



SYDNEY BUS ROUTES

1925 route numbers

Routes 26 – 50

Histories of bus services in the metropolitan area of Sydney, New South Wales, Australia:

- Routes (Government & private) with route numbers first listed in the Government Gazette of 13 November 1925,
- “Camden country” routes,
- Government industrial routes with two-digit route numbers

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.

All routes (except selected ongoing “Camden country” routes, as annotated ‡ in the Summary of Routes below) in this section have ceased. Ongoing “Camden country” routes are annotated as such.

Summary of routes 26 - 50

26	Bankstown-Milperra
26	Bankstown-Lakemba
27	Bankstown-Strathfield, etc
27	City-Mascot
28	Bay View Park-Central
28	Hurstville-Punchbowl
28	Killara-East Killara, etc
29	Bellevue Hill-Central
29	Bondi Junction-Clovelly
29	Hurstville-Peakhurst
30	Bondi Junction-Central
30	Bexley-Brighton
30	Brighton-Central
30	Berowra-Berowra Creek
30	Brooklyn-Mooney Mooney, etc
31	Bondi Junction-Central
31	Hornsby-Berowra Waters
31	Camden-Cobbitty(‡)
32	Bondi Junction-Coogee
32	Kogarah-Dolls Point, etc
32	Camden-Warragamba(‡)
33	Brighton-Central
33	Bankstown-Hurstville
34	Strathfield-Hurstville, etc

35	Burwood-Central
35	Punchbowl-Enfield, etc
35	Belmore-Lakemba
36	Burwood-Belmore
36	City-Homebush
36	Punchbowl-Mortdale, etc
37	Burwood-Campsie
37	City-Homebush
37	Punchbowl-Bankstown
38	Burwood-Earlwood
38	City-Homebush
38	Bankstown-Revesby Heights
38	Camden-Mt Hunter(‡)
39	Burraneer Point-Cronulla
39	Campsie-Hurstville, etc
39	Central-Leichhardt
39	Camden-Mowbray Park(‡)
40	Cabramatta-Bonnyrigg, etc
40	Bondi Jun-Bunnerong P/House
40	Camden-Oakdale-Nattai, etc(‡)
41	Liverpool-Green Valley, etc
41	Sydenham-Mascot
41	Camden-The Oaks(‡)
42	Campsie-Central

42	Liverpool-Hammondville, etc
42	Camden-Rockbarton(‡)
43	Campsie-Central
43	Canterbury-Belmore
43	Caringbah-Miranda
43	Lakemba-Chullora
43	Chatswood-West Ryde, etc
44	Campsie-Rockdale
44	Engadine-North Engadine, etc
45	Cabramatta-Edensor Park
46	Campsie-North Belmore
47	Cabarita Park-Central
47	Chatswood-Northbridge
47	Lakemba-Greenacre, etc
47	Camden-Menangle(‡)
48	Canterbury-Central
48	Engadine-Sanitorium
49	Carlton-Rockdale
49	Camden-Razorback(‡)
50	Caringbah-Lilli Pilli, etc

‡ Camden country route. These routes are not strictly “1925” route numbers, but are listed here for convenience.

Route 26

BANKSTOWN – MILPERRA (Bullecourt Av/Fleurbaix Av) via Milperra Rd & Ashford 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 1924-5 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Replaced a horse bus route (operated by Thomas Harland) prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 22 [1924 route number].

By 1925: Ran daily daytime.

As at 15 June 1925 (Doran Report): Being operated by TRB (Thomas Robert Bede, known as Bede) Brennan, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 26 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Bankstown (South Tce at railway bridge) via South Tce, Chapel St [now Rd], Canterbury Rd, Milperra Rd, Ashford Av, Bullecourt Av to Fleurbaix Av [now Henry Lawson Dr] (Milperra). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Milperra (Bullecourt Av)	25	M-F	Milperra	6.00am	Bankstown	6.30pm	5 trips	
		Sat		6.00am		6.30pm	5 trips	A
		Sun	Bankstown	10.05am	Milperra	6.30pm	2 trips	

A – Plus picture bus Saturday night.

Route 26

BANKSTOWN – PUNCHBOWL – LAKEMBA

Timeline

November 1929: Bankstown – Punchbowl – Lakemba commenced by RJ (Roy) Doughty, proprietor.

13 February 1939: Rerouted (?) via Wiley Park Station.

1 July 1950: Transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager). From about this time ran in conjunction with 176.

October 1965: Rerouted via Roselands shopping centre, following its opening.

12 September 1972: Transferred to Blue & White Bus Service (Neville J Muscat, proprietor).

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

By 1973:

- Most off-peak trips (also most peak hour trips by 9 December 1978) diverted via Moxon Rd to cover that part of 176.
- Most Saturday trips further diverted via Marshall St, also covering part of 176.

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

4 July 1983:

- Truncated to run Bankstown – Punchbowl.
- All trips rerouted via Moxon Rd.
- Shared part of route with 176.
- Punchbowl – Roselands section replaced by extension of 92 and Roselands – Lakemba section replaced by rerouting of 35 (35 and 92 operated by Cumberland Coaches) [1925 route numbers]. Route then Bankstown – Punchbowl.

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

16 December 1985:

- Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).
- Re-extended to run Bankstown – Punchbowl – Roselands, replacing part of 92 which was amalgamated with 39 & 229 as 39, which did not serve Punchbowl.

February 1986: Transferred to Challenge Coachlines Pty Ltd, trading as Challenge Travel (Bob Stephens, proprietor).

29 January 1990: Transferred to Revesby Bus & Coach Service (Colin Crossley, proprietor).

10 January 1992: Ceased. Parts of route replaced by rerouting of Punchbowl Bus Co's 36, 188 & 244 [1925 route numbers].

Streets

Bankstown – Punchbowl – Lakemba

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown via South Tce, Chapel Rd, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd (**Punchbowl**), Canterbury Rd, Rossmore Av, The Boulevarde, Dudley St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), Wileys Av [now King Georges Rd], Canterbury Rd, Sproule St, The Boulevarde (Lakemba).

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown via Restwell St, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd (**Punchbowl**), Canterbury Rd, Rossmore Av, The Boulevarde, Dudley St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), Wileys Av [now King Georges Rd], Canterbury Rd, Sproule St, The Boulevarde (Lakemba).

Bankstown – Punchbowl – Roselands – Lakemba

1969 (Source: RGH notes/Leon Batman)

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Macauley Av, Stacey St, Aster Av, James St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Rossmore Av, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Renown Av, The Boulevarde (**Wiley Park**), King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Canarys Rd, Canterbury Rd, Sproule St, The Boulevarde, Croydon St, Oneata St, Haldon St, The Boulevarde to Lakemba Station.

From Lakemba (The Boulevarde at Station) via The Boulevarde, Sproule St Canterbury Rd, Canarys Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, then reverse route to Restwell St, then Raymond St, West Tce, South Tce to Bankstown Station.

Alterations

Circa 1976 (Source: Leon Batman)

- Ex Bankstown from Canterbury Rd via Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd. Reverse on return.
- Ex Bankstown from Rossmore Av via The Boulevarde, The Broadway, Hillcrest St. Return from Hillcrest St via Arthur St, The Boulevarde, Rossmore Av.
- *Trips terminating at Punchbowl:* From Rossmore Av via Hillcrest St, Arthur St to The Boulevarde. Returning via The Boulevarde, Rossmore Av.

Bankstown – Punchbowl

1983 (Source: timetable)

From Bankstown (bus terminal, South Tce) via West Tce, Raymond St, Cross St, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd, Rossmore Av, Hillcrest St, Arthur St to The Boulevarde (Punchbowl).

From Punchbowl (Arthur St at The Boulevarde) via The Boulevarde, Rossmore Av, then reverse route to Raymond St, then Restwell St to Bankstown Station.

Bankstown – Punchbowl – Roselands

From 16 December 1985 (Source: RGH notes/Leon Batman)

From Bankstown (bus terminal, South Tce) via West Tce, Raymond St, Cross St, Stacey St, Lancaster Av, Warwick St, Punchbowl Rd, Canterbury Rd, Moxon Rd, Joyce St, Kylie Pde, Cullens Rd, Canterbury Rd, Rossmore Av, The Boulevarde (**Punchbowl**), Dudley St (or The Broadway?), Hillcrest St, Ferguson Av (or Denman St?), Canterbury Rd, King Georges Rd, Roselands Dr to Roselands shops

From Roselands (shops) via Roseland Av, King Georges Rd, Canterbury Rd, Ferguson Av (or Denman St?), Hillcrest St, Arthur St, The Boulevarde (**Punchbowl**), Rossmore Av, then reverse route to Raymond St, then Restwell St to Bankstown Station.

Timetable Summary

1930s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Lakemba	29	M-F	Lakemba	7.36am	Bankstown	8.07pm	60	A
		Sat		7.36am		7.07pm	30-60	B
		Sun						

A – Extra trips Friday night.

B – Plus picture bus Saturday night.

Circa 1965/66

Bankstown – Punchbowl (south side) routes

26, 176

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl-Roselands-Lakemba via James St	Fr Banks 18P 35L	M-F	Punchbowl	6.02amB	Lakemba	5.06pmB	A	
			Bankstown	8.50amL	Bankstown	6.58pmP		
		Sat		7.23amP	Lakemba	11.56pmB	C	
				8.32amL	Bankstown	8.08pmP		
Sun	Punchbowl	7.57amB	Punchbowl	6.48pmB	D			
176: Bankstown-Punchbowl via Marshall St	16	M-F	Punchbowl	5.57am	Bankstown	11.08pm	40*	E
		Sat	Bankstown	6.45am		11.10pm	AM 20 PM 80	F
		Sun	Punchbowl	7.05am	Punchbowl	7.06pm	80	E

Saturday afternoon & Sunday trips on 26 *from* Punchbowl diverted via Moxon Rd (part of 176).

* More frequent in peak hours.

A – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Lakemba 40*. Plus short-working/s before first trip shown.

B – To Bankstown.

C – Morning, Bankstown-Lakemba 40. Afternoon, Bankstown-Punchbowl 80.

D – Morning 3 trips. Afternoon 80. Plus short-working/s before first trip shown.

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

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

L – To Lakemba.

P – To Punchbowl.

6 November 1976

Bankstown – Punchbowl (south side) routes

26, 176

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl-Roselands-Lakemba via James St	Fr Banks 18P 35L	M-F	Punchbowl	6.13amB	Lakemba	5.07pmB	A	
			Bankstown	8.05amL	Bankstown	6.50pmP		
		Sat		7.25amR	Roselands	12.05pmB	C	
		Sun						
176: Bankstown-Punchbowl via Marshall St	18	M-F	Punchbowl	5.55am	Punchbowl	7.11pm	Ph	D
		Sat						D
		Sun						

A – Peak hours, mainly Bankstown-Punchbowl (selected trips diverted via Marshall St & Moxon Rd parts of 176).

Day, Bankstown-Lakemba 40 (diverted via Moxon Rd part of 176). Plus short-working/s before first trip shown.

B – To Bankstown.

C – Mostly Bankstown-Roselands 20-40 (most trips diverted via Marshall St & Moxon Rd parts of 176). Plus short-working/s before first trip & after last trip shown.

D – Trips to parts of route at other times provided by diversions of 26 (see 26 above).

L – To Lakemba.

P – To Punchbowl.

Ph – Peak hours only.

R – To Roselands.

June 1983

Bankstown – Punchbowl (south side) routes

26, 176

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl via Lancaster Av	17	M-F	Punchbowl	7.32am	Bankstown	6.13pm	60*	A
		Sat		7.40am	Punchbowl	12.28pm	60	B
		Sun						
176: Bankstown-Punchbowl via Marshall St	Fr Banks 5C 20P	M-F	Punchbowl	5.49am	Punchbowl	7.05pm	D	
		Sat	Bankstown	7.20am	Bankstown	12.47pm	E	
		Sun						

* More frequent in peak hours.

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

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

C – To Clements Av.

D – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Clements Av 60.

E – Selected trips, Bankstown-Punchbowl. Morning, Bankstown-Clements Av 60.

P – To Punchbowl.

Circa 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
26: Bankstown-Punchbowl-Roselands	Fr Banks 18P 26R	M-F	Punchbowl	7.05amB	Bankstown	5.35pmP	A	
		Sat	Roselands	8.30amB	Roselands	12.00nnB	60	C
		Sun						

* More frequent in peak hours.

A – Peak hours, Bankstown-Punchbowl. Day, Bankstown-Roselands 60*. 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.

P – To Punchbowl.

R – To Roselands.

Route 27

BURWOOD – BANKSTOWN via Liverpool Rd

STRATHFIELD – GREENACRE – BANKSTOWN via various routes

STRATHFIELD – GREENACRE Post Office

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

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Burwood – Bankstown commenced prior to the allocation of route numbers.
- Competed with Ashfield – Mortlake/Cabarita tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 24 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 27 [1925 route number] in the general renumbering of routes.

1930: Transferred to ARB (Archibald Robert Brownlow, known as Archie senior) McVicar, proprietor.

31 October 1931:

- Curtailed to run Enfield – Bankstown, as Enfield – Burwood was competitive with Government tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service over that part of route.

April 1932:

Extended to run Strathfield – Enfield – Bankstown via Liverpool Rd [now Hume Hwy].

By 26 June 1950:

- At least half of trips rerouted via Rawson Rd & Noble Av, Greenacre.
- Selected trips ran as industrial trips to/from or via Electric Car Workshops (Elcar). Later also Signal Workshops.

By 21 July 1952: Almost all trips rerouted through parts of Greenacre and Chullora (now all Greenacre), mostly via two separate routes, which varied between 1952 and 1979. Routes were:

By 21 July 1952:

Via Highview Rd

Via Noble Av & Rawson Rd

By 26 June 1965:

Via Lawford St & Highview Av

Via Noble Av & Rawson Rd

By 7 November 1977:

Via Roberts Rd & Hillcrest Av

Via Noble Av & Rawson Rd

By 1 January 1979:

Via Roberts Rd & Hillcrest Av (slight alterations)

Via Noble Av & Rawson Rd (slight alterations)

July 1959: Operator incorporated as McVicars Bus Services Pty Ltd (AA (Archie junior) McVicar).

8 October 1962: Extra route, Strathfield – Greenacre, commenced.

February 1978: Transferred to Bankstown Strathfield Bus Service Pty Ltd (Treuer family).

18 September 1988: Renumbered into Sydney Region route numbers:

484 Strathfield – Greenacre Shops/Post Office

485 Strathfield – Bankstown via Roberts Rd & Hillcrest Av

486 Strathfield – Bankstown via Noble Av & Rawson Rd.

Streets

BURWOOD – BANKSTOWN

1924 (Source: Govt Gazette of 19 December 1924)

From Burwood (Railway Pde at Station) via Railway Pde, Burwood Rd, Liverpool Rd [now Hume Hwy] (**Enfield**), Meredith St, Marion St, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via reverse route to Burwood Rd, then Belmore Rd, Shaftesbury Rd, Railway Pde to Burwood Station.

STRATHFIELD – BANKSTOWN

Strathfield – Bankstown direct via Liverpool Rd [now Hume Hwy]

Circa 1946 (Source: Gregory's Street Directory)

From Bankstown via North Tce, Chapel Rd, Liverpool Rd [now Hume Hwy] (**Enfield**), The Boulevarde, Strathfield Sq (Strathfield).

Strathfield – Greenacre – Bankstown via various routes

21 July 1952 (Source: timetable)

Via Highview Av

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Highview Av (**Greenacre**), Banksia Rd, Stacey St, Hume Hwy, Chapel Rd, North Tce to Bankstown Station. Reverse on return.

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Noble Av, Rawson Rd (**Greenacre**), Hume Hwy, Chapel Rd, North Tce to Bankstown Station. Reverse on return.

26 June 1965 (Source: timetable)

Via Lawford St & Highview Av

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Roberts Rd, Lawford St, Hume Hwy, Highview Av (**Greenacre**), Banksia Rd, Stacey St, Hume Hwy, Chapel Rd, North Tce to Bankstown Station. Reverse on return.

Bankstown (Jacobs St) diversion: Ex Strathfield from Stacey St via Frederick St, Jacobs St, Rickard Rd, Chapel Rd. Reverse on return.

Alteration

17 April 1967 (Source: timetable): Ex Strathfield from The Boulevarde via Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Hume Hwy, Hillcrest Av (**Greenacre**), Chiswick Rd, Highview Av. Reverse on return.

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av, Rawson Rd (**Greenacre**), Hume Hwy, Chapel Rd, North Tce to Bankstown Station. Reverse on return.

7 November 1977 (Source: timetable)

Via Roberts Rd & Hillcrest Av

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Murray St, Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, Lady Cutler Av (Bankstown Sq shops), North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Chapel Rd, then reverse route to Waterloo Rd, then Norfolk Rd, Roberts Rd, Lawford St, Murray St, Jean St, Roberts Rd, Hume Hwy, The Boulevarde to Strathfield Station.

Via Noble Av & Rawson Rd

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Lawford St, Murray St, Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, The Mall, Lady Cutler Av (Bankstown Square shops), North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Chapel Rd, then reverse route to Waterloo Rd, then Hume Hwy, The Boulevarde to Strathfield Station.

1 January 1979 (Source: timetable)

Via Roberts Rd & Hillcrest Av

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Norfolk Rd, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Cardigan Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, (?), Bankstown Square shops, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, (?), Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield Station.

Via Noble Av & Rawson Rd

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Waterloo Rd, Shellcote Rd, Noble Av (**Greenacre**), Rawson Rd, Hillcrest Av, Chiswick Rd, Highview Av, Boronia Rd, Hume Hwy, Chapel Rd, (?), Bankstown Square shops, The Mall, The Appian Way, North Tce to Bankstown Station.

From Bankstown (North Tce at Station) via Fetherstone St, The Mall, (?), Chapel Rd, then reverse route to Raw Sq, then Albert Rd to Strathfield Station.

STRATHFIELD – GREENACRE

1968 (Source: RGH Notes)

From Strathfield (Strathfield Sq at Station) via The Boulevarde (**Enfield**), Hume Hwy, Margaret St, Jean St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office). Reverse on return.

Alteration

7 November 1977 (Source: timetable): Ex Strathfield from Hume Hwy via Murray St, Lawford St, Roberts Rd. Ex Greenacre from Juno Pde via Roberts Rd, Lawford St, Murray St, Jean St, Roberts Rd.

1 January 1979 (Source: timetable)

From Strathfield (Albert Rd at Station) via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde (**Enfield**), Hume Hwy, Roberts Rd, Jean St, Murray St, Lawford St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Juno Pde/Waterloo Rd at Post Office) via reverse route to Raw Sq, then Albert Rd to Strathfield 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		
Burwood-Bankstown via Liverpool Rd	39	M-F	Bankstown	7.05am	Burwood	10.30pm	30-90	A
		Sat		7.05am		10.30pm	30-90	
		Sun		10.15am		9.40pm	40-90	

A – Extra trips Friday night.

Possibly 1930s (when rerouted to Strathfield)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via Hume Hwy	Fr Strath 15C 40B	M-F	Chullora	8.00amS	Bankstown	5.50pmS	A	
			Strathfield	9.20amB	Strathfield	6.40pmE		
		Sat	Chullora	8.00amS	Bankstown	4.05pmS	C	
			Strathfield	9.20amB	Strathfield	4.55pmC		
		Sun						

"11 Mile" is thought to have been at approx. Hume Hwy/Tennyson Rd, Chullora (a point 11 miles from Sydney according to Gregory's Street Directory).

A – Strathfield-Chullora 4 trips (last trip extended to 11 Mile), Strathfield-Bankstown 2 trips. Extra trip Friday night, Strathfield-11 Mile.

B – To Bankstown.

C – Strathfield-Chullora 4 trips, Strathfield-Bankstown 2 trips.

E – To 11 Mile.

C – To Chullora.

S – To Strathfield.

26 June 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via Hume Hwy (&?)	28	M-F	Bankstown	6.00am	Strathfield	11.46pm	15/30*	A
		Sat	Strathfield	6.14am		11.00pm	60	A
		Sun	Bankstown	6.55am		11.00pm	60	
Strathfield-Bankstown via Rawson Rd & Noble Av	28	M-F	Strathfield	5.56am	Strathfield	12.16am	45	
		Sat		7.31am		12.16am	15/15/30	
		Sun	Bankstown	8.14am	Bankstown	11.14pm	15/15/30	

Average day frequency along common route:

M-F Strathfield-Bankstown 15

Sat Strathfield-Bankstown 15

Sun Strathfield-Bankstown 15

* More frequent in peak hours.

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

21 July 1952

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via Highview Av	28	M-F	Bankstown	5.55am	Strathfield	11.47pm	60*	A
		Sat	Strathfield	6.??am		11.30pm	30	B
		Sun		6.14am	Bankstown	11.30pm	60	C
Strathfield-Bankstown via Rawson Rd & Noble Av	28	M-F	Strathfield	5.54am	Strathfield	12.02am	30*	
		Sat		6.??am		12.02am	30	B
		Sun	Bankstown	6.52am		11.30pm	15/15/30	C

Average day frequency along common route:

M-F Strathfield-Bankstown 15-30

Sat Strathfield-Bankstown 15

Sun Strathfield-Bankstown 15

* More frequent in peak hours.

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

B – Extra trips ran Bankstown-Chullora (Rawson Rd) during the morning. Plus short-working/s before first trip & after last trip shown.

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

26 June 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via Lawford St & Highview Av	30	M-F	Strathfield	6.43am	Strathfield	11.58pm	60*	
		Sat	Bankstown	6.21am		11.43pm	60	
		Sun		7.09am		11.02pm	60	
Strathfield-Bankstown via Rawson Rd & Noble Av	30	M-F	Bankstown	5.30am	Strathfield	11.44pm	30	
		Sat		5.45am		12.19am	30	
		Sun	Strathfield	6.24am		11.43pm	60	A
Strathfield-Greenacre	21	M-F	Greenacre	6.35am	Strathfield	5.53pm	60*	
		Sat						
		Sun						

Average day frequency along common route:

M-F Strathfield-Bankstown 20

Sat Strathfield-Bankstown 20

Sun Strathfield-Bankstown 30

* More frequent in peak hours.

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

1 January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Strathfield-Bankstown via Roberts Rd & Hillcrest Av	34	M-F	Strathfield	5.24am	Bankstown	10.40pm	40*	
		Sat	Bankstown	6.18am	Strathfield	10.09pm	40	
		Sun	Strathfield	7.50am	Bankstown	9.45pm	60	
Strathfield-Bankstown via Rawson Rd & Noble Av	34	M-F	Strathfield	5.38am	Strathfield	11.10pm	40*	
		Sat	Bankstown	5.45am		11.09pm	40	
		Sun		7.20am		10.15pm	60	
Strathfield-Greenacre	24	M-F	Greenacre	5.02am	Strathfield	6.05pm	60*	
		Sat		6.45am		2.00pm	60	
		Sun						

Average day frequency along common route:

M-F Strathfield-Bankstown 20

Sat Strathfield-Bankstown 20

Sun Strathfield-Bankstown 30

* More frequent in peak hours.

Route 27

CITY (Town Hall) – MASCOT (Australian Paper Manufacturers) (INDUSTRIAL) ■

Timeline

9 May 1960: Commenced by Department of Government Transport for office workers' transport.

(?): Ceased.

Route 28

CONCORD (Bay View Park) – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Mortlake Bus Co.
- Also operated for a period by Metropolitan Omnibus & Transport Co (FH (later Sir Frederick) Stewart, proprietor).
- Competed with Ashfield – Burwood – Mortlake/Cabarita & Parramatta Rd tram services.

By date of Govt Gazette 22 February 1929:

- Ceased.
- Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Concord (Bay View Park) (Burwood Rd at park entrance) via Burwood Rd (**Concord**), Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Bay View Park (Concord).

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		
Concord (Bay View Park)-Central Railway	46	M-F	Bay View Park	6.18am	Central Rly	10.44pm	90-120	
		Sat		6.18am		10.44pm	90-120	
		Sun		10.26am		10.44pm	90-120	

Route 28

HURSTVILLE – NARWEE – PUNCHBOWL

(Dumbleton was renamed Beverly Hills in 1940.)

Timeline

Unknown, prior to 1930s: Hurstville – Dumbleton [now Beverly Hills] – Punchbowl commenced by Arthur Marrin, proprietor (by 1940s trading as Red & White Bus Service).

1940: Suspended because of World War II.

Service suspended until 1944.

2 January 1944:

- Recommenced, but with 83 (Narwee – Hurstville) absorbed into it.
- Part of route shared with 33 when it commenced.

November 1945: Transferred to CA (Cec) Leach & HC (Cliff) Mallam, proprietors.

Circa 1946: Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd (as above) & Karne St (as below). Saturday afternoon trips all via Karne St.

May 1946: Transferred to De Luxe Bus Service (PM (Pat) Geoghegan, proprietor).

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

30 June 1952: Transferred to Narwee Bus Co Pty Ltd (WH Griffin, CV Griffin & FS Pobje, proprietors).

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

By 25 May 1959: Service via King Georges Rd reduced to 2 trips per weekday. All other trips via Karne St.

October 1965: Rerouted through Roselands shopping centre, following its opening.

6 November 1967: 4 & 28 amalgamated as 244, Bankstown – Chullora – Punchbowl – Roselands – Narwee – Hurstville [1925 route numbers].

Streets

Hurstville – Punchbowl via Canarys [now King Georges] Rd or Karne St

Circa 1946 (Source: timetable)

Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd (*see below*) & Karne St (*see below*). Saturday afternoon trips all via Karne St.

Hurstville – Punchbowl via Canarys [now King Georges] Rd

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Penshurst St (**Penshurst**), Stoney Creek Rd, Mercury St, Edgbaston Rd, Queensbury St [now Mountview Av], Broad Arrow Rd (**Narwee**), Penshurst St, Canary[s] Rd, Wileys Av [last two now King Georges Rd], Canterbury Rd, Rossmore Av, Hillcrest St, Arthur St (Punchbowl).

Hurstville – Punchbowl via Karne St

1959

From Hurstville (Forest Rd at Station) via Forest Rd, Penshurst St (**Penshurst**), Stoney Creek Rd, Mercury St, Edgbaston Rd, Mountview Av, Broad Arrow Rd (**Narwee**), Hannans Rd, Penshurst Rd, Graham Rd, Karne St, Martin St, Violet St, Payten Av, Draper Av, Canterbury Rd, Dudley St, The Boulevard to Punchbowl Station.

From Punchbowl (The Boulevard at Station) via Rossmore Av, Canterbury Rd, then reverse route to Hurstville.

Alteration

Circa 1965 (after opening of Roselands shops): From Martin St/Violet St via Martin St, Roselands Dr to **Roselands shops**, then Roselands Dr, Martin St to Violet St.

Timetable Summary

Probably 30 April 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Punchbowl	26	M-F	Punchbowl	6.25am	Hurstville	8.07pm	30	A
		Sat		7.10am		8.07pm	AM 30 PM 60	A
		Sun						

A – Timetable suggests alternate trips on weekdays & Saturday mornings ran via Canarys [now King Georges] Rd & Karne St. Saturday afternoon trips, all via Karne St. Plus short-working/s before first trip shown.

25 May 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Punchbowl	24	M-F	Hurstville	6.42am	Punchbowl	10.12pm	30	A
		Sat		7.46am		8.06pm	AM 30 PM 60	A
		Sun		8.56am		9.45pm	60	A

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

Route 28

KILLARA – EAST KILLARA

LINDFIELD – EAST KILLARA

Timeline

3 March 1969: As a result of East Killara Bus Service (Basil Lombe, ex-proprietor) being delicensed by the Department of Motor Transport, 133 Lindfield – Killara – East Killara – Gordon – East Gordon was split between Keith Chalmers (trading as Chalmers Coaches or Chalmers Coach Service) and St Ives Bus Services. Part of route transferred to Chalmers renumbered 28 & rearranged as:

Lindfield – East Killara (off-peak)

Killara – East Killara (peak hours).

July 1969: Operator incorporated as Chalmers Coaches.

1975: Chalmers Coaches also traded as East Killara Lindfield Bus Services Pty Ltd.

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

Late 1988: East Killara-Lindfield Bus Service transferred to Stan Graham, proprietor.

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

- Operator's (trading?) name changed to East West Bus Lines.
- 28 & 183 reorganised and renumbered into Sydney Region route numbers:
 - 556 Lindfield – Killara – East Killara
 - 557 Roseville – East Lindfield – Lindfield
 - 558 Chatswood – Roseville – East Lindfield – Lindfield – East Killara – Gordon (off-peak through trips on 556 & 557).

Streets

Killara – East Killara

1969 (Source: RGH notes/timetable)

Morning

From Killara (Locksley St at Werona Av) via Werona Av, Arnold St, Rosebery Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Karranga Av, Locksley St to Killara Station.

Afternoon

From Killara (Locksley St at Werona Av) via Werona Av, Stanhope Rd, Springdale Rd, Yirgella Av, Churchill Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Rosebery Rd, Arnold St, Locksley St to Killara Station.

1981 (Source: timetable)

Morning

From Killara (Werona Av at Locksley St) via Werona Av, Powell St, Wattle St, Koola Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Stanhope Rd, Werona Av to Killara Station.

