



SYDNEY BUS ROUTES

1925 route numbers

Routes 226 – 244

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 226 – 244

226	Turrumurra-Wahroonga, etc
227	Watsons Bay-Central
227	Sydenham-Stanmore
228	Waverley-Central
228	Artarmon-Tambourine Bay
228	City-Watsons Bay
228	Hurstville-Carss Park
228	Eastwood-Ryde
229	Waverley Cemetery-Central
229	Rushcutters Bay-Darlinghurst
229	Kogarah-Roselands

229	Central-Paddington
230	Waverley-Central
230	Central-Sth Hd Cemetery, etc
231	Dumbleton-Central
231	Wentworthville-Girraween
231	City-South Head Cemetery
232	Willoughby Park-Milsons Pt
233	Willoughby-Milsons Point
233	Mascot Aerodrome-Zetland
234	Woolwich-Gladesville
235	Hurstville-Rockdale, etc

236	Mosman-Musgrave St Whf(†)
237	Ramsgate-Central
237	Sutherland-Prince Edward Pk
238	Jannali-Caravan Head, etc
239	Auburn-Granville
241	Parramatta-Eastern Creek
241	Hurstville-Cronulla
244	Bondi Junction-Waverley
244	Bankstown-Hurstville

† Details are listed under Sydney Region route numbers.

Route 226

TURRAMURRA – WAHROONGA via Eastern Rd

- **Extended from Turrumurra to Pymble via Merrivale Rd (1931-59)**

(Wahroonga East Post Office was at the corner of Gladys Av & Hampden Av.)

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: Turrumurra – Wahroonga East Post Office – Wahroonga commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 196 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Elliott Bros (AV (Athol) & RE (Ronald) Elliott, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 226 [1925 route number] in the general renumbering of routes.

1931: 202 Pymble – Turramurra [1925 route number] transferred from Wood Bros to Elliott Bros and amalgamated with 226, as 226 Wahroonga – Turramurra – Pymble.

By 1941: Operated by Ronald Elliott, still trading as Elliott Bros.

August 1954: Ronald Elliott died. Service then operated by ?

May 1958: Transferred to RR (Ron) Deane, proprietor.

October 1959: Pymble – Turramurra via Merrivale Rd, transferred to RR Harney (who was RR (Ron) Deane's brother-in-law) & renumbered 63 [1925 route number], leaving 226 as Turramurra – Wahroonga via Eastern Rd.

By July 1962: Operator's name changed to Turramurra-Bobbin Head Bus Co Pty Ltd (Deane family, proprietors).

By 1967: Rerouted via North Wahroonga (new suburb).

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 575 [Sydney Region Route Number].
- New 576 [Sydney Region route number] (combined 575/577) commenced, supplementing 575 & 577 at night and weekends.

Streets

Turramurra – Wahroonga (via Braeside St & Eastern Rd)

1924 (Source: Govt Gazette of 7 March 1924)

From Wahroonga (Railway [now Illoura] Av at Railway Bridge) via Railway Av, Stuart St, Cleveland St, Burns Rd, Wahroonga Av, Braeside Rd, Eastern Rd, Rohini St to Turramurra Station. Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Wahroonga (reserve at Station at Railway [now Illoura] Av) via Railway Av, Stuart St, Cleveland St, Grosvenor St, Junction Rd, Allans Lane [now part of Wahroonga Av], Wahroonga Av, Braeside St, Eastern Rd, Rohini St to Turramurra Station. Reverse on return.

By 1929 Railway Av, Wahroonga had been renamed Illoura Av.

Wahroonga (via Edgeworth David Rd & Eastern Rd) – **Turramurra** (via Pentecost Hwy & Merrivale Rd) – **Pymble**

Circa 1946 (Source: Gregory's Street Directory)

From Wahroonga (Station) via Millewa Av, Illoura Av, Stuart St, Cleveland St, Burns Rd, Grosvenor St, Sir Edgeworth David Av [probably now Junction Rd], Eastern Rd, Rohini St (**Turramurra**), Pacific Hwy, Kuring-gai Av, Boomerang St, Pentecost Hwy [now Av], Merrivale Rd, Telegraph Rd, Pacific Hwy, Grandview St (Pymble).

Turramurra – Wahroonga (via Wahroonga East Post Office & Carrington Rd)

Alteration

October 1961 (Source: T&BT): Rerouted ex Turramurra from Eastern Rd via Carrington Rd, Grosvenor St.

1963 (Source: RGH notes)

From Turramurra (Rohini St at Station) via Eastern Rd, Trentino Rd, Burns Rd, Hampden Av (**Wahroonga East Post Office**), Gladys Av, Junction Rd, Eastern Rd, Carrington St, Grosvenor St, Burns Rd, Cleveland St, Stuart St, Coonanbarra Rd, Millewa Av to Wahroonga Station.

From Wahroonga (Millewa Av at Station) via Illoura Av, Stuart St, then reverse route to Trentino Rd, then Eastern Rd, Brentwood Av, Turramurra Av, Pacific Hwy, Rohini St to Turramurra Station.

Trips direct via Eastern Rd: Ex Turramurra from Eastern Rd/Trentino Rd via Eastern Rd, Carrington Rd. Reverse on return.

Alteration

- *January 1965 (Source: T&BT):* Ex Turramurra from Burns Rd via Clissold Rd, Cherrywood Av, [Hampden Av,] Gladys Av. Reverse on return.

Turrumurra (via Wahroonga East Post Office & Carrington Rd) – North Wahroonga – Wahroonga

Alterations

- **1967** (Source: *RGH notes/timetable*) (trips via North Wahroonga): From Carrington Rd/Grosvenor St, via Grosvenor St, Fisher Av, Curtin Av, Grosvenor St to Carrington Rd.
- **1982** (Source: *timetable*) (North Wahroonga trips): Via Page St instead of Fisher Av.
- **1984** (Source: *timetable*): Ex Turrumurra from Cherrywood Av via Hampden Rd, Boundary Rd, Westbrook Av, Junction Rd, Eastern Rd, Boundary Rd, Wahroonga Av, Carrington Rd. Reverse on return.
- **1984** (Source: *timetable*):
Wahroonga (Esk St) diversion: From Westbrook Av/Boundary Rd via Westbrook Av, Esk St, Huon St, Westbrook Av to Boundary 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		
Turrumurra-Wahroonga	21	M-F	Turrumurra	6.10am	Wahroonga	7.24pm	60	A
		Sat		6.10am		2.34pm	60	
		Sun						

A – Extra trips Friday night.

1940s/50s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Turrumurra-Wahroonga†	15	M-F	Turrumurra	7.16am	Turrumurra	6.33pm	60*	A
		Sat		7.16am	Wahroonga	6.35pm	60	B
		Sun						
Turrumurra-Pymble†	15	M-F	Turrumurra	6.50am	Pymble	6.30pm	60*	
		Sat		7.57am		7.18pm	60	C
		Sun						

* More frequent in peak hours.

† M-F off-peak and Saturday trips through-routed between Wahroonga and Pymble.

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

B – Plus short-working/s before first trip & after last trip shown. Gap in service in afternoon. Plus picture bus Saturday night.

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

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-Wahroonga	18	M-F	Turrumurra	7.10am	Turrumurra	6.28pm	60*	A
		Sat		7.50am	Wahroonga	11.11am	60	A
		Sun						

* More frequent in peak hours.

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

Route 227

WATSONS BAY – ROSE BAY – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Comfort Coach Co Ltd (a subsidiary of Dalgety & Co).
- Competed with Erskine St – Watsons Bay tram service.

31 October 1931:

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Watsons Bay (South Head Rd at Gap Rd [now Old South Head Rd approx opposite Russell St]) via [now Old] South Head Rd, Salisbury St, Gladstone St [now part of Hopetoun Av], Hopetoun Av (**Vaucluse**), New South Head Rd (**Rose Bay, Double Bay, Edgecliff, Rushcutters Bay**), Bayswater Rd (**Kings Cross**), Victoria St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

1926 (Source: Govt Gazette of 15 October 1926)

From Watsons Bay (South Head Rd at Gap Rd [now Old South Head Rd approx opposite Russell St]) via [now Old] South Head Rd, Salisbury St, Gladstone St [now part of Hopetoun Av], Hopetoun Av (**Vaucluse**), New South Head Rd (**Rose Bay, Double Bay, Edgecliff, Rushcutters Bay**), Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Watsons Bay-Central Railway	48	M-F	Watsons Bay	6.46am	Central Rly	12.07am	15-30	
		Sat		6.46am		12.07am	15-30	
		Sun		8.31am		12.07am	15-30	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Watsons Bay-Central Railway	50	M-F	Central Rly	6.33am	Central Rly	12.23am	10	
		Sat		6.33am		12.23am	10	
		Sun		8.23am		11.33pm	AM 20 PM 10	

Route 227

CITY (Eddy Av, Central Railway) – WATSONS BAY via New South Head Rd

Timeline

21 May 1933:

- Full time service commenced by Department of Road Transport & Tramways.
- Shared most of route with 228.

12 May 1940: Renumbered 327 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

From 21 May 1933

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool, St, Oxford St (**Darlinghurst**), Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), Hopetoun Av (**Vaucluse**), Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay. Reverse on return.

Timetable Summary

20 May 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Watsons Bay		M-F	Eddy Av	6.43am	Watsons Bay	11.42pm	30*	
		Sat		6.43am		11.42pm	30	
		Sun		8.33am		11.42pm	30	

* More frequent in peak hours.

10 September 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Watsons Bay	36	M-F	Eddy Av	5.55am	Eddy Av	11.35pm	20	
		Sat	Not available					
		Sun	Not available					

Route 227

SYDENHAM – STANMORE Fire Station

(Stanmore Fire Station was later known as Petersham Fire Station.)

Timeline

1953:

- Renumbered & curtailed from part of 222 [1925 route number].
- Operated by Sydenham Bus Service (Mrs Priscilla Warren, proprietor).

8 April 1965: Transferred to Tempe Bus Service(AL (Arthur) Appleby & RD (Ray) Nelson, proprietors).

6 December 1965: 120, 129 & 227 amalgamated as 129, Rockdale – Sydenham – Stanmore – Lilyfield – Rozelle [all 1925 route numbers].

Streets

Circa 1962 (Source: Collins Street Directory)

From Sydenham (Railway Pde at Station) via Marrickville Rd, Buckley St, Sydenham Rd, Fitzroy St, Edinburgh Rd, Edgeware Rd (**Enmore**), Stanmore Rd, Merchant St, Cambridge Rd to Stanmore Station (route to Stanmore Fire Station?).

From Stanmore (Cambridge Rd/Holt St at Station) via Holt St, Stanmore Rd, then reverse route to Sydenham Rd, then Railway Pde to Sydenham Station.

Timetable Summary

10 October 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sydenham-Stanmore Fire Station	Fr Syden 11S 14F	M-F	Stanmore F/Stn	6.20am	Stanmore F/Stn	9.45pm	A	
		Sat		7.45am	Sydenham	6.30pm	B	
		Sun	Sydenham	9.30amS 1.30pmF	Stanmore F/Stn Sydenham	5.45pmY 6.30pmF	C	

* More frequent in peak hours.

