Penrith	12.00md	2	C
		Sat						
		Sun						
Penrith (Memory Park)-Kingswood (O'Connell St)†		M-F	Penrith	9.45am	O'Connell St	3.10pm	4	
		Sat		8.50am		3.05pm	4†	D
		Sun		2.20pm		3.05pm	1	
Penrith (Memory Park)-Luddenham†		M-F	Penrith	6.45am	Luddenham	4.05pm	2†	
		Sat		6.45am		2.45pm	2†	
		Sun		6.45am		7.55am	1†	
Penrith (Memory Park)-Orchard Hills		M-F	Orchard Hills	6.40am	Penrith	6.30pm	8/7†	E
		Sat		6.40am		5.30pm	6/5†	F
		Sun		8.35am		8.30pm	4/3†	
		Hols		6.40am		3.40pm	4/5†	D
Penrith (Memory Park)-Regentville		M-F	Penrith	2.15pm	Regentville	5.25pm	2	G
		Sat						
		Sun						
Penrith (Memory Park)-St Marys†		M-F	Penrith	9.45am	St Marys	2.45pm	2	
		Sat		9.45am		3.00pm	2	
		Sun		2.20pm		3.00pm	1	

† Selected trips extended to and/or from Penrith Station.

‡ Where 2 figures are shown (eg 2/1) the first is the number of trips *from* Penrith & the second trips *to* Penrith.

A – Extra trip Wednesdays. Extra trips school days.

B – Extra trip Wednesday night.

C – Thursdays only.

D – Plus picture bus.

E – Plus picture bus Wednesdays.

F – Plus short-workings, Penrith-Orchard Hills (Frogmore Rd). Plus picture bus.

G – Tuesdays & Fridays only. Plus picture bus Wednesdays.

1970s

In this table "Penrith" denotes Penrith Station.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kingswood-Cambridge Park	12	M-F	Cambridge Pk	5.12am	Kingswood	6.35pm	Ph	
		Sat						
		Sun						
Penrith-Cambridge Gardens	25	M-F	C'bridge Gdns	7.00am	Penrith	6.27pm	60*	
		Sat		7.55am		12.00nn	60	
		Sun						
Penrith-Cambridge Park	23	M-F	Cambridge Pk	5.52am	Penrith	6.27pm	30	
		Sat		6.55am	Cambridge Pk	12.35pm	30	
		Sun						
Penrith-Cranebrook via Castlereagh Rd	20	M-F	Cranebrook	9.05am	Penrith	2.30pm	2 trips	
		Sat						
		Sun						
Penrith-Cranebrook via Richmond Rd	30	M-F	Cranebrook	6.50am	Penrith	6.27pm	60	
		Sat		7.50am		12.05pm	60	
		Sun						
Penrith-Kingswood Park	15	M-F	Penrith	9.00am	Kingswood Pk	3.05pm	5 trips	
		Sat		8.45am		11.15am	2 trips	
		Sun						
Penrith-Penrith (Derby St & Second Av)	20	M-F	Second Av	5.42am	Penrith	6.27pm	90*	
		Sat		7.40am	Second Av	12.30pm	60	
		Sun						
Penrith-Penrith (Jamison Rd & Smith St)	20	M-F	Smith St	5.28am	Penrith	6.27pm	60*	
		Sat		7.05am	Smith St	12.35pm	40	
		Sun						
Penrith-Penrith (York Rd South)	22	M-F	York Rd South	7.00am	Penrith	5.36pm	60	
		Sat		8.00am		12.05pm	60	
		Sun						
Penrith-South Penrith	50 round trip	M-F	South Penrith	6.57am	Penrith	6.27pm	60	
		Sat		7.50am		12.08pm	60	
		Sun						
Penrith-St Marys	20	M-F	Penrith	6.30am	St Marys	4.25pm	5 trips	
		Sat		9.20am		11.50am	3 trips	
		Sun						
Penrith-Werrington	30	M-F	Kingswood	5.19am	Werrington	6.25pm	60*	
			Penrith	8.25am				
		Sat	Werrington	7.50am	Penrith	12.15pm	60	
		Sun						

* More frequent in peak hours.

Ph – Peak hours only.

Route 216

STRATHFIELD – SOUTH STRATHFIELD – BELMORE via Homebush Rd

- **Extended from South Strathfield to Chullora (*selected early morning trips*)**
(Parts of Chullora south of Liverpool Rd are now in Greenacre.)
(Liverpool Rd is also known as Hume Hwy.)
(South Strathfield (The Broadway) terminus is in current Enfield.)

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

Timeline

Unnumbered period 1917-25 (& 1924 route number)

By date of Govt Gazette of 11 May 1917: Strathfield – South Strathfield (Liverpool Rd) commenced prior to the allocation of route numbers.

The route did not appear in the Govt Gazette dated 20 June 1919, although it re-appeared in that of 8 July 1921.

As at date of Govt Gazette of 19 December 1924: Numbered 182 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Mrs AE Rose, proprietor.

September 1925: The “Complete” timetable lists a Sunday service from Strathfield to Brighton-le-Sands (route unknown), which may have been an extension of either 215 or 216. This extension from South Strathfield to Brighton-le-Sands would probably have ceased by 31 October 1931 as being competitive with Government railway or tram services under State Transport (Co-ordination) Act.

As at date of Govt Gazette 13 November 1925: Renumbered 216 [1925 route number] in the general renumbering of routes.

As at date of Govt Gazette 13 November 1925: Strathfield – South Strathfield (selected trips extended to Chullora) via Homebush Rd being operated by

December 1929: Transferred to JC Moreton, proprietor.

2 January 1934: 36 and 216 amalgamated as 216 Strathfield – South Strathfield – Belmore.

18 October 1936: Combined with 215 as 215 Strathfield – South Strathfield – Belmore, presumably coincident with the extension of Department of Road Transport & Tramways 88 from South Strathfield to Strathfield [all 1925 route numbers].

Streets

Strathfield – South Strathfield (Liverpool Rd/Homebush Rd) via Homebush Rd

1917 (Source: Govt Gazette of 11 May 1917)

From Strathfield (The Boulevarde at Railway Gates) via Redmyre Rd, Homebush Rd to Liverpool Rd (at Allen’s Store). Reverse on return.

Strathfield – South Strathfield (Liverpool Rd/Homebush Rd) via Homebush Rd **(*selected early morning trips extended to Chullora*)**

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (The Boulevarde at Bridge Rd [former street over railway]) via The Boulevarde, Redmyre Rd, Homebush Rd to Liverpool Rd [now Hume Hwy] (South Strathfield). Reverse on return.

Chullora extension: From South Strathfield (Homebush Rd/Liverpool Rd [now Hume Hwy]) via Liverpool Rd to Margaret St (Chullora). Reverse on return.

Strathfield – South Strathfield – Belmore via Homebush Rd

From 2 January 1934 (likely route, based on 36 & 216 prior to this date)

From Strathfield (Station) via The Boulevarde, Redmyre Rd, Homebush Rd (South Strathfield), Jersey St [now Water St], Water St, Burwood Rd to Belmore 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		
Strathfield-South Strathfield via Homebush Rd†	Fr Strath 9H 11L 17C	M-F	Chullora	6.52amS	Strathfield	7.15amC 11.50pmL	A	
		Sat		6.52amS		7.15amC 11.50pmL	B	
		Sun	Liverpool Rd‡	7.20amS		10.18pmL	D	
		Hols	Strathfield	8.46amL		11.50pmL	E	

Liverpool Rd is now Hume Hwy.

† Selected early morning trips Monday-Saturday extended to Chullora. Selected Sunday trips diverted via 217.

‡ At Homebush Rd.

A – Early morning, Strathfield-Chullora. Peak hours, Strathfield-South Strathfield (Hunter St). Day, Strathfield-South Strathfield (Homebush Rd/Liverpool Rd) 30. Night, mainly Strathfield-South Strathfield (Hunter St), selected trips extended to South Strathfield (Homebush Rd/Liverpool Rd).

B – South Strathfield (Homebush Rd/Liverpool Rd). Morning, mainly Strathfield-South Strathfield (Homebush Rd/Liverpool Rd) 30. Afternoon, Strathfield-South Strathfield (Hunter St) 20-30. Night, mainly Strathfield-South Strathfield (Hunter St), selected trips extended to South Strathfield (Homebush Rd/Liverpool Rd).

C – To Chullora.

D – Strathfield-South Strathfield (Homebush Rd/Liverpool Rd), 30-40. Most trips diverted via 217 either on trips from Strathfield or on trips to Strathfield or both.

E – Day, Strathfield-South Strathfield (Homebush Rd/Liverpool Rd) 30-40. Late afternoon, Strathfield-South Strathfield (Hunter St). Night, mainly Strathfield-South Strathfield (Hunter St), selected trips extended to South Strathfield (Homebush Rd/Liverpool Rd). Plus short-working/s before first trip shown.

H – To South Strathfield (Hunter St).

L – To South Strathfield (Homebush Rd/Liverpool Rd).

S – To Strathfield.

Route 216

STRATHFIELD – SOUTH STRATHFIELD – ENFIELD via Ada Av

Timeline

1 March 1937:

- New route, following part of Sundays-only extension of 88 from Enfield to Rookwood Cemetery commenced by Department of Road Transport & Tramways.
- Possibly replaced part of private 214.

21 March 1937: Replaced by new part of 88 [1925 route number] City (Central Railway) – Strathfield via Ada Av.

Streets

From 1 March 1937 (likely route based on replacement 88)

From Strathfield (Station) via The Avenue [now Churchill Av], Oxford Rd, Todman Av, Barker Rd, South St, Ada Av (**South Strathfield**), Wallis Av, Liverpool Rd [now Hume Hwy] to The Boulevarde (Enfield).

Route 216

BANKSTOWN – CAMPSIE – MAROUBRA BEACH (Summer Sundays & holidays)

Timeline

16 January 1938: Summer Sunday & public holiday service, Campsie – Maroubra Beach, commenced by Department of Road Transport & Tramways.

2 October 1938: Extended to run Bankstown – Campsie – Maroubra Beach.

(Possibly) December 1941 (*when other Summer weekend beach services known to have ceased (?)*): Ceased as a wartime economy measure.

Streets

Campsie – Maroubra Beach

From 16 January 1938

From Campsie (South Pde at Station) via Beamish St, Canterbury Rd, Northcote St, Homer St (**Earlwood**), Wardell Rd (**Dulwich Hill**), Marrickville Rd, Railway Pde (**Sydenham**), Swain St, Unwins Bridge Rd, Grove St, King St, Canal Rd, Kent Rd, Gardeners Rd (**Daceyville [now Kingsford]**), Anzac Pde (**Maroubra Junction**), Maroubra Bay Rd, Marine Pde to Maroubra Beach.

Timetable Summary

16 January 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Maroubra Beach		M-F						
		Sat						
		Sun	Campsie	8.56am	Maroubra Bch	7.00pm	30	A

A – Summer Sundays & holidays.

2 October 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Campsie-Maroubra Beach		M-F						
		Sat						
		Sun	Bankstown	8.45am	Maroubra Bch	6.46pm	A	

A – Summer Sundays & holidays. Morning, Bankstown-Maroubra Beach 30. Afternoon, Bankstown-Maroubra Beach 30, Earlwood-Maroubra Beach 15.

Route 216

RIVERSTONE – MARAYLYA

WINDSOR – MARAYLYA

WINDSOR – RIVERSTONE

WINDSOR – SCHEYVILLE

Timeline

1947: Windsor – Scheyville commenced by RM Sanday, proprietor. (Later reduced to a school service.)