Afternoon

From Killara (Werona Av at Locksley St) via Werona Av, Stanhope Rd, Springdale Rd, Yirgella Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Wattle St, Powell St, Werona Av to Killara Station.

Lindfield – East Killara

1969 (Source: RGH notes/timetable)

From Lindfield (Lindfield Av at Station) via Lindfield Av, Woodside Av, Nelson Rd, Stanhope Rd, Rosebery Rd, Koola Av, Saiala Rd (**East Killara**), Redfield Rd, Barrie Rd, Cunliffe Rd, Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Stanhope Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield Station.

1981 (Source: timetable)

From Lindfield (Lindfield Av at Station) via Lindfield Av, Woodside Av, Nelson Rd, Stanhope Rd, Rosebery Rd, Koola Av, Churchill Rd, Wentworth Av, Redfield Rd (**East Killara**), Koola Av, Churchill Rd, Yirgella Av, Springdale Rd, Rosebery Rd, Nelson Rd, Woodside Av, Lindfield Av to Lindfield Station.

Timetable Summary

3 March 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Killara-East Killara	18 round trip	M-F	East Killara	7.06am	Killara	6.25pm	Ph	
		Sat						
		Sun						
Lindfield-East Killara	21 round trip	M-F	East Killara	9.30am	Lindfield	2.00pm	3 trips	
		Sat						
		Sun						

Ph – Peak hours only.

Route 29

BELLEVUE HILL – CENTRAL RAILWAY via Bellevue Rd

- **Post 31 October 1931 feeder: DOUBLE BAY – BELLEVUE HILL – BONDI JUNCTION**

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 25 [1924 route number].

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

By Govt Gazette 13 November 1925: Rerouted in Bellevue Hill to run ex Bellevue Hill from Bellevue Rd via Arthur St, Suttie St, Carlotta St (reverse on return), which appears to have replaced Unnumbered (pre-1925) [Bell-Doub-Cent] Bellevue Hill – Double Bay – Central Railway.

As at date of Govt Gazette 13 November 1925: Renumbered 29 [1925 route number] in the general renumbering of routes.

31 October 1931:

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

Service suspended until relicensed as a feeder.

1932: Relicensed as a feeder, Double Bay – Bellevue Hill – Bondi Junction, operated by Blue Transit Co (Bardsley & Warburton families).

17 June 1933: Ceased due to competition from Department of Road Transport & Tramways 30 (Central Railway – Bondi Junction via West Bellevue Hill), which commenced on 8 March 1933.

Streets

Bellevue Hill – Central Railway

1924 (Source: Govt Gazette of 19 December 1924)

From Bellevue Hill (Bellevue Rd at Victoria Rd) via Bellevue Rd, Bulkara Rd, Kulgoa Rd, Yamba Rd, Bellevue Rd, (**Double Bay**), New South Head Rd (**Rushcutters Bay**), Bayswater Rd (**Kings Cross**), Victoria St, Oxford St, Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

1925 (Source: Govt Gazette of 13 November 1925)

From Bellevue Hill (Bellevue Rd at Victoria Rd) via Bellevue Rd, Arthur St, Suttie St, Carlotta St, Kiaora St (**Double Bay**), New South Head Rd (**Rushcutters Bay**), Bayswater Rd (**Kings Cross**), Victoria St, Oxford St, 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 Bellevue Hill.

1926 (Source: Govt Gazette of 15 October 1926)

From Bellevue Hill (Bellevue Rd at Victoria Rd) via Bellevue Rd to Arthur St, then Bellevue Rd, Bulkara Rd, Kulgoa Rd, Yamba Rd, Bellevue Rd, Arthur St, Suttie St, Carlotta St, Kiora St (**Double Bay**), New South Head Rd, Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St, Liverpool St, Elizabeth St, Eddy Av (Central Railway). Reverse on return.

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Ex Bellevue Hill from Bellevue Rd via Arthur 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		
Bellevue Hill-Central Railway	30	M-F	Bellevue Hill	6.55am	Central Rly	11.26pm	30-60	
		Sat		6.55am		11.26pm	30-60	
		Sun		8.18am		10.03pm	90	

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bellevue Hill-Central Railway	37	M-F	Central Rly	7.27am	Central Rly	11.27pm	20	
		Sat		7.27am		11.27pm	20	
		Sun	Bellevue Hill	8.52am		11.27pm	AM 20-40 PM 20	

Route 29

BONDI JUNCTION – CLOVELLY

Timeline

4 January 1938: Daily service commenced by Department of Road Transport & Tamways, replacing equivalent part of 159 [1925 route number].

12 May 1940: Renumbered 329 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs routes into the 300-399 series.

Streets

From 4 January 1938

From Bondi Junction (Newland St?) via Oxford St, Cowper St [now Bronte Rd], Carrington Rd (**Waverley**), Pine St, Albion St, Fern St, Varna St, Arden St, Burnie St, Clovelly Rd to Clovelly Beach.

From Clovelly (Clovelly Rd at beach) via reverse route to Cowper St [now Bronte Rd], then Spring St, Newland St (Bondi Junction).

Timetable Summary

4 January 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Clovelly	12	M-F	Bondi Junction	7.15am	Clovelly	8.00pm	30	A
		Sat		7.15am		8.00pm	30	
		Sun		9.15am		7.30pm	30	

A – Extra trips Friday night.

Route 29

HURSTVILLE – HERNE BAY – PEAKHURST

Also:

- **Hurstville – Punchbowl (Russell St) (1953-57)**
(Herne Bay was gazetted as Riverwood in 1958.)
(Russell St, Punchbowl terminus is in current Riverwood.)

Timeline

29 April 1946: Hurstville – Herne Bay commenced by De Luxe Bus Service (PM (Pat) Geoghegan, proprietor).

November 1946: Extended in Herne Bay from Station to Pan Rd [now Salt Pan Rd].

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

April 1953: Extra route, Hurstville – Punchbowl (Russell St) commenced.

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

1957: Hurstville – Punchbowl (Russell St) ceased.

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

12 September 1964: Extended to run Hurstville – Herne Bay – Peakhurst (Johnstone St/Evans St).

Between circa 1970 & 1986: Peakhurst terminus progressively curtailed (*see Alterations to Streets below*).

18 August 1997:

- Ceased as part of general rearrangement & renumbering of Punchbowl Bus Co's routes.
- Replaced by new 940, which covered most of route between Hurstville & Riverwood, but also by 941 & 944 which replaced some other streets [all Sydney Region route numbers].

Streets

Hurstville – Herne Bay (Pan Rd)

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Apsley St, Bridge St, Penshurst St (**Penshurst**), Austral St, Ocean St, Forest Rd, Queensbury Rd, Argyle St, Stoney Creek Rd, Penshurst St, Edgbaston Rd, Mercury St, Broad Arrow Rd (**Narwee**), Queensbury St, Gardinia St, Baumans Rd, Meadowland Rd, Romilly St, Thurlow St (**Herne Bay**), Belmore Rd, Clarendon Rd [to Pan Rd?] (Herne Bay).

Hurstville – Riverwood – Peakhurst

1968 (Source: RGH notes/timetable)

From Hurstville (Treacy St) via Forest Rd, Connelly St, Bridge St, Penshurst St (**Penshurst**), Austral St, Ocean St, Forest Rd, Queensbury Rd, Argyle St, Stoney Creek Rd, Penshurst St, Bryant St, Broad Arrow Rd (**Narwee**), Mountview Av, Gardinia St, Baumans Rd, Meadowland Rd, Bonds Rd, Romilly St, Thurlow St (**Riverwood**), Belmore Rd, Shenstone Rd, Salt Pan Rd, Clarendon Rd, Johnstone St to Evans St (Peakhurst).

From Peakhurst (Johnstone St/Evans St) via Evans St, Ogilvy St, Henry Lawson Dr, Johnstone St, then reverse route to Connelly St, then Forest Rd, Alfred St, Treacy St (Hurstville).

Alterations

- *By circa 1970 (Source: timetable):* Peakhurst terminus curtailed to Johnstone St/Clarendon Rd.
- *By circa 1970 (Source: timetable):* Ex Hurstville from Argyle St via Nicholson St, Penshurst St. Reverse on return.
- *By January 1983 (Source: timetable):* Peakhurst terminus curtailed to Ogilvy St/Henry Lawson Dr, due to changed traffic conditions in Henry Lawson Dr.
- *By February 1986 (Source: timetable):* Peakhurst terminus further curtailed to Clarendon Rd/Johnstone St.

Timetable Summary

12 September 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Peakhurst	30	M-F	Peakhurst	6.16am	Hurstville	6.23pm	30	
		Sat		7.12am		4.45pm	AM 30 PM 60	
		Sun						

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Peakhurst	30	M-F	Peakhurst	6.14am	Hurstville	6.21pm	30	
		Sat		8.02am		12.06pm	70	
		Sun						

Route 30

BEXLEY – KOGARAH – BRIGHTON-le-SANDS

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

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

As at date of Govt Gazette of 19 December 1924: Numbered 28 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 30 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Renumbered 32 [1925 route number].

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Bexley (Kingsland Rd at Forest Rd) via Kingsland Rd, Forest Rd, Queen Victoria St, Kitchener St, Paine St, Station St, Railway Pde (**Kogarah**), Regent St, Gladstone St, President Av, Grand Pde to Duke St (Brighton-le-Sands). Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

Alteration

Approached Brighton-le-Sands on Sundays & Public Holidays from The Grand Pde via Bay St, Trafalgar St, Duke St, Grand Pde to Duke St. Return via Grand Pde, President Av.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bexley- Brighton-le-Sands	18	M-F	Brighton	6.50am	Bexley	8.55pm	60	
		Sat		6.50am		8.55pm	60	
		Sun		9.25am		9.55pm	60	

Route 30

BRIGHTON-le-SANDS – NEWTOWN – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 15 October 1926:

- Commenced.
- Competed with Rockdale – Brighton-le-Sands, Circular Quay – Cooks River & other King St, Newtown tram services.

By date of Govt Gazette 22 June 1928:

- Ceased.
- Trams continued to provide service.

Streets

1926 (Source: Govt Gazette of 15 October 1926)

From Brighton-le-Sands (Grand Pde at Bay St) (*Sundays & Public Holidays*, Grand Pde at Princess St) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St (**Rockdale**), 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, then reverse route to Bay St, then Grand Pde (Brighton-le-Sands).

Route 30

BEROWRA – BEROWRA CREEK

(Berowra Creek terminus is now known as Berowra Waters.)

Timeline

By date of Govt Gazette 22 June 1928: Being operated by WC (Charlie) Lailey, proprietor.

1932: Ceased.

Service later revived as 31.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Berowra (Railway Station approach) via Peats Ferry Rd [now Pacific Hwy], Parks St§, Crown St§, Berowra Creek Rd [now Berowra Waters Rd] to Refreshment Room (Berowra Creek). Reverse on return.

§ Assumed now part of Berowra Waters Rd,

Route 30

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

Timeline

8 March 1933: Commenced by Department of Road Transport & Tramways, replacing 29 Double Bay – Bondi Junction, when it ceased on 17 June 1933.

12 May 1940: Renumbered 330 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs routes into the 300-399 series.

Streets

From 8 March 1933

From City (Eddy Av, Central Railway) via Elizabeth St, Liverpool St, Oxford St (**Darlinghurst**), Darlinghurst Rd, Bayswater Rd (**Kings Cross**), New South Head Rd (**Edgecliff, Double Bay**), Kiaora Rd, Carlotta Rd, Arthur St, Bellevue Rd (**West Bellevue Hill**), Victoria Rd, Old South Head Rd, Oxford St, Cowper St, Spring St, Newland St (Bondi Junction).

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

Timetable Summary

8 March 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Eddy Av, Cent Rly)-West Bellevue Hill-Bondi Junction	30	M-F	Eddy Av	6.50am	Bondi Junction	11.53pm	15	
		Sat		6.50am		11.53pm	15	
		Sun		8.17am		11.32pm	20	

Later (?)

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)-West Bellevue Hill-Bondi Junction	30	M-F	Eddy Av	7.03am	Bondi Junction	11.40pm	15*	A
		Sat		7.03am		11.40pm	15	A
		Sun		7.52am		11.09pm	AM 20 PM 15	A
		Hols		7.12am	Eddy Av	11.50pm	AM 20 PM 15	B

* More frequent in peak hours.

A – Plus short-working/s before first trip & after 1st trip shown.

B – Plus short-working/s after 1st trip shown.

Route 30

STRATHFIELD – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

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

Timeline

Unnumbered period 1942-3

6 May 1942: Commenced by Department of Road Transport & Tramways as an unnumbered route, possibly replacing part of industrial trips on 880 over the same route.

3 May 1943: Numbered 30 [1925 route number].

14 July 1944: Renumbered 430 [Sydney Region route number].

Route 30

BROOKLYN (Hawkesbury River Station) – MOONEY MOONEY

- **Extended from Mooney Mooney to Cheero Point (*selected trips, from circa 1989*)**

Also:

- **Mooney Mooney – Brooklyn (Hawkesbury River Station) – Hornsby (*shoppers service, from circa 1989*)**

Timeline

Unnumbered period 1939-44

1939: Brooklyn (Hawkesbury River Station) – Mooney Mooney being operated by BA Callen, probably run as an unnumbered “country” route.

1944:

- Became a “metropolitan” route.
- Numbered 30 [1925 route number].

Early 1950s: Transferred to WD Scott, proprietor.

June 1955: Transferred to AJ Schubert, proprietor.

December 1957: Transferred to JEL (Jim) Talbot, proprietor, then or later trading as Talbot’s Transport Service.

25 September 1978: Talbot’s Transport Service transferred to Jim Knox (becoming part of the Hornsby Bus Group).

By 1 November 1989:

- Selected trips extended from Mooney Mooney to Cheero Point
- Friday shopper service, Mooney Mooney – Brooklyn (Hawkesbury River Station) – Hornsby, commenced (days of service extended to all weekdays by 12 January 1992; later also Saturdays).

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

1 October 1992: Shorelink became a member of the John A Gilbert Group.

6 February 1995: Renumbered 592 [Sydney Region route number].

Streets

Brooklyn (Hawkesbury River Station) – Mooney Mooney

1973 (Source: RGH notes)

From Brooklyn (Dangar Rd at Hawkesbury River Station) via Dangar Rd, Brooklyn Rd, Pacific Hwy, Point Rd to Mara Cr (Mooney Mooney). Reverse on return.

Peat Island diversion (*occasional trips*): From Pacific Hwy/Peat Island access road via Peat Island access road to end. Reverse on return.

Brooklyn (Hawkesbury River Station) – Mooney Mooney (*selected trips extended to Cheero Point*)

Alteration

1990 (Source: RGH notes/timetable)

Cheero Point extension (*occasional trips*): From Mooney Mooney (Pacific Hwy/Point Rd) via Pacific Hwy, Cheero Point Rd to Milloo Pde [now Cararma Pkwy]. Reverse on return.

Timetable Summary

1940s/early 1950s (BA Callen, proprietor)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney	20	M-F	M/Mooney	6.40am	Hawesbury Riv	7.15pm	A	
		Sat		6.40am		8.10pm	9 trips	B
		Sun	Brooklyn	7.00am		7.35pm	C	

A – Day & peak hours, 6 trips. Fridays, 3 extra trips (last trip 8.10pm from Brooklyn (Hawkesbury River Station)).

B – Plus picture bus.

C – 8 trips from Mooney Mooney, 10 trips from Brooklyn (Hawkesbury River Station).

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney	10	M-F	M/Mooney	5.15am	Hawesbury Riv	6.15pm	8 trips	
		Sat		5.20am		6.15pm	7 trips	
		Sun		4.55am		6.20pm	5 trips	

2 February 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney	10	M-F	M/Mooney	5.15am	Hawesbury Riv	6.15pm	9 trips	
		Sat						
		Sun						

12 January 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brooklyn (Hawkesbury River Stn)-Mooney Mooney†	Fr Hawkes Riv Stn 10M 20C	M-F	M/Mooney	5.50amB	Hornsby	1.15pmM	A	
			Hawesbury Riv	6.45amC	Cheero Point	4.40pmB		
				9.15amH	Hawesbury Riv	6.10pmM		
		Sat						
		Sun						

† Selected trips extended from Mooney Mooney to Cheero Point. Plus shoppers trip Brooklyn (Hawkesbury River Station)/Mooney Mooney-Hornsby.

A – Peak hours only, Brooklyn (Hawkesbury River Station)-Mooney Mooney. 2 trips extended to Cheero Point. 1 trip extended from Brooklyn (Hawkesbury River Station)/Mooney Mooney to Hornsby.

B – To Brooklyn (Hawkesbury River Station).

C – To Cheero Point.

H – To Hornsby.

M – To Mooney Mooney.

Route 31

BONDI JUNCTION – CENTRAL RAILWAY via Oxford St

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

Timeline

Unnumbered period 1921-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921:

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

As at date of Govt Gazette of 19 December 1924: Numbered 30 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 31 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928:

- Ceased.
- Trams continued to provide service along Oxford St.

Streets

1921 (*Source: Govt Gazette of 8 July 1921*)

From Bondi Junction (Spring St at Cowper St) via Spring St, Cowper St [now Bronte Rd], Oxford St (Darlinghurst), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

From Central Railway (Eddy Av) via Pitt St, Hay St, Elizabeth St, Liverpool St, Oxford St, Newland St, Spring St to Bondi Junction.

Alteration

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

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Central Railway	21	M-F	Bondi Junction	5.44am	Central Rly	12.05am	10-15	
		Sat		5.44am		12.05am	10-15	
		Sun		1.20pm		12.33am	10-20	

Route 31

HORNSBY – BEROWRA – BEROWRA CREEK

(Berowra Creek terminus is now known as Berowra Waters.)

Timeline

General note: Berowra – Berowra Creek previously operated as 30.

1 April 1935:

- Berowra – Berowra Creek commenced by Berowra Coach Services Pty Ltd (RH (Roy) Corrigan, proprietor).
- ER (Ted) Jackson also provided a car service over the route, at least around 1935.
- Corrigan was sole proprietor by 1941.

By 1 August 1955:

- Extended to run Hornsby – Berowra – Berowra Heights.
- Base service ran Berowra – Berowra Heights. Selected trips at school times, off-peak & weekends extended from Berowra Heights to Berowra Waters. Selected trips on Mondays to Saturdays also extended from Berowra to Hornsby.

By 1973:

- Curtailed to run:
 - Berowra – Berowra Heights
 - Hornsby – Berowra Heights
- Berowra Heights – Berowra Waters not replaced, as it was essentially a tourist service.

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

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

- 594 Hornsby – Berowra Heights
- 597 Berowra – Berowra Heights.

Streets

Hornsby – Berowra – Berowra Waters

Circa 1964 (Source: RGH notes)

From Hornsby (Station St at Station) via Station St, Jersey St, Pacific Hwy to **Berowra** Station, then Pacific Hwy, Berowra Waters Rd (**Berowra Heights**) to Berowra Waters ferry.

1977 (Source: timetable)

Hornsby – Berowra Heights

From Hornsby (Station St at Station) via Station St, Coronation St, Pacific Hwy, Yallambee Rd (**Berowra**), Anembo Rd, Waratah Rd, Crowley Rd, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Crowley Rd, then reverse route to Pacific Hwy, then Station St to Hornsby Station.

Berowra (Gwandalan Cr & Kywong Rd) diversion: From Yallambee Rd/Anembo Rd via Yallambee Rd, Gwandalan Cr, Kywong Rd, Redwood Av (?), Yallambee Rd to Anembo Rd.

Berowra – Berowra Heights

Morning

From Berowra (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Warrina St, Hillcrest Av, Berowra Waters Rd, Pacific Hwy to Berowra Station.

Afternoon

From Berowra (Pacific Hwy at Station) via Pacific Hwy, Berowra Waters Rd, Hillcrest Av, Warrina St, Berowra Waters Rd (**Berowra Heights**), Barnetts Rd, Easton Rd, Wyanna Rd, Barnetts Rd, Turner Rd, Elizabeth St, Woodcourt Rd, Alan Rd, Berowra Waters Rd, Pacific Hwy to Berowra Station.

Berowra Heights (Turner Rd) extension (*occasional trips*): From Turner Rd/Elizabeth St via Turner Rd to Alston Dr. Reverse on return.

Timetable Summary

1 August 1955

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra Station-Berowra Heights†	Fr Ber Hts 5S	M-F	Berowra Hts	5.30amH	Berowra Wtrs	4.30pmS	A	
			Berowra Stn	8.10amW	Hornsby	6.25pmB		
	30H 10 BW	Sat	Berowra Hts	7.55amS		11.30amW	C	
			Berowra Stn	8.10amW	Berowra Wtrs	4.35pmS		
			Berowra Wtrs	8.25amH	Berowra Stn	6.10pmB		
		Sun	Berowra Stn	8.55amB	Berowra Wtrs	5.30pmS	D	
9.20amW				Berowra Stn	5.50pmB			

† Selected trips extended from Berowra Heights to Berowra Waters & from Berowra Station to Hornsby.

A – 12 trips from Berowra Heights to Berowra Station, 10 trips from Berowra Station to Berowra Heights. 3 trips extended from Berowra Heights to Berowra Waters. 4 trips extended from Berowra Station to Hornsby.

B – To Berowra Heights.

BW – Berowra Heights-Berowra Waters.

C – 4 trips from Berowra Heights to Berowra Station, 6 trips Berowra Station to Berowra Heights. 3 trips extended from Berowra Heights to Berowra Waters. 1 trip extended from Berowra Station to Hornsby.

D – 4 trips from Berowra Heights to Berowra Station, 6 trips Berowra Station to Berowra Heights. Trips extended from Berowra Heights to Berowra Waters: 4 from Berowra Station, 3 from Berowra Waters.

H – To Hornsby.

S – To Berowra (Station).

W – To Berowra Waters.

18 July 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights†	Fr Ber Hts 5S	M-F	Berowra Hts	5.25amH	Berowra Wtrs	4.40pmS	A	
			Berowra Stn	8.10amW	Hornsby	6.35pmB		
	25H 10 BW	Sat	Berowra Hts	7.55amS		11.30amW	C	
			Berowra Stn	8.10amW	Berowra Stn	5.45pmB		
			Berowra Hts	8.55amS	Berowra Wtrs	4.20pmS		
		Sun	Berowra Stn	9.10amW	Berowra Stn	4.55pmB	D	

† Selected trips extended from Berowra Heights to Berowra Waters & from Berowra Station to Hornsby.

A – 13 trips from Berowra Heights to Berowra Station, 14 trips from Berowra Station to Berowra Heights. 2 trips extended from Berowra Heights to Berowra Waters. 5 trips extended from Berowra Station to Hornsby.

B – To Berowra Heights.

BW – Berowra Heights-Berowra Waters.

C – 4 trips from Berowra Heights to Berowra Station, 6 trips Berowra Station to Berowra Heights. 3 trips extended from Berowra Heights to Berowra Waters. 1 trip extended from Berowra Station to Hornsby.

D – Berowra Heights to Berowra Station 4 trips. Trips extended from Berowra Heights to Berowra Waters: 2 from Berowra Station, 3 from Berowra Waters.

H – To Hornsby.

S – To Berowra (Station).

W – To Berowra Waters.

November 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Berowra-Berowra Heights	15 round trip	M-F	Berowra Hts	6.27am	Berowra	6.55pm	A	
		Sat		7.48am		12.50pm	2 trips	
		Sun						
Hornsby-Berowra Heights (<i>additional to above</i>)	25	M-F	Berowra Hts	5.20am	Hornsby	6.35pm	60*	
		Sat		8.25am		11.30am	1 trip	
		Sun						

* More frequent in peak hours.

A – Peak hours, Berowra-Berowra Heights. Day, mostly provided by Hornsby-Berowra Heights trips (*see next panel*).

Route 31

CAMDEN – COBBITTY (Cut Hill Rd area) (CAMDEN COUNTRY ROUTE) [Ongoing route]

(The so-called “Camden country” routes, including 31, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period pre-1991

By July 1987 (*date of receipt of first available timetable*):

- Commenced as an unnumbered school service prior to the allocation of Camden Country route numbers.
- Operated by Macarthur Coaches Pty Ltd (Rowe family, proprietors).

1989: Operator’s name changed to Busways Macarthur Pty Ltd (Rowe family, proprietors).

By 25 December 1991: Numbered 31 [Camden Country route number].

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

2001 (*Source: timetable*)

Mornings

From Cobbitty (Cut Hill Rd at Shipton Stud) via Cut Hill Rd, Coates Park Rd to Colonel Pye Dr, then Coates Park Rd, Cut Hill Rd, Cobbitty Rd, Macquarie Grove Rd, Exeter St, John St to Argyle St (Camden).

Afternoons

From Camden (John St at Argyle St) via Argyle St, Elizabeth St, Exeter St, Macquarie Grove Rd, Cobbitty Rd, Cut Hill Rd, Coates Park Rd to Colonel Pye Dr, then Coates Park Rd, Cut Hill Rd to Shipton Stud (**Cobbitty**), then Cut Hill Rd, Cobbitty Rd, Macquarie Grove Rd, Exeter St, John St to Argyle St (Camden).

Alterations

From 14 March 2012

Mornings

Started from Coates Park Rd/Colonel Pye Dr, Cobbitty.

Afternoons

Ex Camden from Coates Park Rd/Colonel Pye Dr via Coates Park Rd, Cut Hill Rd, Cobbitty Rd (*not* via Shipton Stud).

Timetable Summary

School trips only.

Route 32

BONDI JUNCTION – COOGEE BEACH via Frenchmans Rd

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Competed with Bondi Junction – Coogee tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 31 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by W Stone & Sons. Probably later operated by partnership of WC Etherington & Stone.

As at date of Govt Gazette 13 November 1925: Renumbered 32 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926:

- Ceased.
- Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Bondi Junction (Spring St at Cowper St) via Spring St, Cowper St [now Bronte Rd], Leichhardt St, Albion St, Frenchmans Rd, Avoca St (**Randwick**), Frances St, Cook St, Belmore Rd [part now Coogee Beach Rd], Beach St§, Dolphin St to near Beach St§ (Coogee Beach)

From Coogee Beach (Dolphin St at Beach St§) via reverse route to Cowper St, then Ebley St, Newland St, Spring St to Bondi Junction.

§ 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		
Bondi Junction-Coogee Beach	22	M-F	Bondi Junction	7.15am	Coogee Beach	12.01am	20	
		Sat		7.15am		12.01am	20	
		Sun		9.00am		12.01am	20	

Route 32

BEXLEY – KOGARAH – BRIGHTON-le-SANDS via President Av

BEXLEY – KOGARAH – RAMSGATE – DOLLS POINT via Chuter Av

Also:

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

(Ramsgate Baths were located at the corner of Ramsgate Rd & The Grand Pde, in the suburb of Ramsgate Beach.)

Timeline

By date of Govt Gazette 15 October 1926: Bexley – Kogarah – Brighton-le-Sands renumbered from 30, operated by FH Uren, proprietor, later trading as Ramsgate Bus Co.

By October 1931: Extra route, Bexley – Kogarah – Scarborough Park (somewhere along current Chuter Av?), commenced.

By October 1935: Bexley – Kogarah – Scarborough Park extended to run Bexley – Kogarah – Ramsgate Baths.

About 1940: Ramsgate Bus Co transferred to Reo Motors (John A Gilbert, proprietors).

March 1947: Transferred to Foleys Bus Service Pty Ltd (John Foley & his sons Neville, Keith & Paul, proprietors), later incorporated as Foleys Bus Service Pty Ltd. (At about the same time, Foley sold his Orange town services to Reo Motors.)

June 1947:

- Bexley – Kogarah – Brighton-le-Sands section renumbered 193 [1925 route number].
- 32 curtailed to run Kogarah – Ramsgate.

Early 1948: Kogarah – Ramsgate extended to run Kogarah – Ramsgate – Dolls Point.

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

- “Tramless Sunday” replacement service, Rockdale – City (Central Railway), commenced in conjunction with 49, 112 & 129 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Circular Quay – Cooks River tram service.
- Services were also maintained on normal route/s.

1951: John Foley died & the service passed to his sons.

Late December 1994: Transferred to Peakhurst Bus Co Pty Ltd (Saint family, proprietors).

By April 1995: Amalgamated with 113 as combined 32/113 [1925 route numbers] Peakhurst – Hurstville – Ramsgate – Kogarah (see separate entry below).

Streets

Bexley – Kogarah – Brighton-le-Sands

1926 (Source: Govt Gazette of 15 October 1926)

From Bexley (Kingsland Rd at Forest Rd) via Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], President Av, Grand Pde to Bay St (Brighton-le-Sands). (On Sundays & Public Holidays, continued via Bay St, Trafalgar St, Duke St, Grand Pde to Duke St.) Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Weekday trips followed Sunday route at Brighton-le-Sands.

Circa 1946 (Source: Gregory’s Street Directory)

From Bexley via Bexley Rd, Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Montgomery St, Hogben St, Princes Hwy, President Av, The Grand Pde (Brighton-le-Sands).