A – Between approx. 9.00am & 12.00 midday Sydenham-Stanmore Station 30, Sydenham-Stanmore Fire Station 60.
Other times Sydenham-Stanmore Fire Station 30*.

B – Between approx. 10.00am & 12.00 midday, Sydenham-Stanmore Station 30, Sydenham-Stanmore Fire Station 60.
Remainder of morning, Sydenham-Stanmore Fire Station 30. Afternoon, Sydenham-Stanmore Station 60, Sydenham-Stanmore Fire Station 120.

C – Morning, Sydenham-Stanmore Station 60. Afternoon, Sydenham-Stanmore Station 60, Sydenham-Stanmore Fire Station 120.

F – To Stanmore Fire Station.

S – To Stanmore Station.

Y – To Sydenham.

Route 228

WAVERLEY (Birrell St) – BONDI JUNCTION – CENTRAL RAILWAY

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Oxford St tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 197 [1924 route number].

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

- Bronte Motors (JH Cumming)
- Walters & Phillips
- City & Suburban Safety Coaches.

As at date of Govt Gazette 13 November 1925: Renumbered 228 [1925 route number] in the general renumbering of routes.

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Waverley (Birrell St) (Alfred St at Hewlett St) via Alfred St, Birrell St, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return,

1924 (Source: Govt Gazette of 19 December 1924)

From Waverley (Birrell St) (Alfred St at Hewlett St) via Alfred St, Birrell St, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St (Central Railway).

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

Alterations

- **1925 (Source: Govt Gazette of 13 November 1925):** Approached Central Railway from Elizabeth St via Eddy Av. Return via Eddy Av, Pitt St, Hay St, Elizabeth St, then reverse route to Waverley.
- **1926 (Source: Govt Gazette of 15 October 1926):** From Central Railway via Eddy Av, Elizabeth St.

Timetable Summary

September 1925

The *Complete Time Table of Metropolitan Motor Bus Services*, dated September 1925, lists two separate timetables for this route, presumably one for each of the two operators at that time, although the operators are not named. It can be seen, when taking both timetables into account, that the times were co-ordinated to provide regular services throughout the week. The table below summarises the co-ordinated service.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waverley (Alfred St)- Central Railway via Birrell St	30	M-F	Alfred St	6.10am	Central Rly	12.35am	10	
		Sat		6.10am		12.35am	10	
		Sun		7.40am		11.35pm	10	A

A – Additional trip/s on Holidays.

Route 228

ARTARMON – RIVERVIEW (Riverview College)

Timeline

17 March 1932:

- Commenced by Frank Ritchie & Percy Stiddig, proprietors.
- Replaced Riverview ferry service.
- Mainly provided service for students attending Riverview College.

10 March 1933: Most trips ceased due to lack of patronage. Remaining three school trips renumbered 224 [1925 route number].

Streets

1932 (Source: "Terminus Please" by LB Manny)

From 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.

Route 228

CITY (Martin Pl) – WATSONS BAY via New South Head Rd

Timeline

6 September 1937:

- Peak hour service, Monday-Saturday, commenced by Department of Road Transport & Tramways.
- The Rose Bay – Vaucluse part of route replaced the equivalent part of 6 [1925 route number].
- Shared most of route with 227 [1925 route number].

12 May 1940: Renumbered 328 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

From 6 September 1937

From City (Martin Pl) via Macquarie St, Queens Square, Prince Albert Rd, College St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay, Edgecliff, Double Bay, Rose Bay**), Hopetoun Av (**Vaucluse**), Salisbury St, Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay.

From Watsons Bay via reverse route to Macquarie St, then Hunter St, Phillip St to Martin Pl (City).

Timetable Summary

6 September 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Martin Pl)- Watsons Bay		M-F	Watsons Bay	7.41am	Martin Pl	6.13pm	Ph	
		Sat		7.41am		1.03pm	Ph	
		Sun						

Ph – Peak hours (including Saturday midday) only.

Route 228

HURSTVILLE – CARSS PARK via Conway Rd

(Conway Rd is now the southernmost part of Woniora Rd.)

Timeline

Circa 1949:

- Commenced by Jamieson Bus Services Pty Ltd (T Jamieson, proprietor).
- Operated in conjunction with 109 & 197.

By 27 July 1953: Renumbered part of 109 (but service continued largely unaltered).

Streets

1950s (Source: Frank Goldthorpe)

From Hurstville (Ormonde Pde at Station) via Railway Pde, Woniora Rd, Connells Point Rd, King Georges Rd, Blakesley Rd, Woniora Rd, Forster St, Conway Rd, Currawang St, Carwar Av to Carss Park entrance.

Timetable Summary

1950s

See also 109

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Carss Park	12	M-F	Hurstville	8.53am	Carss Park	3.05pm	30	
		Sat						
		Sun						

Route 228

EASTWOOD – MIDWAY – RYDE via Bridge Rd

(Midway is named after the shopping centre located at corner of North & Lovell Rds on the boundary of Ryde & Eastwood.)

Timeline

12 September 1966:

- Renumbered from part of 85.
- Operated by Hunters Hill Bus Co Pty Ltd (shareholders: John A Gilbert-related personnel, plus manager at the time, namely CAL (Clarrie) Paull, manager till 1965).

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

15 November 1976: Rerouted to replace Eastwood – Midway – Fiveways part of 85 as part of rearrangement of 85, 141 & 228 [all 1925 route numbers].

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

23 July 1990: As part of general reorganisation of North & Western's routes, split into two routes & renumbered into Sydney Region route numbers:

532 Ryde – Midway

544 Eastwood – North Ryde (Bridge Rd)

Streets

From 12 September 1966 (Source: RGH notes/timetable)

From Eastwood (Railway Pde at Station) via May St, Blaxland Rd, Lansdowne St, Gordon St, Welby St, Pickford Av, Lovell Rd (**Midway**), North Rd, Watts Rd, Bridge Rd, Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Lansdowne St, then Blaxland Rd, Rowe St, Railway Pde to Eastwood Station.

Alterations

- 1972 (Source: timetable): Approached Eastwood via Ethel St instead of Rowe St. Terminus in Ethel St at Railway Pde.
- From 15 November 1976 (Source: RGH notes/timetable): Ex Eastwood from North Rd via Threlfall St, Abuklea Rd, Bridge Rd. Reverse on return.

Timetable Summary

12 September 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde	16	M-F	Ryde	6.40am	Eastwood	7.45pm	40	A
		Sat		7.03am		7.28pm	40	B
		Sun						

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

B – Gap in service in afternoon.

15 November 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Ryde	21	M-F	Ryde	7.23am	Eastwood	6.49pm	60*	A
		Sat		7.33am		1.08pm	60	
		Sun						

* More frequent in peak hours.

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

Route 229

WAVERLEY CEMETERY – BONDI JUNCTION – CENTRAL RAILWAY

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Oxford St tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 199 [1924 route number].

By 15 June 1925 (*Doran Report*):

- Being operated by J Hynes, proprietor.
- May have also been operated by Mrs ME Gail/Gail family (at least until 19 February 1925) and/or Comfort Coach Co Ltd (a subsidiary of Dalgety & Co).

As at date of Govt Gazette 13 November 1925: Renumbered 229 [1925 route number] in the general renumbering of routes.

31 October 1931:

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

Streets

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

From Waverley Cemetery (Macpherson St at St Thomas St) via Macpherson St, Albion St, Leichhardt St, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waverley Cemetery-Central Railway	30	M-F	Waverley Cem	6.55am	Central Rly	8.04pm	70-90	
		Sat		6.55am		11.40pm	70-90	
		Sun		8.05am		11.40pm	70-90	

Route 229

RUSHCUTTERS BAY – DARLINGHURST

Timeline

1932: Feeder service commenced by Mrs Monaghan.

27 August 1935: Taken over by Department of Road Transport & Tramways as part of 4.

Streets

1932 (*likely route, based on 4 [1925 route number] which ran on a similar route after takeover of 229 by DRTT*)

From Darlinghurst (Oxford St) via Darlinghurst Rd, Liverpool St, Glenmore Rd (**Paddington**), New South Head Rd, Beach Rd [to ?] (Rushcutters Bay).

Route 229

15 December 1935 – 30 April 1937

DARLING POINT – DARLINGHURST – PADDINGTON (Lawson St)

From 1 March 1937

CITY (Eddy Av, Central Railway) – PADDINGTON (Lawson St)

- **Extended to Woollahra (Ocean St or Queen St) or Bondi Junction (*various short periods 1937-9*)**

Timeline

15 December 1935:

- Darling Point – Darlinghurst – Paddington (Lawson St) commenced by Department of Road Transport & Tramways, being an amalgamation of:
 - Darling Point – Darlinghurst, new route via Beach Rd, Darling Point (compared with 69 which ran via Darling Point Rd, Darling Point).
 - Darlinghurst – Paddington (Lawson St) replacing equivalent section of 4.
- Then or later a full-time service.

1 March 1937:

- Altered/extended to run City (Eddy Av, Central Railway) – Paddington – Woollahra (**Ocean St**).
- Darling Point – Darlinghurst replaced by extended 69 (via Darling Point Rd, Darling Point), taken over from Mrs Leah Davis. 69 was rerouted to run via both Darling Point Rd & Beach Rd from 22 August 1937.

3 May 1937: Extended to run City (Eddy Av, Central Railway) – Paddington – Woollahra (**Queen St**).

13 December 1937: Extended to run City (Eddy Av, Central Railway) – Paddington – Woollahra – Bondi Junction. Ran Mondays-Saturdays.

9 January 1939: Curtailed to run City (Eddy Av, Central Railway) – Paddington (Lawson St) (days of the week?), due to poor patronage between Paddington & Bondi Junction. Circular Quay – North Bondi via Bellevue Hill trams ran on a similar route between Paddington & Bondi Junction.

21 January 1940: Sunday service ceased.

12 May 1940: Renumbered 326 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

DARLING POINT – DARLINGHURST – PADDINGTON (Lawson St)

From 15 December 1935

From Darling Point (Etham Av at Darling Point Rd) via Etham Av, Darling Point Rd, Thornton St, Yarranabee Rd, Beach Rd, New South Head Rd, Bayswater Rd, Darlinghurst Rd (**Kings Cross**), Burton St, Forbes St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Liverpool St, Glenmore Rd to Lawson St (Paddington). Reverse on return.

CITY (Eddy Av, Central Railway) – PADDINGTON (Lawson St) & extensions

City (Eddy Av, Central Railway) – Paddington – Woollahra (Ocean St)

From 1 March 1937

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Jersey Rd (**Woollahra**), Trelawney St, Ocean St (Woollahra).

From Woollahra (Ocean St at Trelawney St) via Ocean St, Jersey Rd, then reverse route to Eddy Av, Central Railway (City).