1948: Transferred to JH Denzel, proprietor.

1950: Transferred to NK (Noel Kenneth) Lakeman-Fidler, proprietor.

(?):

- New routes commenced:
 - Riverstone – Maraylya (limited service)
 - Windsor – Maraylya (mainly school service)
 - Windsor – Riverstone.
- Route through McGraths Hill shared with 218.

June 1958: Transferred to RC (Rob) Kirkpatrick, then or later trading as Hawkesbury Valley Bus Service.

2 November 1990: Hawkesbury Valley Bus Service transferred to B Calabro & Sons Pty Ltd (Joe & Tony Calabro, proprietors).

Early 2000: Renumbered into Sydney Region route numbers:

661 Windsor – Riverstone

662 Riverstone – Maraylya.

Streets

Riverstone – Maraylya

1989 (Source: timetable)

From Riverstone (Riverstone Pde at Station) via Riverstone Pde, Station St, Junction Rd, Windsor Rd, Boundary Rd to Maraylya.

Windsor – Maraylya

1989 (Source: timetable)

From Windsor (Station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd (**McGraths Hill**), Wolseley Rd, Old Stock Route Rd (**Oakville**), Scheyville Rd, Neich Rd, Boundary Rd to Maraylya.

Windsor – Riverstone

1989 (Source: timetable)

From Windsor (Station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd, Old Hawkesbury Rd, Andrew Thompson Dr (**McGraths Hill**), Meares Rd, Old Hawkesbury Rd, McGraths Rd, Windsor Rd, Level Crossing Rd, Wallace Rd, Bandon Rd (**Vineyard**), Chapman Rd, Commercial Rd, Boundary Rd, Windsor Rd, Junction Rd, Crown Rd, Riverstone Pde to Riverstone Station.

Timetable Summary

8 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Riverstone	31	M-F	Windsor	5.33am	Riverstone	5.43pm	9 trips	A
		Sat		8.32am		1.03pm	2 trips	
		Sun						
Riverstone-Maraylya	20	M-F	Maraylya	7.05am	Riverstone	4.42pm	1 trip	
		Sat						
		Sun						

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

Route 217

STRATHFIELD – STRATHFIELD (various termini in the vicinity of Albert Rd)

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

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Strathfield – Strathfield (Albert Rd/Heyde Av) commenced prior to the allocation of route numbers.

By date of Govt Gazette of 8 July 1921: Extended to run Strathfield (Albert Rd) – Strathfield (Station) – South Strathfield – Chullora (listed under 215 [1925 route number]).

By date of Govt Gazette of 7 March 1924: Resumed as a separate route, Strathfield – Strathfield (Albert Rd/Heyde Av).

As at date of Govt Gazette of 19 December 1924: Numbered 183 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mrs AE Rose, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 217 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927: Altered/extended to run Strathfield – Strathfield (Albert Rd/South St).

By date of Govt Gazette 22 June 1928: Extended to run Strathfield – Strathfield (Barker Rd/Albert Rd).

December 1929: Transferred to JC Moreton, proprietor.

13 May 1933: Combined with 214 as 214 Strathfield – Strathfield ([via] Ada Av & Elsie St [now Shortland Av]) [1925 route numbers].

Streets

Strathfield – Homebush (Heyde Av & Albert Rd)

1919 (Source: Govt Gazette of 20 June 1919)

From Strathfield (The Boulevard at Bridge Rd [former street over railway]) via The Boulevard, The Avenue [now Churchill Av], Homebush Rd, Albert Rd, Heyde Av, Oxford Rd, Homebush Rd, The Avenue, The Boulevard to Strathfield Station.

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (The Boulevard at Bridge Rd [former street over railway]) via The Boulevard, The Avenue [now Churchill Av], Oxford Rd, Heyde Av, Albert Rd, Homebush Rd, The Avenue, The Boulevard to Strathfield Station.

Strathfield – Homebush (Barker & Albert Rds)

1927 (Source: Govt Gazette of 27 May 1927)

From Strathfield (The Avenue at The Boulevard) via The Avenue, Oxford Rd, Todman St, Barker Rd, South St, Albert Rd, Clarendon Rd, The Boulevard, The Avenue to near The Boulevard (Strathfield).

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		
Strathfield-Homebush (Albert Rd)	11 round trip	M-F	Albert Rd	7.17am	Strathfield	11.50pm	15-30	
		Sat		7.17am		11.20pm	15-30	
		Sun						A

A – Service provided by diversions of 216.

Route 217

RICHMOND – AGNES BANKS – CASTLEREAGH

RICHMOND – LONDONDERRY – PENRITH

RICHMOND – KURRAJONG

- **Extended from Kurrajong to Bowen Mountain, Kurrajong Heights, Bilpin & Berambing (selected trips)**

Also:

- **Richmond – Grose Vale/Grose Wold via various routes (selected trips)**

(North Richmond station was located near the intersection of Bells Line of Road/Terrace Rd/Grose Vale Rd.)

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

Timeline

RICHMOND – AGNES BANKS – CASTLEREAGH – LONDONDERRY – PENRITH AREA

1942: Richmond – Londonderry – Penrith commenced by RE Nutt, proprietor.

March 1947: Transferred to JE (Jack) Sinclair, proprietor.

1952: Transferred to NK (Noel Kenneth) Lakeman-Fidler, proprietor.

September 1956: Transferred to MA Duffy & Sons (by 1960s trading as Kurrajong District Bus Service & later trading as Duffys Bus Lines) (Mark A Duffy, proprietor).

28 October 1957: The Richmond – Castlereagh section of 219 [1925 route number] transferred from GW Young & renumbered part of 217. For a period, service was operated by MJ Crane & MA Duffy & Sons.

February 1966: Richmond – Londonderry – Penrith (Londonderry – Penrith Thursdays-only shopping service - by then?) transferred to Howe's Bus Service (FC (Fred) & Phyllis Howe, proprietors) and renumbered 202 [1925 route number], leaving 217 as Richmond – Castlereagh (which, by the 1960s, was a school-only service).

By August 1983: Regular route service on former Richmond – Castlereagh service restored to run Richmond – Agnes Banks (including trips to/via William Cox Dr – new estate), with selected school trips extended to Castlereagh.

RICHMOND – KURRAJONG & related routes

Unnumbered period 1946-80

4 February 1946:

- North Richmond – Blaxlands Ridge – Kurrajong (Netley Hill) commenced by McMahon Brothers (James & Roland) (limited daily services).
- This route was a feeder to the Richmond – Kurrajong steam train service at North Richmond. It is believed buses were feeders to the train service at North Richmond rather than Richmond due to the operation of State Transport (Co-ordination) Act, which would have made a bus service between Richmond & North Richmond competitive with the Richmond – Kurrajong railway line between those two points.
- It is of note that the locations of roadways followed by the bus route west of North Richmond were significantly different to that of the railway line.

By June 1946: Extended to run North Richmond – Blaxlands Ridge – Kurrajong Heights.

By March 1947: Extra route North Richmond – Grose Vale/Grose Wold commenced (originally daily (?), but by August 1948, days of service reduced to weekdays).

Mid-1950: North Richmond – Grose Vale/Grose Wold ceased.

Soon after:

- Service to Grose Vale/Grose Wold resumed by Mark A Duffy, proprietor.
- North Richmond – Bilpin commenced by McMahon Brothers (?), proprietors (may have run on school days only?).

May 1952: North Richmond – Kurrajong Heights (& other services run by McMahon Brothers) transferred to Mark A Duffy.

Circa 13 June 1952: As a result of the cessation of the Richmond – Kurrajong steam train service, following heavy rain which caused permanent damage to the railway track, bus routes altered to replace the train service:

- North Richmond – Kurrajong Heights (extended to Bilpin on school days?) extended to run Richmond – Kurrajong Heights,
- North Richmond – Grose Vale/Grose Wold extended to run Richmond – Grose Vale/Grose Wold.

July 1952: Picture bus Bilpin – Kurrajong commenced on Saturday nights, when Kurrajong Theatre came under new management & refurbished (when ceased?)

By December 1952:

- Routes were:
 - Richmond – Kurrajong Heights (selected trips extended to Bilpin).
 - Richmond (?) – Grose Vale/Grose Wold via ?
- Then or later also extended (from Kurrajong?) to Bowen Mountain.
- Trading name changed to Kurrajong District Bus Service & later Duffys Bus Lines.

August 1980: Duffys Bus Lines transferred to Guild Management Services Pty Ltd (N Hepburn, proprietor), by 1982 trading as Macquarie Towns Coach Lines.

Early 1980s: Richmond – Kurrajong & extension/s numbered 217 [1925 route number].

Circa 1983-4: Renumbered into Sydney Region route numbers:

691 Richmond – Kurrajong (selected trips extended to Bilpin)

692 Richmond – Bilpin

693 Richmond – Agnes Banks (selected school trips extended to Castlereagh).

Streets

RICHMOND – AGNES BANKS – CASTLEREAGH – LONDONDERRY – PENRITH AREA

Same as or similar to later Route 693 [Sydney Region route number].

RICHMOND – KURRAJONG & related routes

Same as or similar to later Route 691-692 [Sydney Region route numbers].

Timetable Summary

RICHMOND – AGNES BANKS – CASTLEREAGH – LONDONDERRY – PENRITH AREA

26 June 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
217: Richmond-Londonderry	13	M-F	Londonderry	6.12am	Richmond	6.30pm	7 trips	A
		Sat	Richmond	8.17am		5.20pm	5 trips	B
		Sun						

A – Extra trips Tuesday, Thursday & Friday.

B – Plus picture bus Saturday night.

July 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
217: Richmond-Castlereagh	20	M-F	Richmond	7.40am	Castlereagh	4.10pm	2 trips	A
		Sat		9.45am		12.25pm	2 trips	
		Sun						

A – Extra trips Tuesday & Friday.

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
217: Richmond-Agnes Banks	Fr Rich 5W 7A	M-F	Agnes Banks	9.20amR	Richmond	6.05pmL	B	
		Sat	Richmond	8.55amW	Wm Cox Dr	11.15amR	3 trips	
		Sun						

A – To Agnes Banks.

B – Richmond-Richmond (William Cox Dr) (5 trips from Richmond, 4 trips from William Cox Dr) (last trip from Richmond to last passenger?), Richmond-Agnes Banks (4 trips from Richmond, 3 trips from Agnes Banks).

L – To last passenger.

R – Richmond.

W – To Richmond (William Cox Dr).

RICHMOND – KURRAJONG & related routes

4 February 1946

- ▲ North Richmond – Blaxlands Ridge – Kurrajong, 4 trips (daily at least on weekdays)
- ▲ Trips to dances, running either Kurrajong – Richmond or North Richmond – Kurrajong (depending on location of dances) (Thursdays & Saturdays).

▲ Unnumbered route.

December 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
▲ Richmond-Kurrajong-Kurrajong Heights†	Fr Rich 25K 47H 65B	M-F	Kurrajong	6.10amR	Richmond	3.55pmB	A			
			Bilpin	7.00amR		5.50pmH				
		Sat	Kurrajong	6.10amR		4.50pmB			C	
			Kurrajong Hts	7.20amR		7.55pmK				
		Sun	Kurrajong	10.10amR	Kurrajong Hts	7.15pmR				D
			Richmond	10.40amH	Richmond	9.25pmK				

▲ Unnumbered route.

† Selected trips extended to Bilpin.

A – Richmond-Kurrajong 9 trips, Richmond-Kurrajong Heights (5 trips from Kurrajong Heights, 4 trips from Richmond, Richmond-Bilpin 1 trip. Plus extra trip Friday night, 9.55pm from Richmond to Kurrajong.