Bexley – Kogarah – Ramsgate Baths

Circa 1946 (Source: Gregory’s Street Directory)

From Bexley via Oriental St, Kingsland Rd, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde (**Kogarah**), Montgomery St, Hogben St, Princes Hwy, President Av, O’Connell St, Robinson St, Cassilis St, Burlington St, Garden St [now part of Chuter Av], Chuter Av, Ramsgate Rd (Ramsgate Baths).

Kogarah – Ramsgate Baths – Dolls Point

1968 (Source: RGH notes)

Morning

From Kogarah (Montgomery St at Regent St) via Regent St, Gladstone St, Princes Hwy, President Av, O’Connell St, Chuter Av, Ramsgate Rd (**Ramsgate Baths**), The Grand Pde, Malua St (**Dolls Point**), Gannon Av, Norman Av, Sandringham St, Chuter Av, O’Connell St, President Av, Princes Hwy, Montgomery St to Regent St (Kogarah).

Afternoon

From Kogarah (Montgomery St at Regent St) via Regent St, Gladstone St, Princes Hwy, President Av, O’Connell St, Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd (**Ramsgate Baths**), Chuter Av, O’Connell St, President Av, Princes Hwy, Montgomery St to Regent St (Kogarah).

1979 (Source: timetable)

All trips followed the afternoon route.

Timetable Summary

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Rockdale-City (Central Railway)†		M-F						
		Sat						
		Sun	Rockdale	7.00am	Railway Sq	11.00pm	30	

Co-ordinated with tramway replacement services on 49, 112 & 129 [1925 route numbers].

† Sunday tramway replacement service.

July 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Dolls Point	24 round trip	M-F	Dolls Point	5.25am	Kogarah	9.40pm	30*	
		Sat		5.58am		11.35pm	30	
		Sun		7.04am		9.27pm	30	

* More frequent in peak hours.

15 February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Kogarah-Dolls Point	28 round trip	M-F	Dolls Point	5.50am	Kogarah	7.00pm	30*	
		Sat		7.45am		1.30pm	30	
		Sun						

* More frequent in peak hours.

Route 32

CAMDEN – WARRAGAMBA via various routes (CAMDEN COUNTRY ROUTE) [Ongoing route]

Also:

- **Camden – Cobbitty – Theresa Park – Werombi – The Oaks (1948-50)**

(The so-called “Camden country” routes, including 32, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period 1948-91

Camden News was the source for much of the early history

By 14 October 1948:

- Camden – Cobbitty – Theresa Park – Werombi – The Oaks Monday-Saturday service commenced prior to the allocation of Camden County route numbers.
- Operated by George W Higlett, proprietor, then or later trading as Higletts Motor Coach Service Pty Ltd.

By 13 November 1950:

- Curtailed to run Camden – Cobbitty – Theresa Park – Werombi.
- Days of service reduced to weekdays only.

By 3 January 1986:

- Extended/alterd to run Camden – Theresa Park – Werombi – Warragamba, possibly upgrading the Werombi – Warragamba section from a school route to a weekday daytime service.
- Service to Cobbitty replaced by limited service on selected Camden – Oakdale trips.

June 1986: Transferred to Macarthur Coaches Pty Ltd (Rowe family, proprietors).

By 1987: Selected trips rerouted via Bobs Range Rd & Orangeville.

1989: Operator's name changed to Busways Macarthur Pty Ltd.

By 24 March 1989: Selected trips (most trips by 25 December 1991) rerouted via Cobbitty Rd, Cobbitty & via Orangeville.

By 25 December 1991: Numbered 32 [Camden Country route number].

17 April 1998: Operator's name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Nevilles Bus Service Pty Ltd, trading as Busabout (Calabro family, proprietors), as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Camden – Werombi – Warragamba

By 3 January 1986 (Not specified in timetable, but likely route):

From Camden (John St at Argyle St) via Argyle St, Cawdor Rd, Sheathers La, Werombi Rd (**Grasmere, Theresa Park**), Silverdale Rd (**Werombi**), Marsh Rd (**Silverdale**), Warradale Rd, Farnsworth Av, Fourth St, Weir Rd to Fourteenth St (Warragamba School).

From Warragamba (Weir Rd/Fourteenth St at School) via Weir Rd, Warradale Rd, Silverdale Rd, then reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Camden – Cobbitty – Orangeville – Werombi – Warragamba

2001 (Source: timetable)

From Camden (John St at Argyle St) via Argyle St, Elizabeth St, Exeter St, Macquarie Grove Rd, Cobbitty Rd (**Cobbitty**), Werombi Rd (**Theresa Park**), Bobs Range Rd (**Orangeville**), Silverdale Rd (**Werombi**), Marsh Rd (**Silverdale**), Warradale Rd, Farnsworth Av, Fourth St, Weir Rd to Fourteenth St (Warragamba School).

From Warragamba (Weir Rd/Fourteenth St at School) via Weir Rd, Warradale Rd, then reverse route to Exeter St, then John St to Argyle St (Camden).

Trips via Werombi Rd direct (mainly from Camden in the morning & from Warragamba in the afternoon): From Camden via Argyle St, Cawdor Rd, Sheathers La, Werombi Rd (**Grasmere, Theresa Park**) to Silverdale Rd. Reverse on return.

Timetable Summary

October 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Cobbitty-Werombi-The Oaks	60	M-F	The Oaks	7.30am	Camden	5.45pm	3 trips	A
		Sat		7.45am	The Oaks	2.30pm	B	
		Sun						

▲ Unnumbered route.

A – Plus picture bus Wednesday nights.

B – 2 trips from The Oaks, 1 trip from Camden.

13 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Cobbitty-Theresa Park Werombi	45	M-F	Camden	7.15am	Werombi	5.00pm	2 trips	A
		Sat						
		Sun						

▲ Unnumbered route.

A – Extra trip daytime Tuesdays & Fridays. Plus picture bus Wednesday nights.

3 January 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Warragamba via Werombi Rd	35	M-F	Camden	10.10am	Warragamba	4.15pm	2 trips	A
		Sat						
		Sun						

▲ Unnumbered route.

A – Plus school trips (*likely*)

24 March 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Cobbitty-Orangeville-Warragamba	53	M-F	Camden	6.18am	Warragamba	6.15pm	4 trips	A
		Sat						
		Sun						

▲ Unnumbered route.

A – Plus school trips.

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
32: Camden-Warragamba	53	M-F	Camden	5.28am	Warragamba	6.25pm	8 trips	A
		Sat		7.02am		5.19pm	2 trips	
		Sun						

A – Plus school trips.

1 June 2014

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
32: Camden-Warragamba	50	M-F	Camden	5.15am	Warragamba	6.50pm	7 trips	A
		Sat		6.32am		6.01pm	2 trips	
		Sun						

A – Plus school trips.

Combined Routes 32/113

PEAKHURST – HURSTVILLE – RAMSGATE – KOGARAH

Timeline

By April 1995:

- 32 & 113 amalgamated as combined 32/113 Peakhurst – Hurstville – Ramsgate – Kogarah.
- Operated by Peakhurst Bus Co Pty Ltd (Saint family, proprietors).

29 April 1997: Renumbered 947 [Sydney Region route number].

Streets

1997 (Source: timetable)

From Kogarah (Railway Pde at Station) via Railway Pde, Gladstone St, Regent St, Princes Hwy, President Av, O’Connell St, Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd (**Ramsgate**), Park Rd, Tanner Av, Andover St, Railway Pde, Lily St, Durham St, Forest Rd, Treacy St, Park Rd, Cross St (**Hurstville**), Crofts Av, Barratt St, Queens Rd, Forest Rd, Gloucester Rd, Stoney Creek Rd, Central Rd, Junction Rd, Baumans Rd to Stoney Creek Rd (Peakhurst).

From Peakhurst (Baumans Rd at Stoney Creek Rd) via Stoney Creek Rd, Gloucester Rd, Forest Rd (**Hurstville**), Lily St, Railway Pde, Andover St, Tanner Av, Park Rd, Ramsgate Rd (**Ramsgate**), Chuter Av, Sandringham St, Norman Av, Gannon Av, Malua St (**Dolls Point**), The Grand Pde, Ramsgate Rd, Chuter Av, O’Connell St, President Av, Princes Hwy, Kensington St, Montgomery St, Railway Pde to Kogarah Station.

Timetable Summary

2 January 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Peakhurst-Hurstville-Ramsgate-Kogarah	35	M-F	Peakhurst	6.00amK	Kogarah	7.05pmP	30*	A
		Sat		7.00amR		5.10pmP	AM 30	
				8.30amK	Ramsgate	6.35pmP	PM 45	
Sun		8.40amK	Kogarah	5.50pmP	80			

* More frequent in peak hours.

A – Extra trips Thursday night.

K – To Kogarah.

P – To Peakhurst.

R – To Ramsgate.

Route 33

BRIGHTON-le-SANDS – ROCKDALE – CENTRAL RAILWAY via various routes

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Brighton-le-Sands – Rockdale – Central Railway commenced prior to the allocation of route numbers.
- Competed with Rockdale – Brighton-le-Sands, Circular Quay – Cooks River & other King St, Newtown tram services (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 32 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by H&H Bus Co (Louis Hasforth & Raymond Harrigan, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 33 [1925 route number] in the general renumbering of routes.

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

(?):

- Ceased.
- Trams continued to provide service.

Streets

Brighton-le-Sands – Newtown – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Brighton-le-Sands (Grand Pde at Bay St on weekdays or Grand Pde at Princess St on Sundays) via Grand Pde, Princess St, The Avenue [now Moate Av], Bay St (**Rockdale**), Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**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, then reverse route to Bay St, then Grand Pde to Brighton-le-Sands.

Alteration

1926 (Source: Govt Gazette of 15 October 1926): Ex Brighton-le-Sands from King St via Australia St, Parramatta Rd. Reverse on return.

Brighton-le-Sands – Enmore – Central Railway

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Brighton-le-Sands from King St [now Princes Hwy] via May St, Edgeware Rd, Stanmore Rd (**Enmore**), Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now part of Salisbury Rd], Australia St, Parramatta Rd. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Brighton-le-Sands-Central Railway		M-F	Brighton	7.35am	Central Rly	8.40pm	30	
		Sat		7.35am		8.40pm	30	
		Sun		7.35am		8.40pm	30	

Route 33

BANKSTOWN – PUNCHBOWL – ROSELANDS – HURSTVILLE via Salvia St

Timeline

18 August 1947:

- Punchbowl – Narwee – Hurstville commenced by De Luxe Bus Service (PM (Pat) Geoghegan, proprietor).
- Part of route shared with 28 (later 244) [1925 route numbers].

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

30 June 1952: Transferred to Narwee Bus Co Pty Ltd (WH Griffin, CV Griffin & FS Pobje, proprietors).

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

October 1965: Rerouted through Roselands shopping centre, following its opening.

January 1968: Transferred to GP Bus Co Pty Ltd (also trading at one time as GP Transport Service) (GP being the initials of proprietors, Griffin & Pobje) (another company associated with Punchbowl Bus Co).

16 December 1968: Amalgamated with 37 (Punchbowl – Bankstown via Salvia St) [1925 route number] to become 33 Bankstown – Punchbowl – Narwee – Hurstville.

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

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

- Rerouted to include part of 29 [1925 route number].
- Renumbered 940 [Sydney Region route number].

Streets

Punchbowl – Narwee – Hurstville

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl [Station] via Arthur St, The Boulevarde, Rossmore Av, Canterbury Rd, Mount Av, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst St, Forest Rd, Alfred St, Tracey [now Treacy] St (Hurstville).

May 1959 (Source: timetable)

From Punchbowl (The Boulevarde at Station) via Rossmore Av, Canterbury Rd, Draper Av, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst 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 to Punchbowl Station.

Punchbowl – Roselands – Hurstville

1968 (Source: RGH notes)

From Punchbowl (The Boulevarde at Station) via Rossmore Av, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Rd (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), 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 to Punchbowl Station.

Bankstown – Punchbowl – Roselands – Hurstville

December 1968 (Source: RGH notes/timetable)

From Bankstown (South Tce at Station) via South Tce, Stacey St, Salvia Av, Columbine Av, Scott St, Gowrie Av, Warwick St, Punchbowl Rd, The Boulevarde (**Punchbowl**), Arthur St, Hillcrest St, Canterbury Rd, Pentland Av, Payten Av, Violet St, Martin St, Roselands Rd (**Roselands shops**), Roselands Dr, Martin St, Violet St, Payten Av, Bonds Rd, Broad Arrow Rd (**Narwee**), Mercury St, Stoney Creek Rd, Penshurst 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 (**Punchbowl**), Punchbowl Rd, then reverse route to South Tce, then Restwell St, Greenfield St, Chapel Rd, South Tce to Bankstown Station.

Alterations

- **1975** (Source: timetable): Approached Bankstown from Columbine Av via Gardenia Av, Stacey St, Rickard St, Lady Cutler Av, Bankstown Square shops, North Tce to Bankstown Station. Ex Bankstown (North Tce) via [railway bridge], South Tce, West Tce, [Raymond St], Cross St, Stanley St, Stacey St, Salvia St, Columbine Av.
- **1983** (Source: timetable): From Bankstown (North Tce) via Fetherstone St, The Mall [which then extended eastwards to Lady Cutler Av], Lady Cutler Av, North Tce, Stacey St, Salvia St.
- **1995** (Source: timetable): From Hurstville from Forest Rd via Park Rd, Queens Rd, Forest Rd. Unaltered on return.
- **1995** (Source: timetable): Approached Bankstown from Rickard Rd via Jacobs St, Bankstown Square shops [then The Mall, The Appian Way, North Tce].

Timetable Summary

25 May 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Hurstville	27	M-F	Punchbowl	6.00am	Hurstville	10.30pm	30*	A
		Sat		6.30am		11.45pm	30	A
		Sun		7.06am		9.46pm	60	A

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Plus picture bus Monday-Saturday nights.

16 December 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Hurstville	41	M-F	Bankstown	6.20am	Hurstville	10.48pm	30	A
		Sat		7.15am		7.00pm	30	A
		Sun		9.00am		6.45pm	60	A

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

Route 34

BURWOOD – LAKEMBA – BANKSTOWN

BURWOOD – LAKEMBA – HURSTVILLE

- **Post 31 October 1931 feeder: ENFIELD – LAKEMBA – HURSTVILLE**
- ### **STRATHFIELD – LAKEMBA – HURSTVILLE**

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Burwood – Lakemba commenced prior to the allocation of route numbers.
- Competed with Ashfield – Mortlake/Cabarita tram services.

By date of Govt Gazette of 19 December 1924: Extended to run Burwood – Lakemba – Punchbowl.

As at date of Govt Gazette of 19 December 1924: Numbered 33 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Arthur Marrin, proprietor (in the 1920s, trading as All Gold Bus Service, but by late 1940s trading as Red & White Bus Service).

By date of Govt Gazette 13 November 1925: Extended to run Burwood – Lakemba – Punchbowl – Bankstown.

As at date of Govt Gazette 13 November 1925: Renumbered 34 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Rerouted to run Burwood – Lakemba – Hurstville.

31 October 1931:

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

Service suspended until relicensed as a feeder.

31 December 1931: Relicensed as a feeder, Enfield – Lakemba – Hurstville, as only the Burwood – Enfield section was competitive under the State Transport (Co-ordination) Act. (A list dated October 1935 lists the route as Hurstville – Punchbowl.)

September 1946: Extended to run Strathfield – Lakemba – Hurstville.

December 1948: Transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin, proprietors; Roy Gledhill manager).

October 1965:

- Rerouted through Roselands shopping centre, upon its opening.
- Roselands – Hurstville shared with 39 until 18 December 1985.

1 July 1977: Transferred to Cumberland Coaches Pty Ltd (Todd family, proprietors).

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill).

18 December 1985: Some off-peak trips through-routed with 68.

September 1987: Through-routing with 68 ceased, so that 68 could be transferred separately.

1 September 1987: Canterbury Bus Lines transferred to partnership of Eddie Hayman & Colin Crossley.

12 October 1995: Renumbered 450 [Sydney Region route number].

Streets

Burwood – Lakemba

1924 (Source: Govt Gazette of 7 March 1924)

From Burwood (Deane St at Burwood Rd) via Burwood Rd, Liverpool Rd, Jersey St [now part of Homebush Rd], Water St, Linda St, Yangoora Rd, Wangee Rd, Lakemba St, Haldon St to Lakemba Station.

From Lakemba (Haldon St at Station) via reverse route to Burwood Rd, then George St, Mary St, Deane St to Burwood Rd (Burwood).

Burwood – Lakemba – Punchbowl

Alteration

1924 (Source: Govt Gazette of 19 December 1924)

Extended from Railway Pde via Croydon St, Lakemba St, Wiley's Av [now King Georges Rd], Hillcrest St, Dudley St, The Boulevarde to Punchbowl Rd (Punchbowl). Reverse on return.

Burwood – Lakemba – Punchbowl – Bankstown

1925 (Source: Govt Gazette of 13 November 1925)

From Burwood (Railway Pde at Station) via Railway Pde, Burwood Rd, Liverpool Rd, Jersey St [now Homebush Rd], Water St, [Punchbowl Rd], Linda St, [Lola St, now Burwood Rd], Yangoora Rd, Wangee Rd, Lakemba St, Haldon St (**Lakemba**), Railway Pde, Croydon St, Lakemba St, Wiley's Av [now King Georges Rd], Hillcrest St, Dudley St, The Boulevarde (**Punchbowl**), Punchbowl Rd, Griffiths Av, Scott St, Columbine Av, Salvia Av, Stanley St, Restwell St, South Tce to Bankstown Station.

From Bankstown (South Tce at Station) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood Station.

Burwood – Lakemba – Hurstville

1926 (Source: Govt Gazette of 15 October 1926)

From Burwood (Railway Pde at Station) via Railway Pde, Burwood Rd, Liverpool Rd, Jersey St [now Homebush Rd], Water St, Burwood Rd, Yangoora Rd, Wangee Rd, Lakemba St, Haldon St (**Lakemba**), Canterbury Rd, Canary[s] Rd, Penshurst Rd, Shorter Av, Canary[s] Rd, Belmore Rd [both now King Georges Rd], Forest Rd to Railway Sq (Hurstville Station).

From Hurstville (Railway Sq at Station) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood Station.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended in Hurstville from Railway Sq via Forest Rd, Rose St to near Forest Rd. Reverse on return.

Enfield – Lakemba – Hurstville

Circa 1946 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Dumbleton [now King Georges] Rd, Canary[s] [now King Georges] Rd, Shorter Av, Penshurst Rd, Canary Rd [now King Georges Rd, Canaries Rd] (**Beverly Hills**), Canterbury

Rd, Haldon St (**Lakemba**), Lakemba St, Benaroon Rd, Punchbowl Rd, Water St, Dean St, Jersey St [now Homebush Rd], Liverpool Rd [now Hume Hwy], Punchbowl Rd [now Coronation Pde] (Enfield).

Strathfield – Lakemba – Hurstville

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Tracey [now Treacy] St, Forest Rd, Dumbleton [now King Georges] Rd, Canary Rd [now King Georges Rd, Canarys Rd] (**Beverly Hills**), Canterbury Rd, Haldon St (**Lakemba**), Lakemba St, Benaroon Rd, Punchbowl Rd, Water St, Dean St, Coronation Pde, The Boulevarde, Strathfield Sq (Strathfield).

1968 (Source: RGH notes)

From Strathfield (Strathfield Sq at Station) via Coronation Pde, The Boulevarde, Dean St (**South Strathfield**), Water St, Punchbowl Rd, Benaroon Rd, Lakemba St, Haldon St (**Lakemba**), Canterbury Rd, Canarys Rd, King Georges Rd (**Beverly Hills**), Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, King Georges Rd, Roselands Dr, Roseland Av, King Georges Rd, Canarys Rd, then reverse route to Strathfield Sq (Strathfield Station).

Beverly Hills (Ponyara Rd) diversion: Ex Strathfield from King Georges Rd/Ponyara Rd via Ponyara Rd, Pallamana Pde, Tooronga Tce to King Georges Rd. Reverse on return.

Beverly Hills (Shorter Av) diversion: Ex Strathfield from King Georges Rd/Penshurst Rd via Penshurst Rd, Shorter Av to King Georges Rd. Reverse on return.

Alterations

1990 (Source: timetable):

- From Hurstville via Forest Rd, Park Rd, Queens Rd, Forest Rd. Unaltered on return.
- Ex Hurstville from Benaroon Rd via Yangoora Rd, Yerrick Rd, Punchbowl Rd. Reverse on return.
- Approached Strathfield from The Boulevarde via Redmyre Rd, Raw Sq, Albert Rd to Station. Return via Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde.

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		
34: Burwood-Bankstown	47	M-F	Burwood	7.08am	Bankstown	6.28pm	60	
		Sat		7.08am		6.28pm	60	
		Sun		9.12am		8.35pm	90-120	

8 September 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
34: Burwood-Hurstville	55	M-F	Burwood	6.55am	Hurstville	6.20pm	60	A
		Sat		8.45am		8.15pm	60	B
		Sun	Hurstville	8.30am	Burwood	9.20pm	60**	

** Less frequent in morning

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

B – Plus picture bus Saturday night.

15 March 1943

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
34: Enfield-Hurstville	37	M-F	Enfield	7.00am	Hurstville	10.00pm	45*	
		Sat		7.00am		10.00pm	30-45	A
		Sun		8.28am		10.30pm	45	

Plus short-working/s Enfield-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

A – Plus picture bus Saturday night.

1 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
34: Strathfield-Hurstville	43	M-F	Hurstville	6.00am	Strathfield	10.55pm	30*	
		Sat		7.00am		10.55pm	30	
		Sun		7.10am		10.25pm	30	

Plus short-working/s Strathfield-Lakemba & Hurstville-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

3 August 1968

Roselands – Hurstville routes

34, 39

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
34: Strathfield-Hurstville	43	M-F	Hurstville	6.00am	Hurstville	10.52pm	20*	A
		Sat		7.02am		10.52pm	AM 20 PM 30	A
		Sun		7.12am		10.52pm	30	A
39: Campsie-Hurstville	43	M-F	Campsie	6.55am	Hurstville	5.42pm	20	A
		Sat		8.13am		12.02pm	20	A
		Sun						

Average day frequency along common route:

- M-F Roselands-Hurstville (34, 39) 10
- Sat AM Roselands-Hurstville (34, 39) 10
- Sat PM Roselands-Hurstville (34) 30
- Sun Roselands-Hurstville (34) 30.

* More frequent in peak hours.

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

21 September 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
34: Strathfield-Hurstville	40	M-F	Hurstville	6.00am	Strathfield	7.15pm	30*	A
		Sat		7.00am		7.00pm	AM 30 PM 45	
		Sun		8.30am		7.15pm	AM 45 PM 90	

Plus short-working/s Strathfield-Lakemba & Hurstville-Lakemba before first trip & after last trip shown each day.

* More frequent in peak hours.

A – Extra trips Thursday night.

18 December 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
34: Strathfield-Hurstville	45	M-F	Strathfield	6.03am	Strathfield	6.30pm	30*	A
		Sat		7.16am	Hurstville	6.00pm	AM 30 PM 45	B
		Sun		8.40am		5.30pm	90	B

* More frequent in peak hours.

A – Selected off-peak trips though-routed with 68. Plus short-working/s before first trip & after last trip shown. Extra trips Thursday night (last trip 9.30pm from Strathfield to Lakemba).

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

Route 35

BURWOOD – CENTRAL RAILWAY via Queen St & Parramatta Rd

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

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919:

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

As at date of Govt Gazette of 19 December 1924: Numbered 34 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor) & Burwood Bus Co.

As at date of Govt Gazette 13 November 1925: Renumbered 35 [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

1919 (*Source: Govt Gazette of 20 June 1919*)

From Burwood (Station, Deane St at Burwood Rd) via Deane St, Burwood Rd, Victoria St, Queen St, Lang St, Church St, Frederick St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Pitt St to Eddy Av (Central Railway).

From Central Railway (Pitt St at Eddy Av) via Pitt St, George St, then reverse route to Burwood Station.

Alterations

- **1924** (*Source: Govt Gazette of 7 March 1924*): Approached Burwood from Burwood Rd via George St, Mary St, Deane St. Unaltered on return.
- **1925** (*Source: Govt Gazette of 13 November 1925*): Approached Central Railway from George St via Hay 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		
Burwood-Central Railway		M-F	Burwood	6.48am	Central Rly	11.33pm	10	
		Sat		6.48am		11.33pm	10	
		Sun		6.48am		11.33pm	10	

Route 35

PUNCHBOWL – CAMPSIE

PUNCHBOWL – ENFIELD

Timeline

November 1931: Punchbowl – Enfield (The Broadway) via Punchbowl Rd commenced by Arthur Marrin, proprietor.

16 December 1933: Altered/extended to run Punchbowl (– Enfield?) – Campsie.

19 March 1934:

- Campsie – Enfield absorbed into 39 [1925 route number].
- Enfield – Punchbowl section discontinued.

Route 35

BELMORE – LAKEMBA

Timeline

19 August 1935: Commenced by Arthur Marrin, proprietor (by 1940s trading as Red & White Bus Service).

December 1948: Transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin, proprietors; Roy Gledhill manager).

April 1951: Transferred back to Red & White Bus Service (Arthur Marrin), proprietor.

February 1963: Transferred to EM (Eddie) Hayman, proprietor.

April 1963: Transferred to Redline Bus Service (WE (Bill) Hayward).

February 1964: Transferred to Belmore-Lakemba Bus Service (LG (Les) & CC Roberts, proprietors).

12 October 1965: Rerouted via Roselands shopping centre, upon its opening.

March 1978: Transferred to Cumberland Coaches Pty Ltd (Todd family, proprietors).

4 July 1983: Route altered between Roselands & Lakemba to partly replace truncation of 26 to run Bankstown – Punchbowl.

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill, proprietor).

September 1986: Transferred to Pleasure Tours of Australia (Ernie Stafford, proprietor).

12 October 1992: As part of general reorganization of Pleasure Tours' routes, renumbered into Sydney Region route numbers:

445 Roselands – Belmore

446 Roselands – Kogarah

447 Roselands – Greenacre

Streets

Circa 1946 (Source: Gregory's Street Directory)

From Belmore [Station] via Bridge Rd, Peel St, Leylands Pde, Moreton St, Chalmers St, Chapel St, Moorefields Rd, McCallum St, Rogers St, Dreadnought St, Canterbury Rd, Haldon St, The Boulevarde (Lakemba).

Circa 1961 (Source: timetable)

From Lakemba [Station] via Haldon St, Canterbury Rd, Dreadnought St, Albion St, Ludgate St, Stoddart St, Moorefields Rd, Rogers St, McCallum St, Moorefields Rd, Ada St, Forsythe St, Chapel St, Moreton St, Leyland Pde, Burwood Rd (Belmore).

Alteration

Circa 1962 (Source: Collins Street Directory): Ex Lakemba from Dreadnought St via Bennett Av, Ludgate St, Stoddart St, Moorefields Rd, Rogers St.

1968 (Source: RGH notes)

From Belmore (Station, Bridge Rd at Burwood Rd) via Bridge Rd, Peel St, Leylands Pde, Moreton St, Chalmers St, Chapel St, Forsyth St, Kingsgrove Rd, Moorefields Rd, McCallum St, Rogers St, Moorefields Rd, Stoddart St, Berring Av, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Berring Av, Stoddart St, Ludgate St, Albion St, Dreadnought St, Canterbury Rd, Haldon St, The Boulevarde to near Haldon St (Lakemba).

From Lakemba (Station, The Boulevarde at Haldon St) via The Boulevarde, Croydon St, Oneata St, Haldon St, then reverse route to Ludgate St, then Stoddart St, Berring Av, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Berring Av, Stoddart St, Moorefields Rd, Rogers St, then reverse route to Leylands Pde, then Burwood Rd, Bridge Rd to near Burwood Rd (Belmore Station).

Alterations

1983 (Source: timetable):

- Approached Lakemba Station from Canterbury Rd via Sproule St, The Boulevarde, Croydon St, Oneata St, Haldon St. Returning via The Boulevarde, Sproule St.
- Via Robert St instead of Kingsgrove Rd.

Timetable Summary

10 June 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Lakemba	24	M-F	Lakemba	6.14am	Belmore	9.18pm	30	
		Sat		8.22am		6.50pm	AM 30 PM 60	A
		Sun		8.23am		5.57pm	60	A

A – Gap in service in afternoon.

B – Gap in service middle of day.

Circa 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Lakemba	25	M-F	Lakemba	6.20am	Belmore	6.50pm	30*	A
		Sat	Belmore	7.56am		6.52pm	AM 30 PM 3 trips	B
		Sun		7.57am		10.57am	60	C

A – Extra trips Thursday night (last trips 9.10pm from Roselands to Belmore & Roselands to Lakemba).

B – Gap in service middle of day.

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

May 1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Belmore-Lakemba	24	M-F	Lakemba	6.11am	Belmore	6.32pm	60	A
		Sat		7.08am		12.37pm	60	
		Sun						

A – Extra trips Thursday night.

Route 36

BURWOOD – ENFIELD – BELMORE via Water St

- **Possibly extended from Belmore to Brighton-le-Sands (Public Holidays, 1925-1931?)**
- **Post 31 October 1931 feeder: ENFIELD – BELMORE**

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Burwood-Belmore commenced prior to the allocation of route numbers.
- Competed with Ashfield – Mortlake/Cabarita (& possibly Rockdale – Brighton-le-Sands) tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 36 [1924 route number].