City (Eddy Av, Central Railway) – Paddington – Woollahra (Queen St)

From 3 May 1937

Alteration

Extended from Jersey Rd via Ocean St, Edgecliff Rd to Queen St (Woollahra).

City (Eddy Av, Central Railway) – Paddington – Woollahra – Bondi Junction

From 13 December 1937

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd (**Paddington**), Gurner St, Cascade St, Hargrave St, Jersey Rd (**Woollahra**), Trelawney St, Ocean St, Edgecliff Rd, Grosvenor St to Grafton St (Bondi Junction).

City (Eddy Av, Central Railway) – Paddington (Lawson St)

From 9 January 1939

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Glenmore Rd to Lawson St (Paddington). Reverse on return.

Timetable Summary

13 December 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Railway)-Paddington-Bondi Junction	27	M-F	Eddy Av	7.13am	Bondi Junction	7.44pm	30	A
		Sat		7.13am		7.44pm	30	
		Sun						

A – Extra trips Friday night.

Route 229

KOGARAH – BEXLEY NORTH – ROSELANDS

Timeline

By November 1968:

- Commenced by EH Blythe Pty Ltd (EH (Edward) Blythe, proprietor).
- May have originally been numbered 68(R) for a short period.

May 1984: Transferred to Bexley Passenger Transport (part of the Highway Tours group – JD (Jim) Hill, proprietor).

1985: Transferred to Canterbury Bus Lines (also part of Highway Tours).

18 December 1985: 39, 92 & 229 amalgamated as 39 Campsie – Belfield – Roselands – Bardwell Park [all 1925 route numbers].

Streets

1968 (Source: RGH notes)

From Kogarah (Station St at Station) via Paine St, Queen Victoria St, Forest Rd, Besborough Av, Donnan St, Henderson Rd, Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd, Bexley Rd (**Bexley North**), Homer St, Kingsgrove Rd, Moorefields Rd, King Georges Rd, Roseland Dr to Roselands shops.

From Roselands (shops) via Roselands Av, King Georges Rd, then reverse route to Kogarah Station.

Timetable Summary

June 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Roselands	28	M-F	Kogarah	8.40am	Roselands	5.30pm	60	
		Sat		7.45am		12.15pm	60	
		Sun						

Route 230

WAVERLEY (various termini) – BONDI JUNCTION – CENTRAL RAILWAY

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Oxford St tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 198 [1924 route number].

By 15 June 1925 (*Doran Report*):

- Being operated by Cuthbert St Motor Bus Co (John W Shand, proprietor).
- May have also been operated by Comfort Coach Co (a subsidiary of Dalgety & Co).

As at date of Govt Gazette 13 November 1925: Renumbered 230 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 February 1929: Extended in Waverley from Cuthbert St to Queens Park.

31 October 1931:

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

Streets

Waverley (Cuthbert St) – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

From Waverley (Cuthbert St) (at Denison St) via Cuthbert St, Newland St, Birrell St, Cowper St [now Bronte Rd] (**Bondi Junction**), Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

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

Waverley (Queens Park) – Central Railway

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Cuthbert St/Denison St via Denison St, Victoria St [now Queens Park Rd], York Rd to near Victoria St (Queens Park). 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		
Waverley (Cuthbert St)-Central Railway	26	M-F	Cuthbert St	6.47am	Central Rly	8.17pm	30	A
		Sat		7.17am		12.17am	30	
		Sun		7.47am		11.17pm	30	

A – Extra trips Friday night.

Route 230

CITY (Eddy Av, Central Railway) – ROSE BAY HEIGHTS via Moore Park Rd & Old South Head Rd

CITY (Eddy Av, Central Railway) – ROSE BAY NORTH – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd

- **Rose Bay North service extended to Watsons Bay (1934)**

(Rose Bay Heights is now known as Dover Heights.)

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

Timeline

12 March 1933:

- City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery commenced by Department of Road Transport & Tramways.
- As a result of competition by 230, private 210 ceased on 20 May 1933.

21 May 1933: Curtailed to run City (Eddy Av, Central Railway) – Rose Bay North (Kimberley St [now Military Rd]). Rose Bay North – South Head Cemetery replaced by extension of 66.

11 March 1934: Extended from Rose Bay North to Watsons Bay, replacing equivalent part of 66.

18 June 1934: On account of roadworks in Old South Head Rd between Palmer St & South Head Cemetery:

- Curtailed to run City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd).
- Selected trips rerouted to form additional route, City (Eddy Av, Central Railway) – Rose Bay Heights, replacing part of ceased 66 in Rose Bay Heights.

4 October 1934: City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd) re-extended as City (Eddy Av, Central Railway) – South Head Cemetery.

10 July 1939: City (Eddy Av, Central Railway) – South Head Cemetery supplemented by peak hour 231 from City (Martin Pl).

12 May 1940: Rearranged & renumbered into Sydney Region route numbers, as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series:

332 City (Martin Pl) – Dover Heights via Old South Head Rd

333 City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery via Old South Head Rd.

Streets

CITY – ROSE BAY NORTH – WATSONS BAY

City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery

From 12 March 1933

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Queen St (**Woollahra**), Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd (**Rose Bay North, Vaucluse**) to South Head Cemetery.

City (Eddy Av, Central Railway) – Rose Bay North (Kimberley St)

Alteration

From 21 May 1933: Curtailed to terminate at Rose Bay Heights (Kimberley St [now Military Rd]/Old South Head Rd).

City (Eddy Av, Central Railway) – Rose Bay North – Watsons Bay

Alteration

From 11 March 1934 (likely route): Extended from Rose Bay North (Kimberley St) via Old South Head Rd (**South Head Cemetery**), Robertson Pl, Military Rd to Watsons Bay.

City (Eddy Av, Central Railway) – Rose Bay North (Towns Rd)

From 18 June 1934

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd (*not* via Queen St, Nelson St), Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd to Towns Rd (Rose Bay North).

City (Eddy Av, Central Railway) – Rose Bay North – South Head Cemetery

Alterations

From 4 October 1934:

- Ex City (Eddy Av, Central Railway) from Moore Park Rd via Queen St, Nelson St, Oxford St. Reverse on return.
- (*Likely route*) Extended from Rose Bay North (Old South Head Rd/Towns Rd) via Old South Head Rd to South Head Cemetery. Reverse on return.

CITY – ROSE BAY HEIGHTS

From 18 June 1934

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd (*not* via Queen St, Nelson St), Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd, Dover Rd, Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights). Reverse on return.

Alterations

By 4 November 1934:

- Ex City (Eddy Av, Central Railway) from Moore Park Rd via Queen St, Nelson St, Oxford St. Reverse on return.
- Extended from Peel St/Russell St via (?) to Old South Head Rd/Towns Rd.

Timetable Summary

12 March 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Bondi Junction-South Head Cemetery	36	M-F	Eddy Av	6.01amT	Sth Head Cem	11.42pmE	A	
				8.02amC	Towns Rd	11.53pmE		
		Sat		6.16amT	Sth Head Cem	11.42pmE	B	
				8.02amC	Towns Rd	11.53pmE		
		Sun		8.31amT	Sth Head Cem	11.42pmE	D	
				8.46amC	Towns Rd	11.53pmE		

A – Morning peak hour, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd). Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 60.

B – Early morning, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd). Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 60.

C – To South Head Cemetery.

D – Morning, Day, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) 15, City (Eddy Av, Central Railway)-South Head Cemetery 30. Afternoon, City (Eddy Av, Central Railway)-South Head Cemetery 15. Night, City (Eddy Av, Central Railway)-Rose Bay North (Towns Rd) or South Head Cemetery.

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

T – To Rose Bay North (Towns Rd).

18 June 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
City (Eddy Av, Central Railway)-Bondi Junction-Rose Bay North	33	M-F	Eddy Av	5.42am	Eddy Av	11.45pm	15/15/30	A
		Sat		5.42am		11.45pm	B	
		Sun		7.30am		11.45pm	AM 20 PM 15	C
City (Eddy Av, Central Railway)-Bondi Junction-Rose Bay Heights	35	M-F	Eddy Av	7.30am	Rose Bay Hts	11.36pm	60*	D
		Sat		7.30am		11.36pm	AM 30 PM 60	D
		Sun						

Average day frequencies along common route:

M-F City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.
 Sat AM City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15
 Bondi Junction-Rose Bay (Dover Rd) 6 trips per hour.
 Sat PM City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.
 Sun City (Eddy Av, Central Railway)-Rose Bay (Dover Rd) 15.

* More frequent in peak hours.

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

B – Morning, City (Eddy Av, Central Railway)-Rose Bay North 30, Bondi Junction-Rose Bay North frequent service.
 Afternoon, City (Eddy Av, Central Railway)-Rose Bay North 15/15/30. Plus short-working/s before first trip shown.

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

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

Route 231

DUMBLETON – WEST BEXLEY (Ferguson’s Nursery) – NEWTOWN – CENTRAL RAILWAY

(Dumbleton was renamed Beverly Hills in 1940.)

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

Timeline

By date of Govt Gazette 13 November 1925:

- West Bexley (Ferguson’s Nursery) – Central Railway commenced (?) by Jack Iffland, proprietor.
- Shared with other routes along King St/City Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St/City Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

1926: Extended to run Dumbleton – Central Railway.

1927:

- Ceased.
- Trams continued to provide service.

Streets

West Bexley (Fergusons Nursery) – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From West Bexley (Ferguson’s Nursery) (Stoney Creek Rd at Croydon Rd) via Stoney Creek Rd, Forest Rd, Rocky Point Rd [now Princes Hwy], 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 West Bexley (Ferguson’s Nursery).

Dumbleton – Newtown – Central Railway

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Extended from West Bexley (Ferguson's Nursery) via Stoney Creek Rd to Belmore [now King Georges] Rd (Dumbleton). Reverse on return.

Timetable Summary

Circa 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
West Bexley (Ferguson's Nursery)- Central Railway		M-F	Ferg Nursery	7.43am	Central Rly	6.27pm	7 trips	A
		Sat						
		Sun		10.58am		6.27pm	6 trips	

A – Extra trip Friday night.

Route 231

WENTWORTHVILLE – GIRRAWEEN

Timeline

By date of Govt Gazette 22 June 1928: Commenced (possibly by David Reeve, as he operated other routes in the area (see 177 [1925 route number]).

Later in 1928: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Wentworthville (Kings Hwy [now The Kingsway] at Station) via Kings Hwy, Dunmore St, Wentworth St [now Pendle Way], Gilba Rd, Targo Rd, Girraween Rd (**Girraween**), Magowar Rd, Wentworth St [now Pendle Way], Dunmore St, Kings Hwy to Wentworthville Station.

Route 231

CITY (Martin Place) – SOUTH HEAD CEMETERY via Moore Park Rd & Old South Head Rd ■

Timeline

10 July 1939: Peak hour service commenced by Department of Road Transport & Tramways, supplementary to 230.

12 May 1940: Renumbered 331 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

From 10 July 1939 (likely route, based on later 331)

From City (Martin Pl) via Macquarie St, Queens Square, Prince Albert Rd, College St, Oxford St (**Darlinghurst**), Flinders St, Moore Park Rd, Oxford St (**Paddington**), Queen St, Nelson St, Oxford St (**Bondi Junction**), Old South Head Rd, Victoria Rd (**Bellevue Hill**), Birriga Rd, Old South Head Rd (**Rose Bay North**) to South Head Cemetery. Reverse on return.