B – To Bilpin.

C – Richmond-Kurrajong 7 trips, Richmond-Kurrajong Heights 5 trips, Richmond-Bilpin 1 trip from Richmond to Bilpin. Plus picture bus from Richmond to Kurrajong. Plus picture bus from Bilpin to Kurrajong.

D – Richmond-Kurrajong 4 trips, Richmond-Kurrajong Heights 1 trip,

H – To Kurrajong Heights.

K – To Kurrajong.

R – To Richmond.

25 January 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
▲ Richmond-Kurrajong-Kurrajong Heights†	Fr Rich 20K 67B	M-F	Kurrajong	6.02amR	Richmond	3.45pmB	A			
			Berambing	7.18amR		7.10pmK				
		Sat	Kurrajong	6.55amR	Kurrajong Hts	4.15pmR			C	
			Richmond	9.15amH	Richmond	7.52pmK				
		Sun	Kurrajong	9.50amR	Kurrajong Hts	6.15pmR				D
			Richmond	10.52amH	Richmond	6.56pmK				

▲ Unnumbered route.

† Selected trips extended to Bilpin & Berambing.

A – Richmond-Kurrajong (8 trips from Richmond, 9 trips from Kurrajong). Richmond-Berambing 1 trip. Last trip Richmond-Kurrajong extended to Kurrajong Heights on Fridays. Extra day trip Richmond-Kurrajong Heights Mondays, Thursdays & Fridays. Picture bus on Thursday night.

B – To Berambing.

C – Richmond-Kurrajong 9 trips. Richmond-Kurrajong Heights (3 trips from Richmond, 2 trips from Kurrajong Heights). Plus picture bus.

D – Richmond-Kurrajong 3 trips. Richmond-Kurrajong Heights (2 trips from Richmond, 1 trip from Kurrajong Heights).

H – To Kurrajong Heights.

K – To Kurrajong.

R – To Richmond.

June 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Richmond-Kurrajong†	Fr Rich 20K 67B	M-F	Kurrajong	6.24amR	Richmond	3.45pmB	A	
			Berambing	7.18amR		5.35pmK		
		Sat	Kurrajong	10.30amR	Richmond	12.05pmK	1 trip	
		Sun						

▲ Unnumbered route.

† Selected trips extended to Bilpin & Berambing.

A – Richmond-Kurrajong (6 trips from Richmond, 7 trips from Kurrajong). Richmond-Berambing 1 trip. Extra day trip Richmond-Kurrajong Heights Fridays.

B – To Berambing.

K – To Kurrajong.

R – To Richmond

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Richmond-Kurrajong†	Fr Rich 10N 15K 46B	M-F	Kurrajong	6.15amR	Richmond	3.40pmB	A	
			Bilpin	7.32amR	Kurrajong	5.18pmR		
		Sat	Richmond	8.30amN 9.30amK		11.50amR	C	
		Sun						

▲ Unnumbered route or 217?

† Selected trips extended to Bilpin.

A – Richmond – North Richmond (8 trips from Richmond, 9 trips from North Richmond), Richmond-Kurrajong (6 trips from Richmond, 7 trips from Kurrajong). Richmond-Bilpin 1 trip. Extra day trip Richmond-Kurrajong Heights Fridays. Plus school trips.

B – To Bilpin.

C – Richmond-North Richmond 4 trips, Richmond-Kurrajong 2 trips.

K – To Kurrajong.

N – To North Richmond.

R – To Richmond.

Route 218

STRATHFIELD (various termini) – CENTRAL RAILWAY via Parramatta Rd

Timeline

As at date of Govt Gazette 13 November 1925:

- Strathfield (Chalmers Rd) – Central Railway being operated by CF Inder, proprietor.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette 27 May 1927: Strathfield terminus altered to Coventry St.

Later: Transferred to Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart, proprietor).

By date of Govt Gazette 22 June 1928: Ceased. Trams continued to provide service.

Streets

Strathfield (Chalmers Rd) – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Strathfield (Chalmers St at Victoria St) via Chalmers Rd, Barker Rd, Oxford Rd, Heyde Av, Dickson St, Mackenzie St, Bridge St [now Rd] (**Homebush**), Parramatta Rd (**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 Strathfield.

Strathfield (Coventry St) – Central Railway

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Started from Coventry St at Dickson St, then Coventry St, Mackenzie 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		
Strathfield (Chalmers Rd)-Central Railway	55	M-F	Chalmers Rd	6.39am	Central Rly	11.28pm	30-60	
		Sat		6.39am		11.28pm	30-60	
		Sun		10.15am		11.28pm	30-60	

Route 218

WINDSOR – PITT TOWN – MAROOTA – WISEMANS FERRY

Timeline

1946: Windsor – Maroota commenced by W Board (or Beard?), proprietor.

1948(?): Transferred to RW Avern, proprietor.

February 1948:

- Transferred to NK (Noel Kenneth) Lakeman-Fidler.
- Extended to run Windsor – Wiseman's Ferry (school service & limited service at non-school times).
- Route through McGraths Hill shared with 216 [1925 route number].

May 1953: Transferred to RV & PE (Ronald & Phyllis) Clarkson, proprietors (later also other family members), later trading as Clarksons Bus Service.

February 1984: Transferred to Hawkesbury Valley Bus Service (RC (Rob) Kirkpatrick, proprietor).

By 1989: More frequent non-school service provided, Windsor – Pitt Town.

2 November 1990: Transferred to B Calabro & Sons Pty Ltd (Joe & Tony Calabro, proprietors), still trading as Hawkesbury Valley Bus & Coach Service.

Early 2000: Renumbered 663 [Sydney Region route number].

Streets

Windsor – Pitt Town

1989 (Source: timetable)

From Windsor (Station) via George St, Fitzgerald St, Macquarie St, Kable St, Terrace St, Baker St, Thompson Square, Bridge St, Windsor Rd, Pitt Town Rd, Old Hawkesbury Rd, Meares Rd, Andrew Thompson Dr (**McGraths Hill**), Pitt Town Rd, Wolseley Rd, Old Stock Route Rd, Scheyville Rd, Old Pitt Town Rd, Old Stock Route Rd, Glebe Rd, Bathurst Rd, Chatham St, Eldon St, Bathurst Rd, Hall St (**Pitt Town**), Hawkesbury St, Johnston St, Bathurst Rd, Eldon St, Bathurst Rd, Glebe Rd, Old Stock Route Rd, Old Pitt Town Rd, Scheyville Rd, Old Stock Route Rd, Wolseley Rd, Pitt Town Rd, Old Hawkesbury Rd, Meares Rd, Andrew Thompson Dr (**McGraths Hill**), Pitt Town Rd, Windsor Rd, Bridge St, Macquarie St, Kable St, Terrace Rd, Fitzgerald St, George St to Windsor Station.

Timetable Summary

October 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Wisemans Ferry	60	M-F	Windsor	10.00am	Wisemans F'ry	11.25am	1 trip	A
		Sat						
		Sun						

A – Thursday only during school holidays. Plus school trips.

8 December 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Pitt Town	29	M-F	Pitt Town	7.14am	Windsor	5.42pm	A	
		Sat		8.04am		1.37pm	B	
		Sun						

A – 5 trips from Windsor, 7 trips from Pitt Town. Plus school trips.

B – 3 trips from Windsor, 2 trips from Pitt Town.

Circa 1995

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Windsor-Pitt Town	25	M-F	Pitt Town	6.59am	Windsor	5.25pm	A	
		Sat		8.00am	Pitt Town	11.43am	B	
		Sun						
Windsor-Pitt Town-Wisemans Ferry	60	M-F	Windsor	8.00am	Wisemans F'ry	4.00pm	2 trips	C
		Sat						
		Sun						

A – 4 trips from Windsor, 6 trips from Pitt Town. Plus school trips.

B – 3 trips from Windsor, 2 trips from Pitt Town.

C – Thursday only during school holidays. Plus school trips.

Route 219

SUNNYSIDE – CENTRAL RAILWAY via Parramatta Rd

(Sunnyside is in the current suburb of Canada Bay.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921

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

As at date of Govt Gazette of 19 December 1924: Numbered 184 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Rod Smith and/or EK Munro, proprietors.

As at date of Govt Gazette 13 November 1925: Renumbered 219 [1925 route number] in the general renumbering of routes.

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

Streets

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

From Sunnyside (Regatta Rd at Parramatta River) via Regatta Rd, Queens Rd (**Five Dock**), Great North Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

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

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

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		
Sunnyside-Central Railway	40	M-F	Sunnyside	6.35am	Central Rly	10.56pm	11 trips	
		Sat		6.35am		10.56pm	11 trips	
		Sun		8.03am		10.56pm	10 trips	

Route 219

TURRAMURRA – SOUTH TURRAMURRA (loop via Catalpa Cr & Warragal Rd)

Timeline

1 May 1939: Commenced by Turramurra & Kuring-gai Motor Bus & Transport Co Ltd (WS (Bill) King, proprietor).
By March 1941: Ceased.

Service suspended during remainder of World War II until new 166 commenced, serving part of 219's route, as well as extending further into South Turramurra.

Streets

From 1 May 1939

Not available; timing points in timetable were:

- Turramurra Station
- Kissing Point Rd/Catalpa Cres
- Warragal Rd/Pacific Hwy
- Turramurra Station.

Timetable Summary

1 May 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turramurra-South Turramurra Loop	10 round trip	M-F	Turramurra	6.56am	Turramurra	6.42pm	15-20	A
		Sat		7.50am		1.22pm	30-40	
		Sun						

A – Gaps in service.

Route 219

RICHMOND – CASTLEREAGH – CRANEBROOK – PENRITH

Timeline

1947: Richmond – Penrith commenced by JE (Jack) Sinclair, proprietor.

By December 1952: Transferred to GW (Geoffrey) Young, proprietor.

By February 1953: Trading as Richmond-Penrith Bus Service.

28 October 1957:

- Richmond – Castlereagh transferred to MJ Crane & MA Duffy & Sons, proprietors and renumbered 217, leaving 219 as Penrith – Castlereagh [1925 route numbers].
- Operator's trading name changed to Castlereagh-Penrith Bus Service.

June 1960: Penrith – Cranebrook – Castlereagh transferred to WJS (Bill) Bale & Sons, proprietors (then or later trading as Penrith District Bus Service).

By 1973: Curtailed to Penrith – Cranebrook (or may have been renumbered part of 215?).

17 April 1974: Penrith District Bus Service transferred to Bosnjak family (Roger L Graham, general manager from 1982).

By 1982: Operator's name changed to Bosnjak Penrith.

16 August 1982:

- By this time ran school days only.
- Renumbered part of 788 [Sydney Region route number].

Streets

Penrith – Cranebrook

1973 (Source: timetable)

From Penrith (Station) via Jane St to Penrith Plaza, then Jane St, Riley St, Henry St, Lawson St, Great Western Hwy [now High St], Castlereagh Rd, Cranebrook Rd, Boundary Rd to Richmond [now The Northern] Rd (Cranebrook).

Timetable Summary

March 1951

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Richmond-Penrith	45	M-F	Penrith	7.35am	Penrith	6.15pm	3 trips	A
		Sat	Richmond	8.30am		12.39pm	2 trips	B
		Sun						

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

B – Plus short-working/s before first trip and after last trip shown. Plus picture buses to Penrith & Richmond Saturday night.

28 October 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Penrith-Castlereagh	25	M-F	Castlereagh	7.00am	Penrith	5.30pm	4 trips	A
		Sat		8.15am		5.00pm	2 trips	
		Sun						

A – Extra trip Friday.