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

By September 1925: The “Complete Time Table of Metropolitan Motor Bus Services” dated September 1925 lists a route headed “Burwood to Brighton-le-Sands (via Belmore Stn)”, operating on Public Holidays, directly below the route headed “Burwood Station to Belmore Station”. The latter fits the description of 36 in Govt Gazettes. However, the route “Burwood to Brighton-le-Sands (via Belmore Stn)” does not fit any description in Govt Gazettes. In the compiler’s view, the closest fit for such a route is a Public Holidays extension of 36. If such is true, at least the part of the extension between Rockdale & Brighton-le-Sands would have ceased on or by 31 October 1931, due to being competitive with Government railway or tram services under State Transport (Co-ordination) Act.

As at date of Govt Gazette 13 November 1925: Retained route number 36 [1925 route number] in the general renumbering of routes.

31 October 1931:

- Burwood – Enfield (& possibly Rockdale – Brighton-le-Sands) ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act, leaving the route as a *feeder*, Enfield – Belmore.
- Trams continued to provide service between Burwood & Enfield.
- Trams would have also continued to provide service between Rockdale & Brighton-le-Sands, if the route ran there.

By 1934: Transferred to JC Moreton, proprietor.

2 January 1934: Absorbed into 216 [1925 route number], which became Strathfield – Belmore.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Burwood (Deane St at Burwood Rd) via Burwood Rd, Belmore Rd, Condor St, Nicholson St, Wentworth St, Liverpool Rd (**Enfield**), Punchbowl Rd, Deane St, Water St (**Belfield**), Burwood Rd (Belmore).

From Belmore (Burwood Rd at Station) via reverse route to Burwood Rd (approaching Burwood), then George St, Mary St, Deane St to Burwood Rd (Burwood).

1924 (Source: Govt Gazette of 19 December 1924)

From Burwood (Railway Pde at Station) via Railway Pde, Conder St, Nicholson St, Wentworth St, Liverpool Rd (**Enfield**), Jersey St [now Homebush Rd], Water St, Burwood Rd to Railway Pde (Belmore Station).

From Belmore (Burwood Rd at Railway Pde) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood 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		
Burwood-Belmore	25	M-F	Belmore	6.30am	Burwood	6.50pm	30	A
		Sat		6.30am		10.00pm	30	
		Sun						

A – Extra trips Friday night.

September 1925 (possible extension on Public Holidays)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burwood-Brighton-le-Sands	67	M-F						
		Sat						
		Sun						
		Hols	Burwood	8.57am	Brighton	7.20pm	90	

Route 36

CITY (Central Railway or York St) – HOMEBUSH (AWA or Richard Hughes)
(INDUSTRIAL) ■

Timeline

(1940s?):

- Renumbered (?) from equivalent trips on 459 and/or 461 [Sydney Region route numbers].
- Similar trips were numbered 37 & 38 [1925 route numbers].
- Operated by Department of Road Transport & Tramways.

(?): Ceased.

Route 36

PUNCHBOWL – HERNE BAY – MORTDALE via Isaac St & Belmore Rd

Also:

- **Herne Bay – Lugarno (1954-57)**
- **Mortdale – Henley Pleasure Grounds (weekend service?)**
- **Punchbowl – Henley Pleasure Grounds (weekend service?)**

(Henley Pleasure Grounds were located at the foot of Blackbutts Av, Lugarno on Salt Pan Creek.)

(Herne Bay was gazetted as Riverwood in 1958.)

Timeline

18 August 1947:

- The Punchbowl – Herne Bay – Mortdale via Isaac St & Belmore Rd section of 188 renumbered 36.
- Mortdale – Henley Pleasure Ground & Punchbowl – Henley Pleasure Ground also transferred from 188 (?) – ran only at weekends (?) (when ceased?).
- Operated by De Luxe Bus Service (PM (Pat) Geoghegan, proprietor).

Circa 1947: Selected trips rerouted via South Peakhurst.

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

1954: Extra route, Herne Bay – Lugarno, commenced.

1956: Following Pat Geoghegan's death, Miss P Fitzpatrick became governing director for a (short?) period.

January/February 1957: Herne Bay – Lugarno renumbered 140 [1925 route number].

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

By 2 February 1971: Rerouted via Roselands on trips *from* Punchbowl in off-peak & Saturday morning (later also Saturday afternoon).

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

- Rerouted to include part of 29 [1925 route number].
- Renumbered 944 [Sydney Region route number].

Streets

Punchbowl – Mortdale

Circa 1948 (Source: Gregory's Street Directory)

From Punchbowl via The Boulevarde, Rossmore Av, Hillcrest St, Dudley St, Canterbury Rd, Victoria Rd, Wiggs Rd, Belmore Rd (**Riverwood**), Isaac St, Roberts Av, Boundary Rd, Crump St, Morts Rd (Mortdale).

Circa 1962 (Source: Collins Street Directory)

From Punchbowl via The Boulevarde, Dudley St, Canterbury Rd, Victoria Rd, Wiggs Rd, Belmore Rd (**Riverwood**), Isaac St, Roberts Av, Boundary Rd, Universal St, Morts Rd (Mortdale).

1968 (Source: RGH notes)

South Peakhurst diversion: Ex Punchbowl from Isaac St/Pindari Rd via Pindari Rd, Lorraine St, Waterside Pde, Bayview Rd, Lorraine St to Isaac St. Reverse on return.

Alterations

- **1971 (Source: timetable):** Off-peak & Saturday trips diverted from Canterbury Rd via Pentland Av, Payten Av, Violet St, Martin St, Roselands Dr (**Roselands shops**), Martin St, Violet St, Payten Av, Pentland Av, Canterbury Rd.
- **1971 (Source: timetable)**
South Peakhurst (Sunshine Av) diversion: Ex Punchbowl from Lorraine St/Waterside Pde via Lorraine St, Sunshine Pde, Waterside Pde to Bayview Rd. Reverse on return.
- **1971 (Source: timetable):** From Mortdale (Morts Rd at George St) via George St, Boundary Rd, Roberts Av.
- **1995 (Source: timetable):** From Mortdale via Pitt St instead of George St. Ex Punchbowl from Victoria Rd via Mitcham St, Cullens Rd, Wiggs Rd. Reverse on return.

Timetable Summary

28 January 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	25	M-F	Punchbowl	5.59am	Mortdale	11.25pm	30*	
		Sat		7.02am		11.23pm	30	
		Sun		9.15am		8.12pm	60	A

* More frequent in peak hours.

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

1983

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Mortdale	23MP 33PRM †	M-F	Punchbowl	5.54am	Mortdale	6.53pm	30*	A
		Sat		7.23am		5.49pm	AM 30 PM 60	
		Sun		9.40am		5.02pm	60	B

* More frequent in peak hours.

† Extra 3-4 via South Peakhurst diversion.

A – Extra trips Thursday night.

B – Gap in service middle of day.

MP – From Mortdale to Punchbowl.

PRM – From Punchbowl to Mortdale via Roselands.

Route 37

BURWOOD – CAMPSIE via Brighton Av

Timeline

By date of Govt Gazette 13 November 1925: Commenced. Shared route with 38 (timetables as at September 1925 were co-ordinated).

By date of Govt Gazette 15 October 1926:

- Ceased.
- Replaced by 38 already running over same route.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Burwood (Railway Pde at Station) via Railway Pde, Burwood Rd, Liverpool Rd, Brighton St, Georges River Rd (**Croydon Park**), Brighton Av, Beamish St, South Pde to near Beamish St (Campsie).

From Campsie (South Pde at Beamish St) via reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood Station.

Timetable Summary

See 38

Route 37

CITY (Central Railway or York St) – HOMEBUSH (AWA or Richard Hughes) **(INDUSTRIAL) ■**

Timeline

(1940s?):

- Renumbered (?) from equivalent trips on 459 and/or 461 [Sydney Region route numbers].
- Similar trips were numbered 36 & 38 [1925 route numbers].
- Operated by Department of Road Transport & Tramways.

(?): Ceased.

Route 37

PUNCHBOWL – BANKSTOWN via Salvia Av

Timeline

June 1947: Commenced by Green Line (GH (George Harold) Gail, proprietor). Also traded as Star Omnibus Service.

1968: Transferred to GP Bus Co Pty Ltd (GP being the initials of proprietors, Griffin & Pobje) (associated with Punchbowl Bus Co), following death of Mr Gail.

16 December 1968: Amalgamated with 33 as 33 Bankstown – Punchbowl – Narwee – Hurstville.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Bankstown via South Tce, Stacey St, Salvia Av, Columbine Av, Scott St, Gowrie Av, Warwick St, Punchbowl Rd, The Boulevarde to Punchbowl Station.

Timetable Summary

1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Punchbowl-Bankstown	17	M-F	Bankstown	5.55am	Punchbowl	8.00pm	30	A
		Sat		5.55am		8.00pm	30	A
		Sun						

A – Plus picture bus Wednesday, Friday & Saturday nights.

Route 38

BURWOOD – CAMPSIE – EARLWOOD (Marana Rd) via Brighton 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 1921-52 (& 1924 route number)

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

By date of Govt Gazette of 19 December 1924: Extended to run Burwood – Campsie – Earlwood (Marana Rd).

As at date of Govt Gazette of 19 December 1924: Numbered 37 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by EL (Edwyn) Balfour &/or (?) United Motors (McNicol Bros, proprietors).

As at date of Govt Gazette 13 November 1925:

- Renumbered 38 [1925 route number] in the general renumbering of routes.
- Shared Burwood – Campsie with 37 [1925 route number] (timetables as at September 1925 were co-ordinated).

By date of Govt Gazette 15 October 1926: Replaced 37 [1925 route number] over the same route between Burwood & Campsie.

23 June 1934: Burwood – Campsie section taken over by Department of Road Transport & Tramways (& amalgamated with 93 as DRTT 92), leaving 38 as Campsie – Earlwood [all 1925 route numbers].

By October 1935: Operated by United Motors (McNicol Bros, proprietors).

1 March 1937:

- Campsie – Earlwood taken over by Department of Road Transport & Tramways.
- Amalgamated with 87, 213 & DRTT 90, as 90 Drummoyne – Campsie – Earlwood [1925 route numbers].

Streets

Burwood – Campsie

1921 (Source: Govt Gazette of 8 July 1921)

From Burwood (Burwood Rd at Railway Pde) via Burwood Rd, Liverpool Rd, Brighton St, Georges River Rd, Brighton Av, Beamish St to railway bridge (Campsie). Reverse on return.

Burwood – Campsie – Earlwood (Marana Rd)

1924 (Source: Govt Gazette of 19 December 1924)

From Burwood (Railway Pde at Station) via Railway Pde, Burwood Rd, Liverpool Rd, Brighton St, Georges River Rd (**Croydon Park**), Brighton Av, Beamish St, South Pde to near Beamish St (**Campsie**), then Beamish St, Canterbury Rd, Northcote St, Marana Rd to William St (Earlwood).

From Earlwood (Marana Rd) (at William St) via reverse route to Beamish St, then Brighton Av, then reverse route to Burwood Rd, then Belmore St, Shaftesbury Rd, Railway Pde to Burwood Station.

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Via Croydon Av instead of Brighton Av.

Timetable Summary

September 1925

Burwood – Campsie via Brighton Av routes

37, 38

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
37: Burwood-Campsie	19	M-F	Campsie	7.00am	Burwood	10.20pm	60	
		Sat		7.00am		10.20pm	60	
		Sun						
38: Burwood-Campsie-Earlwood (Marana Rd)	Fr Bur 19C 28E	M-F	Campsie	6.45amB	Marana Rd	7.21pmB	A	
			Burwood	7.50amE	Burwood	7.50pmC		
		Sat	Campsie	6.45amB	Marana Rd	7.21pmB	D	
			Burwood	7.50amE	Burwood	7.50pmC		
		Sun	Campsie	9.00amB	Marana Rd	9.21pmB	F	
			Burwood	12.50pmE	Burwood	10.35pmC		

Average day frequency along common route:

M-F Burwood-Campsie (37, 38) 30

Sat Burwood-Campsie (37, 38) 30

Sun Burwood-Campsie (38) 30.

A – Morning peak hour, Burwood-Campsie. Day & afternoon peak hour Burwood-Earlwood 60. Extra trips Friday night (last trip 10.50pm from Burwood to Campsie).

B – To Burwood.

C – To Campsie.

D – Early morning, Burwood-Campsie. Day, Burwood-Earlwood 60.

E – To Earlwood (Marana Rd).

F – Morning, Burwood-Campsie 60. Afternoon, Burwood-Campsie 30, Burwood-Earlwood 60. Night, Burwood-Campsie & Burwood-Earlwood mainly alternately,

Route 38

CITY (Central Railway or York St) – HOMEBUSH (AWA or Richard Hughes)

(INDUSTRIAL) ■

Timeline

(1940s?):

- Renumbered (?) from equivalent trips on 459 and/or 461 [Sydney Region route numbers].
- Similar trips were numbered 36 & 37 [1925 route numbers].
- Operated by Department of Road Transport & Tramways.

(?): Ceased.

Route 38

BANKSTOWN – PADSTOW – REVESBY HEIGHTS – REVESBY (bidirectional loop south of Revesby)

Timeline

October 1947: Bankstown – Revesby – Padstow commenced by ARB (Archie) McVicar, proprietor.

September 1957: Selected trips diverted via Bankstown Hospital. (By 1964, all trips rerouted via Hospital.)

February 1958: Diverted via South Revesby War Service Estate [now Revesby Heights].

July 1959: Operator incorporated as McVicars Bus Services (AA (Archie junior) McVicar, proprietor).

By at least 1960s: Loop section of route became bidirectional.

By 30 August 1965: Sunday service (later also Saturday afternoons) along Northam Av (Bankstown Hospital) & via Revesby Heights provided by diversions of selected 23 trips.

5 March 1978: Transferred to Bankstown 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.

27 February 1984: Renumbered 926 [Sydney Region route number] as part of general reorganization of South Western Coach Lines' South Bankstown routes.

Streets

Bankstown – Padstow – Revesby Heights – Revesby

Circa 1962 (Source: Collins Street Directory)

Similar to that shown for 1968 below, but loop in **Revesby Heights** area from Vega St/Mars St via Vega St, Edinburgh Dr, Centaur St, Morotai Rd, Rowell St, Sandakan Rd, Morotai Rd, Centaur St, Edinburgh Dr, Vega St.

Bankstown – Padstow – Revesby Heights – Revesby – Bankstown

1968 (Source: RGH notes)

Clockwise loop

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Chertsey Av, Northam Av, Eldridge Rd, Artagall St (**Bankstown Hospital**), Claribel St, Canterbury Rd, The River Rd, Sphinx Av, Doyle Rd, Howard Rd (**Padstow**), Ryan Rd, Davies Rd, Windsor Rd, Uranus Rd, Hydrae St, Mars St, The River Rd, Sandakan Rd, Morotai Rd (**Revesby Heights**), Centaur St, Edinburgh Dr, The River Rd, Mars St, Vega St, Uranus Rd, The River Rd, Macarthur Av, Revesby Pl, Blamey St (**Revesby**), The River Rd, Canterbury Rd, Claribel St, Artagall St (**Bankstown Hospital**), Eldridge Rd, Northam Av, Chertsey Av, Chapel Rd, South Tce to Bankstown Station.

Anti-clockwise loop

From Bankstown (Restwell St at South Tce) via Restwell St, Macauley Av, Chapel Rd, Chertsey Av, Northam Av, Eldridge Rd, Artagall St (**Bankstown Hospital**), Claribel St, Canterbury Rd, The River Rd, Blamey St (**Revesby**), Brett St, Macarthur Av, The River Rd, Uranus Rd, Vega St, Mars St, The River Rd, Sandakan Rd, Morotai Rd (**Revesby Heights**), Centaur St, Edinburgh Dr, The River Rd, Mars St, Hydrae St, Uranus Rd, Windsor Rd, Davies Rd, Ryan Rd, Faraday Rd, Padstow Pde (**Padstow**), Howard Rd, Doyle Rd, Sphinx Av, The River Rd, Canterbury Rd, Claribel St, Artagall St (**Bankstown Hospital**), Eldridge Rd, Northam Av, Chertsey Av, Chapel Rd, South Tce to Bankstown Station.

Timetable Summary

27 July 1964

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Revesby Heights-Revesby	56 round trip	M-F	Bankstown	5.18am	Padstow	8.43pm	30	A
		Sat		5.55am		8.03pm	30	B
		Sun						

A – Generally alternately in each direction.

B – Morning, alternately in each direction. Afternoon, all trips ran anticlockwise. Plus picture bus Saturday night.

22 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Padstow-Revesby Heights-Revesby	56 round trip	M-F	Padstow	5.50am	Bankstown	6.53pm	60*	A
		Sat		8.30am		1.15pm	60	B
		Sun						C

* More frequent in peak hours.

A – Generally alternately in each direction.

B – Morning, alternately in each direction. Afternoon service provided by diversions of 23.

C – Service provided by diversions of 23.

Route 38

CAMDEN – MT HUNTER (Spring Creek) (CAMDEN COUNTRY ROUTE) [Ongoing route]

(The so-called “Camden country” routes, including 38, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period prior to 1991

By 25 December 1991:

- Commenced as an unnumbered school service prior to the allocation of Camden Country route numbers.
- Operated by Busways Macarthur Pty Ltd (Rowe family, proprietors).

By 25 December 1991: Numbered 38 [Camden Country route number].

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

2001 (Source: timetable)

From Camden (John St at Argyle St) via Argyle St, Cawdor Rd, Burragorang Rd, Spring Creek Rd, Calf Farm Rd to end, then Calf Farm Rd, Spring Creek Rd to end (**Spring Creek, Mt Hunter**), then Spring Creek Rd, Burragorang Rd, Cawdor Rd, Argyle St, Oxley St, Mitchell St, John St to Argyle St (Camden).

Timetable Summary

School trips only.

Route 39

BURRANEER POINT – WOOLLOOWARE – CRONULLA

(Burraneer Point is in the current suburb of Burraneer.)

Timeline

By date of Govt Gazette 13 November 1925: Commenced by AJ Edwards, proprietor.

By date of Govt Gazette 15 October 1926: Ceased.

Later revived as 66.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Burraneer Point (Woollooware Rd at Point) via Woollooware Rd to Kingsway (**in current Woollooware**), then Woollooware Rd, Burraneer [Bay] Rd [part now St Andrews Pl], Kingsway, Curranulla St [now Cronulla St & Bicentennial Plaza], Surf Rd, Gerrale St to near Surf Rd (Cronulla). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Burraneer Point-Woolooware-Cronulla	Fr Burr Pt 9W 18C	M-F	Burraneer Pt	7.03amW	Cronulla	6.00pmB	A	
				8.38amC	Wool'ware Rd	6.44pmB		
		Sun	Wool'ware Rd	7.03amW	Cronulla	7.34pmB	E	
				8.38amC	Burraneer Pt	7.52pmW		

Woolooware Rd in this table means Woolooware Rd/Kingsway (at Woolooware steam tram stop?).

A – Burraneer Point-Woolooware Rd 7 trips, Burraneer Bay-Cronulla 3 trips. Plus return picture bus from Cronulla (assumed - not shown in timetable). Extra trip from Woolooware Rd to Burraneer Bay Friday nights.

B – To Burraneer Point.

C – To Cronulla.

D – Burraneer Point-Woolooware Rd 10 trips, Burraneer Bay-Cronulla 4 trips. Plus return picture bus from Cronulla (assumed - not shown in timetable).

E – Burraneer Point-Woolooware Rd 10 trips, Burraneer Bay-Cronulla 2 trips.

W – To Woolooware Rd.

Route 39

CAMPSIE – BELFIELD – ROSELANDS – HURSTVILLE

CAMPSIE – NORTH BELMORE – ROSELANDS

Also:

- **Campsie – Belfield – Roselands – Bardwell Park (selected trips, 1985-86)**
- **Campsie – Belfield – Roselands – Kogarah Hospital (1985-86)**

(Kogarah Hospital is an informal name for St George Hospital.)

Timeline

1920s: Campsie – Enfield (Portland St) commenced.

By 1932: Operated by Arthur Marrin, proprietor (by 1940s trading as Red & White Bus Service).

16 December 1933: Extended in Enfield from Portland St to The Broadway via Enfield Baths.

19 March 1934: Amalgamated with Campsie – Enfield part of 35 to become 39 Campsie – Belfield (Water St/Punchbowl Rd).

6 March 1939: Extended to run Campsie – Belmore (Benaroon Rd). (*Gregory's Street Directory* of circa 1946 lists terminus at Yerrick Rd, which is one block west of Benaroon Rd.)

By 1948: Extended to run Campsie – Wiley Park (Punchbowl Rd/Wileys Av) [now King Georges Rd].

December 1948: Transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

1951: Extended in Wileys Park from Punchbowl Rd/Wileys Av [now King Georges Rd], Wiley Park to Wiley Park Station.

12 October 1965: Extended to run Campsie – Roselands – Hurstville at the time of the opening of Roselands shopping centre. Roselands – Hurstville shared with 34.

1 July 1977: Transferred to Cumberland Coaches Pty Ltd (Todd family, proprietors).

31 August 1983: Transferred to Canterbury Bus Lines (part of the Highway Tours group – JD (Jim) Hill, proprietor).

18 December 1985:

- Amalgamated with 92 as 39 Campsie – Belfield – Roselands – Kogarah Hospital.
- Selected trips amalgamated with 229 as 39 Campsie – Belfield – Roselands – Bardwell Park.
- Existing 34 provided alternative service between Roselands & Hurstville.

16 July 1986:

- Shortened to become Campsie – Belfield – Roselands.
- Roselands – Kogarah Hospital & Roselands – Bardwell Park replaced by reinstated 92.

July 1986: Transferred to Greenacre Bus Lines (Ron Gallagher, proprietor).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill, proprietor).

March 1988: Transferred to Canterbury Bus Lines (Eddie Hayman & Colin Crossley, proprietors).

24 August 1991: 39 & 46 amalgamated as 39 Campsie – North Belmore – Roselands. Service along deleted part of 39 (ie, Burwood Rd, Georges River Rd & Punchbowl Rd) provided by existing 34 & State Transit Authority of NSW routes.

12 October 1995: Renumbered 451 [Sydney Region route number].

Streets

Campsie – Belmore (Punchbowl Rd & Yerrick Rd)

Circa 1946 (Source: Gregory's Street Directory)

From Campsie via South Pde, Beamish St, Ninth Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd.

Campsie – Wiley Park (Punchbowl Rd & Wileys Av [now King Georges Rd])

Circa 1948 (Source: Gregory's Street Directory)

From Campsie via North Pde, Beamish St, Seventh Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd (Wiley Park).

Campsie – Belfield – Roselands – Hurstville

1968 (Source: RGH notes)

From Campsie (Wilfred Av [now North Pde] at Station) via Beamish St, Seventh Av, Fifth Av, Burwood Rd, Georges River Rd, Punchbowl Rd, King Georges Rd (**Wiley Park**), Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd (**Beverly Hills**), Forest Rd, Alfred St, Treacy St (Hurstville).

From Hurstville (Treacy St) via Forest Rd, King Georges Rd, Roselands Dr (**Roselands shops**), Roseland Av, King Georges Rd, Punchbowl Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred Av (Campsie Station).

Beverly Hills (Ponyara Rd) diversion: Ex Campsie from King Georges Rd/Ponyara Rd via Ponyara Rd, Pallamana Pde, Tooronga Tce to King Georges Rd. Reverse on return.

Roselands (Shorter Av) diversion: Ex Campsie from King Georges Rd/Penshurst Rd via Penshurst Rd, Shorter Av Tce to King Georges Rd. Reverse on return.

Campsie – Belfield – Roselands – Kogarah Hospital

18 December 1985 (based on streets followed by 39 & 229 prior to amalgamation as 39)

From Campsie via same route as above to Roselands shops, then Roseland Av, King Georges Rd, Moorefields Rd, Kingsgrove Rd, Homer St, Bexley Rd (**Bexley North**), New Illawarra Rd, Alston St, Stoney Creek Rd, Henderson Rd, Donnan St, Besborough Av, Forest Rd, Queen Victoria St, Paine St, Station St, Railway Pde, Belgrave St, Kensington St (Kogarah Hospital).

From Kogarah Hospital (Kensington St) via Montgomery St, Railway Pde, then reverse route to Roselands shops, then as per "From Hurstville" for Campsie-Hurstville above.

Campsie – North Belmore – Roselands

24 August 1991 (Source: timetable)

From Campsie (Wilfred Av [now North Pde] at Station) via Beamish St, Seventh Av, First Av, Clarence St, Baltimore St, Albert St, Burwood Rd, Yangoora St (**North Belmore**), Wangee Rd, Punchbowl Rd, King Georges Rd (**Wiley Park**), Roselands Dr (Roselands shops).

From Roselands (shops) via Roseland Av, King Georges Rd, then reverse route to Beamish St, then Campsie St, London St, Wilfred Av (Campsie Station).

Timetable Summary

25 August 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Wiley Park	18	M-F	Wiley Park	6.28am	Campsie	6.10pm	40*	
		Sat		7.18am		1.46pm	20	
		Sun						

* More frequent in peak hours.

3 August 1968

See 34

18 December 1985

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Roselands-Kogarah Hospital	Fr Camps 22R 54K	M-F	Roselands	6.28amC	Campsie	5.25pmK	A	
			Campsie	7.30amK				
		Sat		7.30amK	Kogarah Hosp	12.55pmC	60	B
		Sun						

* More frequent in peak hours.

A – Early morning, Campsie-Roselands. Day, Campsie-Kogarah Hospital 60*. Plus short-working/s before first trip & after last trip shown.

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

C – To Campsie.

K – To Kogarah Hospital.

R – To Roselands.

July 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Belfield-Roselands	22	M-F	Roselands	7.06am	Campsie	5.30pm	60*	A
		Sat		8.17am		12.30pm	60	A
		Sun						

* More frequent in peak hours.

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

24 August 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-North Belmore-Roselands	25	M-F	Roselands	7.24am	Roselands	5.38pm	60*	A
		Sat		8.15am	Campsie	4.35pm	60	
		Sun						

* More frequent in peak hours.

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

Route 39

CITY (Central Railway) – LEICHHARDT Bus Workshops (INDUSTRIAL) ■

Timeline

13 September 1943 (?): Peak hour service commenced by Department of Road Transport & Tramways.

21 July 1945: Renumbered 439 [Sydney Region route number].

Route 39

CAMDEN – ROCKBARTON – MOWBRAY PARK (CAMDEN COUNTRY ROUTE) [Ongoing route]

(The so-called “Camden country” routes, including 39, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

(Rockbarton is an abbreviation of Rockbarton Rd, Oakdale.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period prior to 1991

- Commenced as an unnumbered school service prior to the allocation of Camden Country route numbers.
- Operated by Busways Macarthur Pty Ltd (Rowe family, proprietors).

25 December 1991: Numbered 39 [Camden Country route number].

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

By 2002:

- 42 renumbered part of 39 [Camden country route numbers, listed here as 1925 route numbers]
- Altered such that morning trips run Mowbray Park – Rockbarton – Camden (ie, via Barkers Lodge Rd); afternoon trips Camden – Mowbray Park – Rockbarton (ie, via Montpelier Dr).

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

2001 (Source: timetable)

Mornings

From Mowbray Park (Barkers Lodge Rd/Montpelier Dr) via Barkers Lodge Rd to Oakdale, then route not specified in timetable to Camden.

Afternoons

From Camden route not specified in timetable to Oakdale, then via Barkers Lodge Rd to Montpelier Dr (Mowbray Park).

Timetable Summary

School trips only.

Route 40

FOLLY POINT (Cammaray Rd, Cammaray) – MILSONS POINT

(Cammaray is now spelt Cammeray.)

(Folly Point terminus became known by the surrounding suburb name, Cammaray, by late 1924.)

(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: Folly Point – Milsons Point commenced prior to the allocation of route numbers. Competed with Milsons Point – Northbrige tram service.

As at date of Govt Gazette of 19 December 1924: Numbered 38 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 40 [1925 route number] in the general renumbering of routes.

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

Streets

Folly Point – Milsons Point

1924 (Source: Govt Gazette of 7 March 1924)

From Folly Point (Cammaray Rd at Alan St) via Cammaray Rd, Carter St (**Cammaray**), Palmer St, Miller St, Amherst St, West St, Ridge St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St to Railway Goods Yard [at original wharf/tram terminus] (Milsons Point). Reverse on return.

Cammaray Rd (Alan St) – Milsons Point

1924 (Source: Govt Gazette of 7 March 1924)

From Cammaray (Alan St) (at Cammaray Rd) via Cammaray Rd, Carter St, Warringa St, Amherst St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (to Milsons Point tram terminus). Reverse on return.