Route 232

WILLOUGHBY PARK – NORTHBRIDGE – MILSONS POINT via Suspension Bridge

(Milsons Point tram & bus terminus moved from Alfred St to Glen St in July 1924 in preparation for construction works on Sydney Harbour Bridge to commence.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Milsons Point – Northbridge tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 200 [1924 route number].

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

- Russell & Blackwell
- A Sammins
- May have also been operated by White Transit Co (CH (Charles) Hicks, proprietor).

As at date of Govt Gazette 13 November 1925: Renumbered 232 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927:

- Ceased.
- Trams continued to provide service.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Willoughby Park (McClelland St at Warrane Rd) via McClelland St, High St, Mowbray Rd, Chiltern Rd, Frenchs Rd (**Willoughby**), Alpha Rd, Sailors Bay Rd (**Northbridge**), Strathallen Av, Suspension [now Cammeray] Bridge, Miller St (**Cammeray, North Sydney**), Berry St, Walker St, Mount St, Alfred St to Railway Goods Yard [at wharf/tram terminus] (Milsons Point). Reverse on return.

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Approached Milsons Point from Alfred St via Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Timetable Summary

September 1925

The *Complete Time Table of Metropolitan Motor Bus Services*, dated September 1925, lists two separate timetables for this route, presumably one for each of the two operators at that time, although the operators are not named. The times of both timetables were co-ordinated to provide regular services throughout the week. The table below summarises the co-ordinated service.

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Willoughby Park-Milsons Point	35	M-F	Willoughby Pk	6.02am	Milsons Point	11.23pm	20-35	
		Sat		6.02am		11.23pm	20-35	
		Sun		6.45am		11.31pm	AM 30-40 PM 20-30	

Route 233

WILLOUGHBY (various locations along Edinburgh Rd) – CROWS NEST – MILSONS POINT via Willoughby Rd

(Locations of Willoughby termini:

- *Edinburgh Rd/Second Av is on the border of current Willoughby & East Willoughby,*
- *Edinburgh Rd/Lyle St [now Eastern Valley Way] is on the border of current Castlecrag, Willoughby & East Willoughby,*
- *Edinburgh Rd/The Postern is in current Castlecrag.)*

(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:

- Commenced prior to the allocation of route numbers.
- Competed with Chatswood tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 201 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 233 [1925 route number] in the general renumbering of routes.

31 October 1931:

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

Streets

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

From Willoughby (Edinburgh Rd at Second Av) via Edinburgh Rd, High St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Chandos St, Alexander St, Lane Cove Rd [now Pacific Hwy], Berry St (**North Sydney**), Walker St, Mount St, Alfred St to Railway Goods Yard [at wharf/tram terminus] (Milsons Point). Reverse on return.

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

From Willoughby (Edinburgh Rd at Lyle St [now Eastern Valley Way]) via Edinburgh Rd, High St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Crows Nest**), Lane Cove Rd [now Pacific Hwy], Berry St (**North Sydney**), Walker St, Mount St, Alfred St, Dind St, Glen St to Milsons Point tram terminus. Reverse on return.

Alteration

1928 (*Source: Govt Gazette of 22 June 1928*): Extended from Edinburgh Rd/Lyle St via Edinburgh Rd to The Postern. 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		
Willoughby (Edinburgh Rd)-Milsons Point	28	M-F	Edinburgh Rd	6.02am	Milsons Point	11.44pm	15-30	
		Sat		6.02am		11.44pm	15-30	
		Sun		7.59am		11.29pm	15-30	

Route 233

MASCOT AERODROME [now Sydney Airport] – MASCOT – ZETLAND

Timeline

March 1949: Mascot Aerodrome (also known as Kingsford Smith Aerodrome) – Mascot Post Office (Botany Rd/ King St) commenced by LV Tuckwell, proprietor.

(?): Extended to run Mascot Aerodrome – Zetland (Royal South Sydney Hospital),

1953: Transferred to RJ Mooney, proprietor.

October 1953: Transferred to RL Moon, proprietor.

September 1956: Transferred to Jack Yendle, proprietor.

July 1960:

- Ceased due to lack of patronage.
- Partly replaced by extension of Department of Government Transport 302 & 303 [Sydney Region route numbers] on 24 October 1960.

Streets

1952 (Source: timetable)

From Zetland via Joynton Av, Rothschild Av, Morley Av, Primrose Av, Gardeners Rd, (?), Coward St (**Mascot**), Old Botany Rd [now O’Riordan St], (?), Lords Rd, roadways administered by the Department of Civil Aviation (Mascot Aerodrome).

Timetable Summary

Undated (prior to extension to Zetland)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot Aerodrome (Lords Rd)-Mascot Post Office (King St)	10	M-F	King St	6.45am	Lords Rd	6.30pm	30	
		Sat		6.45am		6.30pm	30	
		Sun		8.45am		6.00pm	30	

Route 234

WOOLWICH (Valentia St Wharf) – GLADESVILLE

Also:

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

(Destination signs for short-workings terminating at Hunters Hill shops were at one time “Figtree” and later, when the roads associated with the new Gladesville Bridge opened in 1963, “Hunters Hill Overpass”).

(Boronia Park is a locality in the vicinity of the park of that name in Hunters 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 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Commenced by WH Bourne, proprietor, prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 203 [1924 route number].

(?): Transferred to WJ (Walter) Bruce, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 234 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Selected trips diverted via High St [now in Boronia Park].

1929/30: Transferred to Richard Smith.

21 August 1931: Operator incorporated as Hunters Hill Omnibus Co Pty Ltd (later Hunters Hill Bus Co Pty Ltd).

1941(?): Hunters Hill Omnibus Co transferred to new (shareholders: John A Gilbert-related personnel, plus manager at the time, namely CAL (Clarrie) Paull, manager till 1965).

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

- “Tramless Sunday” replacement service, Gladesville – City (York St), commenced in conjunction with 89 & 205 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Fort Macquarie – Ryde tram service.
- Services were also maintained on normal route/s.

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

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

23 July 1990: As part of general reorganisation & renumbering of North & Western’s routes:

- Renumbered 538 [Sydney Region route number].
- 537 Chatswood – Woolwich [Sydney Region route number] also commenced, sharing with 538 between Woolwich and Hunters Hill.

General note: During periods when Valentia St Wharf was closed temporarily for repairs (eg, in mid-1981 & January 1986), an additional peak hour service ran Valentia St Wharf – Gladesville Wharf (Huntleys Point Rd).

Streets

Woolwich (Valentia St Wharf) – Gladesville via Ryde Rd

1924 (Source: Govt Gazette of 7 March 1924)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Pittwater Rd to Great North [now Victoria] Rd (Gladesville). Reverse on return.

Circa 1946 (Source: Gregory’s Street Directory)

From Woolwich [Valentia St at wharf] via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Joubert St, Gladesville Rd, Ryde Rd, Pittwater Rd (Gladesville).

Woolwich (Valentia St Wharf) – Gladesville via High St

1925 (Source: Govt Gazette 22 June 1928)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Blaxland St, High St, Pittwater Rd to Great North [now Victoria] Rd (Gladesville). Reverse on return.

Circa 1946 (Source: Gregory’s Street Directory)

From Woolwich [Valentia St at wharf] via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Joubert St, Gladesville Rd, Ryde Rd, Blaxland St, High St, Pittwater Rd (Gladesville).

Woolwich (Valentia St Wharf) – Gladesville via Ryde Rd & High St

1963 (Source: RGH notes)

From Woolwich (Valentia St at wharf) via Valentia St, The Point Rd, Gale St, Woolwich Rd, Ferry St, Alexandra St, Mount St, Church St (**Hunters Hill**), Gladesville Rd, Ryde Rd, Blaxland St, Princes St, Park Rd, High St, Pittwater Rd to Victoria Rd (Gladesville). Reverse on return.

Alteration

1967 (Source: RGH notes)

Boronia Park (Barons Cr) diversion: Ex Woolwich from Park Rd via Barons Cr to end, then Barons Cr, Blaxland St to High 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		
Gladesville-Woolwich	25	M-F	Gladesville	7.05am	Woolwich	7.20pm	30	A
		Sat		7.05am		7.20pm	30	
		Sun		1.00pm		10.50pm	60	

A – Extra trips Friday night.

17 August 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	28	M-F	Gladesville	6.48am	Woolwich	7.39pm	30	A
		Sat		6.48am		7.37pm	AM 30 PM 60	A
		Sun			1.40pm		11.07pm	60

A – Extra trips Friday night. Plus picture bus Wednesday & Saturday nights.

4 November 1936

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	27	M-F	Gladesville	6.21am	Woolwich	11.02pm	30	A
		Sat		9.36am		11.02pm	AM 30 PM 40	B
		Sun			7.38am		11.08pm	60

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

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

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Gladesville-City (York St)†		M-F						
		Sat						
		Sun	Gladesville	8.00am	York St	10.50pm	30	

Co-ordinated with other tram replacement services over all or part of same route (*see* under 89 & 205 [1925 route numbers] & 280 [Sydney Region route number]).

† Sunday tramway replacement service.

22 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	25	M-F	Gladesville	5.59am	Woolwich	10.57pm	30*	A
		Sat		6.06am		11.03pm	AM 30 PM 60	A
		Sun			8.40am		8.03pm	60

* More frequent in peak hours.

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

8 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-Woolwich	21	M-F	Gladesville	6.00am	Woolwich	7.55pm	60*	
		Sat		7.32am		6.54pm	60	
		Sun						

* More frequent in peak hours.

Route 235

HURSTVILLE – BLAKEHURST (Woniara Rd) – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (weekends and Public Holidays, 1920s)**

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: Blakehurst (Woniara Rd) – Rockdale commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 202 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Edward (Ted) Dews, proprietor.

By date of Govt Gazette 13 November 1925:

- Extended to run Blakehurst (Woniara Rd) – Rockdale – Brighton-le-Sands.
- Rockdale – Brighton-le-Sands competed with tram service over same route.

As at date of Govt Gazette 13 November 1925: Renumbered 235 [1925 route number] in the general renumbering of routes.

December 1927: Extended to run Hurstville – Blakehurst (Woniara Rd) – Rockdale. (When did extension to Brighton-le-Sands cease?) Trams continued to provide service Rockdale – Brighton-le-Sands.

By date of Govt Gazette 22 June 1928:

- Ceased.
- Replaced by 197 on a similar route by date of Govt Gazette 22 February 1929.

Streets

Blakehurst (Woniara Rd) – Rockdale

1919 (Source: Govt Gazette of 20 June 1919)

From Blakehurst (Woniara Rd) (at Blakesley Rd at) via Blakesley Rd, Woids Av, Planthurst St, Park Rd, Tanners Av, Andover St, Hampden Court Rd, Garfield St, Railway Pde (**Carlton, Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale). Reverse on return.