Route 220

SUTHERLAND – YOWIE BAY

(Yowie Bay in the 1920s refers to the waterway of that name, rather than the suburb name, which was only gazetted in 1973. The area was also referred to by the geographical feature, Yowie Point.)

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

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Miranda – Yowie Bay commenced prior to the allocation of route numbers.

By date of Govt Gazette of 19 December 1924: Extended to run Sutherland – Miranda – Yowie Bay. Competed with Sutherland – Cronulla steam tram service between Sutherland & Miranda.

As at date of Govt Gazette of 19 December 1924: Numbered 187 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by JT (Mick) Jennings, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 220 [1925 route number] in the general renumbering of routes.

1929: Ceased. Sutherland – Cronulla steam tram service continued operation until 2 August 1931, when replaced by 62.

Miranda – Yowie Point revived as an extension of 114 in 1933.

Streets

Miranda – Yowie Bay

1921 (Source: Govt Gazette of 8 July 1921)

From Miranda (Kiaora Rd at Kingsway) via Kiaora Rd to Yowie Point (Yowie Bay). Reverse on return.

Sutherland – Yowie Bay

1924 (Source: Govt Gazette of 19 December 1924)

From Sutherland (Station St at Railway Pde [now Boyle St at Old Princes Hwy]) via Station St, Railway Pde, [Old] Princes Hwy, Sutherland St [now part of President Av], President Av, Kiaora St (**Miranda**), Attunga Rd to Yowie Bay store. 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		
Sutherland-Yowie Bay	20	M-F	Yowie Bay	5.45am	Sutherland	6.52pm	6 trips	
		Sat		5.45am		7.18pm	12 trips	
		Sun		9.20am		7.39pm	7 trips	

Route 220

HORNSBY – MT COLAH – BOBBIN HEAD via Pacific Hwy

Timeline

3 July 1937: Hornsby – Mt Colah – Bobbin Head commenced by EC Windybank, proprietor. Then or later ran Friday nights and weekends only.

1946: Transferred to HH Walkley, proprietor.

November 1947:

- Transferred to Hornsby District Bus Co (AJ (Jack) Leighton, proprietor).
- By about this time, main weekday service ran Hornsby – Mt Colah (Bolton Av) & extended to Bobbin Head mainly at weekends. Hornsby – Mt Colah along Pacific Hwy shared with Kuring-gai Bus Co's 55 [1925 route number].

Circa 1963:

- Mt Colah – Bobbin Head ceased without replacement, leaving route as Hornsby – Mt Colah (Bolton Av).
- Bobbin Head continued to be served from Turramurra by 223 [1925 route number] (577 [Sydney Region route number] from 24 July 1985).

18 March 1967: Selected trips on 104 on Saturday mornings extended from Asquith Golf Links to Mt Colah (Bolton Av), providing a service to eastern side of Mt Colah, as 220 did not operate on Saturdays.

June 1967:

- Ceased when Hornsby District Bus Co transferred to Jim Knox.
- Streets on eastern side of railway at Mt Colah replaced by extension (on weekdays as well as Saturdays) of 104 from Asquith Golf Links to Mt Colah (Bolton Av).
- Route along Pacific Hwy between Hornsby & Mt Colah (western side of railway) covered by existing 55, by then under same ownership.

Streets

Hornsby – Mt Colah – Bobbin Head

Circa 1946 (Source: Gregory's Street Directory)

From Hornsby (Station) via Memorial Pde [now Station St at Station entrance?], Pacific Hwy, Colah Rd [assume current Ku-ring-gai Chase Rd] (**Mt Colah**) [then to Bobbin Head].

1963 (Source: RGH notes)

Hornsby – Bobbin Head trips

From Hornsby (Pacific Hwy at Station) via Pacific Hwy, railway overbridge, Belmont Pde (**Mt Colah**), Kuring-gai Chase Rd to Bobbin Head.

From Bobbin Head via reverse route to Pacific Hwy, then Coronation St, Station St to Hornsby Station.

Hornsby – Mt Colah (Bolton Av) trips

From Hornsby (Pacific Hwy at Station) via Pacific Hwy, railway overbridge, Belmont Pde, Kuring-gai Chase Rd, Bolton Av (**Mt Colah**), Gray St, Cowan Rd, Belmont Pde, railway overbridge, Pacific Hwy, Coronation St, Station St to Hornsby Station.

Timetable Summary

1940s(?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Bobbin Head	30	M-F	Hornsby	7.50pm			A	
		Sat			Bobbin Head	6.27pm	3 trips	
		Sun		9.00am		6.27pm	2 trips	

A – 1 trip from Hornsby to Bobbin Head on Fridays only.

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-Mt Colah-Bobbin Head	Fr Horns 12M 25B	M-F	Bolton Av	7.24am	Bolton Av	6.08pm	10 trips	A
		Sat	Hornsby	9.36am	Bobbin Head	4.55pm	4 trips	
		Sun		9.20am		5.45pm	7 trips	

A – Other than Christmas school holidays, Hornsby-Mt Colah (Bolton Av). Gap in service in afternoon. Christmas school holidays, extra trips Hornsby-Bobbin Head.

B – To Bobbin Head.

M – To Mt Colah (Bolton Av).

Mid 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hornsby-Mt Colah (Bolton Av)	12	M-F	Bolton Av	7.24am	Bolton Av	6.08pm	10 trips	A
		Sat						
		Sun						

A – Gap in service in afternoon.

Route 221

SYDENHAM – MARRICKVILLE – SUMMER HILL

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

- Commenced prior to the allocation of route numbers.
- Competed with Dulwich Hill – Cooks River tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 188 [1924 route number].

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

- VJ (Vincent) Siebert, proprietor
- Mick Fitzgibbons, proprietor (also trading as White Deluxe Bus Service).

As at date of Govt Gazette 13 November 1925: Renumbered 221 [1925 route number] in the general renumbering of routes.

31 October 1931:

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

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Sydenham (Railway Pde at Station) via Railway Pde, Marrickville Rd (**Marrickville**), New Canterbury Rd (**Dulwich Hill**), Constitution Rd, Windsor Rd, Hampstead Rd, Old Canterbury Rd, Henson St, Smith St, Lackey St, Carlton Cr to near Lackey St (Summer Hill). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Sydenham (Railway bridge at Station) via Railway bridge, Railway Pde, Marrickville Rd (**Marrickville**), New Canterbury Rd (**Dulwich Hill**), Constitution Rd, Windsor Rd, Hampstead Rd, Old Canterbury Rd, Henson St, Smith St, Lackey St, Carlton Cr to near Lackey St (Summer Hill). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Summer Hill	20	M-F	Summer Hill	8.03am	Sydenham	10.33pm	30	
		Sat		8.03am		11.33pm	30	
		Sun		2.00pm		10.30pm	60	A

A – Additional service on Sunday nights Sydenham-Dulwich Hill every 20 minutes.

Route 221

ROSEVILLE – LINDFIELD – BRADFIELD – KILLARA (west side)

- **Extended from Killara to Gordon (1936-37)**
- **Extended from West Killara to Macquarie University (selected trips, 1967, then from 1981)**

(The suburb of Bradfield was changed to Bradfield Park before World War II. Bradfield Park has been known as West Lindfield since the mid-1960s. West Lindfield is now a locality within the suburb of Lindfield.)

Timeline

15 June 1935: Lindfield – Bradfield – Killara commenced by AJ (Jack) Wagg, proprietor (then or later trading as AJ Wagg Tourist Services and/or Lindfield Omnibus Service).

6 June 1936: Extended from Lindfield to Roseville and from Killara to Gordon, making route Roseville – Lindfield – Killara – Gordon.

17 August 1936: Curtailed to run Lindfield (Ortona Rd/Grosvenor Rd) – Lindfield – Killara – Gordon.

1 June 1937: Killara – Gordon section ceased, leaving route as Lindfield (Ortona Rd/Grosvenor Rd) – Lindfield – Killara.

By 14 November 1938: Re-extended to run Roseville – Lindfield – Killara.

By late 1940s: Service operated as two separate routes (due to more frequent service required between Lindfield and Bradfield Park, where an RAAF camp & later a post-World War II migrant hostel was located):

Lindfield – Bradfield Park (full time service, extended to Killara weekdays daytime & Saturday mornings)

Lindfield – Roseville (west side) (weekday daytime & Saturday morning service)

Probably March 1952:

- Lindfield – Bradfield Park – Killara curtailed to run Lindfield – Bradfield Park, leaving routes as:
Lindfield – Bradfield Park (full time service)
Lindfield – Roseville (west side) (weekday daytime &, for a period, Saturday morning service).

- Bradfield Park – Killara partly replaced by 136 [1925 route number] in January 1953.

April 1954: Lindfield – Roseville transferred to RA (Roy) Berglund, proprietor & renumbered 124 [1925 route number], leaving route as Lindfield – Bradfield Park.

January 1957: Selected peak-hour trips extended from Bradfield Park to West Killara (loop).

8 August 1965: Sunday service ceased.

14 March 1966: Transferred to MO Sinclair (MO (Mervyn) Sinclair, proprietor).

2 May 1966: Transferred to Barnes Coaches (JD (Doug) Barnes, proprietor).

By 7 November 1966:

- All weekday and Saturday morning trips ran Lindfield – West Killara (loop).
- Sunday service reinstated.
- Saturday afternoon and all Sunday trips ran Lindfield – Bradfield Park & through-routed with 54 to Northern Suburbs Cemetery, then to Chatswood [1925 route number]. Sunday service ceased by 6 March 1967.

6 March 1967: Selected trips extended from West Killara to Macquarie University upon opening of university.

2 October 1967: Extension to Macquarie University ceased.

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

By December 1973:

- Through-routing with 54 on Saturday afternoons ceased.
- Through-routed with 185 Gordon – West Gordon in off-peak [1925 route number].

18 November 1981:

- Selected trips re-extended to run Lindfield – West Killara – Macquarie University via Macquarie Centre.
- Through-routed with 124 Lindfield – Roseville – Chatswood (west side) [1925 route number].
- Through-routing with 185 ceased.

12 November 1982: Through-routing with 124 ceased.

1 July 1987: Renumbered 565 [Sydney Region route number].

Streets

ROSEVILLE – LINDFIELD – BRADFIELD PARK – KILLARA

Circa 1946 (Source: Gregory's Street Directory)

From Roseville (Station) via Pacific Hwy, Shirley Rd, Cluses Av [now part of Abingdon Rd], Abingdon [now Westbourne] Rd, Ortona Rd, Grosvenor Rd, Bent St, Napier St, Norwood Av, Gladstone Pde, Pacific Hwy (**Lindfield**), Bent St, Wallace Pde, Ignatius [now Highfield] Rd, Cook Rd, Provincial Rd, Primula St, Highfield Rd, Lady Game Dr (**Bradfield Park**), Fiddens Wharf Rd, Golf Links Rd, Mildura St, Norfolk St, Spencer Rd, Pacific Hwy, Marian St, Culworth Av (Killara Station).

LINDFIELD – BRADFIELD PARK/WEST LINDFIELD & extended routes

Lindfield – Bradfield Park (extended to West Killara in peak hours)

1963 (Source: RGH notes)

From Lindfield (Lindfield Av at Station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Bradfield Rd to Bradfield Park Migrant Hostel [terminus approximately at site of current Queen Elizabeth Reserve].

From Bradfield Park (Bradfield Rd at Migrant Hostel) via reverse route to Pacific Hwy, then Strickland Av, Lindfield Av to Lindfield Station.