1925 (Source: Govt Gazette of 13 November 1925)

From Cammaray (Alan St) (at Cammaray Rd) via Cammeray Rd, Carter St, Palmer St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St, Dind St, Glen St (Milsons Point tram terminus). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cammaray-Milsons Point	20	M-F	Cammaray	6.38am	Milsons Point	11.18pm	20-30	
		Sat		6.38am		11.18pm	20-30	
		Sun		8.56am		11.42pm	20-30	

Route 40

CABRAMATTA – BONNYRIGG – MT PRITCHARD (Dayments Corner or Reservoir) via Cabramatta Rd

CABRAMATTA – MT PRITCHARD (Townview Rd)

CABRAMATTA – SOUTH BONNYRIGG via Cabramatta Rd

CABRAMATTA – ST JOHNS PARK via John St

CABRAMATTA – ST JOHNS PARK via St Johns Rd

LIVERPOOL – BONNYRIGG

- **Extended from Bonnyrigg to Badgerys Creek (*infrequent service, from 1950*)**

Also:

- **Cabramatta – Cabramatta (Sussex St) (*limited service, from 1988?*)**
- **Cabramatta – Green Valley (*limited service*)**

(Dayments [Corner], Mt Pritchard was at Park Rd/Mulgoa Rd [now Meadows Rd/Elizabeth Dr, Mt Pritchard]. It was apparently named after the family of John Dayment, who is said to have lived there in the late 1800s/early 1900s.)

(Reservoir was at Mulgoa Rd/Green Valley Rd [now North Liverpool Rd/Elizabeth Dr, Mt Pritchard]).

(South Bonnyrigg is now known as Bonnyrigg Heights.)

Timeline

By date of Govt Gazette 22 June 1928: Cabramatta – Bonnyrigg via Cabramatta Rd commenced.

By October 1935: Operated by Mrs EL Roberts, proprietor.

August 1948: Transferred to Cabramatta-Bonnyrigg Bus Service (GW Stanton, proprietor).

By 1950:

- Existing Cabramatta-based routes were:
 - Cabramatta – Bonnyrigg (probably Cabramatta Rd/Mulgoa Rd [now Elizabeth Dr]) (full time service, selected trips extended from Bonnyrigg to Cowpasture Rd *or* Badgerys Creek).
 - Cabramatta – Dayments Corner
 - Cabramatta – Reservoir (may have been an extension of Cabramatta – Dayments Corner trips?)

August 1951: Transferred to Calabro Bros Pty Ltd (A, B, G & F Calabro, proprietors).

December 1956: Selected trips rerouted via Hemphill Av & Mulgoa Rd.

June 1957:

- New route(s), Cabramatta – St Johns Park (Humphreys Rd) (*either* via John St *and/or* via St Johns Rd?), commenced.
- St Johns Rd route ran in competition with Bosnjaks' 45 along the same road until 24 October 1982, when Bosnjaks' 45 ceased to run there.

December 1959: New route, Cabramatta – Mt Pritchard (Townview Rd) (destination “Townview Rd via Cooks Hill”), commenced.

By 25 January 1960:

- Cabramatta – Reservoir trips curtailed to run Cabramatta – Dayments Corner.
- Other routes were:
 - Cabramatta – Bonnyrigg via Cabramatta Rd (infrequent service extended to Badgerys Creek)
 - Cabramatta – Mt Pritchard (Townview Rd)
 - Cabramatta – St Johns Park (Humphries Rd) via John St (destination “John St”)
 - Cabramatta – St Johns Park (Humphries Rd) via St Johns Rd (destination “St Johns Rd”)

By 1962: Operator incorporated as Calabro Bros Pty Ltd.

By 2 February 1982: New route, Liverpool – Bonnyrigg via Cabramatta Rd. Infrequent extension from Bonnyrigg to Badgerys Creek transferred from Cabramatta – Bonnyrigg via Cabramatta Rd to this new route.

By 1984:

- Routes were:
 - Cabramatta – Bonnyrigg (Tarlington Pde) via John St
 - Cabramatta – Mt Pritchard (Townview Rd)
 - Cabramatta – South Bonnyrigg
 - Cabramatta – St Johns Park (Edensor Rd) via St Johns Rd
 - Liverpool – Bonnyrigg (Cowpasture Rd) via Cabramatta Rd (selected trips extended to Badgerys Creek).

- New route (limited service), Cabramatta – Cabramatta (Sussex St) commenced.

By 12 September 1988: Infrequent extension Bonnyrigg – Badgerys Creek transferred from Liverpool – Cowpasture Rd via Cabramatta Rd service to new Liverpool – Bonnyrigg (Cowpasture Rd) via John St service.

8 June 1989: Transferred to Westbus (Bosnjak family, proprietors; RL (Roger Lance) Graham, general manager till 1990).

4 February 1991: As part of general reorganization of Westbus's Bonnyrigg area routes:

- Renumbered into Sydney Region route numbers as:
 - 826 Cabramatta – Fairfield via Canley Vale Rd & Polding St
 - 827 Cabramatta – Fairfield via St Johns Rd & Brennan St
 - 831 Cabramatta – Bonnyrigg
 - 832 Cabramatta – South Bonnyrigg
 - 833 Cabramatta – Mt Pritchard – South Bonnyrigg
 - 834 Cabramatta – Mt Pritchard (Townview Rd)
 - 835 Liverpool – South Bonnyrigg – Penrith
 - 836 Liverpool – South Bonnyrigg – Badgerys Creek
 - 837 Liverpool – South Bonnyrigg – Bonnyrigg
- Cabramatta – Cabramatta (Sussex St) (limited service) continued as an unnumbered route/route number unknown (further history listed under 834 [Sydney Region route number]).

Streets

CABRAMATTA-BASED ROUTES

1928-1969

Cabramatta – Bonnyrigg via Cabramatta Rd

1928 (Source: Govt Gazette of 22 June 1928)

From Cabramatta (Railway Pde at Station) via Railway Pde, Cabramatta Rd, Mulgoa Rd [now Elizabeth Dr] to Park [now Meadows] Rd [Dayments Corner] (in current Mt Pritchard).

Circa 1946 (Source: Gregory's Street Directory)

From Cabramatta via Railway Pde, Cabramatta Rd, Mulgoa Rd [now Elizabeth Dr] (Bonnyrigg).

By 1960

Trips to Dayments (Corner): Ex Cabramatta from Cabramatta Rd in a loop via Mulgoa Rd [now Elizabeth Dr] to Park [now Meadows] Rd (Dayments), then Park [now Meadows] Rd, Cabramatta Rd; *or reverse order of streets.*

As at 1969

Cabramatta – St Johns Park (Humphries Rd) via John St

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at Station) via John St, Harrington St, St Johns Rd, Humphries Rd (St Johns Park), Edensor Rd, Harrington St, John St, Park Rd, Arthur St, Railway Pde to Cabramatta Station.

Cabramatta – St Johns Park (Humphries Rd) via St Johns Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at Station) via John St, Gladstone St, St Johns Rd, Harrington St, Edensor Rd, Humphries Rd (St Johns Park), St Johns Rd, Gladstone St, Hughes St, Railway Pde to Cabramatta Station.

1980s

Cabramatta – Bonnyrigg via Cabramatta Rd & extensions

1984 (Source: timetable)

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Meadows Rd, Anderson Av, Hemphill Av, Elizabeth Dr (**Bonnyrigg**), Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta Station.

Edensor Park (Cowpasture Rd) extension: From Bonnyrigg (Elizabeth Dr/Cabramatta Rd) via Elizabeth Dr, Kalang Rd, Cowpasture Rd, Elizabeth Dr. Reverse on return.

South Bonnyrigg (Lewis St) extension: From Bonnyrigg (Elizabeth Dr) via Brown Rd, Aplin Rd, Simpson Rd, Wilson Rd, Lewis St. Reverse on return.

Bonnyrigg (Tarlington Pde) extension: From Bonnyrigg (Elizabeth Dr) via Bonnyrigg Av, Tarlington Pde to Cabramatta Rd.

Cabramatta – Bonnyrigg (Tarlington Pde) via John St

1984 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Harrington St, Edensor Rd, Bonnyrigg Av, Tarlington Pde (**Bonnyrigg**), Cabramatta Rd, Humphries Rd, Edensor Rd, Harrington St, John St, Hill St, Hughes Av, Railway Pde to Cabramatta Station.

Cabramatta – Bonnyrigg (Bunker Pde) via St Johns Rd

1984 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Park Rd, McBurney Rd, Gladstone St, St Johns Rd, Humphries Rd, Edensor Rd, Bunker Pde (**Bonnyrigg**), Humphries Rd, St Johns Rd, Gladstone St, McBurney Rd, Railway Pde to Cabramatta Station Pde.

Cabramatta – Mt Pritchard (Townview Rd)

1984 (Source: timetable)

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Cabramatta Rd, Townview Rd, Oliphant St (clockwise loop) (**Mt Pritchard**), Townview Rd, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta Station.

Alteration

1988 (Source: timetable): From Cabramatta Rd via Anderson Av, David St, Oliphant St, Townview Rd, Oliphant St (clockwise loop), Townview Rd to Cabramatta Rd.

Cabramatta – Cabramatta (Sussex St)

1988 (Source: timetable)

From Cabramatta (Railway Pde at Station) via Railway Pde, Boundary Lane, Church St, Bolivia St, Huon St, Sussex St, Carrabeen St, Bolivia St, Kurrajong St, Cabramatta Rd, Hill St, Hughes St, Railway Pde to Cabramatta Station.

LIVERPOOL-BASED ROUTES

Liverpool – Bonnyrigg – Badgerys Creek via Cabramatta Rd

1984 (Source: timetable)

From Liverpool (Station forecourt) via Bigge St, Moore St, Macquarie St, Elizabeth St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Badgerys Creek Rd to Longleys Rd (Badgerys Creek).

From Badgerys Creek (Badgerys Creek Rd at Longleys Rd) via reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool Station.

Liverpool – South Bonnyrigg via Brown Rd

12 September 1988 (Source: timetable)

From Liverpool (Station forecourt) via Bigge St, Moore St, Northumberland St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Brown Rd, Aplin Rd, Simpson Rd, Wilson Rd, Mount St, Cowpasture Rd (**South Bonnyrigg**), Lewis St, Wilson Rd, then reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool Station.

Liverpool – South Bonnyrigg via John St (selected trips extended to Badgerys Creek)

12 September 1988 (Source: timetable)

From Liverpool (Station forecourt) via Bigge St, Moore St, Northumberland St, Elizabeth Dr, Copeland St, Orange Grove Rd, Cabramatta Rd, Gladstone St, John St, Harrington St, Edensor Rd, Humphries Rd, Cabramatta Rd, Elizabeth Dr (**Bonnyrigg**), Kalang Rd [Kalang Rd then met Elizabeth Dr at Smithfield Rd & met Cowpasture Rd] to Cowpasture Rd (Edensor Park).

From Edensor Park (Cowpasture Rd at Kalang Rd) via Cowpasture Rd, Elizabeth Dr, Humphries Rd, then reverse route to Copeland St, then Elizabeth Dr, Elizabeth St, George St, Moore St, Bigge St to Liverpool Station.

Badgerys Creek extension: From Bonnyrigg (Cowpasture Rd/Elizabeth Dr) via Elizabeth Dr, Martin Rd, Cuthel St, Lawson Rd, Pitt St, Badgerys Creek Rd to Longleys Rd (Badgerys Creek), returning via Badgerys Creek Rd, Elizabeth Dr to Cabramatta Rd.

Timetable Summary

14 August 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-various termini in Bonnyrigg area		M-F	Reservoir	5.58amC	Cabramatta	9.50pmD	40-60*	A
		Sat	Dayments	5.45amC		12.37amD	AM 30 PM 60	A
		Sun	Bonnyrigg	7.35amC		9.50pmD	60	A

* More frequent in peak hours.

A – Cabramatta-various termini (Bonnyrigg, Reservoir, Cowpasture Rd or Dayments). Extra trips Wednesday night.

C – To Cabramatta.

D – To Mt Pritchard (Dayments).

G – To Green Valley.

L – To Liverpool.

P – To Cowpasture Rd.

25 January 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Bonnyrigg or Mt Pritchard via <i>Cabramatta Rd</i>	12	M-F	Bonnyrigg or Mt Pritchard	4.58am	Cabramatta	11.18pm	30*	
		Sat		5.32am		11.20pm	30	
		Sun		7.22am		9.18pm	30-60	
Cabramatta-Edensor Rd/Meadows Rd via <i>John St</i>	8	M-F	Edensor Rd/ Meadows Rd	5.09am	Cabramatta	9.16pm	20*	A
		Sat		5.32am		9.46pm	AM 15 PM 30	A
		Sun		8.33am		9.18pm	30	B
Cabramatta-St Johns Pk (Humphries Rd) via <i>St Johns Rd</i>	10	M-F	Humphries Rd	5.10am	Cabramatta	11.16pm	30*	A
		Sat		6.22am		11.16pm	30	A
		Sun		7.58am		5.48pm	4 trips	B

* More frequent in peak hours.

A – Selected trips ran from Cabramatta via St Johns Rd & returned via John St.

B – Selected trips ran from Cabramatta via John St & returned via St Johns Rd.

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-South Bonnyrigg <i>via Cabramatta Rd</i>	35	M-F	Sth Bonnyrigg	4.40am	Cabramatta	10.20pm	30*	
		Sat		5.45am		5.30pm	40-55	
		Sun		7.20am		6.30pm	55	
Cabramatta-Bonnyrigg (Tarlington Pde) <i>via John St</i>	15	M-F	Tarlington Pde	4.55am	Cabramatta	7.08pm	35*	
		Sat		6.25am		6.05pm	AM 35 PM 30	A
		Sun		7.50am		6.05pm	30	A
Cabramatta-St Johns Park (Bunker Pde) <i>via St Johns Rd</i>	15	M-F	Bunker Pde	4.55am	Cabramatta	7.08pm	35*	
		Sat		6.25am		6.05pm	AM 35 PM 30	A
		Sun		7.50am		6.05pm	30	A
Cabramatta-Mt Pritchard (Townview Rd)	20 round trip	M-F	Townview Rd	4.53am	Cabramatta	10.30pm	30	
		Sat		6.08am		5.30pm	AM 30 PM 50	B
		Sun		7.38am		6.30pm	50	B
Cabramatta-Cabramatta (Sussex St)	10 round trip	M-F	Cabramatta	8.15am	Sussex St	11.32am	3 trips	
		Sat						
		Sun						
Liverpool-South Bonnyrigg <i>via Cabramatta Rd</i>	23	M-F	Sth Bonnyrigg	5.32am	Liverpool	6.43pm	50	
		Sat		7.12am		1.16pm	50	
		Sun						
Liverpool-South Bonnyrigg <i>via John St</i> †	27	M-F	Badgerys Ck	5.22am	Liverpool	6.07pm	60	C
		Sat		8.07am		12.30pm	60	C
		Sun						

* More frequent in peak hours.

† Selected trips extended to Badgerys Creek.

A – Saturday afternoon & Sunday trips ran from Cabramatta via St Johns Rd & returned via John St.

B – Weekday nights, Saturday afternoons & Sundays, service provided by diversion of Cabramatta-Bonnyrigg via Cabramatta Rd route.

C – Base service Liverpool – Bonnyrigg (Cowpasture Rd/Kalang Rd). Selected trips (mainly peak hours) extended to Badgerys Creek.

Route 40

BONDI JUNCTION – BUNNERONG POWER HOUSE (INDUSTRIAL) ■

(Bunnerong Power House terminus was renamed Botany Cemetery, located opposite, after the power house was decommissioned in 1975.)

Timeline

18 October 1943: Peak hour service commenced by Department of Road Transport & Tramways.

15 November 1943: Renumbered 346.

Route 40

CAMDEN – THE OAKS – OAKDALE – NATTAI via Burragorang Rd (CAMDEN COUNTRY ROUTE) [Ongoing route]

- **Extended from Nattai to Bimlow, Upper Burragorang & Yerranderie (selected trips early-1940s – mid-1950s)**
- **Extended from Camden to Campbelltown (at least some trips in timetable dated October 1977)**

(The so-called “Camden country” routes, including 40, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

(Belimbla Park was known before 1991 as Belimba Park.)

(Notes re locations west of Nattai:

- *The road west of Nattai was cut following the building of Warragamba Dam in the late 1950s & the consequent filling of Lake Burragorang in about 1959.*
- *Bimlow was a locality west of Nattai.*
- *Burragorang House was located at Upper Burragorang.*
- *Yerranderie was also a locality west of Nattai & is now a privately-owned ghost town. Since Warragamba Dam was built and Lake Burragorang filled, it is now only accessible via Oberon.)*

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number**

Unnumbered period 1940s-1991 (Source for much of the early history is the Camden News.)

By 15 October 1945 (date of first known timetable):

- Camden – The Oaks – Nattai – Burragorang House – Bimlow commenced by John (Jack) Pippen & family, prior to the allocation of Camden Country route numbers.
- Route partly provided transport for miners. Inscription on plaque outside Oakdale Workers Club reads that the Pippen family was the “first bus company to transport miners to work in the Burragorang Valley mines”. As a result, some trips ran at change of shift times for colliery miners. Colliery services were subject to colliery operating and shift time variations.
- Route also provided transport for tourists to Burragorang House (by December 1948 some timetables list trips to that point as running on an as-required basis).
- Traded as Pippen’s Bus Service and possibly also as Burragorang Bus Service.

14 August 1946: Jack Pippen died & service passed to his widow, Mrs M Pippen.

1 June 1948: Camden – Burragorang – Yerranderie commenced by George W Higlett & Gordon L Lee (possibly complementary to Pippen’s route?), following a period when Higlett ran the mail service between Camden & Yerranderie, using a car & trailer.

By May 1948: Separate (?) school trips commenced,

October 1948: Camden – The Oaks – Nattai – Burragorang House – Bimlow transferred from Pippen’s Bus Service to Peter S Withers Bus Service.

By early 1950s: Camden – Burragorang – Yerranderie curtailed to run Camden – Burragorang House – Bimlow.

2 March 1950: Camden – The Oaks – Nattai – Burragorang House – Bimlow noted as being run by Burragorang Safety Coaches (Harold Jeffrey, manager).

By 18 May 1950 (as per timetable in Camden News of that date): The separate services operated by Higlett/Lee and Burragorang Safety Coaches appear to have been amalgamated as Camden – The Oaks – Burragorang Valley – Yerranderie (selected trips ran via Upper Burragorang).

By 13 September 1951: Operated by Higlett, then or later trading as Higletts Motor Coach Service Pty Ltd.

Later 1950s (?) (when the road between Nattai & Bimlow was cut by Lake Burragorang): Curtailed to run Camden – Oakdale (selected trips extended to Nattai shop & surrounding collieries).

By October 1977: Some Camden – Oakdale trips, mainly early morning, afternoon & late night, extended to run Campbelltown – Camden – Oakdale (various collieries).

(?): Clintons Motors may have also provided services to collieries for miners (further details?)

By 3 January 1986: Selected trips rerouted via Theresa Park & Orangeville.

By 13 August 1986: Higlett traded as Macarthur Coaches Pty Ltd.

June 1986: Macarthur Coaches transferred to Rowe family.

1989: Operator’s name changed to Busways Macarthur Pty Ltd.

By 25 December 1991:

- Camden – Oakdale numbered 40 [Camden Country route number].
- Most Camden – Oakdale trips rerouted between Camden & The Oaks via Mayfarm Rd & then in a loop ex Camden via Burragorang Rd to Oakdale, then return via Belimbla Park.
- Most mines had ceased operation during the 1980s & early 1990s & specific trips to/from collieries appear to have ceased (although 2 trips per weekday were listed in timetable running “to/from Oakdale Mine”). These trips continued in later timetables, but shown as running to/from Ridge Rd/Steveys Forest Rd, without reference to a mine.
- Trips extended from Camden to Campbelltown ceased, but connections made between 145 Campbelltown – Camden & 40 Camden – Oakdale, etc at Camden.
- Extension from Oakdale to Nattai reduced in status to school trips.

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors) as successful tenderer for bus services in Contract Region 15.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Camden – Oakdale – Belimbla Park (loop in the Oakdale area via Burragorang Rd & return via Belimbla Park)

2001 (Source: timetable)

From Camden (John St at Argyle St) via Argyle St, Cawdor Rd, Sheathers Lane, Werombi Rd (**Grasmere**), Mayfarm Rd, Burragorang Rd (**Mt Hunter, Glenmore**), Russell St, John St (**The Oaks**), McIntosh St, William St, Mary St, Burragorang Rd to Steveys Forest Rd (**Oakdale Workers Club**), then Burragorang Rd, Barkers Lodge Rd, Russell Lane, Binalong Rd (**Belimbla Park**), Burragorang Rd, then reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Timetable Summary

15 October 1945

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Oakdale-Nattai-Bimlow	Fr Camd 60N 75B	M-F	Camden	5.45amB	Bimlow	6.30pmC	A	
		Sat	Bimlow	9.45amC	Camden	4.15pmB	1 trip	
		Sun		9.45amC		1.30pmB	1 trip	
		Hols		9.45amC	Bimlow	3.30pmC	D	

▲ Unnumbered route.

A – Camden-Nattai 4 trips, Camden-Bimlow 2 trips. Plus picture bus Wednesday nights.

B – To Bimlow.

C – To Camden.

D – 1 trip from Camden, 2 trips from Bimlow.

N – To Nattai.

20 November 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Oakdale-Nattai-Bimlow-Yerranderie	Fr Camd 60N 90B 150Y†	M-F	Camden	5.45amN	Camden	4.30pmY	A	
			Yerranderie	6.30amC	Nattai	11.30pmC		
		Sat	U/Burraborang	7.20amC	Camden	9.00amY	D	
			Camden	9.00amY		4.00pmU 10.45pmB		
		Sun		9.00amY	Yerranderie	1.30pmC	E	
					Camden	5.30pmN		

▲ Unnumbered route.

† More if ran via Upper Burraborang.

A – **From Camden:** To Nattai (4 trips), Bimlow (1), Yerranderie (2).

To Camden: From Yerranderie (1 trip), from Bimlow (2), from Nattai (5).

Plus 7.15pm from Camden to Bimlow on Fridays only.

B – To Bimlow.

C – To Camden.

D – **From Camden:** To Nattai (4 trips), Bimlow (3), Upper Burraborang (2), Yerranderie (1).

To Camden: From Yerranderie (1 trip), Upper Burraborang (2), Bimlow (2), Nattai (4).

E – **From Camden:** To Nattai (3 trips), Bimlow (1), Upper Burraborang (2), Yerranderie (1).

To Camden: From Yerranderie (1 trip), Bimlow (2), Nattai (3).

N – To Nattai.

U – To Upper Burraborang.

Y – To Yerranderie.

Undated (possibly mid-1950s, while Bimlow was still accessible by road)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Oakdale-Nattai-Bimlow	Fr Camd 45O 90B	M-F	Camden	5.45amN	Nattai	11.00pmC	A	
		Sat	Bimlow	7.30amC	Camden	5.45pmB 11.00pmN	D	
		Sun		3.15pmC		Camden	5.30pmN	E

▲ Unnumbered route.

A – Camden-Oakdale (5 trips from Camden, 4 trips to Camden). 3 trips extended to Nattai. 4.15pm trip from Camden extended to Bimlow. Extra trip Friday night from Camden to Bimlow.

B – To Bimlow.

C – To Camden.

D – From Camden: 2 trips to Nattai, 1 trip extended to Bimlow. 2 trips from Bimlow to Camden.

E – 1 trip from Bimlow to Camden, 1 trip from Camden to Nattai.

N – To Nattai.

O – To Oakdale.

October 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Oakdale-various collieries†	Fr C'town 20C 45O	M-F	Campbelltown	5.15amO	Oakdale	2.35amT	A	
		Sat	Oakdale	8.15amC	Camden	12.40pmO	1 trip	
		Sun						

Services subject to colliery operating & shift time variations.

▲ Unnumbered route.

† Selected trips extended to Campbelltown.

A – **To Oakdale** (from either Campbelltown or Camden): 18 trips (extended beyond Oakdale to:

Burraborang (1 trip), Brimstone Colliery (3), Nattai Colliery (4), Nattai North Colliery (3), Valley 2 Colliery (2), Valley 3 Colliery (2).

From Oakdale (to either Campbelltown or Camden): 22 trips (extended beyond Oakdale to start from:

Brimstone Colliery (4 trips), Nattai Colliery (5), Nattai North Colliery (4), Valley 2 Colliery (3), Valley 3 Colliery (3).

Extra trips ran between Campbelltown, Camden & various collieries late on Sunday to Thursday nights (approx. 10.00pm-12.00am).

C – To Camden.

O – To Oakdale.

T – To Campbelltown.

10 August 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
▲ Camden-Oakdale-Nattai†	Fr Camd 25W 40N	M-F	Camden	5.50amR	Ridge Rd	1.50pmC	A	
				5.55amN	Nattai North	7.45pmC		
		Sat		7.35amW	Oakdale Wkrs	1.10pmC	2 trips	
		Sun						

Services subject to colliery operating & shift time variations.

▲ Unnumbered route.

† Selected trips extended to Campbelltown.

A – **From Camden:** To Oakville Workers Club (9 trips), Oakdale (Ridge Rd) (2), Nattai or North Nattai (4). School trips additional.

To Camden: From Nattai or Nattai North (6 trips), Oakdale (Ridge Rd) (2), Oakdale Workers Club (2), The Oaks (1). Plus 1.10am from Nattai North to Camden. School trips additional.

C – To Camden.

N – To Nattai or Nattai North.

R – To Oakdale (Ridge Rd).

W – To Oakdale Workers Club.

25 December 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
40: Camden-Oakdale	70 round trip	M-F	Camden	5.40am	Oakdale	7.23pm	12 trips	A
		Sat	Oakdale	7.00am		9.43pm	4 trips	B
		Sun						

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

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

Route 41

CAMPSIE – CANTERBURY – PETERSHAM – CENTRAL RAILWAY via Parramatta Rd

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Shared parts of the route with 42 & 43 [1925 route numbers] for various at different times (*see* Summary below).
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette 19 December 1924: Numbered 41 [1924 route number].

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

- J Northey, proprietor
- Mick Fitzgibbons, proprietor (also trading as White Deluxe Bus Service).

As at date of Govt Gazette 13 November 1925: Retained route number 41 [1925 route number] in 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 Campsie (Station, Lillian St at Beamish St) via Beamish St, Canterbury Rd (**Canterbury, Hurlstone Park**), Old Canterbury Rd, New Canterbury Rd (**Dulwich Hill**), Palace [now Audley] St (**Petersham**), Trafalgar St, Crystal St, Parramatta Rd, George St West [now Broadway], George St, Barlow St, Pitt St to Eddy Av (Central Railway).

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

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (Station, North Pde at Beamish St) via North Pde, Beamish St, Canterbury Rd, New Canterbury Rd (**Dulwich Hill**), Palace [now Audley] St (**Petersham**), Trafalgar St, Crystal St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Campsie from Crystal St via Fort St, Railway St, Parramatta Rd. Unaltered ex Central Railway.

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		
Campsie-Central Railway		M-F	Campsie	6.50am	Central Rly	11.21pm	30	
		Sat		6.50am		11.21pm	30	
		Sun		7.50am		12.03am	30	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway		M-F	Campsie	6.49am	Central Rly	11.38pm	20	
		Sat		6.49am		12.38am	20	
		Sun		8.09am		11.38pm	20	

• • **Summary of Campsie – Central Railway routes operated by Mick Fitzgibbons (trading as White Deluxe Bus Service)**

1925 route number	Via suburbs & major streets	In operation as at Government Gazette issue dates									
		Unnumbered period				Route number allocated					
		20 June 1919	8 July 1921	7 Mar 1924	19 Dec 1924	13 Nov 1925	15 Oct 1926	17 Dec 1926	27 May 1927	22 June 1928	22 Feb 1929
41	Canterbury, Hurlstone Park, Dulwich Hill, Petersham & Parramatta Rd			•	•	•	•	•	•	•	•
42	Canterbury, Hurlstone Park, Marrickville & Enmore & Newtown				•	•	•	•	•	•	
	Canterbury, Hurlstone Park, Marrickville, Enmore & Missenden Rd										•
43	Canterbury, Hurlstone Park, Dulwich Hill, Lewisham & Parramatta Rd					•	•	•			
	Canterbury, Hurlstone Park, Dulwich Hill, Petersham & Parramatta Rd							•	•		
	Canterbury, Hurlstone Park, Enmore, Newtown, Australia St & Parramatta Rd									•	
	Canterbury, Hurlstone Park, Enmore, Australia St & Parramatta Rd										•

Route 41

LIVERPOOL – ASHCROFT – HINCHINBROOK via South Liverpool Rd

LIVERPOOL – BONNYRIGG – GREEN VALLEY

LIVERPOOL – MILLER via Maxwells Av (selected trips extended to Busby Rd)

LIVERPOOL – MT PRITCHARD (Townview Rd)

LIVERPOOL – ORANGE GROVE ESTATE

Also:

- **Liverpool – Heckenberg – Busby – Miller (shopping service, from 1980)**
- **Miller – Busby – Heckenberg – Miller (shopping service, approx. 1968-80)**

(Orange Grove Estate is in the vicinity of O'Brien Pde & Marsden Rd)

(Dayments [Corner], Mt Pritchard was at Park Rd/Mulgoa Rd [now Meadows Rd/Elizabeth Dr, Mt Pritchard]. It was apparently named after the family of John Dayment, who is said to have lived there in the late 1800s/early 1900s.)