Blakehurst (Woniara Rd) – Rockdale – Brighton-le-Sands

Alterations

- **1921 (Source: Govt Gazette of 8 July 1921):** Extended from Rocky Point Rd via Bay St to Grand Pde. Reverse on return.
- **1925 (Source: Govt Gazette of 13 November 1925)**
Brighton-le-Sands extension: From Rockdale via Bay St, The Grand Pde to near Bay St (Mondays to Saturdays) or at Princess St (Sundays & Public Holidays). Return via The Grand Pde, Princess St, The Avenue [now Moate Av], Bay St, King St.

Hurstville – Blakehurst – Rockdale

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Extended from Blakesley Rd/Woniara Rd via Blakesley Rd, Woniara Rd, Butler Rd, Ormonde Pde to Hurstville Station. Return via Ormonde Pde, Railway St, Woniara Rd, Blakesley 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		
Blakehurst (Woniore Rd)-Rockdale†	32	M-F	Woniore Rd	6.25amC	Brighton-le-Sds	3.50pmW	A	
				9.19amR 10.14amB	Carlton	6.46pmW		
		Sat		6.24amC	Brighton-le-Sds	4.52pmW	D	
				9.20amR 2.12pmB	Carlton	11.30pmW		
		Sun		1.10pmB	Brighton-le-Sds	4.54pmW	E	
					Carlton	8.05pmW		

† Selected trips to Brighton-le-Sands on weekends & Public Holidays.

A – Base service Blakehurst (Woniore Rd)-Carlton 60. 4 trips extended to Brighton-le-Sands. 2 trips extended to Rockdale.

B – To Brighton-le-Sands.

C – To Carlton.

D – Base service Blakehurst (Woniore Rd)-Carlton 60. 3 trips extended to Brighton-le-Sands, 3 trips extended to Rockdale.

E – Base service Blakehurst (Woniore Rd)-Carlton 60. 4 trips extended to Brighton-le-Sands.

R – To Rockdale.

W – To Blakehurst (Woniore Rd).

Route 236

WYONG RD, MOSMAN – SPIT JUNCTION – MUSGRAVE ST WHARF

- **Post 31 October 1931 feeder: MOSMAN (Queen St) – MUSGRAVE ST WHARF**

See Sydney Region route numbers.

Route 237

BRIGHTON-le-SANDS – KENSINGTON – CENTRAL RAILWAY via Gardeners Rd, Anzac Pde & Darlinghurst

MASCOT (Lauriston Park) – KENSINGTON – CENTRAL RAILWAY via Gardeners Rd, Anzac Pde & Darlinghurst

Also:

- Mascot (King St) – Mascot Aerodrome (*Sundays, 1930s-?*)
- **Post 31 October 1931 feeder: RAMSGATE – BRIGHTON-le-SANDS – KENSINGTON (Doncaster Av) (later extended from Kensington (Doncaster Av) to Raleigh Park Industrial Area in peak hours)**

(Lauriston Park was an estate in Mascot now entirely swallowed up by Sydney Airport.)

(Feeder terminus at Doncaster Av, Kensington was also known as Doncaster Junction.)

Timeline

By date of Govt Gazette 13 November 1925:

- Mascot (King St/Botany Rd) – Central Railway being operated by The Doncaster & Rosebery White Transit Co (T Stalker & W Langford, proprietors).
- Shared with other routes along Anzac Pde (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Anzac Pde (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 15 October 1926: Extended in Mascot from King St/Botany Rd to Lauriston Park.

26 September 1927: Operator’s name changed to South Sydney Bus Co.

By 1929:

- Extended/new route commenced Brighton-le-Sands – Mascot – Central Railway, probably replacing 146 run by the same operator.
- Some trips continued to run Mascot (Lauriston Park) – Central Railway

Circa 1930: An additional special Sunday service ran Mascot (King St) – Mascot Aerodrome.

31 October 1931:

- Classed as competitive with Government railway or tram services under State Transport (Co-ordination) Act, but relicensed as a feeder, Kensington (Doncaster Av) – Mascot – Brighton-le-Sands.
- Trams continued to provide service along Anzac Pde.

1933: Selected Kensington – Brighton-le-Sands trips diverted via Lauriston Park (also serving Mascot Aerodrome) at request of Mascot Council (ceased later in 1933).

5 October 1933: Extended to run Ramsgate – Brighton-le-Sands – Kensington (Doncaster Av).

15 August 1934: Extended in Kensington from Doncaster Av to Raleigh Park Industrial Area (probably at peak hours only).

8 December 1934:

- Taken over by Department of Road Transport & Tramways.
- Renumbered 3 [1925 route number].
- Extended to run City (Eddy Av, Central Railway) – Kensington – Mascot – Dolls Point.

Streets

Mascot – Kensington – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Mascot (King St at Botany Rd) via Botany Rd, Gardeners Rd, Anzac Pde (**Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Mascot (Lauriston Park) – Kensington – Central Railway

1926 (Source: Govt Gazette of 15 October 1926)

From Mascot (Lauriston Park) (Ross Smith Av at Roslyn St§) via Ross Smith Av, Roslyn St§, Lords Rd§, Melrose St§, Ross Smith Av, Old Botany Rd [now O’Riordan St], High St, Botany Rd, Gardeners Rd, Anzac Pde (**Kensington**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

§ Former street.

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		
Mascot-Central Railway	40	M-F	Mascot	6.00am	Central Rly	12.20am	40-60	
		Sat		6.00am		12.20am	40-60	
		Sun		8.00am		11.22pm	50-70	

1928 (??)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Brighton-le-Sands-Kensington-Central Railway		M-F	Brighton	6.28am	Central Rly	§	15-60	A
		Sat		6.53am		§	15-60	
		Sun		7.38am		§	15-60	
Mascot (Lauriston Park)-Kensington-Central Railway		M-F	Lauriston Park	6.54am	Central Rly	§	12 trips	
		Sat		9.19am		§	11 trips	
		Sun		9.19am		§	11 trips	
Mascot (King St)-Mascot Aerodrome		M-F						
		Sat						
		Sun	King St	1.30pm	Aerodrome	5.45pm	30	

Average day frequencies along common route:

M-F Central Railway-Mascot (King St) 10-30
 Sat Central Railway-Mascot (King St) 10-30
 Sun Central Railway-Mascot (King St) 10-30.

§ Late evening (last trip from Central Railway to ? 12.37am).

A – Plus short-working/s before first trip shown (first trip from Mascot (King St) to Central Railway 5.58am).

Route 237

SUTHERLAND – SUTHERLAND (Prince Edward Park) – MENAI – ILLAWONG – PADSTOW

SUTHERLAND – WORONORA (Prices Av)

(Prince Edward Park terminus was in the suburb of Sutherland until about the 1960s. About then, the suburb of Woronora, which had until then been located on the western side of the Woronora River, was extended to cover the Prince Edward Park area on the eastern side of the river.)

Timeline

11 February 1935: Sutherland – Sutherland (Woronora River) commenced by GH Ramsay, proprietor.

December 1948: Transferred to Mayman Bros, proprietors.

By 11 September 1950: Routes were (both daily service):

Sutherland – Woronora (Prices Av) [now Circ]

Sutherland – Sutherland (Prince Edward Park)

By 1956: Limited service of school trips commenced to run Sutherland – Menai.

By 1960s: Sutherland – Woronora (Prices Av) reduced to selected trips.

July 1966: Transferred to Woronora Bus Co (DL (Doug) & E Smith/family, proprietors)

November 1980:

- Extended to run Sutherland – Woronora (Prince Edward Park) – Menai – Illawong – Padstow, via Alfords Point Bridge (opened in 1973).
- Selected trips continued to run to/from/divert via Woronora (Prices Av).

By 1984: Operator incorporated as Menai Bus Service Pty Ltd.

July 1987: Doug Smith died and service passed to his family/estate.

16 November 1987:

- Reorganised & renumbered into Sydney Region route numbers:
 - 960 Sutherland – Padstow direct
 - 961 Sutherland – Padstow via Illawong *or* Alfords Point
 - 962 Sutherland – Menai
 - 963 Sutherland – Alfords Point.
- These routes included trips to/from/diversions via Woronora (Prince Edward Park), Woronora (Prices Av) (limited service), Lucas Heights* [now Barden Ridge], Menai (Hall Rd)*, Illawong (Bignell St) & Alfords Point* (* new suburbs or estates).

Streets

Sutherland – Sutherland (Prince Edward Park)

Circa 1946 (Source: Gregory's Street Directory)

From Sutherland [Station] via East Pde, Oxford St, The Boulevard [now part of Linden St], Linden St, Bridge St, Mersey St, Derwent St [now Prince Edward Park Rd], Thorp Rd (Sutherland (Price Edward Park)).

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland [Station] via East Pde, Oxford St, Linden St, Moira St [now Galga St], River Rd, Mersey St [now River Rd, Prince Edward Park Rd], Derwent St [now Prince Edward Park Rd], The Crescent (Sutherland (Price Edward Park)).

1970 (Source: RGH notes)

From Sutherland (East Pde at Station) via Oxford St, Linden St, River Rd, Prince Edward Park Rd (Prince Edward Park).

From Woronora (Prince Edward Park) via reverse route to Linden St, then Flora St, East Pde to Sutherland Station.

Sutherland – Woronora (Prices Av)

Circa 1948 (Source: Gregory's Street Directory)

From Sutherland [Station] via East Pde, Oxford St, Linden St, Moira St [now Galga St], River Rd, [old] Woronora Bridge, Menai Rd, Prices Av [now Cct] (Woronora).

1970 (Source: RGH notes)

From Sutherland (East Pde at Station) via Oxford St, Linden St, River Rd, [old] Woronora Bridge, Menai Rd, Prices Av [now Cct] (Woronora).

From Woronora (Prices Av) via reverse route to Linden St, then Flora St, East Pde to Sutherland Station.

Alteration

Mid-1970s: Rerouted via the full circuit of Prices Av [now Cct], when the road was fully opened.

Sutherland – Menai – Illawong – Padstow

1983 (Source: RGH notes)

From Sutherland (East Pde at Station) via Oxford St, Linden St, River Rd, [old] Woronora Bridge, Menai Rd (Menai), Old Illawarra Rd, Fowler Rd to Bignell St (Illawong), then Fowler Rd, Old Illawarra Rd, Alfords Point Rd, Davies Rd, Windsor Rd, Faraday Rd, Padstow Pde, Howard Rd to Padstow Station.

From Padstow (Howard Rd at Station) via Faraday Rd, then reverse route to Linden St, then Flora St, East Pde to Sutherland Station.

Trips to/from/via Woronora (Prince Edward Park): Either direction from River Rd via Prince Edward Park Rd to end. Reverse on return.

Trips to/from/via Woronora (Prices Circ): Either direction from Menai Rd via Prices Circ (complete loop) back to Menai Rd.