West Killara (loop) extension: From Bradfield Park (Bradfield Rd/Moore Av) via Moore Av, Beaumont Rd, Eustace Pde, Terrace Rd, Charles St to Bradfield Rd.

Lindfield – Bradfield Park – West Killara

1966 (Source: timetable)

From Lindfield (Lindfield Av at Station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Bradfield Rd (**Bradfield Park**), Moore Av, Beaumont Rd, Manning Rd (**West Killara**), Terrace Rd, Charles St, Bradfield Rd, then reverse route to Pacific Hwy, then Strickland Av, Lindfield Av to Lindfield Station.

Lindfield – Bradfield Park – West Killara (selected trips extended to Macquarie University)

1967 (Source: RGH notes)

Macquarie University extension: From Bradfield Park (Beaumont Rd) via De Burgh Rd, Lady Game Dr, Ryde Rd, Lane Cove Rd, Waterloo Rd to Macquarie University. Reverse on return.

Lindfield – West Lindfield – West Killara (off-peak trips through-routed with 185)

June 1978 (Source: timetable)

Weekday mornings

From Lindfield (Lindfield Av at Station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Lady Game Dr, Bradfield Rd, Carramar Rd (**West Lindfield**), Edmund St, Knox St, Johnson St, Charles St, Terrace Rd, Manning Rd (**West Killara**), Beaumont Rd, Moore Av, Bradfield Rd, Lady Game Dr, Provincial Rd, Cook Rd, Highfield Rd, Pacific Hwy, Strickland Av, Lindfield Av to Lindfield Station.

Trips direct via Highfield Rd (morning peak hour): Ex Lindfield from Highfield Rd/Cook Rd via Highfield Rd, Bradfield Rd, Carramar Rd.

Weekday afternoons & Saturdays

From Lindfield (Lindfield Av at Station) via Lindfield Av, Havilah Rd, Pacific Hwy, Highfield Rd, Cook Rd, Provincial Rd, Lady Game Dr, Bradfield Rd, Moore Av, Beaumont Rd, Manning Rd (**West Killara**), Terrace Rd,

Charles St, Johnson St, Knox St, Edmund St, Carramar Rd (**West Lindfield**), Bradfield Rd, Lady Game Dr, Provincial Rd, Cook Rd, Highfield Rd, Pacific Hwy, Strickland Av, Lindfield Av to Lindfield Station.

Trips through-routed with 185 to Gordon (*off-peak*): From Lindfield via “weekday mornings” route to Moore Av, then Fiddens Wharf Rd, Lady Game Dr, Ryde Rd, Wyuna Rd, Bolwarra Av (**West Gordon**), Bandalong Av, Dunoon Av, Kiparra St (south leg), Ryde Rd, Pacific Hwy, St Johns Av to Gordon Station. Return from Gordon via Henry St, Ravenswood Av, Pacific Hwy, then reverse route to Fiddens Wharf Rd, then Moore Av, then “weekday afternoons” route to Lindfield.

Lindfield – West Lindfield – West Killara (selected trips extended to Macquarie University)

1984 (Source: timetable)

Macquarie University extension (*selected trips*): From West Killara (Beaumont Rd/Fiddens Wharf Rd) via Fiddens Wharf Rd, Lady Game Dr, Ryde Rd, Lane Cove Rd, Waterloo Rd, Herring Rd, Macquarie Centre bus terminal, Waterloo Rd, University Av, Macquarie Dr to Macquarie University bus terminal. Return via Macquarie Dr, University Av, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal, then Waterloo Rd, then reverse route to Beaumont Rd/Fiddens Wharf Rd.

LINDFIELD – ROSEVILLE

Late 1940s (Source: RGH notes)

From Lindfield (Pacific Hwy at Station) via Pacific Hwy, Gladstone Pde, Norwood Av, Napier St, Bent St, Grosvenor Rd, Ortona Rd, Westbourne Rd, Abingdon Rd, Shirley Rd, Pacific Hwy, Boundary St, Hill St to Roseville Station.

From Roseville (Hill St at Station) via Hill St, Clanville Rd, Pacific Hwy, Shirley Rd, then reverse route to Gladstone Pde, then Strickland Av, Lindfield Av, Havilah Rd, Pacific Hwy to Lindfield Station.

Roseville (Alexander Pde) diversion: Ex Lindfield from Pacific Hwy/Corona Av (Roseville) via Corona Av, Kings Av, Alexander Pde, Findlay Av, Pacific Hwy to Boundary St.

Alteration

By 1950s: Ex Lindfield from Ortona Rd via Eton Rd, Abingdon Rd, Longford St, Shirley Rd. Reverse on return.

Timetable Summary

Late 1940s/early 1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Bradfield Park-Killara	Fr Lind 12B 18K	M-F	Bradfield Park	6.03amL	Killara	6.28pmL	A	
			Lindfield	7.48amK	Bradfield Park	11.50pmL		
		Sat	Bradfield Park	6.03amL	Killara	12.57pmL	C	
			Lindfield	7.48amK	Bradfield Park	11.50pmL		
Sun	Bradfield Park	6.50amL		11.50pmL	30			
Lindfield-Roseville (west side)	15	M-F	Lindfield	7.38am	Roseville	6.27pm	60*	
		Sat		7.40am		12.45pm	40	
		Sun						

* More frequent in peak hours.

A – Peak hours & day, Lindfield-Bradfield Park 45*, Lindfield- Killara 14 trips. Night, Lindfield-Bradfield Park.

B – To Bradfield Park.

C – Morning, Lindfield-Bradfield Park 20, Lindfield- Killara 18 trips. Afternoon, Lindfield-Bradfield Park 30. Night, Lindfield-Bradfield Park.

K – To Killara.

L – To Lindfield.

23 February 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-Bradfield Park†	Fr Lind 12B 28LWr	M-F	Bradfield Park	5.45amL	West Killara	6.15pmL	A	
			West Killara	7.25amL	Lindfield	11.42pmB		
		Sat	Bradfield Park	6.08am	Bradfield Park	11.53pm	30	
		Sun		6.45am	Lindfield	11.42pm	30	

* More frequent in peak hours.

† Selected trips extended to West Killara (loop).

A – Peak hours, Lindfield-Bradfield Park (selected peak hour trips extended to West Killara (loop)). Day, Lindfield-Bradfield Park 30. Night, Lindfield-Bradfield Park.

B – To Bradfield Park.

L – To Lindfield.

LWr – Round trip, Lindfield-West Killara-Lindfield.

6 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-West Killara†	Fr Lind 25LWr 16M	M-F	West Killara	5.58amL	Macquarie Uni	4.08pmL	A	
			Lindfield	8.02amM	Lindfield	6.45pmW		
		Sat		7.05am		6.41pm	AM 25 PM 60	

† Selected trips extended to Macquarie University.

A – Peak hours, Lindfield-West Killara. Day, Lindfield-West Killara 30, Lindfield-Macquarie University 4 trips.

L – To Lindfield.

LWr – Round trip, Lindfield-West Killara-Lindfield.

M – To Macquarie University.

W – To West Killara

April 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lindfield-West Killara	25LWr 27LWG	M-F	West Killara	6.52am	Lindfield	6.39pm	60*	A
		Sat		8.31am		12.43pm	60	
		Sun						

* More frequent in peak hours.

A – Through-routed with 185 to Gordon via West Gordon between 9.30am & 2.00pm.

LWG – Lindfield-West Killara-West Gordon-Gordon (185 & 221 through-routed).

LWr – Round trip, Lindfield-West Killara-Lindfield.

Route 222

LANE COVE (Tambourine Bay Rd) – MILSONS POINT

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Commenced prior to allocation of route numbers.
- Competed with McMahons Point – Lane Cove tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 191 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by GH (George Henry) Newman, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 222 [1925 route number] in the general renumbering of routes.

31 December 1926 (as noted in Govt Gazette 27 May 1927):

- Ceased, when regulations prohibited buses from having solid tyres and perimeter seating.
- Trams continued to provide service.

Streets

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

From Lane Cove (Tambourine Bay Rd) (at River Rd) via Tambourine Bay Rd, Burns Bay Rd, Longueville Rd, Lane Cove Rd [now Pacific Hwy], Lithgow St, Fleming St [now River Rd], Shirley Rd, Gillies St (**Crows Nest**), Hazelbank Rd, Lane Cove Rd [now Pacific Hwy], Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

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

From Lane Cove (Tambourine Bay Rd) (at River Rd) via Tambourine Bay Rd, Burns Bay Rd, Longueville Rd, Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Berry St, Miller St (**North Sydney**), Blues Point Rd, Lavender St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Tambourine Bay Rd)-Milsons Point	35	M-F	Tamb Bay Rd	7.01am	Milsons Point	11.26pm	30-40	
		Sat		7.01am		11.26pm	30-40	
		Sun		8.45am		10.49pm	30-50	

Unknown date

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lane Cove (Tambourine Bay Rd)-Milsons Point		M-F	Tamb Bay Rd	7.15am	Milsons Point	7.15pm	30	A
		Sat		7.15am		7.15pm	30	
		Sun						

A – Extra trips Friday night (last trip 9.30pm from Milsons Point).

Route 222

SYDENHAM – PETERSHAM – CENTRAL RAILWAY via Parramatta Rd

SYDENHAM – STANMORE – LEWISHAM

- **Post 31 October 1931 feeder: SYDENHAM – LEWISHAM – DULWICH HILL**

Also:

- **Dulwich Hill – Petersham – Rozelle (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**

(Dulwich Hill (Fiveways) is at the intersection of Arlington St, Windsor Rd & Constitution Rd.)

(Dulwich Hill tram terminus was at the intersection of Marrickville Rd & New Canterbury Rd.)

Timeline

By date of Govt Gazette 22 February 1929:

- Central Railway – Sydenham commenced by T Brien, proprietor.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

31 October 1931:

- Ceased as competitive with trams under State Transport (Co-ordination) Act, but immediately relicensed as a feeder, Sydenham – Dulwich Hill (Fiveways), operated by Mrs Priscilla Brien, proprietor, then or later trading as Sydenham Bus Service.
- Trams along Parramatta Rd continued to provide service

By June 1933: Extended in Dulwich Hill from Fiveways to tram terminus.

1934: Mrs Brien remarried to become Mrs Warren.

17 September 1937: New route, Sydenham – Stanmore – Petersham, commenced.

22 August 1938: Sydenham – Petersham service extended to Lewisham.

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

- “Tramless Sunday” replacement service, Dulwich Hill – Petersham – Rozelle, commenced in conjunction with 19 & 119 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (*when ceased?*), replacing part of Darling St Wharf - Canterbury tram service.
- Services were also maintained on normal route/s.

1953: Sydenham – Stanmore – Petersham – Lewisham curtailed to run Sydenham – Stanmore & renumbered 227 [1925 route number].

4 November 1967: Mrs Warren died and service run by her estate.

January 1969: Transferred to Marrickville Bus Lines Pty Ltd (Barry D Barton, proprietor).

Early 1974: Marrickville Bus Lines transferred to Max Holman, proprietor.

16 May 1977: Transferred to Orana Tours (Bob Wood), proprietor.

January 1979: Transferred to BJ (Ben) Rachwal, proprietor, who resumed use of name Marrickville Bus Lines.

16 November 1987: Coincident with the opening of Marrickville Metro shopping centre:

- Renumbered 448 [Sydney Region route number]
- Rearranged as:
 - Dulwich Hill – Marrickville Metro (off-peak)
 - Dulwich Hill – Sydenham (peak hours).