Timeline

31 July 1933: Liverpool – Bonnyrigg commenced by Mrs EL Roberts, proprietor.

By 1946: Extended to run Liverpool – Bonnyrigg – Green Valley (terminus at Green Valley Rd/Wilson Rd).

August 1948: Transferred to Cabramatta – Bonnyrigg Bus Service (GW Stanton, proprietor).

August 1951: Transferred to A, B, G & F Calabro, proprietors.

23 November 1954: Transferred to Oliveri family (incorporated as Oliveri Bros Pty Ltd by 1960).

October 1956: Rerouted via Meadows Rd & Mulgoa Rd [now Elizabeth Dr].

December 1956: Route extended via Cowpasture Rd & Heckenberg Rd [now North Liverpool Rd].

December 1959: New route, Liverpool – Mt Pritchard (Townview Rd) commenced (in off peak & at weekends, service provided by diverting selected Green Valley trips via Townview Rd/Oliphant St).

By 8 August 1960:

- New routes to Orange Grove estate commenced:
 - Liverpool – Woodlands Rd (in off peak & at weekends, service provided by diverting selected Green Valley trips via Woodlands Rd)
 - Liverpool – Orange Grove Rd
- Green Valley trips extended in a loop via North Liverpool Rd, Cowpasture Rd & Green Valley Rd.

Late 1962: New route, Liverpool – Green Valley housing estate, commenced (possibly to South Liverpool Rd via Ashcroft and/or to Sadleir Av/Insignia St, Sadleir, the latter being the beginnings of the Liverpool – Miller route).

December 1962: Operator's name changed to Oliveri Transport Services.

June 1963: Liverpool – Sadleir Av/Insignia St extended to run Liverpool – Sadleir (Bobin Rd).

By April 1965:

- [Probably] Liverpool – Sadleir (Bobin Rd) extended to run Liverpool – “Green Valley” [probably now Miller] shopping centre.
- Green Valley trips ran clockwise round North Liverpool Rd-Cowpasture Rd-Green Valley Rd loop on weekday afternoons & nights, but anti-clockwise at other times.

By 1966: Routes were:

Liverpool – Cowpasture Rd, Green Valley*

Liverpool – Miller

Liverpool – Mt Pritchard (Townview Rd)

Liverpool – Orange Grove Estate (Liverpool – Woodlands Rd & Liverpool – Orange Grove Rd routes combined)

Liverpool – South Liverpool Rd via Ashcroft*

**On weeknights, Saturday afternoons & Sundays, these routes were combined in a loop from Liverpool via Dayments, Green Valley Rd, Rundle Rd, South Liverpool Rd & Dayments (not via Ashcroft) & return to Liverpool.*

By 1968: New route, Miller – Busby – Heckenberg – Miller shopping service, commenced.

By July 1980:

- Miller – Busby – Heckenberg – Miller shopping service altered to run Liverpool – Heckenberg – Busby – Miller.
- Selected Liverpool – Miller trips extended to Busby Rd.

By 1981: New Bonnyrigg Estate (Montgomery Rd, Brown Rd & Wearne Rd) served by:

- Rerouting of selected Liverpool – Green Valley trips
- Extension of selected Liverpool – Ashcroft – South Liverpool Rd trips.

September 1988: Liverpool – Ashcroft – South Liverpool Rd extended to run Liverpool – Hinchinbrook (new suburb).

1 July 1989: Oliveri Transport Services & Ingleburn Bus Services (different branches of the Oliveri family) jointly traded as Oliveri's Metro-link.

10 December 1989: As part of general reorganization of Oliveri's Liverpool routes, renumbered into the Sydney Region route numbers:

841 Liverpool – Heckenberg – Bonnyrigg – Green Valley

842 Liverpool – Miller – Hinchinbrook

843 Liverpool – Mt Pritchard (Townview Rd) – Orange Grove Estate

844 Liverpool – Ashcroft – Green Valley (South Liverpool Rd)

845 Liverpool – Green Valley via Bonnyrigg

846 Liverpool – Bonnyrigg – Green Valley (South Liverpool Rd) (loop)

Streets

Liverpool – Bonnyrigg – Green Valley

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly Station forecourt], Scott St, Macquarie St, Elizabeth St, Kemps Creek Rd [now Elizabeth Dr] (**Bonnyrigg**), Green Valley Rd [includes current Matthew Av] to Wilson Rd (**Green Valley**), then Green Valley Rd to Park Rd [now Meadows Rd] & Mulgoa Rd [now Elizabeth Dr].

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigge St, Railway St, George St, Scott St, Macquarie St, Elizabeth St, Kemps Creek Rd [now Elizabeth Dr] (**Bonnyrigg**), Green Valley Rd [includes current Matthew Av] to Wilson Rd (**Green Valley**), then Green Valley Rd to Park Rd [now Meadows Rd] & Mulgoa Rd [now Elizabeth Dr].

1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Elizabeth Dr] (**Bonnyrigg**), Meadows Rd, Matthew Av, St Johns Rd, North Liverpool Rd, Cowpasture Rd (**Green Valley**), Green Valley Rd, St Johns Rd, then reverse route to Elizabeth St, then George St, Railway St to Liverpool Station.

Trips via Green Valley loop in opposite direction: From St Johns Rd via Green Valley Rd, Cowpasture Rd, North Liverpool Rd to St Johns Rd.

Alterations

- *Circa 1980 (Source: timetable):* Approached Liverpool Station from George St via Moore St. Return via Moore St, Macquarie St.
- *1981 (Source: timetable):* Ex Liverpool from Matthew Av via St Johns Rd, Green Valley Rd, Oliveri Cr, Rundle Rd, North Liverpool Rd, Cowpasture Rd. Selected trips via reverse route.

1984 (Source: timetable)

Trips via Elizabeth Dr direct: Ex Liverpool from Elizabeth Dr/Reservoir Rd (eastern intersection) via Elizabeth Dr (*not* Reservoir Rd) to Elizabeth Dr/Reservoir Rd (western intersection). Reverse on return.

Liverpool – Miller

1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Maxwells Rd, Sadleir Av (**Sadleir**), Insignia St, Bobin Rd, Heckenberg Av, Cartwright Av, Woodward Cr (anti-clockwise loop) to Miller shops.

From Miller (Woodward Cr at shops) via Cartwright Av, Heckenberg Av, then reverse route to Elizabeth St, then George St, Railway St to Liverpool Station.

Alteration

Circa 1980 (Source: timetable): Approached Liverpool Station from George St via Moore St. Return via Moore St, Macquarie St.

Liverpool – Miller (selected trips extended to Busby Rd)

1981 (Source: timetable)

Busby (Busby Rd) extension: From Miller shops via Cartwright Av, Busby Rd to South Liverpool Rd (?).

Liverpool – Ashcroft – Green Valley (South Liverpool Rd)

1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Maxwells Rd, Sinclair Rd, Sutton Rd (**Ashcroft**), Sadleir Av, South Liverpool Rd to Rundle Rd (Green Valley).

From Green Valley (South Liverpool Rd) (at Rundle Rd) via reverse route to Elizabeth St, then George St, Railway St to Liverpool Station.

Alteration

Circa 1980 (Source: timetable): Approached Liverpool Station from George St via Moore St. Return via Moore St, Macquarie St.

Liverpool – Mt Pritchard (Townview Rd)

1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Townview Rd, Oliphant St (clockwise loop) (**Mt Pritchard**), Townview Rd, then reverse route to Elizabeth St, then George St, Railway St to Liverpool Station.

Alterations

- *Circa 1980 (Source: timetable):* Approached Liverpool Station from George St via Moore St. Return via Moore St, Macquarie St.
- *1984 (Source: timetable):* Ex Liverpool from Reservoir Rd via Phyllis St, Townview Rd, Oliphant St (clockwise loop), Townview Rd to Reservoir Rd.

Liverpool – Orange Grove Estate

1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Elizabeth St, Elizabeth Dr, Secant St, Campbell St, Copeland St, Orange Grove Rd, O'Brien Pde, Marsden Rd (**Orange Grove Estate**), Woodlands Rd, Lewis St, Marsden Rd, Elizabeth Dr, Elizabeth St, George St, Railway St to Liverpool Station.

Alteration

Circa 1980 (Source: timetable): Approached Liverpool Station from George St via Moore St. Return via Moore St, Macquarie St.

Miller – Busby – Heckenberg – Miller (shopping service)

1968 (Source: timetable)

From Miller (Woodward Cr at shops) via Cartwright Av, Busby Rd (**Busby**), South Liverpool Rd, Rundle Rd, Green Valley Rd, St Johns Rd, Matthew Av (**Heckenberg**), South Liverpool Rd, Heckenberg Av, Cartwright Av, Woodward Cr to Miller shops.

Liverpool – Heckenberg – Busby – Miller (shopping service)

1981 (Source: timetable)

From Liverpool (Station forecourt) via Moore St, Macquarie St, Elizabeth St, Elizabeth Dr, Reservoir Rd, Elizabeth Dr, Meadows Rd, Matthew Av (**Heckenberg**), St Johns Rd, Green Valley Rd, Rundle Rd, South Liverpool Rd, Busby Rd (**Busby**), Cartwright Av, Woodward Cr to Miller shops.

From Miller (Woodward Cr at shops) via Cartwright Av, Busby Rd, then reverse route to Elizabeth St, then George St, Moore St to Liverpool Station.

Alteration

By January 1984 (Source: timetable): Ex Miller from Rundle Rd/Green Valley Rd via Rundle Rd, Oliveri Cr to Green Valley Rd. Unaltered ex Liverpool.

Timetable Summary

14 August 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-various termini in Bonnyrigg area		M-F	Bonnyrigg	8.10amL	Liverpool	4.00pmC	A	
		Sat		8.15amL		11.45pmG	B	
		Sun						

A – Liverpool-various termini (Bonnyrigg, Green Valley or Cowpasture Rd). 6 trips to Liverpool, 4 trips from Liverpool.

B – Liverpool-various termini (Bonnyrigg or Green Valley). 5 trips to Liverpool, 3 trips from Liverpool.

C – To Bonnyrigg (Cowpasture Rd).

G – To Green Valley.

8 August 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Green Valley	45 round trip	M-F	Green Valley	5.08am	Liverpool	11.22pm	60*	
		Sat		5.13am		11.10pm	60	A
		Sun		5.23am		7.00pm	8 trips	
Liverpool-Orange Grove Estate (Woodlands Rd)	5	M-F	Woodlands Rd	5.23am	Liverpool	6.10pm	40-120	B
		Sat		5.59am		4.55pm	60-120	B
		Sun		7.45am		6.00pm	3 trips	B
Liverpool-Orange Grove Estate (Orange Grove Rd)	5	M-F	Orange Gv Est	6.45am	Liverpool	3.32pm	5 trips	
		Sat		9.00am		12.05pm	2 trips	
		Sun						
Liverpool-Mt Pritchard (Townview Rd)	7	M-F	Townview Rd	5.20am	Liverpool	11.22pm	30*	C
		Sat		5.25am		7.52pm	AM 15 PM 60	C
		Sun		5.45am		7.00pm	60	C

* More frequent in peak hours.

A – Plus picture bus Saturday night.

B – Selected weekday, Saturday & all Sunday trips provided by diversion of Liverpool-Green Valley route. Plus picture bus Saturday night.

C – Selected trips provided by diversion of Liverpool-Green Valley route. Plus picture bus Saturday night.

23 February 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Green Valley	42 round trip	M-F	Green Valley	5.52am	Liverpool	11.30pm	60*	A
		Sat		5.08am		10.27pm	AM 50**	A
		Sun		5.15am		7.27pm	60	
Liverpool-Orange Grove Estate	5	M-F	Orange Gv Est	5.27am	Liverpool	7.30pm	30*	
		Sat		5.47am		6.05pm	AM 60 PM 1 trip	
		Sun		5.48am		5.10pm	2 trips	
Liverpool-Mt Pritchard (Townview Rd)	8	M-F	Townview Rd	5.07am	Liverpool	7.30pm	30	
		Sat		5.23am		9.08pm	AM 20 PM 3 trips	
		Sun		7.28am		6.05pm	2 trips	
Liverpool-Miller	27	M-F	Miller	4.30am	Liverpool	12.00mn	30*	
		Sat		4.48am		11.00pm	AM 15 PM 60	
		Sun		6.30am		7.00pm	60	
Liverpool-Ashcroft-South Liverpool Rd	28	M-F	S Liverpool Rd	4.52am	Liverpool	11.30pm	30	
		Sat		5.36am		10.27pm	AM 15 PM 60	
		Sun		8.10am		5.25pm	4 trips	
Miller-Busby-Heckenberg-Miller	19 round trip	M-F	Miller	10.00am	Miller	2.30pm	60	
		Sat	Busby	9.06am		12.30pm	60	
		Sun						

* More frequent in peak hours.

** Less frequent in afternoon.

A – Extra trips Liverpool-Rundle Rd weekday & Saturday mornings.

Route 41

SYDENHAM – MASCOT (Munitions Store, Lord St) (INDUSTRIAL) ■

Timeline

18 October 1943: Sydenham – Mascot (Munitions Store, Lord St) peak hour service commenced by Department of Road Transport & Tramways.

15 November 1943: Renumbered 350.

Route 41

CAMDEN – THE OAKS (CAMDEN COUNTRY ROUTE)

Timeline

Unnumbered period prior to 1991

- Commenced as an unnumbered school service prior to the allocation of Camden Country route numbers.
- A short-working of 40.
- Operated by Busways Macarthur Pty Ltd (Rowe family, proprietors).

25 December 1991: Numbered 41 [Camden Country route number].

17 April 1998: Operator's name changed to Busways Camden.

By 2002: Ceased as a separate entity, probably in 2001, when Camden High School changed location.

Route 42

CAMPSIE – HURLSTONE PARK – MARRICKVILLE – CENTRAL RAILWAY via various routes

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

Timeline

Unnumbered period 1924-5 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Campsie – Hurlstone Park – Newtown – Central Railway commenced prior to the allocation of route numbers.
- Shared with 41 & 43 [1925 route numbers] for various parts of the route at different times (*see* Summary of Campsie – Central Railway routes below Route 41).
- Shared with other routes along King St, Newtown (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St, Newtown (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 44 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mick Fitzgibbons, proprietor (also trading as White Deluxe Bus Service)

As at date of Govt Gazette 13 November 1925: Renumbered 42 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 4 April 1930: Rerouted via Enmore & Salisbury Rd (instead of Newtown).

31 October 1931:

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

Streets

Campsie – Hurlstone Park – Marrickville – Central Railway via King St, Newtown

1924 (Source: Govt Gazette of 19 December 1924)

From Campsie (Station, Lillian St at Beamish St) via Beamish St, South Pde, Duke St, Canterbury Rd (**Canterbury**), Floss St (**Hurlstone Park**), Ewart St, Beauchamp St, Warren Rd, Illawarra Rd (**Marrickville**), Agar St, Newington Rd, Wemyss St, Stanmore Rd (**Enmore**), Enmore Rd, King St (**Newtown**), City Rd, George St West [now Broadway], George St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Campsie – Hurlstone Park – Marrickville – Central Railway via Missenden Rd, Newtown

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Campsie from Stanmore Rd via Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, Parramatta Rd, George St West [now Broadway]. 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		
Campsie-Central Railway	48	M-F	Campsie	6.50am	Central Rly	11.35pm	60	
		Sat		6.50am		11.35pm	60	
		Sun		8.58am		12.03am	60	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway	48	M-F	Central Rly	7.12am	Central Rly	11.52pm	20	
		Sat		7.12am		12.32am	20	
		Sun	Campsie	8.17am		11.52pm	20	

Route 42

LIVERPOOL – HAMMONDVILLE – HOLSWORTHY

- **Extended from Hammondville to Williams Creek (selected trips)**
- **Further extended from East Hills Hostel to Sandy Point (selected trips)**

LIVERPOOL – MOOREBANK CAMP

Also:

- **Liverpool – Hillview [now Lurnea] (1933)**
- **Liverpool – Milperra Bridge (1933-48)**

(The terminus at Williams Creek was later known as East Hills Migrant Hostel, now Voyager Point.)

Timeline

11 July 1933: Routes commenced by JC Bridges, proprietor:

- Liverpool – Milperra Bridge
- Liverpool – Hillview
- Liverpool – Hammondville

19 September 1933: Liverpool – Hillview service ceased.

20 August 1934: Liverpool – Milperra Bridge service curtailed to run Liverpool – Newbridge Rd/Gordon Rd [now Governor Macquarie Dr]. (List dated October 1935 shows route as Liverpool – Chipping Norton – Milperra Bridge.)

Circa 1943: Liverpool – Newbridge Rd/Gordon Rd & Liverpool – Hammondville transferred to GV Scott, proprietor.

Later: Liverpool – Newbridge Rd/Gordon Rd re-extended to run Liverpool – Milperra Bridge.

August 1948:

- Liverpool – Milperra Bridge transferred to R Shepherd & renumbered 69.
- Liverpool – Hammondville transferred to JH (Jeffrey) Moore, proprietor.

By 24 July 1954:

- Operator’s name changed to Liverpool Bus Service (JH Moore, proprietor).
- Selected trips diverted via Moorebank Av.
- Liverpool – Hammondville extended to run Liverpool – Hammondville – Holsworthy Camp.
- Selected Liverpool – Holsworthy trips extended to run Liverpool –Williams Creek,

August 1959:

- Transferred to Hammondville Bus Service (Alan Redman, proprietor).
- The 1 March 1961 timetable shows proprietors as Hammondville Bus Service Pty Ltd **and** Moorebank Bus Service Pty Ltd.

By 11 March 1968:

- Trips diverting via Moorebank Av altered to separate route, Liverpool – Moorebank Camp.
- Sole operator was Hammondville Bus Service Pty Ltd.

1973: Transferred to Mrs Redman on Mr Redman's death.

December 1974: Transferred to Holsworthy Bus Service (Frank & Maurice Grubisic, proprietors).

1977: Operator's name changed to Westway Bus & Coach Service (a division of Demerton Pty Ltd).

August 1982: Westway Bus & Coach Service transferred to Threlkeld family, proprietors.

By December 1982: Selected Liverpool – East Hills Migrant Hostel trips extended to run Liverpool – Sandy Point.

21 December 1987: Liverpool – Holsworthy Camp extended to run Liverpool – Holsworthy Station, upon opening of East Hills – Glenfield railway. Both train service & extended bus route initially ran in weekday peak hours only,

12 September 1988: Days of service of Liverpool – Holsworthy Station increased to Mondays-Saturdays & Public Holidays, when a full time service was provided on the railway.

16 March 1992:

- Renumbered into the Sydney Region route numbers:
 - 857 Liverpool – Moorebank Camp
 - 862 Liverpool – Holsworthy (selected trips extended to East Hills Hostel & Sandy Point).
- New 858 [Sydney Region route number] Holsworthy – Moorebank – Chipping Norton – Warwick Farm, commenced.

Streets

Liverpool – Milperra Bridge

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly Station forecourt], Illawarra [now Heathcote] Rd, Epsom Rd [part now Newbridge Rd, then current Epsom Rd, then approx current Abingdon St & Ascot Dr], Charlton Av [approx current Homestead Av], Ernest Av, Gordon Rd [now Governor Macquarie Dr], Newbridge Rd, Rickard Rd (Milperra Bridge).

Liverpool – Hammondville

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool via Railway Pde [possibly Station forecourt], Illawarra [now Heathcote] Rd, Moorebank Av, Anzac Rd, Illawarra [now Heathcote] Rd, Walder Rd, Stewart Av (Hammondville).

Liverpool – Hammondville – Holsworthy (selected trips extended to East Hills Hostel [now Voyager Point] & Sandy Point)

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Newbridge Rd, Heathcote Rd, Walder St, Judd Av, Stewart Av (Hammondville), Walder St, Heathcote Rd, Bardia Pde, Huon Pde (Holsworthy), Light Horse Pde [now Artillery Cr], Wagon St [now part of Sabre Cr], Artillery Cr [subsumed by Harris Creek reserve], Gunners Row [now Mews], Light Horse Pde, Bardia Pde, Wewak Rd, Derna Rd, Anzac Rd [which then extended to meet Heathcote Rd], Heathcote Rd, Scott St, George St, Railway St to Liverpool Station.

East Hills Hostel extension: From Holsworthy (Heathcote Rd/Bardia Rd) via Heathcote Rd, Sirius Rd [now The Avenue] to Migrant Centre [approx site of current western end of Sirius Rd]. Reverse on return.

Moorebank (Junction Rd & Nuwarra Rd) diversion: Ex Liverpool from Heathcote Rd/Junction Rd via Junction Rd, Nuwarra Rd to Heathcote Rd. Reverse on return.

Alterations

- *1983 (Source: timetable)*
 - Moorebank (Junction Rd & Nuwarra Rd) diversion:** Ex Liverpool from Heathcote Rd/Junction Rd via Junction Rd, Stockton Av, Maddecks Av (Moorebank shops), Nuwarra Rd to Heathcote Rd. Reverse on return.
 - East Hills Hostel extension extended as Sandy Point extension:** From Holsworthy (Heathcote Rd/Sirius Rd) via Heathcote Rd, St George Cr to Bingara Dr. Reverse on return.
 - Holsworthy Camp diversion (likely route):** From Holsworthy (Heathcote Rd/Illawarra Rd) via Illawarra Rd [extension of existing Illawarra Rd to Heathcote Rd] to camp (in Holsworthy Military Reserve).
- *1987 (Source: timetable):* All trips ex Liverpool from Heathcote Rd via Junction Rd, Nuwarra Rd to Heathcote Rd. Reverse on return.

1988 (Source: timetable)

From Liverpool (Station forecourt) via Moore St, George St, Scott St, Heathcote Rd, Junction Rd, Stockton Av, Maddecks Av, Nuwarra Rd, Heathcote Rd, Walder Rd, Judd Rd (**Hammondville**), Stewart Av, Keato Av, Heathcote Rd, Infantry Pde (**Holsworthy**), Bardia Pde, Heathcote Rd, Nuwarra Rd, Maddecks Av, Stockton Av, Junction Rd, Heathcote Rd, Scott St, Bigge St to Liverpool Station.

Holsworthy Station extension: Extended in Holsworthy from Heathcote Rd/Infantry Pde via Heathcote Rd, Macarthur Dr, station access road to Station. Return via The Boulevarde, then reverse route.

Alterations

September 1988 (Source: timetable):

- Route through Hammondville became a one-way loop from Heathcote Rd via Walder Rd, Judd Rd, Stewart Av, Keato Av to Heathcote Rd.
- From Heathcote Rd/Bardia Pde via Bardia Pde, Infantry Pde, Heathcote Rd, Macarthur Dr, Station car park [now The Boulevarde] to Holsworthy Station. Return via reverse route.

Liverpool – Moorebank Camp

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Heathcote Rd, Moorebank Av to Chatham Village [approx site of current Chatham Av] (Moorebank). Return via reverse route to Scott St, then George St, Railway St to Liverpool Station.

Alteration

1988 (Source: timetable): Approached Liverpool Station from Heathcote Rd via Scott St, Bigge St. Return via Moore St, George St, Scott St, Heathcote Rd.

Timetable Summary

24 July 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy†	Fr Liv 9H 14M 20W	M-F	Hammondville	5.40amL	Williams Ck	5.35pmL	A	
			Williams Ck	7.45amL	Holsworthy	6.41pmL		
					Hammondville	7.31pmL		
		Sat	Hammondville	6.30amL	Holsworthy	6.39pmL	B	
			Liverpool	7.15amM 5.25pmW	Williams Ck	5.44pmL		
					Hammondville	7.06pmL		
Sun	Liverpool	8.50am	Holsworthy	9.07pm	60	C		
Hols			7.20am		7.15pm	D		

* More frequent in peak hours.

† Selected trips extended to Williams Creek.

A - Liverpool-Hammondville 30-60, Liverpool-Holsworthy 8 trips, Liverpool-Williams Creek 3 trips. Plus picture bus.

B – Morning, Liverpool-Hammondville 30, Liverpool-Holsworthy 60. Afternoon, Liverpool-Hammondville 30, Liverpool-Holsworthy 5 trips. Liverpool-Williams Creek 1 trip. Gap in service middle of day. Plus picture bus.

C – Gap in service middle of day.

D – 9 trips. Gap in service middle of day. Plus picture bus.

H – To Hammondville.

L – To Liverpool.

M – To Holsworthy (Married Quarters).

W – To Williams Creek.

24 November 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy†	26	M-F	Hammondville	5.25am	E Hills Hostel	5.56pm	A	
			E Hills Hostel	6.50am	Hammondville	7.42pm		
		Sat	Hammondville	6.30am	E Hills Hostel	5.19pm	B	
			E Hills Hostel	8.40am	Hammondville	7.05pm		
		Sun	Hammondville	8.33am		4.08pm	AM 3 trips PM 1 trip	
Hols		8.25am		7.10pm	60	C		
Liverpool-Moorebank Camp	10	M-F	Liverpool	6.40am	M'bank Camp	4.30pm	D	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to East Hills Hostel

A – Peak hours, Liverpool-Hammondville and/or Holsworthy; selected trips extended to East Hills Hostel. Day, Liverpool-Holsworthy 30, 1 trip extended to East Hills Hostel.

B – Morning, Liverpool-Holsworthy 20. Afternoon, Liverpool-Holsworthy 30. Extension to East Hills Hostel, throughout Saturday, 7 trips from Liverpool, 8 trips from East Hills Hostel.

C – Gap in service middle of day.

D – 8 trips from Liverpool, 10 trips from Moorebank Camp.

10 December 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy†	40 round trip	M-F	Hammondville	5.15amL	H'lswothy Camp	4.45pm	A	
				6.30amV	Sandy Point	5.30pm		
			Liverpool	6.30amC	Liverpool	6.10pmE		
		Sat	Hammondville	6.40amL		12.00mdS	B	
			Sandy Point	8.45amV		5.00pmE		
Sun				7.00pmN				
Liverpool-Moorebank Camp	12	M-F	Liverpool	6.45am	M'bank Camp	4.30pm	9 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to East Hills Hostel or Sandy Point.

A – Liverpool-Hammondville-Holsworthy-Liverpool 30*. East Hills Hostel diversion, 12 trips. Holsworth Camp diversion 3 trips. Sandy Point extension 3 trips.

B – Liverpool-Hammondville-Holsworthy-Liverpool 20-40. East Hills Hostel diversion, 8 trips. Sandy Point extension 2 trips.

C – To Holsworthy Camp.

E – To East Hills Hostel.

L – To Liverpool via Holsworthy.

N – To Holsworthy via Hammondville.

S – To Sandy Point.

V – To Liverpool via East Hills Hostel & Holsworthy.

12 September 1988

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hammondville-Holsworthy†	26	M-F	Liverpool	5.45amH	Liverpool	4.20pmS	A	
			Sandy Point	7.30amL		7.20pmH		
		Sat	Holsworthy	7.11amL		12.50pmS	B	
			Sandy Point	8.10amL		5.50pmH		
		Sun						
Hols	Sandy Point	9.10am	Sandy Point	6.16pm	C			
Liverpool-Moorebank Camp	10	M-F	Liverpool	6.40am	M'bank Camp	4.35pm	3 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Selected trips extended to Sandy Point.

A – Liverpool-Holsworthy 30*. Sandy Point extension, 2 trips. Extra trips Thursday night, last trip 9.10pm from Liverpool. Plus short-working/s before first trip & after last trip shown.

B – Liverpool-Holsworthy 60. Sandy Point extension, 1 trip. Plus short-working/s after last trip shown.

C – Liverpool-Holsworthy 60. Sandy Point extension, 1 trip. Gap in service middle of day.

H – To Holsworthy.

L – To Liverpool.

S – To Sandy Point.

Route 42

CAMDEN – MOWBRAY PARK – ROCKBARTON via Montpelier Dr (CAMDEN COUNTRY ROUTE)

(The so-called “Camden country” routes, including 42, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

(Rockbarton is an abbreviation of Rockbarton Rd, Oakdale.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period prior to 1991

- Unnumbered school service commenced (by?) prior to the allocation of Camden County route numbers.
- Operated by Busways Macarthur Pty Ltd (Rowe family, proprietors).

25 December 1991: Numbered 42 [Camden Country route number].

17 April 1998: Operator's name changed to Busways Camden Pty Ltd.

By 2002: Renumbered part of Camden Country route number 39.

Route 43

CAMPSIE – HURLSTONE PARK – CENTRAL RAILWAY via various routes

Timeline

- **By date of Govt Gazette 13 November 1925:** Commenced by (1) J Northey & (2) Mick Fitzgibbons (also trading as White Deluxe Bus Service), proprietors, running via Hurlstone Park, Wardell Rd, Lewisham & Parramatta Rd.
- Shared various parts of the route with 42 & 43 [1925 route numbers] for at different times (*see* Summary of Campsie – Central Railway routes below Route 41).
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 17 December 1926: Rerouted via Moore St, North Campsie

By date of Govt Gazette 27 May 1927: Rerouted via Petersham instead of Lewisham.

By date of Govt Gazette 22 February 1929: Rerouted via New Canterbury Rd, then Enmore & Newtown instead of Petersham.