Timetable Summary

11 September 1950

Sutherland – Sutherland (Prince Edward Park) & Woronora routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Sutherland (Prince Edward Park)	13	M-F	Pr Edward Pk	5.35am	Pr Edward Pk	7.30pm	60*	A
		Sat		6.03am		7.25pm	60	B
		Sun	Sutherland	8.00am	Pr Edward Pk	8.15pm	60	
Sutherland-Woronora (Prices Av)	15	M-F	Prices Av	6.00am	Prices Av	6.12pm	8 trips	
		Sat		8.30am		12.15pm	5 trips	
		Sun	Sutherland	10.30am		5.45pm	3 trips	

* More frequent in peak hours.

A – Extra trip Friday. Plus picture bus Wednesday.

B – Plus picture bus Saturday night.

Circa 1975

Sutherland – Woronora routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Woronora (Prince Edward Park)	15	M-F	Pr Edward Pk	5.42am	Sutherland	6.35pm	40	
		Sat		7.18am		1.15pm	30	A
		Sun						
Sutherland-Woronora (Prices Av)		M-F	Sutherland	9.20am	Prices Av	12.35pm	2 trips	B
		Sat						B
		Sun						

A – Plus late afternoon trip.

B – Peak hour service & limited service on Saturdays provided by diversions of Sutherland-Woronora (Prince Edward Park) trips.

Circa 1982

Additional to Sutherland-Woronora (Prince Edward Park) shown above

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Padstow	25	M-F	Padstow	6.30am	Sutherland	6.40pm	6 trips	A
		Sat						
		Sun						

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

May 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-Menai-Padstow†	Fr Suth 30L 35P	M-F	Sutherland	5.46amP	Sutherland	5.50pmP	70*	A
		Sat	Austin St	8.00amS		12.30pmL	60	
		Sun						

* More frequent in peak hours.

† Selected trips Mondays-Saturdays ran to/from or diverted via Woronora (Prince Edward Park) & limited service diverted via Woronora (Prices Circ). Selected trips Mondays-Fridays also ran via Illawong (Bignell St). Saturday trips ran Sutherland-Illawong (Austin St).

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

L – To Illawong (Austin St).

P – To Padstow.

S – To Sutherland.

Route 238

COMO – CARAVAN HEAD – COMO (bidirectional loop)

COMO – WEST COMO (The Bonnet)

JANNALI – CARAVAN HEAD – JANNALI (bidirectional, later clockwise, loop)

JANNALI – KAREELA – NORTH SUTHERLAND (Alpita St)

JANNALI – WEST COMO (The Bonnet)

Also:

- **Green Point – Miranda Fair (shopping service, 1976-?)**
- **Jannali – Jannali (Sixth Av) (shopping service, 1969-?)**
- **Jannali – North Sutherland (Waratah St) (circa 1969-73)**

(Caravan Head is in the suburb of Oyster Bay.)

(Until 1972, Como Station was located at the southern end of Como railway bridge.)

(Kareela was originally known as Sylvan Headland Estate.)

(The Bonnet was a locality on the Woronora River side of current West Como.)

Timeline

9 August 1938: Commenced by V Brittain:

Como – Caravan Head (*not* a loop)

Como – West Como (The Bonnet)

By 1946: Transferred to JT (Mick) Jennings, proprietor.

April 1948: Transferred to Sutherland Bus Service Pty Ltd (Allan Small, proprietor), after being temporarily run by Reo Motors.

1952: Transferred to Como Bus Service (Coleman family, proprietors).

By 2 September 1956: Services partly reoriented so that the main railway Station served was Jannali rather than Como. Services at that date were:

Como – Caravan Head – Como (bidirectional loop, mainly peak hours)

Como – West Como (The Bonnet) (mainly peak hour service)

Jannali – Caravan Head – Jannali (bidirectional loop)

Jannali – West Como (The Bonnet) (mainly off-peak service)

By 2 June 1958: Services were:

Como – Caravan Head – Como (direction/s of loop not known, mainly peak hours)

Como – Caravan Head – Jannali (weekend service) (combined Como-Caravan Head & Jannali-Caravan Head) (when ceased?)

Como – West Como (mainly peak hour & Saturday service)

Jannali – Caravan Head – Jannali (bidirectional loop, weekdays)

Jannali – West Como (The Bonnet) (mainly off-peak service)

June 1962: Extra service Jannali – Sylvania Heights approved (believed never operated, although Alpita St, North Sutherland (*see below*) is located between those points).

By 15 August 1969:

- Additional routes commenced:

Jannali – Jannali (Sixth Av) (shopping service)

Jannali – North Sutherland (Alpita St) via Eighth Av

Jannali – North Sutherland (Waratah St)

Jannali – West Como (Currah Rd) (shopping service)

- Operator's name altered to Jannali-Como Bus Service, due to main routes being based on Jannali rather than Como.

By 1 October 1971: Jannali – North Sutherland (Alpita St) service extended via Kareela (new suburb).

By November 1973: Services from Como ceased at the same time as or following the relocation of Como Station in November 1972. Other routes rationalised as:

Jannali – Caravan Head – Jannali (bidirectional loop)

Jannali – Kareela (to Solo St) – North Sutherland (Alpita St)

Jannali – West Como (infrequent route).

By 29 March 1976: Thursday-only shopping service Green Point – Caravan Head – Miranda Fair commenced (when ceased?).

16 May 1977: Transferred to Kareela Bus Lines (Max Holman, proprietor).

October 1979: Operator's name altered to South Western Coach Lines, to bring all routes run by Holman in the Sydney metropolitan area under a common branding.

By 23 February 1981: All trips on Jannali – Caravan Head – Jannali (loop) ran clockwise.

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

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

28 January 1992: Transferred to Deanes Coaches (South) Pty Ltd, trading as Southtrans (RR (Ron) Deane, proprietor).

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

966 Jannali – West Como

967 Jannali – Caravan Head – Jannali (clockwise loop)

968 Jannali – Kareela – Miranda.

Streets

COMO-BASED ROUTES

Como – Caravan Head

Circa 1948 (Source: Gregory's Street Directory)

From Como [old Station site] via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Como Rd, Rickard Rd, Connell Rd, Georges River Cr, Cook Rd (Caravan Head).

Como – Caravan Head – Como

1970 (Source: RGH notes)

Clockwise loop

From Como (north end Cremona Rd at old Station site) via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Green Point Rd (**Green Point**), Caravan Head Rd, Cook Rd, Georges River Cr (**Caravan Head**), Connell Rd, Rickard Rd, Como Rd (**Oyster Bay**), Oyster Bay Rd, then reverse route to Como Station (old site).

Anti-clockwise loop

From Como (north end Cremona Rd at old Station site) via Cremona Rd, Novara Cr, Ortona Pde, Tivoli Esp, Oyster Bay Rd, Como Rd (**Oyster Bay**), Rickard Rd, Connell Rd, Georges River Cr (**Caravan Head**), Cook Rd, Caravan Head Rd, Green Point Rd (**Green Point**), Oyster Bay Rd, then reverse route to Como Station (old site).

Como – West Como (The Bonnet)

Circa 1948 (Source: Gregory's Street Directory)

From Como [old Station site] via Cremona Rd, Novara Cr, Ortona Pde, Railway Pde (incl former level crossing), Warraba St, Wolger St, Woronora Cr (Como West (The Bonnet)).

1970 (Source: RGH notes)

From Como (north end Cremona Rd at old Station site) via Cremona Rd, Novara Cr, Railway Rd (incl former level crossing), Warraba St, Wolger St, Woronora Cr, Keele St (Como West (The Bonnet)). Reverse on return.

JANNALI-BASED ROUTES

Jannali – Caravan Head – Jannali

1970 (Source: RGH notes)

Clockwise loop

From Jannali (Railway Cr at Station) via Box Rd, Georges River Rd, Oyster Bay Rd, Green Point Rd (**Green Point**), Caravan Head Rd, Cook Rd, Georges River Cr (**Caravan Head**), Connell Rd, Rickard Rd, Como Rd (**Oyster Bay**), Oyster Bay Rd, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali Station.

Anti-clockwise loop

From Jannali (Railway Cr at Station) via Box Rd, Georges River Rd, Oyster Bay Rd, Como Rd (**Oyster Bay**), Rickard Rd, Connell Rd, Georges River Cr (**Caravan Head**), Cook Rd, Caravan Head Rd, Green Point Rd (**Green Point**), Oyster Bay Rd, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali Station.

Circa 1991 (Source: timetable)

Kareela diversion (selected weekday trips): From Georges River Rd/Carvers Rd via Carvers Rd, Bates Dr, Box Rd, Freya St, Solo St (**Kareela**), Anitra Av, Solveig Cr, Freya St, Box Rd, Bandain Av, Garnett Rd, Alpita St (**North Sutherland**), Bates Dr, Carvers Rd to Georges River Rd.

Kareela diversion (*Saturdays*): From Georges River Rd/Carvers Rd via Carvers Rd, Bates Dr to turnaround (location?), then reverse.

Jannali – Jannali (Sixth Av)

From 16 August 1969 (Source: timetable)

Full route not shown, but ran via Jannali Cr & Wattle Rd.

Jannali – Kareela (to Solo St) – North Sutherland (Alpita St)

1983 (Source: RGH notes)

From Jannali (Railway Cr at Station) via Box Rd, Georges River Rd, Bates Dr, Box Rd, Freya St, Solo St (**Kareela**), Anitra Av, Solveig Cr, Freya St, Box Rd, Bandain Av, Garnett Rd, Alpita St (**North Sutherland**), Bates Dr, Georges River Rd, Box Rd, Roberts St, White St, Railway Cr to Jannali Station.

Jannali – North Sutherland (Alpita St)

From 15 August 1969 (Source: timetable)

From Jannali (Railway Cr at Station) via Box Rd, Eighth Av, The Circle, Georges River Rd, Bates Dr to Alpita St (North Sutherland).

Jannali – North Sutherland (Waratah St)

From 16 August 1969 (Source: timetable)

From Jannali (Railway Cr at Station) via Railway Cr, Toronto Pde, Waratah St (**North Sutherland**), Auburn St, The Boulevard, Toronto Pde, Railway Cr to Jannali Station.

Jannali – West Como (The Bonnet)

1970 (Source: RGH notes)

From Jannali (Jannali Cr at Station) via Mary St, Victoria St, Mitchell Av, Soldiers Rd, Wolger St, Woronora Cr, Keele St (Como West (The Bonnet)).

From Como West (The Bonnet) (Keele St) via reverse route to Mitchell Av, then Jannali Cr to Jannali Station.

Jannali – West Como (The Bonnet & Currah Rd)

1970 (Source: RGH notes/timetable)

From Jannali (Railway Cr at Station) via Railway Cr, Novara Cr, Railway Rd (incl former level crossing), Warraba St, Wolger St, Burunda St, Girraween Av, Woronora Cr, Currah Rd (**Como West**), Bulumin St, Mulyan St, Burunda St, Wolger St, Warraba St, Railway Rd (incl former level crossing), Novara Cr, Railway Cr, Box Rd, Roberts St, White St, Railway Cr to Jannali Station.