Streets

Sydenham – Petersham – Central Railway

1929 (Source: Govt Gazette of 22 February 1929)

From Sydenham (ramp on west side of Station [now Railway Pde]) via Marrickville Rd, Railway [now Buckley] St, Sydenham Rd, Livingstone Rd, New Canterbury Rd, Crystal St (**Petersham**), Douglas St, Percival Rd (**Stanmore**), Salisbury Rd, University St [now Salisbury Rd], Mallett St, Parramatta Rd, 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 Sydenham Rd, then ramp on west side of Station [now Railway Pde] to Sydenham Station.

Sydenham – Petersham

Circa 1946 (Source: Gregory's Street Directory)

From Sydenham (Station) via Railway Pde, Sydenham Rd, Fitzroy Rd, Edinburgh Rd, Edgeware Rd, Stanmore Rd, Merchant St, Cambridge St, Holt St, Stanmore Rd, Crystal St, Fisher St, Regent St, Trafalgar St (**Petersham**), Palace St [now Audley St], New Canterbury Rd, Gordon St, Railway Tce, Hunter St.

Sydenham – Lewisham – Dulwich Hill

Circa 1948 (Source: Gregory's Street Directory)

From Sydenham (Station) via Railway Pde, Sydenham Rd, Livingstone Rd, Gordon St, Railway Tce (**Lewisham**), Hunter St, Denison Rd, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, New Canterbury Rd, Dulwich St (Dulwich Hill).

1969 (Source: RGH notes)

From Sydenham (Railway Pde at Station) via Railway Pde, Sydenham Rd, Livingstone Rd, Gordon St, Railway Tce (**Lewisham**), Victoria St, Toothill St, Old Canterbury Rd, Windsor Rd, Constitution Rd, New Canterbury Rd, Dulwich St to near New Canterbury Rd (Dulwich Hill).

From Dulwich Hill (Dulwich St at New Canterbury Rd) via Dulwich St, Denison St, Constitution Rd, then reverse route to Toothill St, then Denison St, Hunter St, Railway Tce, then reverse route to Sydenham Rd, then Railway Pde to Sydenham Station.

Alteration

1986 (Source: RGH notes): Ex Sydenham from Livingstone Rd via New Canterbury Rd, Hunter St, Railway Tce. Ex Dulwich Hill from Toothill St via reverse route to Sydenham Rd, then Railway Pde to Sydenham Station.

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Dulwich Hill-Petersham-Rozelle†		M-F						
		Sat						
		Sun	Dulwich Hill	8.45am	Rozelle	10.45pm	30	

Co-ordinated with other tram replacement services over all or part of same route (see under 19 & 119 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

Circa 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Dulwich Hill	16	M-F	Dulwich Hill	5.55am	Sydenham	6.25pm	40*	A
		Sat		7.20am	Dulwich Hill	4.20pm	AM 40 PM 60	
		Sun						

* More frequent in peak hours.

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

22 January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Dulwich Hill	15	M-F	Dulwich Hill	6.00am	Sydenham	5.40pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Gap in service in afternoon.

Route 223

TURRAMURRA – NORTH TURRAMURRA – BOBBIN HEAD

TURRAMURRA – PYMBLE via Bannockburn Rd

Also:

- **Turrumurra – Bobbin Head Rd (location of terminus?) via Turuga St (1940s/1950s)**

(Lady Davidson’s Red Cross Home is now known as Lady Davidson Hospital. It is only a short distance from Kuring-gai Chase Gates.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Turrumurra – Lady Davidson’s Red Cross Home, North Turrumurra commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 192 [1924 route number].

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

September 1925: The “Complete” timetable of September 1925 (see “*Timetable Summaries*” below) shows selected trips extended from Kuring-gai Chase Gates to Bobbin Head, but this is not reflected in Government Gazettes of the 1920s. Other trips terminated at Kuring-gai Chase Gates (destination sign then or later “Chase Gates”).

As at date of Govt Gazette 13 November 1925: Renumbered 223 [1925 route number] in the general renumbering of routes.

By 1927:

- Operator incorporated as Turrumurra & Kuring-gai Motor Bus & Transport Co Pty Ltd.
- An undated timetable of about this era shows the proprietors as Wood Bros & King.

Late 1920s/1930s: An increasing number of trips, particularly at weekends, were extended from Kuring-gai Chase Gates to Bobbin Head, following opening of new, better graded road to Bobbin Head on 20 May 1929.

July 1949: Transferred to JT Ford.

1940s/1950s (by the time of, or during Ford’s proprietorship):

- Extra route, Turrumurra – Pymble via Bannockburn Rd, commenced. This route may have commenced as Turrumurra – Crossroads [Burns Rd/The Chase Rd] via Katina St.
- Extra route, Turrumurra – Bobbin Head Rd (location of terminus?) via Turuga St, Warrangi St, Berrilee Rd [now St], commenced (when ceased?).

January 1961: Transferred to RR (Ron) Deane, proprietor.

By 1962: Turrumurra – Pymble via Bannockburn Rd diverted via East Turrumurra in off-peak to cover parts of 63, when the latter was reduced to a peak hour service.

By July 1962: Operator’s name changed to Turrumurra-Bobbin Head Bus Co Pty Ltd (Deane family).

By 1 October 1968: Off-peak & selected (later all) Saturday Turrumurra – Pymble via Bannockburn Rd trips extended/rerouted via North Turrumurra.

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

24 July 1985:

- Renumbered into Sydney Region route numbers:
 - 577 Turrumurra – Bobbin Head
 - 578 Turrumurra – Pymble via Bannockburn Rd.
- New 576 [Sydney Region route number] (combined 575/577) commenced, supplementing 575 & 577 at night and weekends.

Streets

TURRAMURRA – NORTH TURRAMURRA – BOBBIN HEAD

Turrumurra – Kuring-gai Chase (Lady Davidson’s Red Cross Home or nearby)

1924 (Source: Govt Gazette of 7 March 1924)

From Turrumurra (Rohini St at Station) via Rohini St, Lane Cove Rd [now Pacific Hwy], Kuring-gai [Chase] Av, Boomerang St, Bobbin Head Rd [including current Nambucca St, Burns Rd], Kuring-gai Chase Rd [also known as

The Chase Rd, now part of Bobbin Head Rd] (**North Turramurra**) to Lady Davidson's Red Cross Home entrance (Kuring-gai Chase). Reverse on return.

Alteration

1924 (Source: Govt Gazette of 19 December 1924)

North Turramurra terminus altered to top of Bobbin Hill near "Caution – drive slowly" notice (assumed in the vicinity of Kuring-gai Chase Gates).

Turramurra – North Turramurra – Bobbin Head

Circa 1946 (Source: Gregory's Street Directory)

From Turramurra via Rohini St, Pacific Hwy, Kuring-gai Av, Boomerang St, Bobbin Head Rd [including current Nambucca St, Burns Rd], Kuring-gai Chase Rd§ (**North Turramurra**), Farrar Av§ to Bobbin Head.

§ Now part of Bobbin Head Rd.

1963 (Source: RGH notes)

From Turramurra (Rohini St at Station) via Pacific Hwy, Kuring-gai Av, Boomerang St, Bobbin Head Rd (**North Turramurra**) to Bobbin Head.

From Bobbin Head via Bobbin Head Rd, Boomerang St, Brentwood Av, Eastern Rd, Rohini St to Turramurra Station.

1968 (Source: RGH notes)

North Turramurra (Normurra Av) diversion: Ex Turramurra from Bobbin Head Rd via Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av to Bobbin Head Rd. Reverse on return.

TURRAMURRA – PYMBLE via BANNOCKBURN RD

1963 (Source: RGH notes)

Standard route

From Turramurra (Rohini St at Station) via Pacific Hwy, Turramurra Av, Karuah Rd, Katina St, The Chase Rd, Burns Rd, Bannockburn Rd, Pacific Hwy, railway bridge, Grandview St to Pymble Station.

From Pymble (Grandview St at Station) via Pacific Hwy, Bannockburn Rd, then reverse route to Karuah Rd, then Eastern Rd, Rohini St to Turramurra Station.

Via North Turramurra & East Turramurra trips

By 1 October 1968 (Source: timetable, RGH notes)

From Turramurra (Rohini St at Station) via Pacific Hwy, Turramurra Av, Karuah Rd, Katina St, The Chase Rd, Burns Rd, Bobbin Head Rd, Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av (**North Turramurra**), Bobbin Head Rd, Bannockburn Rd, Princes St, Buckra St (**East Turramurra**), Charlton Av, Pentecost Av, Merrivale Rd, Selwyn St, Bannockburn Rd, Pacific Hwy, railway bridge, Grandview St to Pymble Station.

From Pymble (Grandview St at Station) via Pacific Hwy, Bannockburn Rd, Bobbin Head Rd, Apps Av, Ellalong Rd, Allara Av, Miowera Rd, Normurra Av, Bobbin Head Rd, Burns Rd, then reverse route to Karuah Rd, then Eastern Rd, Rohini St to Turramurra Station.

Alteration

1983 (Source: timetable): Ex Pymble from Grandview St via Station St, Telegraph Rd (instead of Pacific Hwy).

Timetable Summary

TURRAMURRA – BOBBIN HEAD

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Bobbin Head	Fr T'murra 18C 28B	M-F	Turrumurra	7.07amC	Bobbin Head	5.35pmT	A	
				10.36amB	Chase Gates	10.51pmT		
		Sat		7.07amC	Bobbin Head	6.15pmT	D	
				10.36amB	Chase Gates	12.27amT		
		Sun		7.40amC	Bobbin Head	11.00pmT	E	
10.06amB	Chase Gates			6.15pmT				
Hols		8.20amB	Bobbin Head	7.15pmT	6 trips			

A – Turrumurra-Kuring-gai Chase Gates 8 trips, Turrumurra-Bobbin Head 2 trips.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Turrumurra-Kuring-gai Chase Gates 9 trips, Turrumurra-Bobbin Head 2 trips.

E – Turrumurra-Kuring-gai Chase Gates 8 trips, Turrumurra-Bobbin Head 2 trips.

T – To Turrumurra.

1 October 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Bobbin Head	Fr T'murra 18C 28B	M-F	Chase Gates	6.47amT	Bobbin Head	7.23pmT	A	
			Turrumurra	8.07amB	Turrumurra	10.07pmC		
		Sat	Chase Gates	6.47amT	Bobbin Head	7.06pmT	D	
			Turrumurra	8.07amB	Turrumurra	12.12amC		
		Sun	Chase Gates	7.42amT	Bobbin Head	8.06pmT	D	
			Turrumurra	8.25amB	Turrumurra	10.22pmC		
		Hols	Chase Gates	7.42amT	Bobbin Head	8.17pmT	D	
			Turrumurra	8.15amB	Turrumurra	11.15pmC		

A – Day, Turrumurra-Kuring-gai Chase Gates, 8 trips. Turrumurra-Bobbin Head 4 trips.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Early morning & night, Turrumurra-Kuring-gai Chase Gates. Turrumurra-Bobbin Head 60.

T – To Turrumurra.

20 September 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Bobbin Head	Fr T'murra 18C 28B	M-F	Turrumurra	7.17amC	Bobbin Head	7.23pmT	A	
				8.11amB	Turrumurra	11.51pmC		
		Sat		7.17amC	Bobbin Head	7.06pmT	D	
				8.12amB	Turrumurra	11.51pmC		
		Sun		8.25amB	Bobbin Head	8.06pmT	E	
					Turrumurra	10.26pmC		
		Hols		7.24amC	Bobbin Head	8.06pmT	F	
				8.25amB	Turrumurra	11.51pmC		

A – Turrumurra-Kuring-gai Chase Gates 60, Turrumurra-Bobbin Head 6 trips.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Early morning & night, Turrumurra-Kuring-gai Chase Gates. Turrumurra-Bobbin Head 60.