By date of Govt Gazette 4 April 1930: Rerouted via Salisbury Rd instead of Newtown.

31 October 1931:

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

Streets

Campsie – Hurlstone Park (via Wardell Rd) – **Lewisham** (via Parramatta Rd) – **Central Railway**

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (Station, North Pde at Beamish St) via North Pde, Beamish St, South Pde, Duke St, Canterbury Rd (**Canterbury**), Floss St (**Hurlstone Park**), Garnet St, Ewart St, Wardell Rd (**Dulwich Hill**), New Canterbury Rd, Fraser Rd [now Hunter St], Railway Tce (**Lewisham**), Victoria St, Henry St, Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1926 (Source: Govt Gazette of 17 December 1926): Ex Campsie from Beamish St via Moore St, Belombi St, Nowra St, Wairoa St, Wonga St, Canterbury Rd. Reverse on return.

Campsie – Hurlstone Park (via Wardell Rd) – **Petersham** (via Parramatta Rd) – **Central Railway**

Alteration

1927 (Source: Govt Gazette of 27 May 1927): Ex Campsie from New Canterbury Rd via Palace [now Audley] St, Trafalgar St (**Petersham**), Crystal St, Parramatta Rd. Reverse on return.

Campsie – Hurlstone Park (via New Canterbury Rd & Enmore Rd) – **Newtown** (via Australia St & Parramatta Rd) – **Central Railway**

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Ex Campsie from Canterbury Rd via New Canterbury Rd, Stanmore Rd (**Enmore**), Enmore Rd, King St (**Newtown**), Australia St, Parramatta Rd. Reverse on return.

Campsie – Hurlstone Park (via New Canterbury Rd & Enmore Rd) – **Enmore** (via Australia St & Parramatta Rd) – **Central Railway**

Alteration

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

Timetable Summary

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Central Railway		M-F	Campsie	6.55am	Central Rly	10.49pm	60	
		Sat		6.55am		11.49pm	60	
		Sun		12.55pm		11.49pm	60	

Route 43

CANTERBURY – CAMPSIE – BELMORE

Timeline

1932 (before 30 June): Canterbury – Campsie (Beamish St/Canterbury Rd) commenced by United Motors (McNicol brothers, proprietors).

11 September 1933: Extended to run Canterbury – Campsie Station – Belmore (Sharp St).

1 March 1937:

- Taken over by Department of Road Transport & Tramways & simultaneously amalgamated with 70 (already being operated by the Department) as 70 Summer Hill – Canterbury – Belmore (Sharp St) (*not* via Campsie Station).
- 187 was taken over by the Department at the same time & rerouted/extended from Campsie to Canterbury, but it is not known whether it replaced any part of 43.

Route 43

CARINGBAH – MIRANDA via Matson Cr

Timeline

July 1950: Renumbered from part of 50, operated by Mrs M Batty.

November 1952: Renumbered back to part of 50.

Streets

See 50, circa 1946.

Route 43

LAKEMBA – GREENACRE – CHULLORA

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

Timeline

1954: Lakemba – Greenacre (Valencia St) trips on 47 renumbered 43, operated by XL Transport (Alfred, Henry & Eric O’Hara, brothers, proprietors).

December 1955: Transferred to West Bankstown Bus Service Pty Ltd (Treuer family, proprietors).

July 1959: Extended to run Lakemba – Chullora (Norfolk Rd).

September 1963: Renumbered back to part of 47.

Streets

Lakemba – Chullora

Circa 1962 (Source: Collins Street Directory)

From Lakemba [Station] via Railway Pde, Haldon St, Lakemba St, Benaroon Rd, Punchbowl Rd, Juno Pde (Greenacre), Roberts Rd, Karuah St, Maiden St to Norfolk Rd (Chullora [now Greenacre]).

Timetable Summary

5 February 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Chullora (Norfolk Rd)	14	M-F	Norfolk Rd	5.35am	Lakemba	11.07pm	30*	
		Sat		6.15am		11.00pm	AM 30 PM 60	
		Sun		7.05am		10.06pm	60	

* More frequent in peak hours.

Route 43

CHATSWOOD – RYDE – WEST RYDE via various routes

Also:

- **Chatswood – Artarmon – Willoughby** (*limited service, from 1977*)
- **Chatswood – Lane Cove West (Mars Rd)** (*peak hours, from 1970*)
- **Chatswood – Macquarie University via Epping Rd** (*limited service, 1967-77*)
- **Chatswood – Macquarie University via Mowbray Rd West** (*1981-86*)

(Epping Rd has also been popularly known as Epping Highway.)

(Ryde terminus is located in what is also referred to as Top Ryde.)

Timeline

16 January 1967:

- New routes commenced by Hunters Hill Bus Co Pty Ltd (shareholders: John A Gilbert-related personnel, plus manager at the time, namely KA (Kenneth Alfred, known as Ken) Butt:
 - Chatswood – Ryde via Lane Cove Rd (weekday daytime & Saturday morning service)
 - Chatswood – Ryde via Wicks Rd (full time service)
 - Chatswood – Macquarie University via Epping Rd (limited weekday service)
- These routes partly replaced 53 (which was rerouted via Pacific Hwy) & 205 (which was reduced to run during weekday peak hours & Saturday mornings only) [1925 route numbers].
- The commencement of 43 compensated Hunters Hill Bus Co for the extension of Government bus routes (particularly 516, Circular Quay-Hunters Hill-Ryde Depot) through Hunters Hill Bus Co territory.

6 July 1970:

- Chatswood – Ryde (via both routes) extended to run Chatswood – Ryde – West Ryde, apparently as further recompense for the extension of Government bus 518 through Hunters Hill Bus Co territory to East Ryde (affecting Hunters Hill Bus Co's 75).
- West Ryde – Ryde shared with 205.
- Chatswood – Lane Cove West (Mars Rd) peak hour industrial route renumbered from part of 53.

16 August 1974: Selected trips rerouted via full length of Mowbray Rd West on Thursday nights, Saturday afternoons & Sundays, when 128 did not operate, following transfer of 128 to Hunters Hill Bus Co. By 25 December 1974, additional trips on 43 on weekdays, all Saturday afternoon & all Sunday trips ran via Mowbray Rd West [1925 route numbers].

26 September 1977:

- Chatswood – West Ryde (via both routes) & Chatswood – Macquarie University via Epping Rd rerouted via Mowbray Rd West as the standard route, replacing 128.
- Selected trips ran Chatswood – Lane Cove West (Epping Rd/Moore St) along previous route, but by 1980 had been reduced to school trips, which remained until sometime after 1984.
- Chatswood – Artarmon – Willoughby section of 128 renumbered part of 43, with limited weekday service only. After a short time, this service also reduced to school trips only, which remained until 23 July 1990 (when transferred to the State Transit Authority of NSW).

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

16 November 1981: Full time Monday-Saturday service, Chatswood – Macquarie Centre (selected trips extended to Macquarie University) via Mowbray Rd West, commenced at the time of opening of Macquarie Centre shopping centre. These trips were similar to existing Chatswood – Macquarie University trips (but ran via Fontenoy Rd instead of Talavera Rd, North Ryde).

Mid/late 1982: Chatswood – Macquarie Centre/University via Mowbray Rd West & Fontenoy Rd (introduced on 16 November 1981) ceased.

4 July 1986: Remaining Chatswood – Macquarie University (via Mowbray Rd West & Talavera Rd) trips ceased, as a quicker & more frequent service was already being provided by 54, then recently transferred to North & Western Bus Lines.

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

- 534 Chatswood – West Ryde via Wicks Rd
- Chatswood – Lane Cove West (Mars Rd)
- 535 Chatswood – West Ryde via Lane Cove Rd

Streets

As from 16 January 1967 (Source: timetable/RGH notes)

Chatswood – Ryde via Wicks Rd

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Pittwater Rd, Blenheim Rd, Edmondson St (**North Ryde**), Ryrie St, Morshead St, Wicks Rd, Twin Rd, Goulding 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 Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Ryde via Lane Cove Rd

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd (**North Ryde**), Lane Cove Rd, Devlin St to Ryde shops.

From Ryde (Devlin St at shops) via Blaxland Rd, Lane Cove Rd, then reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Macquarie University via Epping Rd (via Waterloo Rd in North Ryde)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd, Lane Cove Rd (**North Ryde**), Waterloo Rd to Macquarie University bus terminal.

From Macquarie University (bus terminal) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

From 1969

Chatswood – Ryde via Lane Cove Rd

Alterations

- **From 6 July 1970** (Source: timetable/RGH notes): Extended from Ryde (Devlin St) via Victoria Rd, Hermitage St, Herbert St, Ryedale Rd to West Ryde Station. From West Ryde via Ryedale Rd, Victoria Rd, Church St, Blaxland Rd.
- **From 16 August 1974** (Source: timetable) (selected trips Thursday night, Saturday afternoon & Sunday): Ex Chatswood from Mowbray Rd via Epping Rd (**not** via Centennial Av). Reverse on return.
- **From 26 September 1977** (Source: timetable): All trips ran via Mowbray Rd West.
- **From 26 September 1977** (Source: timetable): Approached Chatswood from Mowbray Rd via Orchard Rd, Help St, Railway St. Return unaltered.
- **From 19 May 1979** (Source: N&W notice): Extended to approach West Ryde from Herbert St via Ryedale Rd, Marlow Av bridge, West Pde to West Ryde Interchange. Return via West Pde, Marlow Av bridge, Ryedale Rd, Victoria Rd.

Chatswood – Lane Cove West (Mars Rd)

From 6 July 1970 (Source: timetable/RGH notes)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Burns Bay Rd, Cullen St, Mars Rd, Sirius St to Orion Rd (Lane Cove West).

From Lane Cove West (Sirius Rd at Orion Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Artarmon – Willoughby

From 26 September 1977 (Source: timetable)

From Chatswood (Railway St at Station) via Orchard Rd, Help St, Anderson St, Albert Av, Archer St, Johnson St, Orchard Rd, Tindale Rd (**Artarmon**), Elizabeth St, Artarmon Rd, Edward St, Borlaise St, Willoughby Rd to Frenchs Rd (Willoughby).

From Willoughby (Willoughby Rd at Frenchs Rd) via Willoughby Rd, Mowbray Rd, Penshurst St, Edward St, then reverse route to Anderson St, then Victoria Av, Orchard Rd to Chatswood Station.

Chatswood – Lane Cove (Moore St/Epping Rd)

From 26 September 1977 (Source: timetable)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Epping Rd to Moore St (Lane Cove).

From Lane Cove (Moore St/Epping Rd) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Chatswood – Macquarie University via Epping Rd & Talavera Rd

Alteration

1970 (Source: timetable/RGH notes): Ex Chatswood from Lane Cove Rd via Talavera Rd, Khartoum Rd, Waterloo Rd to Macquarie University. Reverse on return.

Chatswood – Macquarie University via Mowbray Rd West Rd & Talavera Rd

Alteration

From 26 September 1977 (Source: timetable): Ex Chatswood from Mowbray Rd (Lane Cove North) via Epping Rd (not via Centennial Av). Reverse on return.

Chatswood – Macquarie Centre via Mowbray Rd West & Fontenoy Rd (selected trips extended to Macquarie University)

From 16 November 1981 (Source: timetable)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd (Lane Cove North), Epping Rd, Lane Cove Rd, Fontenoy Rd (North Ryde), Khartoum Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal.

From Macquarie Centre (bus terminal) via reverse route to Pacific Hwy, then Brown St, Railway St to Chatswood Station.

Trips via Talavera Rd: Ex Chatswood from Khartoum Rd via Talavera Rd, Lane Cove Rd.

Macquarie University extension: From Macquarie Centre bus terminal via Waterloo Rd, University Av, Macquarie Dr to Macquarie University. Return via Macquarie Dr, Waterloo Rd, Herring Rd to Macquarie Centre shops.

Timetable Summary

16 January 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Ryde <i>via Wicks Rd</i>	24	M-F	Ryde	6.09am	Chatswood	9.40pm	60*	A
		Sat		7.10am		8.42pm	AM 30-60 PM 60	B
		Sun		8.18am		8.12pm	60	
Chatswood-Ryde <i>via Lane Cove Rd</i>	24	M-F	Ryde	9.08am	Chatswood	1.40pm	60	
		Sat		9.10am		11.42am	2 trips	
		Sun						
Chatswood-Macquarie University <i>via Epping Rd</i>	20	M-F	Chatswood	7.55am	Macquarie Uni	9.05pm	C	
		Sat						
		Sun						

Average day frequency along common route:

- M-F Chatswood-Ryde 30.
- Sat AM Chatswood-Ryde 30.
- Sat PM Chatswood-Ryde 30.
- Sun Chatswood-Ryde 60.

* More frequent in peak hours.

A – Plus peak hour trips Chatswood-North Ryde (AWA factory). Plus short-working/s before first trip shown.

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

C – 6 trips from Chatswood, 8 trips from Macquarie University.

16 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Macquarie University via Mowbray Rd West	28	M-F	Macquarie Ctr	6.56am	Macquarie Ctr	6.18pm	30	A
		Sat	Chatswood	7.22am		5.55pm	AM 30 PM 60	
		Sun						

A – Selected trips extended to Macquarie University. Extra trips Thursday night.

19 November 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-West Ryde <i>via Wicks Rd</i>	33	M-F	West Ryde	5.42am	Chatswood	9.05pm	60*	A
		Sat		6.58am		7.57pm	60	B
		Sun		8.32am		5.57pm	60	B
Chatswood-West Ryde <i>via Lane Cove Rd</i>	37	M-F	West Ryde	7.11am	Chatswood	6.20pm	60	
		Sat		6.58am		1.42pm	60	
		Sun						
Chatswood-Lane Cove West (Mars Rd)	14	M-F	Chatswood	7.05am	Mars Rd	5.05pm	Ph1	
		Sat						
		Sun						
Chatswood-Macquarie University via Mowbray Rd W	32	M-F	Chatswood	7.51am	Chatswood	8.22am	Ph2	
		Sat						
		Sun						

Average day frequency along common route:

- M-F Chatswood-Ryde 30.
- Sat AM Chatswood-Ryde 30.
- Sat PM Chatswood-Ryde 60.
- Sun Chatswood-Ryde 60.

* More frequent in peak hours.

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

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

Ph1 – Peak hours only (morning from Chatswood, afternoon from Lane Cove West (Mars Rd)).

Ph2 – Morning peak hour only (from Chatswood).

Route 44

CAMPSIE – KINGSGROVE – BEXLEY – ROCKDALE

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

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

It is not clear whether the Rockdale – Brighton-le-Sands extension operated on a daily basis (as per the route listing in Government Gazettes between 1923 & 1930) or on Sundays & Public Holidays only (as per the “Complete” timetable of September 1925).

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 8 July 1921: Rockdale – West Bexley (Ferguson’s Nursery) [in current Kingsgrove] commenced prior to the allocation of route numbers.

By August 1923 (*MTA journal dated 15 September 1923, as confirmed in Govt Gazette of 7 March 1924*):

- Extended to run Rockdale – West Bexley (Ferguson’s Nursery) – Campsie.
- Route recorded in *MTA Journal* as “Campsie – Brighton-le-Sands” (extension from Rockdale to Brighton-le-Sands probably ran on Sundays only).
- Being operated by Jack Iffland.

As at date of Govt Gazette of 19 December 1924: Numbered 42 [1924 route number].

As at date of Govt Gazette 13 November 1925:

- Renumbered 44 [1925 route number] in the general renumbering of routes.
- By this time a full time route.

1930: Transferred to United Motors (William McNicol and/or McNicol Bros, proprietors).

By October 1931:

- Extension from Rockdale to Brighton-le-Sands ceased, as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service between Rockdale & Brighton-le-Sands.

1 March 1937: Taken over by Department of Road Transport & Tramway & amalgamated with 92 (also taken over from United Motors) as 92 Drummoyne – Burwood – Campsie – Rockdale.

Streets

Rockdale – West Bexley (Ferguson’s Nursery)

1921 (Source: Govt Gazette of 8 July 1921)

From Rockdale (Railway St at Station) via Railway St, Frederick St, Forest Rd (**Bexley**), Stoney Creek Rd to Ferguson’s Nursey (West Bexley). Reverse on return.

Rockdale – Kingsgrove – Campsie (extended from Rockdale to Brighton-le-Sands (days of the week?))

1924 (Source: Govt Gazette of 7 March 1924)

From Rockdale (Railway St at Station) via Railway St, Frederick St, Forest Rd, Stoney Creek Rd (**Bexley**), Croydon Rd [now part of Kingsgrove Rd] (**Kingsgrove**), Sharp St [now Kingsgrove Rd], Canterbury Rd, Beamish St, North Pde to near Beamish St (Campsie). Reverse on return.

Brighton-le-Sands extension: From Rockdale Station via Frederick St, Bay St, Grand Pde *either* to Bay St (Mondays to Saturdays) *or* to Princess St (Sundays & Public Holidays) (Brighton-le-Sands). Return via Princess St, The Avenue [now Moate Av], Bay St, Frederick St, Railway St to Rockdale Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Rockdale†	Fr Camps 41R 49B	M-F	Laycock St	6.10amR	Rockdale	9.00pmC	A	
			Campsie	8.55amR		10.35pm L		
	14RL	Sat		8.55amR		9.00pmC	D	
		Sun	Campsie	8.25amB	Brighton	8.50pmC	E	
				Rockdale	10.45pmL			

† Extended to Brighton-le-Sands on Sundays.

A – Peak hours & night, mainly Rockdale-Bexley (Laycock St). Day, Rockdale-Bexley (Laycock St) 30, Rockdale-Campsie 60.

B – To Brighton-le-Sands.

C – To Campsie.

D – Day, Rockdale-Campsie 40-60. Night, mainly Rockdale-Campsie, some Rockdale-Bexley (Laycock St).

E – Day, Rockdale-Campsie 30. Late night, from from Campsie to Rockdale & from Rockdale to Bexley (Laycock St).

L – To Bexley (Laycock St).

R – To Rockdale.

RL – Rockdale-Bexley (Laycock St).

7 January 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Campsie-Rockdale	Fr Rock 10L 29C	M-F	Laycock St	6.15amR	Campsie	6.58pmR	A		
			Rockdale	8.27amC		Rockdale			12.18amL
	Sat	Laycock St	6.55amR	Campsie	6.58pmR	B			
		Rockdale	8.27amC	Rockdale	12.18amL				
	Sun	Campsie			7.59amR	Campsie	10.00pmR	D	
					Rockdale	11.30pmL			

* More frequent in peak hours.

A – Peak hours & night, Rockdale-Bexley (Laycock St). Day, Rockdale-Bexley (Laycock St) 15-30, Rockdale-Campsie 60.

B – Early morning & night, Rockdale-Bexley (Laycock St). Day, Rockdale-Bexley (Laycock St) 15, Rockdale-Campsie 60.

C – To Campsie.

D – Day, Rockdale-Campsie 30. Late night, Rockdale-Bexley (Laycock St).

L – To Bexley (Laycock St).

R – To Rockdale.

Route 44

ENGADINE – HEATHCOTE (east side)

ENGADINE – NORTH ENGADINE (Kingswood Rd)

ENGADINE – NORTH ENGADINE (Ridge Rd)

ENGADINE – WORONORA HEIGHTS via Cooriengah Heights Rd

ENGADINE – YARRAWARRAH – LOFTUS HEIGHTS – SUTHERLAND

Timeline

27 July 1947: Engadine – Engadine (Anzac Av/Woronora Rd) – Engadine (via Boys' Town) loop commenced by John C Ross Kelly, proprietor.

September 1952: Transferred to William Hadfield, proprietor.

By March 1961: Extra route, Engadine – Heathcote (east side), commenced.

By December 1961: Engadine – Heathcote (east side) extended to run Engadine (Old Bush Rd/Bridgeview Rd) [current suburb of Yarrawarra] – Engadine – Heathcote (east side) (limited service).

2 July 1962: Extra route, Sutherland – Loftus Heights (Spur Cr) (selected trips extended from Sutherland to Engadine via Princes Hwy) commenced.

By 1969:

- Operator incorporated as Hadfields Bus Lines Pty Ltd.
- Also traded as Loftus Bus Service at least in respect of Engadine – Sutherland route.
- Extra route, Engadine – North Engadine (Cooriengah Heights Rd), commenced.

By 1975: Routes were:

Engadine – North Engadine (Cooriengah Heights Rd)
Engadine – North Engadine (Kingswood Rd)
Engadine – North Engadine (Ridge Rd)
Sutherland – Loftus Heights – Engadine – Heathcote (east side)

By 1984: Sutherland – Loftus Heights – Engadine – Heathcote (east side) split into:

Engadine – Heathcote (east side)
Engadine – Loftus Heights – Sutherland

By November 1986: Engadine – North Engadine (Cooriengah Heights Rd) extended to run Engadine – Woronora Heights.

By 29 April 1987: Engadine – Woronora Heights diverted via Ridge Rd during off-peak, when Engadine – North Engadine (Ridge Rd) reduced to a peak hour service.

10 July 1989: Transferred to Deanes Coaches (South) Pty Ltd (trading as Southtrans) (Ron Deane, proprietor).

14 May 1990: Renumbered into Sydney Region route numbers:

991 Engadine – Loftus Heights – Sutherland
992 Engadine – North Engadine (Kingswood Rd)
993 Engadine – Woronora Heights (selected trips extended to Miranda)
994 Engadine – North Engadine (Ridge Rd)
996 Engadine – Heathcote (east side)

Streets

Engadine – Loftus Heights – Sutherland

Circa 1975 (Source: UBD Compact Street Directory)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Caldarra Av, Porter Rd, Sladden Rd, Old Bush Rd, Bridgeview Rd (**Yarrowarrah**), Cooina St, Old Bush Rd, Loftus [now Wheatley] Rd, Myrtle St, Chestnut St, Ninth Av, Hawthorn St, Viburnum Rd, Ninth Av, Spur St, Heather St, Mistletoe St, Orchid St, Loftus Av, Lilac St, National Av, Logan St, Ninth Av, Browallia Cr, Ninth Av, Pare Av, National Av, Tenth Av, Loftus Av (**Loftus**), Sixth Av, Fourth Av, Fifth Av, Fourth Av, National Av, First Av, Loftus Av, East Pde to Sutherland Station.

Alterations

1986 (Source: RGH notes):

- Approached Sutherland from East Pde via Sutherland St, Linden St, Flora St. Selected trips extended in Sutherland from Flora St via East Pde, railway overbridge, Old Princes Hwy, Eton St, Flora St. Return via Old Princes Hwy, Boyle St, Eton St, then reverse route.
- Ex Engadine from Porter Rd via Dobell Rd, (left) Brooke St, Sladden Rd.
- Approached Engadine from Waratah St via Old Princes Hwy, Engadine Av, Princes Hwy to Station St.
- (*Selected trips*): Ex Engadine from Old Bush Rd via Dalziel St, Urana Rd, Glenora Rd, Turrella St, Giles St, Carnarvon St, Roebourne St to Wheatley Rd. Reverse on return.

Engadine – North Engadine (Kingswood Rd)

Circa 1975 (Source: UBD Compact Street Directory)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Waratah Rd, Cambrai Av, Lantana Rd, Kingswood Rd, Geneva Pl, Geelong Rd, Croston Rd, Gamut Rd, Kingswood Rd (**North Engadine**), Warilda Av, Wokari St, Kingswood Rd, then reverse route to Engadine Station.

Alteration

1986 (Source: RGH notes): Approached Engadine from Waratah St via Old Princes Hwy, Engadine Av, Princes Hwy to Engadine Station.

Engadine – North Engadine (Cooriengah Heights Rd)

1983 (Source: RGH notes)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Waratah Rd, Cambrai Av, Anzac Av, Woronora Rd, Achilles Rd, Cooriengah Heights Rd to Bundanoon Rd (North Engadine).

From North Engadine (Cooriengah Heights Rd) (at Bundanoon Rd) via reverse route to Waratah St, then Old Princes Hwy, Engadine Av, Princes Hwy to Engadine Station.

Engadine – Woronora Heights via Cooriengah Heights Rd

Alteration

1986 (Source: *RGH notes*) (*Cooriengah Heights Rd route*): Extended from North Engadine (Cooriengah Heights Rd) via Bundanoon Rd, Warrangaree Dr (anti-clockwise loop) (**Woronora Heights**), Bundanoon Rd.

Engadine – North Engadine (Ridge Rd)

Circa 1975 (Source: *UBD Compact Street Directory*)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Waratah Rd, Woronora Rd, Ferntree Rd, Ridge Rd [further detail not shown on maps].

1986 (Source: *RGH notes*)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Woronora Rd, Thurlgoona Rd, Woronora Rd, Sabugal Rd, Ridge Rd (**North Engadine**), Andromeda Cr, Sierra Rd, Kanadah Rd, Ridge Rd, Ferntree Rd, Woronora Rd, Old Princes Hwy, Engadine Av, Princes Hwy to Engadine Station.

Engadine – Heathcote (east side)

Circa 1975 (Source: *UBD Compact Street Directory*)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Princes Hwy, Wilson Pde, The Avenue, Forest Rd (**Heathcote**), Bottle Forest Rd, Tecoma St, Dillwynnia Gve, Wilson Pde, Princes Hwy to Engadine Station.

1986 (Source: *RGH notes*)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Engadine Av, Fairview Av, Higgerson Av, Stephen Rd, Auckland St, Numantia Rd, Princes Hwy, then same route through Heathcote East, returning to Engadine Av, Princes Hwy to Engadine Station.

Timetable Summary

23 January 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Engadine (Anzac Av/Woronora Rd)	14 round trip	M-F	Anzac Av	5.32am	Engadine	6.53pm	60*	A
		Sat		5.59am		1.44pm	30-60	B
		Sun						

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

29 April 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Woronora Heights	20	M-F	Woronora Hts	5.55am	Engadine	6.35pm	60*	
		Sat	C'rngah Hts Rd	7.40am		12.43pm	6 trips	
		Sun						
Engadine-North Engadine (Kingswood Rd)	10	M-F	Kingswood Rd	6.05am	Engadine	6.35pm	60*	
		Sat		8.00am		12.23pm	4 trips	
		Sun						
Engadine-North Engadine (Ridge Rd)	7	M-F	Ridge Rd	6.25am	Engadine	6.35pm	10 trips	
		Sat						
		Sun						
Engadine-Yarrowarra†	5	M-F	Yarrowarra	6.45am	Engadine	6.35pm	10 trips	A
		Sat	Engadine	8.30am	Sutherland	11.34am	2 trips	B
		Sun						
Engadine-Heathcote (east side)	10	M-F	Heathcote	8.32am	Engadine	2.25pm	6 trips	
		Sat						
		Sun						
Sutherland-Loftus Heights†	18	M-F	Loftus Heights	7.02am	Sutherland	4.24pm	9 trips	A
		Sat	Engadine	8.30am		11.34am	2 trips	B
		Sun						

* More frequent in peak hours.

† Selected trips on Saturday ran Engadine-Yarrowarra-Loftus Heights-Sutherland.

A – Includes 3 off-peak trips, Engadine-Yarrowarra-Loftus Heights-Sutherland.

B – Saturday service, Engadine-Yarrowarra-Loftus Heights-Sutherland.

Route 45

CAMPSIE – PUNCHBOWL via Lakemba St

- **Extended from Punchbowl to Padstow Park (Watsons Rd) (peak hours Monday - Saturday)**
- **Extended from Punchbowl to Picnic Point (limited service on Saturdays)**
(Padstow Park Estate was the original name for Padstow, which became the suburb name when the East Hills railway was opened in 1931.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924: Punchbowl – Revesby – Georges River commenced prior to the allocation of route numbers.

By date of Govt Gazette of 19 December 1924: Based on September 1925 timetables, extended/rearranged as:
Campsie – Punchbowl (Mondays – Saturdays) (extended to Padstow Park (Watsons Rd) in peak hours).
Punchbowl – Picnic Point (limited service Saturdays)

As at date of Govt Gazette of 19 December 1924: Numbered 40 [1924 route number].

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

As at date of Govt Gazette 13 November 1925:

- Renumbered 45 [1925 route number] in the general renumbering of routes.
- Shared most of Campsie – Punchbowl with 46.

By date of Govt Gazette 27 May 1927: Ceased.

Streets

Punchbowl – Revesby – Georges River

1924 (Source: Govt Gazette of 7 March 1924)

From Punchbowl (Punchbowl Rd at Station) via Punchbowl Rd, Canterbury Rd, Fairford Rd, Watson Rd, Cahors Rd, Arab Rd, Orient Rd, Doyle Rd (**Revesby**), River Rd, Weston St, Meredith St (? location), Tower St, Picnic Point Rd o Georges River. Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

Campsie – Punchbowl (limited service extended to Georges River on Saturdays)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Lakemba St, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd, Wattle St, Highclere Av, Punchowl Rd (**Punchbowl**). Reverse on return.

Georges River extension (Saturdays): From Punchbowl via Canterbury Rd, [The] River Rd, Tower St, Picnic Point Rd to Georges River (Picnic Point). Reverse on return.

Punchbowl – Padstow Park (Watsons Rd)

From Punchbowl via Punchbowl Rd, Canterbury Rd, Fairford Rd, Watson Rd to Gibson Av (Padstow Park [now Padstow]). Reverse on return.