1983 (Source: RGH notes)

From Jannali (Jannali Cr at Station) via Mary St, Victoria St, Mitchell Av, Soldiers Rd, Wolger St, Woronora Cr, Keele St to Burunda St (**The Bonnet**), then Keele St, Woronora Cr, Currah Rd (**Como West**), Bulumin St, Mulyan St, Burunda St, Wolger St, Soldiers Rd, Mitchell Av, Jannali Cr to Jannali Station.

Timetable Summary

2 February 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Como-Caravan Head	15	M-F	Caravan Head	5.55am	Como	7.05pm	16 trips	A
		Sat		6.00am	Caravan Head	7.11pm	14 trips	A
		Sun	Como	8.50am	Como	8.50pm	60	B
Como-West Como (The Bonnet)	9	M-F	Como	8.25am	Como	6.20pm	C	
		Sat		11.20am	The Bonnet	11.30am	1 trip	
		Sun		10.21am		7.30pm	2 trips	

A – Plus picture bus to Jannali Monday-Friday nights.

B – Gap in service in afternoon.

C – 7 trips from Como, 5 trips from The Bonnet.

2 June 1958

WEST COMO TRIPS

Mondays-Sundays

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Como-West Como	9	M-F	Como	6.15am	Como	6.32pm	6 trips	
		Sat		8.01am		5.10pm	A	
		Sun		10.30am		5.36pm	2 trips	
Jannali-West Como	10	M-F	West Como	9.13am	West Como	6.41pm	B	
		Sat		8.09am			C	
		Sun						

A – 3 trips from Como, 2 trips from West Como.

B – 4 trips from Jannali, 5 trips from West Como.

C – 1 trip from West Como only.

CARAVAN HEAD TRIPS

Mondays-Fridays

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Como-Caravan Head (loop?)	Approx 26 round trip	M-F	Caravan Head	5.38am	Como	6.45pm	Ph	
		Sat	<i>See separate grid below</i>					
		Sun						
Jannali-Caravan Head bi-directional loop	19 round trip	M-F	Caravan Head	5.58am(?)	Jannali	9.33pm	A	
		Sat	<i>See separate grid below</i>					
		Sun						

A – Peak hours, various short-workings. Day, complete loop alternately clockwise & anti-clockwise. Night, anti-clockwise loop.

Ph – Peak hours only.

CARAVAN HEAD TRIPS

Saturdays & Sundays

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Como-Caravan Head-Jannali†	Fr Como 11H 26J	M-F	<i>See separate grid above</i>					
		Sat	Caravan Head	6.15amC	Como	10.00pmJ	A	
	12JH	Sun	Jannali	8.22amC	Jannali	12.03pmH	B	
			Como	9.00amJ	Como	6.03pmJ		
Jannali-Caravan Head (additional clockwise loop trips)	27 round trip	M-F	<i>See separate grid above</i>					
		Sat	Caravan Head	7.30am	Caravan Head	1.31pm	30	
		Sun						

† Combined Como-Caravan Head & Jannali-Caravan Head.

A – Early morning, Como-Caravan Head. Morning, Como-Caravan Head-Jannali 60. Afternoon, Como-Caravan Head 30-60, Como-Jannali 2 trips. Late evening, Jannali-Caravan Head, plus 1 trip extended to start from Como. Gaps in service afternoon & evening.

B – Jannali-Caravan Head 60-90, Jannali-Como 4 trips. Gap in service in afternoon. Plus short-working/s before first trip shown.

C – To Como.

H – To Caravan Head.

J – To Jannali.

15 August 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes		
			From	Time	From	Time				
Como-Caravan Head	24 round trip	M-F	Caravan Head	5.30am	Como	5.50pm	Ph			
		Sat								
		Sun								
Como-West Como (The Bonnet)	10	M-F	Como West	7.37am	Como	6.30pm	8 trips			
		Sat								
		Sun								
Jannali-Caravan Head	27 round trip	M-F	Caravan Head	5.45am	Jannali	9.28pm	30*			
		Sat		6.10am		6.28pm			30	A
		Sun	Jannali	8.28am	Caravan Head	6.40pm			30	A
Jannali-Jannali (Sixth Av)	4	M-F	Sixth Av	9.09am	Sixth Av	10.34am	3 trips			
		Sat								
		Sun								
Jannali-North Sutherland (Alpita St)	10	M-F	Alpita St	6.57am	Jannali	6.05pm	10 trips	B		
		Sat								
		Sun								
Jannali-North Sutherland (Waratah St)	10 round trip	M-F	Waratah St	6.41am	Waratah St	5.35pm	10 trips			
		Sat								
		Sun								
Jannali-West Como (The Bonnet or Currah Rd)	10	M-F	West Como	8.45am	Jannali	5.28pm	C			
		Sat	Jannali	8.57am	West Como	5.15pm			D	
		Sun		10.00am		5.15pm			2 trips†	

* More frequent in peak hours.

† To West Como (The Bonnet).

A – Gap in service in afternoon.

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

C – 7 trips to The Bonnet, 4 trips to Currah Rd.

D – 3 trips to The Bonnet, 2 trips to Currah Rd. Gap in service in afternoon.

Ph – Peak hours only.

November 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head (bidirectional loop)	Approx 25 round trip	M-F	Jannali	5.50am	Jannali	9.30pm	30*	A
		Sat		7.00am		6.30pm	B	
		Sun		9.00am		6.00pm	30	C
Jannali-West Como	13 round trip	M-F	Jannali	7.28am	Jannali	6.15pm	13 trips	
		Sat		8.55am	West Como	11.43am	4 trips	
		Sun						
Jannali-Kareela	Approx 25 round trip	M-F	Jannali	6.40am	Jannali	5.55am	7 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Ran clockwise around loop, except selected trips in morning peak hour & alternate trips during the day (anti-clockwise).

B – Morning, 20-30, ran clockwise around loop, except selected trips in morning (anti-clockwise). Afternoon 30, all trips ran clockwise. Gap in service in afternoon.

C – All trips ran clockwise.

29 March 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Green Point-Caravan Head-Miranda Fair		M-F	Green Point	10.20am	Miranda Fair	2.15pm	Th	
		Sat						
		Sun						

Th – Thursday only.

23 February 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head†	25 round trip	M-F	Caravan Head	5.40amJ	Kareela	6.22pmJ	A	
			Jannali	6.35amK	Caravan Head	7.15pmJ		
		Sat		7.00amC		1.28pmJ	30	
		Sun						
Jannali-West Como	10	M-F	West Como	8.36am	Jannali	5.26pm	7 trips	
		Sat	Jannali	9.12am	West Como	11.08am	2 trips	
		Sun						

* More frequent in peak hours.

† Selected trips extended to Kareela.

A – Jannali-Caravan Head 45*, Jannali-Kareela 12 trips.

C – To Caravan Head.

J – To Jannali.

K – To Kareela.

Circa 1991 (while Southtrans was operator)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Jannali-Caravan Head (clockwise loop)†	Approx 25 round trip‡	M-F	Jannali	5.50am	Jannali	7.00pm	A	
		Sat		7.00am		1.15pm	30-45	
		9..4						
Jannali-Kareela direct	10	M-F	Jannali	6.35am	Kareela	4.00pm	B	
		Sat					C	
		Sun						
Jannali-West Como	10	M-F	West Como	8.36am	Jannali	5.26pm	7 trips	
		Sat	Jannali	9.12am	West Como	11.08am	2 trips	
		Sun						

* More frequent in peak hours.

† Selected trips diverted via Kareela.

‡ 40 including Kareela diversion.

A – Base service 45*. Selected off-peak & afternoon peak hour trips diverted via Kareela.

B – Morning peak hour service, plus 1 afternoon peak hour trip. Service at other times provided by diversions of Caravan Head trips.

C – Service provided by diversions of Caravan Head trips.

Route 239

GRANVILLE (Blaxcell St) – AUBURN – BERALA

Also:

- **Auburn – Auburn (Sheffield St) (infrequent service, circa 1955-61)**

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: Granville (Blaxcell St) – Auburn (Station) – Auburn (Water St) commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 13 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 239 [1925 route number] in the general renumbering of routes.

By 20 June 1949: Extended from Auburn (Water St) to Berala (Mt Auburn Rd). Operated as two separate routes:

Auburn – Berala (Mt Auburn Rd)

Auburn – Granville (Blaxcell St).

October 1951: Transferred to NW Barber.

July 1952: Transferred back to GR (George Robert) Sinclair, trading as Eastwood Bus Service. At various times also traded as Sinclair's Passenger Service, Fleet Services and (at least in respect of 239) Auburn District Bus Service.

By February 1953: Extended in Berala from Mt Auburn Rd to Station.

By 9 December 1955: Extra route, Auburn – Auburn (Sheffield St) (infrequent service on weekdays), commenced.

July 1959: Transferred to Carl N Tattam.

June 1960: Transferred to Stone Bros Transport Pty Ltd (Arthur & Jim Stone, proprietors)

September 1960: Auburn – Berala section split off & renumbered 116, leaving 239 as:

Auburn – Auburn (Sheffield St)

Auburn – Granville (Blaxcell St).

Prior to March 1961: Auburn – Auburn (Sheffield St) replaced by rerouting of off-peak Auburn – Granville (Blaxcell St) trips via Sheffield St & Chisholm Rd during off-peaks.

5 April 1969: Saturday trips also rerouted via Sheffield St.

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

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

31 July 1985: Renumbered 916 [Sydney Region Route Number].

Streets

Granville (Blaxcell St) – Auburn – Auburn (Water St)

1924 (Source: Govt Gazette of 19 December 1924)

From Granville (Blaxcell St) (Blaxcell St at Hudson St) via Blaxcell St, Hudson St, Clyde St, Mona St, Cumberland Rd, Cardigan St, Smith St, Normanby Rd, Queen St, Park Rd, South Pde (**Auburn Station**), Auburn Rd, Water St to Graham St (Auburn). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Granville (Blaxcell St) via Blaxcell St, Redfern St, The Trongate, Hudson St, Clyde St, Mona St, Cumberland Rd, Normanby Rd, Queen St, Park Rd, South Pde (**Auburn (Station)**), Auburn Rd, Norval St, Cockthorpe Rd, Water St, Graham St, Mt Auburn Rd (Auburn).

Auburn – Granville (Blaxcell St)

1968 (Source: RGH notes)

From Auburn (South Pde at Station) via South Pde, Alice St, Normanby Rd, Cumberland Rd, Sheffield St, Chisholm Rd, Mona St, Clyde St, Hudson St, The Trongate, Redfern St, Blaxcell St to Lisgar St (Granville).

From Granville (Blaxcell St) (at Lisgar St) via Hudson St, then reverse route to Normanby Rd, then Queen St, Auburn Rd, South Pde to Auburn 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		
Auburn (Water St)- Auburn-Granville (Blaxcell St)	17	M-F	Blaxcell St	9.15am	Water St	4.45pm	60	A
		Sat		9.15am		11.45am	60	B
		Sun						

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

B – Plus short-working/s before first trip & after last trip shown. Plus 2 late afternoon trips Auburn- Granville (Blaxcell St).