E – Day, Turrumurra-Bobbin Head 30. Night, Turrumurra-Kuring-gai Chase Gates.

F – First & last trips, Turrumurra-Kuring-gai Chase Gates. Day, Turrumurra-Bobbin Head 30.

T – To Turrumurra.

November 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Bobbin Head	Fr T'murra 16C 24B	M-F	Turrumurra	6.25amC 10.35amB	Bobbin Head Chase Gates	3.16pmT 7.06pmT	A	
			Sat	Chase Gates Turrumurra	6.57amT 7.52amB	Bobbin Head		
		Sun			9.05amB		5.18pmT	60

* More frequent in peak hours.

A – Turrumurra-Kuring-gai Chase Gates 60*, Turrumurra-Bobbin Head 3 trips.

B – To Bobbin Head.

C – To Kuring-gai Chase Gates.

D – Early morning & some midday trips, Turrumurra-Chase Gates. Other trips, Turrumurra-Bobbin Head 60.

T – To Turrumurra.

TURRAMURRA – PYMBLE

1950s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Pymble via Bannockburn Rd	18	M-F	Pymble	6.46am	Pymble	6.15pm	60*	A
		Sat	Turrumurra	8.05am		10.48am	4 trips	B
		Sun						

* More frequent in peak hours.

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

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

1 May 1972

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Pymble via Bannockburn Rd	18P 25N	M-F	Pymble	6.46am	Pymble	6.15pm	60*	A
		Sat	Turrumurra	7.58am		12.32pm	5 trips	B
		Sun						

* More frequent in peak hours.

A – Peak hours via “standard” route. Off-peak via North Turrumurra & East Turrumurra. Plus short-working/s before first trip and after last trip shown.

B – Selected trips via North Turrumurra & East Turrumurra. Other trips via “standard” route. Plus short-working/s before first trip shown.

N – Off-peak trip time via North Turrumurra & East Turrumurra.

P – Peak hour trip time via “standard” route.

November 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Pymble via Bannockburn Rd	15P 25N	M-F	Pymble	7.01am	Turrumurra	6.05pm	60*	A
		Sat						
		Sun						

* More frequent in peak hours.

A – Peak hours via “standard” route. Off-peak via North Turrumurra & East Turrumurra. Plus short-working/s before first trip & after last trip shown.

N – Off-peak trip time via North Turrumurra & East Turrumurra.

P – Peak hour trip time via “standard” route.

Route 224

CITY (Wynyard) – NORTHWOOD – LANE COVE

TAMBOURINE BAY – LANE COVE – NORTHWOOD

- **Extended to run Tambourine Bay – Northwood – St Leonards (1950)**

Also:

- **Riverview College – Artarmon (service for college students, 1933-40)**
- **Lane Cove – City (Erskine St) (“TRAMLESS SUNDAY” REPLACEMENT SERVICE) (1948-?)**
- **City (Wynyard) – Northwood – Longueville (from 1971)**

(Tambourine Bay is a locality name for parts of Lane Cove & Riverview surrounding Tambourine Bay Rd.)

Timeline

24 October 1930: Tambourine Bay – Lane Cove – Northwood commenced by FR (Frank) Ritchie and Mr Gibbons, proprietors.

June 1931: Partnership altered to FR (Frank) Ritchie and Percy Stiddig.

10 March 1933: Infrequent Riverview College – Artarmon trips renumbered from 228 [1925 route number] to part of 224.

1935: Percy Stiddig withdrew from partnership, leaving Frank Ritchie as sole proprietor.

1938/9: Transferred to WE (Bill) Nott, proprietor.

1940: For a short time Nott re-incorporated his business as Northwood Transport, but soon reverted to the former trading name.

12 July 1940: Infrequent Riverview College – Artarmon trips transferred to 53 [1925 route number], operated by WE Nott.

27 April 1945: Transferred to WA (Bill) & JC (Cec) Johnson (brothers, proprietors).

14 October 1946: Transferred to JH (Jack) Hales, proprietor.

23 December 1946:

- Extra route, Northwood – City (Wynyard), commenced in response to gradual cancellation of Circular Quay-Figtree ferry service.
- The ferry service was originally cancelled and the new bus route ran during the weekday off-peak and Saturday & Sunday afternoons.
- Extra trips were provided on 224 in response to further cuts in the ferry service:
 - 28 February 1947:** Nights (limited service)
 - 7 October 1947:** Peak hours
 - 12 July 1947:** Mid-morning trips on Saturday
 - 10 November 1947:** Additional service at night
 - 10 November 1950:** Full time service
- Shared Lane Cove (Blaxlands Corner) – City (Wynyard) with 127 [1925 route number].

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

- *“Tramless Sunday” replacement service, Lane Cove – City (Erskine St), commenced in conjunction with 95, 99 & 127 [1925 route numbers].*
- *Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Wynyard – Lane Cove tram service.*
- *Services were also maintained on normal route/s.*

5 June 1950: Tambourine Bay – Lane Cove – Northwood extended to run Tambourine Bay – Lane Cove – Northwood – St Leonards.

13 November 1950:

- Most Tambourine Bay – Lane Cove – Northwood – St Leonards trips reverted to running Tambourine Bay – Lane Cove – Northwood, when the Department of Road Transport & Tramways commenced its 295 City (Wynyard) – Lane Cove West (Cope St) via St Leonards & River Rd [Sydney Region route number].
- The final two peak-hour trips on 224 to St Leonards continued running between there & Lane Cove West (Mars Rd) until 1971.

By June 1954: Sunday service Northwood – City (Wynyard) ceased.

30 May 1959: Saturday afternoon service Northwood – City (Wynyard) ceased.

3 June 1962: Weeknight service Northwood – City (Wynyard) ceased.

By 1960s:

- Selected Lane Cove – Tambourine Bay (224) and Lane Cove – Lane Cove West (Mars Rd) (169) trips ran in a combined loop 169/224 Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove or reverse (*see combined routes 169/224 following Route 169*).
- Many City (Wynyard) – Northwood trips extended from Northwood to Lane Cove.

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

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

19 July 1971: As 127, 169 & 224 [1925 route numbers] were under common ownership:

- Selected night and Saturday City (Wynyard) – Longueville trips (127) diverted via Northwood.
- Combined 169/224, Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd) – Lane Cove loop, became standard route for weekday daytime trips in that area.
- Most City (Wynyard) – Northwood trips extended from Northwood to Lane Cove, and peak hour trips further extended from Lane Cove to Tambourine Bay (224).

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

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

February 1983:

- Use of route numbers 127, 169 & 224 [1925 route numbers] rearranged to reflect actual usage as:
 - 127 Northwood – Longueville – Chatswood
 - 169 City (Wynyard) – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd)
 - 224 City (Wynyard) – Northwood – Longueville.
- 127 & 224 through-routed during weekday off-peak and Saturday mornings.

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

7 September 1987: 52, 127, 169 & 224 [1925 route numbers] renumbered into Sydney Region route numbers:

- 261 City (Wynyard) – Northwood – Longueville – Lane Cove – Tambourine Bay – Lane Cove West (Mars Rd)
- 264 Northwood – Longueville – Chatswood.

Streets

LANE COVE LOCAL ROUTES

Tambourine Bay (Riverview College) – Artarmon

From 10 March 1933 (Source: based on Streets listed under 228 in "Terminus Please" by LB Manny):

From Tambourine Bay (Riverview College) via Riverview St, Tambourine Bay Rd, Burns Bay Rd (**Lane Cove**), Longueville Rd, Parklands Av, Nundah St, Ralston St, Mowbray Rd, Hampden Rd to Artarmon Station.

From 3 June 1939 (Source: "Terminus Please" by LB Manny):

From Tambourine Bay (Riverview College) via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Broughton Rd to Artarmon Station.

Tambourine Bay – Lane Cove – Northwood

Circa 1946 (Source: Gregory's Street Directory)

From Tambourine Bay via Hamilton St, Pengilly St, Fox St, River Rd, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Centennial Av, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd (Northwood). [*Return route not listed.*]

(Northwood Wharf terminus): Selected trips extended the short distance from Northwood (Point Rd) via Northwood Rd to Northwood Wharf.)

Circa 1948 (Source: Gregory's Street Directory)

From Tambourine Bay via Hamilton St, Pengilly St, Fox St, River Rd, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Garling St, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd (Northwood). [*Return route not listed.*]

(Northwood Wharf terminus): Selected trips extended the short distance from Northwood (Point Rd) via Northwood Rd to Northwood Wharf.)

Tambourine Bay – Lane Cove – Northwood – St Leonards

Alteration:

From 5 June 1950 (Source: L Manny, "Terminus Please"): Extended from Northwood Wharf via Northwood Rd, River Rd, St Vincents Rd, Sarner Rd, Bellevue Av, Pacific Hwy, unnamed roadway beside St Leonards Station (east side).

Tambourine Bay – Lane Cove – Northwood

Circa 1963 (Source: RGH Notes)

From Northwood (Point Rd) via Northwood Rd, Longueville Rd, Burns Bay Rd (**Lane Cove**), Tambourine Bay Rd, Hamilton St (**Tambourine Bay**), Pengilly St, Fox St, Trouve St, Bridge St, Ross Smith Pde, Burns Bay Rd, Gentle St, Hallam Av, Garling St, Sutherland St, Burns Bay Rd (**Lane Cove**), Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood).

WYNYARD-BASED ROUTE

City (Wynyard) – Northwood

23 December 1946

From City (Wynyard) (Erskine St between York & Clarence Sts) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Shirley Rd (**Crows Nest**), River Rd, Northwood Rd to Blaxlands Cnr, then Northwood Rd to Northwood Wharf.

From Northwood (Wharf) via Northwood Rd to Blaxlands Cnr, then Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Erskine St to Clarence St (Wynyard, City).

Alteration (Source: L Manny, "Terminus Please"):

From 29 June 1958 (when North Sydney trams replaced by buses): Approached City (Wynyard) from Bradfield Hwy [Sydney Harbour Bridge] via York St to Margaret St. Return via York St, Erskine St, Clarence St.

1968 (Source: RGH notes)

From City (Wynyard) (York St at Margaret St) via York St, Erskine St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Shirley Rd (**Crows Nest**), River Rd, Northwood Rd to Blaxlands Cnr, then Northwood Rd, Cliff Rd, Eva St, Point Rd (Northwood).

From Northwood (Point Rd) via Northwood Rd to Blaxlands Cnr, then Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Bradfield Hwy [Sydney Harbour Bridge], York St to Margaret St (Wynyard, City).

City (Wynyard) – Northwood – Lane Cove (peak hour trips extended to Tambourine Bay)

1971 (Source: RGH notes)

From City (Wynyard) (Barrack St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Shirley Rd (**Crows Nest**), River Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Longueville Rd to Burns Bay Rd (Lane Cove).

From Lane Cove (Longueville Rd at Burns Bay Rd) via Longueville Rd, Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, River Rd, Shirley Rd, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Barrack St (Wynyard, City).

Tambourine Bay extension (peak hours): From Lane Cove (Longueville Rd at Burns Bay Rd) via Burns Bay Rd, Tambourine Bay Rd, Hamilton St, Pengilly St, Fox St, River Rd, Bridge St, Ross Smith Pde, Burns Bay Rd to Longueville Rd.

Timetable Summary

10 March 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
224: Artarmon-Tambourine Bay (Riverview College)		M-F	Artarmon	9.00am	Riverview Coll	5.30pm	A	
		Sat		9.00am		5.00pm	A	
		Sun						

A – School terms only. Morning, 1 trip from Artarmon to Tambourine Bay (Riverview College). Afternoon, 2 trips from Tambourine Bay (Riverview College) to Artarmon.