19 November 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berala (Graham St)- Auburn-Granville (Blaxcell St)	Fr Auburn 10B 13G	M-F	Graham St	9.48amB	Blaxcell St	4.21pmG 7.04pmA	C	
		Sat		9.18amB		12.51pmG 7.21pmA	D	
		Sun						

A – To Auburn.

B – To Granville (Blaxcell St).

C – Day, Berala (Graham St)-Granville (Blaxcell St). Afternoon peak hour, Auburn-Granville (Blaxcell St). Extra trips Friday night. Plus short-working/s before first trip shown.

D – Morning, Berala (Graham St)-Granville (Blaxcell St) 30. Afternoon, Auburn-Granville (Blaxcell St) 60. Plus picture bus Saturday night. Plus short-working/s before first trip shown.

G – To Berala (Graham St).

28 July 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	10	M-F	Auburn	6.00am	Auburn	11.00pm	30*	
		Sat		7.00am	Blaxcell St	11.10pm	30	
		Sun		9.00am		10.29pm	60	
Auburn-Berala (Mt Auburn Rd)	13	M-F	Auburn	6.21pm	Mt Auburn Rd	9.55pm	30	A
		Sat		7.30am	Auburn	11.00pm	30	
		Sun		9.30am	Mt Auburn Rd	9.55pm	60	

* More frequent in peak hours.

A – Plus picture bus Wednesday night.

9 December 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	10	M-F	Auburn	5.55am	Auburn	10.21pm	30*	A
		Sat		7.06am	Blaxcell St	10.21pm	AM 20 PM 60	A
		Sun		1.11pm		8.20pm	60	B
Auburn-Berala Station	13	M-F	Auburn	6.16am	Auburn	10.31pm	30*	C
		Sat		7.25am	Berala Stn	7.00pm	AM 20 PM 60	A
		Sun		12.41pm		7.55pm	60	B
Auburn-Auburn (Sheffield St)	5	M-F	Sheffield St	6.10am	Sheffield St	5.46pm	D	
		Sat						
		Sun						

* More frequent in peak hours.

A – Plus picture bus.

B – Plus picture bus on Holidays.

C – Plus picture bus on Wednesdays.

D – 7 trips from Auburn, 8 trips from Auburn (Sheffield St).

18 May 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	10	M-F	Blaxcell St	5.42am	Auburn	7.25pm	30*	
		Sat		7.23am		4.20pm	AM 20 PM 60	
		Sun						

* More frequent in peak hours.

26 October 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Granville (Blaxcell St)	12	M-F	Auburn	6.11am	Blaxcell St	5.52pm	45*	
		Sat		8.20am		12.18pm	45	
		Sun						

* More frequent in peak hours.

Route 241

PARRAMATTA – EASTERN CREEK (– PENRITH?)

Timeline

By date of Govt Gazette 15 October 1926:

- Commenced by SW (Sol) Williams, proprietor.
- The Doran Report of 1925 says Williams operated Parramatta – Penrith.

By date of Govt Gazette 22 June 1928: Ceased.

Streets

1926 (Source: Govt Gazette of 15 October 1926)

From Parramatta (Church St at Macquarie St) via Church St, Western Rd [now Great Western Hwy] (**Prospect**) to Eastern Creek public school. Reverse on return.

Route 241

HURSTVILLE – CRONULLA

Timeline

2 August 1931:

- Commenced by Bardsleys DeLuxe Blue Bus Service (FJ (Frank) Bardsley, proprietor), coincident with cessation of Sutherland – Cronulla steam tram service.
- Competed indirectly with Hurstville – Sutherland train service.

31 October 1931: Route deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931 and paid tax until 3 April 1933, when the tax was lifted.

16 December 1939: Ceased when Sutherland-Cronulla electric railway opened.

Route 244

BONDI JUNCTION – WAVERLEY (Gibson St)

Timeline

1 December 1949:

- 203 [1925 route number] temporarily taken over by Department of Road Transport & Tramways from LH (Lew) Wilson & renumbered.
- 203 had ceased due to operator's reluctance to replace ageing fleet when route was at risk of Government takeover.

26 February 1950: Transferred to JH (Joe) Bowden, proprietor.

21 February 1952: Re-transferred to Department of Government Transport (successor to Department of Road Transport & Tramways) & renumbered 313 [Sydney Region Route Number].

Streets

Same as or similar to Department of Government Transport 313 [Sydney Region route number].

Route 244

BANKSTOWN – CHULLORA – PUNCHBOWL – ROSELANDS – HURSTVILLE

Also:

- **Punchbowl – Chullora Railway Workshops (INDUSTRIAL, 1967-74)**
(Areas of Chullora served by this route are now in Greenacre.)

Timeline

6 November 1967:

- 4 & 28 amalgamated as 244, thus eliminating duplication of routes between Punchbowl & Roselands.
- Part of route shared with 33.
- Operated by Narwee Bus Co Pty Ltd (WH Griffin, CV Griffin & FS (Fred) Pobje, proprietors).
- Included Punchbowl – Chullora Railway Workshops (Elcar) trips.

By 16 March 1975 (possibly 26 April 1974, when 063 commenced): Punchbowl – Chullora Railway Workshops (Elcar) replaced by 063 and/or 065.

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

13 January 1992: Rerouted between Punchbowl and Roselands to incorporate part of 26 [1925 route number], which ceased.

18 August 1997: As part of general reorganization & renumbering of Punchbowl Bus Co's routes:

- Altered to include part of 29 [1925 route number] at Peakhurst.
- Renumbered 941 [Sydney Region route number].

Streets

Mondays to Saturdays

1968 (Source: RGH notes)

From Bankstown (North Tce at Station) via Chapel Rd, The Mall, Stacey St, Wattle St (**Mt Lewis**), Noble Av, Cardigan Rd, Waterloo Rd, Norfolk Rd (**Chullora**), Maiden St, Juno Pde, Waterloo Rd (**Greenacre**), Wattle St, Highclere Av, Punchbowl Rd, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr to **Roselands shops**, then Roselands Dr, Martin St, Karne St, Graham Rd, Penshurst Rd, Hannans Rd (**Narwee**), Broadarrow Rd, Mountview Av, Edgbaston Rd, Mercury St, Stoney Creek Rd, Penshurst St, Bridge St, Connelly St, Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, then reverse route to Canterbury Rd, then Dudley St, The Boulevarde, then reverse route to Stacey St, then North Tce to Bankstown Station.

Alterations

- **1985 (Source: timetable/RGH notes):** Approached Bankstown from Wattle St via North Tce, Bankstown Square shops. From Bankstown via Fetherstone St, The Mall, Jacobs St, Bankstown Square shops, The Mall, Appian Way, North Tce, Wattle St.
- **1985 (Source: timetable/RGH notes):** Ex Bankstown from Juno Pde via Waterloo Rd, Wattle St, Acacia Av, Punchbowl Rd. Reverse on return.
- **1985 (Source: timetable/RGH notes) (trips via Roselands):** Ex Bankstown from Canterbury Rd via King Georges Rd, Roselands Dr to Roselands, then Roselands Dr, Martin St. Ex Hurstville from Martin St via Roselands Dr, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd.
- **1987 (Source: timetable):** Ex Bankstown from Canterbury Rd via Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr to Roselands shops. Unaltered on return.
- **1992 (Source: timetable):** From Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Queens Rd, Forest Rd. Approached Hurstville from Connelly St via Forest Rd to Hurstville Station.
- **1992 (Source: timetable):** Via Grove Av instead of Graham Rd.
- **1992 (Source: timetable):** Ex Hurstville from Canterbury Rd via Ferguson Av, Hillcrest St, The Broadway. Reverse on return.

Sundays & Public Holidays

1968 (Source: timetable)

From Bankstown (North Tce at Station) via Chapel Rd, The Mall, Jacobs St, Rickard Rd, Stacey St, Greenacre Rd, Hillcrest Av, Boronia Rd, Wattle St, Noble Av, Cardigan Rd, Waterloo Rd, Norfolk Rd (**Chullora**), Maiden St, Juno Pde, Waterloo Rd (**Greenacre**), Old Kent Rd, Noble Av, Carrisbrook Av, Kelly St, Punchbowl Rd, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Karne St, Graham Rd, Penshurst Rd, Hannans Rd (**Narwee**), Broadarrow Rd, Mountview Av, Edgbaston Rd, Mercury St, Stoney Creek Rd, Penshurst St, Forest Rd, Alfred St, Treacy St to Hurstville.

From Hurstville (Treacy St) via Forest Rd, then reverse route to Canterbury Rd, then Dudley St, The Boulevarde, then reverse route to The Mall, then The Appian Way, North Tce to Bankstown Station.

Alterations

- **1985 (Source: timetable/RGH notes):** Approached Bankstown from Rickard Rd via Bankstown Square shops, The Mall, Appian Way, North Tce to Bankstown Station. From Bankstown via Fetherstone St, The Mall, Jacobs St, Bankstown Square shops, Jacobs St.
- **1985 (Source: timetable/RGH notes):** Ex Bankstown from Kelly St via Breust Pl, Highclere Av, Waratah St, Acacia Av, Punchbowl Rd. Reverse on return.
- **1992 (Source: timetable):** Approached Hurstville, from Connelly St via Forest Rd to Hurstville Station. Return from Hurstville (Forest Rd at Station) via Forest Rd, Park Rd, Queens Rd, Forest Rd.
- **1992 (Source: timetable):** Via Grove Av instead of Graham Rd.
- **1992 (Source: timetable):** Ex Hurstville from Canterbury Rd via Ferguson Av, Hillcrest St, The Broadway. Reverse on return.
- **1992 (Source: timetable):** Approached Bankstown from Stacey St via North Tce to Bankstown Station.

- **1995** (Source: timetable): Ex Bankstown from Canterbury Rd via King Georges Rd, Roselands Dr to Roselands shops, then Roselands Dr, Martin St. Ex Hurstville, from Martin St via Roselands Dr, Roselands shops, Roseland Av, King Georges Rd, Canterbury Rd.

Timetable Summary

6 November 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Hurstville	59	M-F	Hurstville	6.20amB	Hurstville	7.25pmB	A	
					Bankstown	11.24pmP		
		Sat	Bankstown	7.34amH		7.28pmH	AM 30 PM 60	C
		Sun	Hurstville	10.15amB		5.30pmH	60	C

* More frequent in peak hours.

A – Day, Bankstown-Hurstville 30*. Night, Bankstown-Punchbowl. Plus short-working/s before first trip & after last trip shown.

B – To Bankstown.

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

H – To Hurstville.

P – To Punchbowl.

16 March 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Punchbowl-Hurstville	55	M-F	Hurstville	6.15am	Bankstown	6.29pm	30*	A
		Sat		7.46am		6.08pm	AM 30 PM 80	A
		Sun	Bankstown	9.03am	Hurstville	4.46pm	3 trips	B

* More frequent in peak hours.

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

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