Late 1930s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
224: Tambourine Bay-Lane Cove-Northwood	29 round trip	M-F	Tamb'rine Bay	6.22am	Northwood	7.20pmT 9.56pmL	30*	A
		Sat		6.22am		7.46pm	AM 30 PM 40	A
		Sun						

* More frequent in peak hours.

A – Day, Tambourine Bay-Northwood. Night, Lane Cove-Northwood. Plus picture bus Monday-Saturday.

L – To Lane Cove tram terminus.

T – To Tambourine Bay.

1945/6

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
224: Tambourine Bay-Lane Cove-Northwood	29 round trip	M-F	Tamb'rine Bay	6.08am	Northwood	11.08pm	30	
		Sat		7.08am		11.08pm	AM 30 PM 40	
		Sun		6.40am		9.25pm	40	

23 December 1946 (route that commenced that day)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
224: Northwood-City (Wynyard)	Approx 25	M-F	Northwood	9.15am	Wynyard	2.45pm	60	
		Sat		1.15pm		6.45pm	60	
		Sun		1.15pm		6.45pm	60	

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
224: Lane Cove-City (Erskine St, Wynyard)†		M-F						
		Sat						
		Sun	Lane Cove	7.05am	Erskine St	11.05pm	30	

Co-ordinated with other tram replacement services over all or part of same route (see under 95, 99 & 127 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

5 June 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
224: Tambourine Bay-Lane Cove-Northwood-St Leonards	50 round trip	M-F	Tamb'rine Bay	6.05amL 7.08amS	St Leonards	9.08pmT	A	
		Sat		6.40amN 7.20amS		7.55pmT	20**	
		Sun		6.38am		10.36am	7 trips	A
224: City (Wynyard)-Northwood	25	M-F	Northwood	7.00am	Wynyard	11.45pm	60*	
		Sat		7.00am		11.30pm	60	
		Sun		1.15pm		9.45pm	60	
		Hols		8.15am		11.45pm	60	

During periods when both 127 Longueville – City (Wynyard) & 224 Northwood – City (Wynyard) were running, the normal average day frequency along the common route between Lane Cove (Blaxlands Corner) & City (Wynyard) was 30.

* More frequent in peak hours.

** Less frequent in afternoon.

A – Tambourine Bay-Northwood (26 trips from Tambourine Bay, 21 trips from Northwood), Tambourine Bay-Northwood-St Leonards 17 trips.

L – To Lane Cove tram terminus.

N – To Northwood.

S – To St Leonards.

T – To Tambourine Bay.

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
224: Lane Cove-Tambourine Bay	13 round trip	M-F	Tamb'rine Bay	6.15am	Tamb'rine Bay	7.10pm	40*	A
		Sat		8.45am		11.19am	40	
		Sun		6.38am		9.28am	4 trips	
224: City (Wynyard)-Northwood	25	M-F	Northwood	6.15am	Wynyard	8.05pm	60*	
		Sat		8.08am		12.45pm	60	
		Sun						

* More frequent in peak hours.

A – Gap in service in afternoon.

19 July 1971

Routes operated by Deane's Coaches in the Lane Cove area

127, 169 & 224 (in various combinations)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City (Wynyard)-Longueville†	25	M-F	Longueville	6.45amY	Wynyard	11.15pmL	60*	A
		Sat		7.45amY		6.15pmL	60	A
		Sun						
City (Wynyard)-Northwood-Lane Cove‡	20	M-F	Lane Cove	6.12amY	Mars Rd	4.37pmY	B	
			Wynyard	6.35amM	Wynyard	7.45pmT		
			Tamb'rine Bay	6.55amY				
		Sat	Lane Cove	8.10amY		12.45pmL	60	C
		Sun						
Lane Cove-Tamb'rine Bay-L/Cove West (Mars Rd) round trip	12 round trip	M-F	Lane Cove	9.00am	Lane Cove	4.20pm	30	D
		Sat		8.55am		11.45am	5 trips	
		Sun						
St Leonards-Lane Cove-Lane Cove West (Mars Rd)		M-F	St Leonards	6.30am§	Mars Rd	3.37pm	1 trip	
		Sat						
		Sun						

Day frequencies along common route:

M-F City (Wynyard)-Lane Cove (Blaxlands Corner) (127, 224) 30.

Sat AM City (Wynyard)-Lane Cove (Blaxlands Corner) (127, 224) 30.

* More frequent in peak hours.

† Weeknight & selected Saturday trips ran via Northwood.

‡ Extended to Tambourine Bay or Lane Cove West (Mars Rd) in peak hours.

§ Approximate time.

A – Selected trips ran via Northwood.

B – Peak hours, City (Wynyard)-Lane Cove West (Mars Rd) & City (Wynyard)-Tambourine Bay. Day, City (Wynyard)-Lane Cove 60. Night service from City (Wynyard) to Northwood provided by diversion of City (Wynyard)-Longueville trips.

C – Late afternoon service from City (Wynyard) to Northwood provided by diversion of City (Wynyard)-Longueville trips.

D – Service in peak hours provided by extension of City (Wynyard)-Northwood-Lane Cove trips.

L – To Lane Cove.

T – To Tambourine Bay.

Y – To City (Wynyard).

7 February 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
169: City (Wynyard)-Northwood-Long'ville-Lane Cove	40	M-F	Lane Cove	6.10am	Wynyard	8.30pm	60*	A
		Sat		7.40am		5.15pm	60	B
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Afternoon trips ran Wynyard-Longueville only (*not* via Northwood).

Route 225

TURRAMURRA – WAHROONGA SANITARIUM – FOX VALLEY

WARRAWEE – WAHROONGA SANITARIUM – FOX VALLEY

Also:

- **Wahroonga – Wahroonga Sanitarium (or Fox Valley?)** (*limited service, 1950s-early 1960s?*)

(Wahroonga Sanitarium is now known as Sydney Adventist Hospital, but continues to be popularly known as the “San”, an abbreviation of previous name.)

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Warrawee – Wahroonga Sanitarium commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 195 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by DR (Donald) Limback, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 225 [1925 route number] in the general renumbering of routes.

By the 1930s: Transferred to JG (Vince) Farrell, proprietor, then or later trading as Warrawee Bus Service.

1950s(?):

- Extended from Wahroonga Sanitarium to Fox Valley (new residential area) (initially in peak hours, later full time).
- Limited weekday mid-morning service, Wahroonga – Wahroonga Sanitarium (or to Fox Valley?), commenced (may have continued till circa 1962, when shown in *Collins street directory* of approximately that date).

December 1962: Transferred to Turramurra-Bobbin Head Bus Co Pty Ltd (Deane family, proprietors), following death of Mr Farrell.

25 January 1963: Route rearranged as:

Turramurra – Wahroonga Sanitarium – Fox Valley (off-peak).

Warrawee – Wahroonga Sanitarium – Fox Valley (peak hours).

By 26 February 1973: Selected off-peak trips diverted via Warrawee Valley to cover 160 [1925 route number].

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

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

573 Turramurra – Warrawee Valley

574 Turramurra – Wahroonga Sanitarium – Fox Valley

Warrawee – Wahroonga Sanitarium – Fox Valley

Streets

Warrawee – Wahroonga Sanitarium

1919 (Source: Govt Gazette of 20 June 1919)

From Warrawee (at Station entrance) via (?), Lane Cove Rd [now Pacific Hwy], Fox Valley Rd to Wahroonga Sanitarium (within grounds?). Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

From Warrawee (Heydon Av at Station) via Heydon Av, Lane Cove Rd [now Pacific Hwy], Fox Valley Rd to Sanitarium (within grounds?). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Warrawee (Station) via Heydon Av, Pacific Hwy, Fox Valley Rd to Sanitarium (within grounds?).

Wahroonga Sanitarium – Wahroonga

1950s (?) (Source: timetable): Via Lucinda Av (other details not known).

By circa 1962 (Source: Collins street directory): Via Ada Av (instead of Lucinda Av).

Fox Valley – Wahroonga Sanitarium – Wahroonga

Circa 1961 (Source: Collins Street Directory)

From Fox Valley (Leuna Av at Morona Av) via Leuna Av, The Broadway, Fox Valley Rd (assumed diverting into **Wahroonga Sanitarium** grounds), Ada Av, Coonanbarra Rd (**Wahroonga**), Warwilla Av, Bundarra Av (direction of loop?), Pacific Hwy, Ada Av, then reverse route to Fox Valley.

Warrawee – Wahroonga Sanitarium – Fox Valley

Early 1960s (Source: RGH Notes)

From Warrawee (Heydon Av at Station) via Heydon Av, Pacific Hwy, Fox Valley Rd (diverting into **Wahroonga Sanitarium** grounds), The Broadway, Leuna Av to Morona Av (Fox Valley).

From Fox Valley (Leuna Av at Morona Av) via reverse route to Pacific Hwy, then Borambil St to Warrawee Station.

Turramurra – Wahroonga Sanitarium – Fox Valley

1963 (Source: RGH notes)

From Turramurra (William St at Station) via William St, Pacific Hwy, Fox Valley Rd (diverting into **Wahroonga Sanitarium** grounds), The Broadway, Leuna Av to Morona Av (Fox Valley). Reverse on return.

Alteration

1970 (Source: timetable): Ceased to divert into Wahroonga Sanitarium grounds.

Turramurra – Wahroonga Sanitarium – Fox Valley (selected off-peak trips diverted via Warrawee Valley)

By 26 February 1973

Warrawee Valley diversion (Source: timetable): Ex Turramurra from Pacific Hwy via Blytheswood Av, Mildred St, Finlay Rd, Monteith St, Roland Av, Fox Valley Rd. Ex Fox Valley from Fox Valley Rd/Roland Av via Roland Av, Mildred St, Finlay Rd, Monteith St, Roland Av to Fox Valley Rd.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warrawee-Wahroonga Sanitarium	12	M-F	Sanitarium	8.06am	Warrawee	9.24pm	30-120	
		Sat		8.06am		9.24pm	30-120	
		Sun		9.07am		9.11pm	10 trips	

1950s (?)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warrawee-Wahroonga Sanitarium	12	M-F	Warrawee	7.30am	Sanitarium	9.05pm	AM 45 PM 30	
		Sat		8.31am		8.05pm	AM 60 PM 30	
		Sun		10.24am		8.05pm	AM 60 PM 30	
Wahroonga-Wahroonga Sanitarium	Approx 15	M-F	Sanitarium	9.28am	Wahroonga	11.10am	2 trips	
		Sat						
		Sun						

Early 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Warrawee-Wahroonga Sanitarium†		M-F	Warrawee	7.25amF	Fox Valley	6.30pmW	A	
					Sanitarium	8.05pmW		
		Sat						
		Sun						

† Extended to Fox Valley in peak hours.

A – Peak hours, Warrawee-Fox Valley. Afternoon, Warrawee-Wahroonga Sanitarium 30. Evening, Warrawee-Wahroonga Sanitarium. Gap in service in morning.

F – To Fox Valley.

W – To Warrawee (estimated departure times).

1 March 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Fox Valley	8	M-F	Fox Valley	9.08am	Turrumurra	3.20pm	60	A
		Sat						
		Sun						
Warrawee-Fox Valley	11	M-F	Fox Valley	7.00am	Warrawee	7.07pm	Ph	
		Sat						
		Sun						

A – Plus 7.16pm from Fox Valley to Turrumurra.

Ph – Peak hours only (both directions).