Campsie extension: Same as equivalent part of Campsie – Punchbowl – Georges River.

Timetable Summary

September 1925

Campsie – Punchbowl via Lakemba St & related routes

45, 46

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
45: Campsie-Punchbowl†	Fr Camps 27B 62N	M-F	Campsie	9.50am	Punchbowl	4.20pm	60	
		Sat	Punchbowl	9.50am		11.20am	A	
					2.25pm	Picnic Point	3.00pm	
		Sun					B	
45: Punchbowl-Padstow Park (Watsons Rd)‡		M-F	Watsons Rd	6.05amB	Campsie	4.50pmW	Ph1	
				6.45amC	Watsons Rd	6.55pmB		
		Sat		6.05amB	Campsie	11.50amW	Ph2	
				6.45amC	Watsons Rd	1.15pmB		
		Sun						
46: Campsie-North Belmore-Punchbowl†	Fr Camps 27P 62N	M-F	Punchbowl	7.50am	Campsie	6.20pm	60	
		Sat		7.50am		6.20pm	60	
					8.50amN	Picnic Point	7.10pmC	D
			Picnic Point	9.25amC	Campsie	9.30pmB		

Average day frequency along common route:

M-F Campsie-Punchbowl (45, 46) 30
 Sat AM Campsie-Punchbowl (45, 46) 30
 Sat PM Campsie-Punchbowl (46) 60
 Sun Campsie-Punchbowl (46) 5 trips

† Limited service on Saturday extended to Picnic Point.

‡ Selected trips extended to Campsie.

A – Morning, Campsie-Punchbowl 60. Afternoon, Punchbowl-Picnic Point 1 trip.

B – Sunday service to Picnic Point provided by 46.

C – To Campsie.

D – Campsie-Punchbowl 5 trips (2 trips extended to Campsie.). Plus 2 trips Punchbowl-Picnic Point.

N – To Picnic Point.

Ph1 – Peak hours only, Punchbowl-Padstow (Watsons Rd), selected trips extended to Campsie.

Ph2 – Peak hours only (early morning & midday trips, Punchbowl-Padstow (Watsons Rd), selected trips extended to Campsie).

P – To Punchbowl.

W – To Padstow Park (Watsons Rd).

Route 45

CABRAMATTA – CANLEY VALE – EDENSOR PARK via Canley Vale Rd

CABRAMATTA – ST JOHNS PARK – EDENSOR PARK via St Johns Rd

Also:

- **Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd (1981-82)**
- **Cabramatta – Canley Vale – Wakeley (Richards Rd) via Parklea Pde (1981-82)**

Timeline

By date of Govt Gazette 22 June 1928:

- Canley Vale – Edensor Park via Canley Vale Rd commenced by Cecil C Prowse, proprietor.
- A list dated October 1935 shows proprietor as **WJ Prowse**.
- Also traded as Prowse's Red Motor Service.

July 1955: Transferred to Simun Bosnjak, proprietor, soon after trading as Bosnjaks' Bus Service.

June 1957: Extra route, Cabramatta – Fairfield West (Humphries Rd/Canley Vale Rd) via St Johns Rd (selected trips extended to Edensor Park), commenced. Shared route along St Johns Rd with Calabros' 40.

By 1961: Operator incorporated as Bosnjaks' Bus Service Pty Ltd.

By 19 November 1962: Cabramatta – Fairfield West (Humphries Rd/Canley Vale Rd) via St Johns Rd rerouted/extended to Edensor Park.

By 1967: Canley Vale – Edensor Park via Canley Vale Rd extended to run to Cabramatta – Canley Vale – Edensor Park.

By February 1978: Cabramatta – Canley Vale – Edensor Park via Canley Vale Rd curtailed & split into:

Cabramatta – Canley Vale – St Johns Park (Canley Vale Rd/Bibbys Rd) via Canley Vale Rd

Cabramatta – Canley Vale – Wakeley (Avoca Rd/Humphries Rd) via Parklea Pde.

2 November 1981:

- Cabramatta – Edensor Park via St Johns Rd amalgamated with 167 (Parramatta – Smithfield) & renumbered 800 (first private route renumbered into Sydney Region route numbers).
- Remaining part of 45 (via Canley Vale Rd) rearranged as:
 - Cabramatta – Canley Vale – St Johns Park (loop via Bibbys Rd & Melbourne Rd) via Canley Vale Rd
 - Cabramatta – Canley Vale – Wakeley (Richards Rd) via Parklea Pde.

24 October 1982: Replaced by 800 [Sydney Region route number] when it was rerouted from St Johns Rd to Canley Vale Rd, as a result of agreement between Bosnjaks Bus Service & Calabro Bros that the only route along St Johns Rd be Calabros' 40.

Streets

Canley Vale – Edensor Park via Canley Vale Rd

1928 (Source: Govt Gazette of 22 June 1928)

From Canley Vale (Railway Pde at Station) via Railway Pde, Canley Vale Rd to Bibbys Rd [now Brisbane Rd], then Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St], Parkes [now part of Edensor] Rd, Edensor Rd to Park [now Meadows] Rd (Edensor Park). Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Canley Vale (Station) via Brighton [now Railway] Pde, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St], Parkes [now part of Edensor] Rd, Edensor Rd (Edensor Park).

As at 1969

Cabramatta – Canley Vale – Edensor Park via Canley Vale Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at Station) via Railway Pde (**Canley Vale**), Canley Vale Rd, Avoca St, Humphries Rd, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St] (**St Johns Park**), Edensor Rd to Swan St (Edensor Park).

From Edensor Park (Edensor Rd at Swan St) via reverse route to Railway Pde, then Arthur St, Park Rd, John St, Railway Pde to Cabramatta Station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Cabramatta – Edensor Park via St Johns Rd

1969 (Source: RGH notes)

From Cabramatta (Railway Pde at Station) via Railway Pde, Arthur St, Park Rd, McBurney St, Gladstone St, St Johns Rd, Humphries Rd (**St Johns Park**), Edensor Rd to Cowpasture Rd (Edensor Park).

From Edensor Park (Edensor Rd at Cowpasture Rd) via reverse route to Park Rd, then John St, Railway Pde to Cabramatta Station.

As at 1978

Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd

1978 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd to Bibbys Rd [now Brisbane Rd] (**St Johns Park**).

From St Johns Park (Canley Vale Rd/Bibbys Rd [now Brisbane Rd]) via Canley Vale Rd, Railway Pde to Cabramatta Station.

Trips via Avoca Rd & Humphries Rd (generally from St Johns Park in morning & from Cabramatta in afternoon): Ex Cabramatta from Canley Vale Rd via Avoca Rd, Humphries Rd, Canley Vale Rd. Reverse on return.

Cabramatta – Canley Vale – Wakeley (Humphries Rd) via Parklea Pde

1978 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Cambridge St, Parklea Pde, Chelsea Dr, Foxlow St, Avoca Rd, Canley Vale Rd, Humphries Rd (**Wakeley**), Avoca Rd, Foxlow St, Chelsea Dr, Parklea Pde, Cambridge St, Canley Vale Rd, Railway Pde to Cabramatta Station.

As at 1981

Cabramatta – Canley Vale – St Johns Park via Canley Vale Rd

2 November 1981 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Bartley St, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Avoca St, Humphries Rd, Canley Vale Rd, Bulls Rd [alignment of current Runcorn St, part of Corinda St, Knapton St] (**St Johns Park**), Hargreaves St [now Box Rd], Winburndale Rd, Bibbys Rd [now Brisbane Rd], Brisbane Rd, Melbourne Rd, Canley Vale Rd, Humphries Rd, Avoca St, Canley Vale Rd, Railway Pde to Cabramatta Station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Cabramatta – Canley Vale – Wakeley (Richards Rd) via Canley Vale Rd

2 November 1981 (Source: timetable)

From Cabramatta (Railway Pde at Station) via John St, Park Rd, Phelps St, Canley Vale Rd, Railway Pde (**Canley Vale**), Pevensey St, Phelps St, Canley Vale Rd, Cambridge St, Parklea Pde, Chelsea Dr, Foxlow St, Avoca St, Humphries Rd, Kembla St, Melbourne Rd [now Townsville Rd?], Innisfail Rd, Bulls Rd, Richards Rd to Winburndale Rd (Wakeley).

From Wakeley (Richards Rd at Winburndale Rd) via reverse route to Cambridge St, then Canley Vale Rd, Railway Pde to Cabramatta Station.

Trips via Canley Vale Rd direct: Ex Cabramatta from Canley Vale Rd/Avoca Rd via Canley Vale Rd to Canley Vale Rd/Humphries Rd. Reverse on return.

Timetable Summary

17 November 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canley Vale-Edensor Park via Canley Vale Rd	20	M-F	Edensor Park	5.45am	Canley Vale	10.15pm	60*	A
		Sat		5.50am		7.15pm	60	A
		Sun		7.30am		9.45pm	90	

* More frequent in peak hours.

A – Plus picture bus to Fairfield Wednesday & Saturday nights.

Circa 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-Wakeley (Humphries Rd/ Canley Vale Rd) via St Johns Rd	12	M-F	Humphries Rd	5.15am	Cabramatta	11.20pm	30	A
		Sat		5.34am		11.00pm	AM 30 PM 60	
		Sun		6.17am		7.50pm	60	A

A – Selected trips extended to Edensor Park.

Circa 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Canley Vale-Edensor Park via Canley Vale Rd	20	M-F	Edensor Park	5.00am	Canley Vale	10.13pm	30*	
		Sat		5.27am		10.13pm	30	A
		Sun		8.08am		8.13pm	60	
Cabramatta-Edensor Park via St Johns Rd	20	M-F	Edensor Park	4.55am	Cabramatta	11.16pm	30	
		Sat		5.25am		11.10pm	AM 30 PM 60	
		Sun		6.30am		7.48pm	60	

* More frequent in peak hours.

A – Plus picture bus to Fairfield Saturday night.

Circa 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-St Johns Park via Canley Vale Rd	30	M-F	St Johns Park	5.00am	Cabramatta	7.30pm	A	
					Canley Vale	9.15pm		
		Sat		5.24am	Cabramatta	2.02pm	B	
					Canley Vale	5.12pm		
Sun	Wakeley	8.15am		12.15pm	3 trips	C		
Cabramatta-Wakeley (Humphries Rd) via Parklea Pde	18	M-F	Humphries Rd	6.36am	Cabramatta	4.13pm	30	D
					Canley Vale	5.58pm		
		Sat						
Cabramatta-Edensor Park via St Johns Rd	19	M-F	Edensor Park	4.53am	Cabramatta	9.00pm	30*	
		Sat		5.43am		7.00pm	AM 30 PM 60	
		Sun		7.30am		11.15am	3 trips	

* More frequent in peak hours.

A – Day, either Cabramatta-St Johns Park or Canley Vale-St Johns Park 30*. Night, Canley Vale-St Johns Park.

B – Morning, Cabramatta-St Johns Park 30. Afternoon, Canley Vale-St Johns Park 30.

C – 1 trip extended to Cabramatta.

D – Either Cabramatta-Wakeley or Canley Vale-Wakeley.

2 November 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cabramatta-St Johns Park via Canley Vale Rd	20	M-F	St Johns Park	5.02am	Cabramatta	9.04pm	30*	A
		Sat		5.16am		5.00pm	AM 30 PM 60	B
		Sun	Cabramatta	7.48am	St Johns Park	3.51pm	4 trips	
Cabramatta-Wakeley (Richards Rd) via Canley Vale Rd	18	M-F	Richards Rd	6.43am	Richards Rd	6.05pm	60*	C
		Sat						
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

B – Some afternoon trips ran Canley Vale-St Johns Park only (*not* Cabramatta).

C – Some afternoon peak hour trips ran Canley Vale-Wakeley (Richards Rd) only (*not* Cabramatta).

Route 46

CAMPSIE – NORTH BELMORE via various routes

- **Extended from North Belmore to Punchbowl (1920s & 1930s)**
- **Extended from Punchbowl to Picnic Point (Sundays, 1920s)**

(Harcourt – once called “Harcourt model suburb” – is a locality/estate formed by the “numbered” streets north of Campsie. Clarence St & Omaha St, which were part of the Harcourt loops, are in the current suburb of Belfield.)

Timeline

As at date of Govt Gazette 13 November 1925:

- Campsie – North Belmore – Punchbowl via Baltimore St & Yangoora St (extended to Picnic Point on Sundays) being operated by Arthur F O'Hara, proprietor.
- Shared most of Campsie – Punchbowl with 45.

By date of Govt Gazette 22 June 1928: Curtailed to run Campsie – North Belmore – Punchbowl (Punchbowl Rd/Wattle St).

26 August 1935: Extended/new route from Campsie to Harcourt (terminus at First Av/Clarence St).

30 March 1939: Split into two routes:

- Campsie – North Belmore *either* via Harcourt *or* via Baltimore St (continued to be numbered 46).
- Lakemba – Punchbowl (transferred to XL Transport (& later* renumbered 47). This route extended towards Greenacre.

(* Date assumed to be after 30 September 1939, when 47 Chatswood – Willoughby, etc ceased.)

1951: Campsie – North Belmore transferred to Red Top Transport Service Pty Ltd (group of Campsie businessmen including Arthur Marrin; Roy Gledhill manager).

By 16 August 1969: Weekday early morning & night, Saturday afternoon & selected Sunday trips ran Campsie – Harcourt – Campsie loop.

1 September 1971: Transferred to Greenacre Bus Service Pty Ltd (EM (Eddie) Hayman, proprietor).

1 July 1984: Transferred to Highway Tours (JD (Jim) Hill, proprietor).

1985/6: Transferred to Greenacre Bus Service (Ron Gallagher, former manager of Highway Tours).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill, proprietor). Mr Gallagher remained as manager.

1 July 1988: Transferred to Commodore Coaches (Michael Bedford, proprietor).

August 1989: Transferred to Newhams Bus Service Pty Ltd (Jeff Newham, proprietor).

12 August 1991: Transferred to Canterbury Bus Lines (EM (Eddie) Hayman, proprietor).

24 August 1991: 39 & 46 amalgamated as 39 Campsie – North Belmore – Roselands [1925 route numbers].

Streets

CAMPSIE – NORTH BELMORE – PUNCHBOWL

Campsie – North Belmore – Punchbowl (extended to Picnic Point on Sundays)

1925 (Source: Govt Gazette of 13 November 1925)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Yangoora Rd (**North Belmore**), Wangee Rd, Lakemba St, Haldon St, Railway Pde (**Lakemba**),

Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd, Wattle St, Highclere Av, Punchbowl Rd to near Highclere Av (Punchbowl). Reverse on return.

Picnic Point extension: From Punchbowl (Punchbowl Rd/Highclere Av) via Punchbowl Rd, Canterbury Rd, [The] River Rd, Tower St, Picnic Point Rd to Georges River (Picnic Point). Reverse on return.

Campsie – North Belmore – Punchbowl

1928 (Source: Govt Gazette of 22 June 1928)

From Campsie (South Pde at Beamish St) via South Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Yangoora Rd (**North Belmore**), Wangee Rd, Lakemba St, Haldon St, Railway Pde (**Lakemba**), Croydon St, Lakemba St, Wileys Av [now King Georges Rd], Punchbowl Rd (Punchbowl). Reverse on return.

Alteration

From 23 February 1934 (Source: Annual report of DRTT): Ex Campsie from Lakemba St via Colin St, Punchbowl Rd.

CAMPSIE – NORTH BELMORE (1940s)

Circa 1946 (Source: Gregory's Street Directory)

From Campsie via Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St, Burwood Rd, Lola St [now part of Burwood Rd], Yangoora Rd (North Belmore).

Circa 1948 (Source: Gregory's Street Directory)

From Campsie via North Pde, Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St, Burwood Rd, Yangoora Rd (North Belmore).

CAMPSIE – NORTH BELMORE (as from 16 August 1969)

Campsie – North Belmore – Campsie

Clockwise loop: via Baltimore St to North Belmore, then return via Harcourt

From Campsie (Wilfred St [now North Pde] at Station) via Beamish St, Ninth Av, Albert St, Baltimore St, Omaha St, Burwood Rd, Knox St, Lucerne St (**North Belmore**), Neale St, Yangoora Rd, Burwood Rd, Omaha St, Baltimore St, Clarence St, First Av, Seventh Av, Second Av, Ninth Av, Beamish St, then Campsie St, London St, Wilfred St [now North Pde] to Campsie Station.

Alteration

1986 (Source: RGH notes): From Burwood Rd (approaching North Belmore via Yangoora R, Benaroon Rd, Allan Av, Burwood Rd.

Anti-clockwise loop: via Harcourt to North Belmore, then return via Baltimore St

From Campsie (Wilfred St [now North Pde] at Station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Baltimore St, Omaha St, Burwood Rd, Knox St, Lucerne St (**North Belmore**), Neale St, Yangoora Rd, Burwood Rd, Omaha St, Baltimore St, Albert St, Ninth St, Beamish St, then Campsie St, London St, Wilfred St [now North Pde] to Campsie Station.

Alterations

1986 (Source: RGH notes): From Burwood Rd (approaching North Belmore via Yangoora Rd, Benaroon Rd, Allan Av, Burwood Rd.

Campsie – Harcourt – Campsie (loop via both Harcourt & Baltimore St)

Clockwise loop (weekday mornings)

From Campsie (Wilfred St [now North Pde] at Station) via Beamish St, Ninth Av, Albert St, Baltimore St, Clarence St (**Harcourt**), First Av, Seventh Av, Second Av, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie Station.

Anti-clockwise loop (weekday nights & Sundays)

From Campsie (Wilfred St [now North Pde] at Station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Baltimore St, Albert St, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie Station.

Anti-clockwise loop (Saturday afternoons & Public Holidays)

From Campsie (Wilfred St [now North Pde] at Station) via Beamish St, Ninth Av, Second Av, Seventh Av, First Av, Clarence St (**Harcourt**), Burwood Rd, Omaha St, Baltimore St, Albert St, Ninth Av, Beamish St, Campsie St, London St, Wilfred St [now North Pde] to Campsie Station.

Timetable Summary

September 1925

See 45

16 August 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Harcourt-North Belmore	14 CHr 22 CNr	M-F	Harcourt	5.58amC	North Belmore	7.28pmC	A	
			North Belmore	7.33amC	Campsie	9.36pmH		
		Sat		7.00amC	North Belmore	1.25pmC	B	
					Campsie	7.54pmH		
Sun		7.20amC		6.56pmN	D			

A – Morning peak hour, Campsie-Harcourt-Campsie clockwise loop.

Day, Campsie-North Belmore-Campsie, alternately clockwise & anti-clockwise loops, 30.

Afternoon peak hour, mainly Campsie-North Belmore-Campsie, alternately clockwise & anti-clockwise loops

Night, Campsie-Harcourt-Campsie anti-clockwise loop.

B – Morning, mainly Campsie-North Belmore-Campsie, alternately clockwise & anti-clockwise loops, 30.

Afternoon, Campsie-Harcourt-Campsie anti-clockwise loop 20.

C – To Campsie.

CHr – Round trip, Campsie-Harcourt-Campsie.

CNr – Round trip, Campsie-North Belmore-Campsie.

D – Morning, Campsie-Harcourt-Campsie anti-clockwise loop 20.

Afternoon, alternately Campsie-North Belmore-Campsie anti-clockwise 40 & Campsie-Harcourt-Campsie anti-clockwise loop 40.

H – To Harcourt.

N – To North Belmore.

January 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campsie-Harcourt-North Belmore	18 CHr 21 CNr	M-F	Harcourt	5.53amC	Campsie	7.16pmN	B	
			Campsie	8.00amN				
		Sat	North Belmore	7.58amC	North Belmore	1.25pmC	D	
					Campsie	3.56pmA		
Sun								

A – To Belfield (Albert St).

B – Morning peak hour, Campsie-Harcourt-Campsie clockwise loop.

Day, Campsie-North Belmore-Campsie, alternately clockwise & anti-clockwise loops, 30.

Afternoon peak hour, mainly Campsie-Harcourt-Campsie anti-clockwise loop, plus selected other trips.

C – To Campsie.

CHr – Round trip, Campsie-Harcourt-Campsie.

CNr – Round trip, Campsie-North Belmore-Campsie.

D – Early morning, Campsie-North Belmore-Campsie clockwise loop.

Later morning, alternately Campsie-Harcourt-Campsie clockwise loop 45 & Campsie-North Belmore-Campsie anti-clockwise loop 45.

Afternoon, Campsie-Belfield (Albert St)-Campsie loop 60.

N – To North Belmore (Neale St).

Route 47

CABARITA PARK – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925: In operation. Competed with Ashfield – Burwood – Mortlake/ Cabarita & Parramatta Rd tram services.

By date of Govt Gazette 22 February 1929: Ceased. Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Cabarita Park (at wharf) via park roadway, Cabarita Rd, Frederick St, Brewer St, Majors Bay Rd (**Concord**), Crane St, Burwood Rd, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

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		
Cabarita Park-Central Railway	53	M-F	Cabarita Park	7.38am	Central Rly	10.17pm	120	
		Sat		7.38am		10.17pm	120	
		Sun		9.29am		12.07am	120	

Route 47

CHATSWOOD – WILLOUGHBY PARK – CASTLECRAG – WILLOUGHBY (Frenchs Rd)

- **Extended from Willoughby (Frenchs Rd) to Northbridge (The Knoll) (selected trips)**

Also:

- **Lane Cove – Willoughby (1920s & early 1930s)**

Timeline

Unknown: Lane Cove – Willoughby (location?) commenced by EW Garner, proprietor.

By 1933: Altered to Chatswood – Willoughby Park – Willoughby (Frenchs Rd).

22 May 1933: Extended to run Chatswood – Willoughby Park – Willoughby – Northbridge (The Knoll). The extended route was deemed competitive with trams under the State Transport (Co-ordination) Act & paid tax.

1934/5: Transferred to Fred Rohrs, proprietor.

1 March 1937: Taken over by Department of Road Transport & Tramways.

11 September 1939: Upon re-opening of the Cammeray [formerly Suspension] Bridge:

- Most of route replaced by new 267 [Sydney Region route number] McMahons Point – Crows Nest – Cammeray – Northbridge – Chatswood.
- Trips on extension from Willoughby (Frenchs Rd) to Northbridge (The Knoll) (which ran at school start & finish times) replaced by similarly timed trips on 267 running Willoughby (Willoughby Rd/Mowbray Rd) – Northbridge (The Knoll).
- Service in Willoughby Park area generally replaced by new 207 [Sydney Region route number] in adjacent thoroughfare, Eastern Valley Way (renamed from Lyle St).

Streets

From 1 March 1937

From Chatswood (Orchard Rd at Station) via [Help St, Anderson St,] Victoria Av, Archer St, Johnson St, Stanley St, Fry St, Sydney St, Laurel St (**Willoughby**), Penshurst St, Rosewall St, High St, McClelland St (**Willoughby Park**), Fourth Av, Edinburgh Rd to The Postern (**Castlecrag**), then Edinburgh Rd, High St, Mowbray Rd, Willoughby Rd to Frenchs Rd (Willoughby).

From Willoughby (Willoughby Rd at Frenchs Rd) via reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Trips not via Castlecrag (morning peak hour & late night): Ex Chatswood from Fourth Av via Edinburgh Rd, High St. Reverse on return.

Northbridge (The Knoll) extension: From Willoughby (Frenchs Rd) via Frenchs Rd, Alpha Rd, Sailors Bay Rd, Neeworra Rd to Weetaliba Rd (The Knoll, Northbridge). Reverse on return.

Alterations

- **From 12 December 1937** (trips from Chatswood terminating at Willoughby (Frenchs Rd)): Ex Chatswood from Willoughby Rd via Julian St, Edward St, Borlaise St. Return via Willoughby Rd.
- **From December 1937:** Ex Chatswood from Laurel St via High St, McClelland St (**not** via Rosewall St). (Reverse on return?)

Timetable Summary

4 April 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Willoughby (Frenchs Rd)†	Fr Chats 19F 27N	M-F	Chatswood	7.51amN	The Knoll	5.00pmC	A	
					Chatswood	10.30pmF		
		Sat	Frenchs Rd	7.46amC		11.30pmF	30	B
		Sun		1.36amC		10.13pmF	60	D
		Hols		8.36amC		10.13pmF	60	E

* More frequent in peak hours.

† Extended to Northbridge (The Knoll) in peak hours.

A – Peak hours, Chatswood-Willoughby (Frenchs Rd)-Northbridge (The Knoll). Day, Chatswood-Willoughby (Frenchs Rd) 60*. Night, Chatswood-Willoughby (Frenchs Rd). Plus short-working/s before first trip & after last trip shown.

B – Plus picture buses Northbridge (The Knoll)-Chatswood. Plus picture buses. Plus short-working/s before first trip shown.

C – To Chatswood.

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

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

F – To Willoughby (Frenchs Rd).

N – To Northbridge (The Knoll).

22 May 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Willoughby (Frenchs Rd)†	Fr Chats 19F 27N	M-F	Chatswood	7.51amN	The Knoll	5.02pmC	A	
					Chatswood	10.30pmF		
		Sat	Frenchs Rd	7.46amC		11.30pmF	30	B
		Sun		8.22amC		10.14pmF	60	D

* More frequent in peak hours.

† Extended to Northbridge (The Knoll) in peak hours.

A – Peak hours, Chatswood-Willoughby (Frenchs Rd)-Northbridge (The Knoll). Day, Chatswood-Willoughby (Frenchs Rd) 60*. Night, Chatswood-Willoughby (Frenchs Rd). Plus short-working/s before first trip & after last trip shown.

B – Plus late afternoon return trip Chatswood-Northbridge (The Knoll). Plus short-working/s before first trip & after last trip shown.

C – To Chatswood.

D – Extra trip on Holidays. Plus short-working/s after last trip shown on Sundays.

F – To Willoughby (Frenchs Rd).

N – To Northbridge (The Knoll).

Route 47

Until circa 1962

PUNCHBOWL – LAKEMBA – GREENACRE via various routes

From circa 1962

LAKEMBA – GREENACRE Post Office via various routes

LAKEMBA – CHULLORA (Norfolk Rd) via various routes

(Parts of Chullora south of Liverpool Rd, including the Norfolk Rd terminus, are now in Greenacre.)

(Many timetables denote the route between Lakemba & Greenacre via Colin St, Punchbowl Rd & Roberts Rd south of Juno Pde as “via Plasto Av” [Plasto St as per street directories]. Route did not actually run along Plasto St, but past its intersection with Roberts Rd. The term possibly harks back to the time when the route reversed at that intersection – see “Streets” circa 1946 below.)

Timeline

30 March 1939: As part of splitting of 46:

- Punchbowl – Lakemba section transferred to XL Transport (brothers Alfred, Henry & Eric O’Hara, proprietors).
- Extended from Lakemba (?) towards Greenacre (? location).
- In the short term route appears to have remained as part of 46, but later (on a date assumed to be after 30 September 1939, when 47 Chatswood – Willoughby, etc ceased) renumbered 47.

By 1948: Extended to run Punchbowl – Lakemba – Greenacre (Wilbur St/Roberts Rd) via Yerrick Rd.

1950s: Extra route, Lakemba – Greenacre (Valencia St) via Benaroon Rd & Juno Pde (*assumed route based on later 43 shown in Collins Street Directory*) commenced.

1954: Lakemba – Greenacre (Valencia St) renumbered 43.

December 1955: Transferred to West Bankstown Bus Service (Treuer family, proprietors).

October 1956: Route rearranged (?).

By 5 February 1962: Ceased running to Punchbowl & routes rearranged as (all full time services):

- Lakemba – Greenacre Post Office via Punchbowl Rd & Roberts Rd
- Lakemba – Greenacre Post Office via Yerrick Rd & Macquarie St
- Lakemba – Chullora (Norfolk Rd) via Benaroon Rd & Juno Pde

September 1963: 43, now Lakemba – Greenacre (Norfolk Rd) via Juno Pde, renumbered back to 47.

27 November 1967: Transferred to Greenacre Bus Co Pty Ltd (Eddie Hayman, proprietor).

By 24 June 1968: As a result of 43 being renumbered as 47:

- Selected Lakemba – Chullora (Norfolk Rd) trips rerouted via either Yerrick Rd or Roberts Rd.
- Service to Chullora (Norfolk Rd) reduced, but some Lakemba – Greenacre Post Office trips rerouted via Valencia St.

1 July 1984: Transferred to Highway Tours (JD (Jim) Hill, proprietor).

1985/6: Transferred to Greenacre Bus Co Pty Ltd (Ron Gallagher, proprietor, former manager of Highway Tours).

Late 1986: Transferred back to Highway Tours (JD (Jim) Hill, proprietor). Mr Gallagher remained as manager.

1 July 1988: Transferred to Commodore Coaches (Michael Bedford, proprietor).

By 27 February 1989: Routes rearranged as (A & B as per timetable) (both weeday daytime & Saturday morning):

- A:** Greenacre Post Office to Lakemba via Yerrick Rd, then return to Greenacre Post Office via Yerrick Rd & Chullora (Norfolk Rd)
- B:** Greenacre Post Office to Lakemba via Roberts Rd, then return to Greenacre Post Office via Yerrick Rd & Chullora (Norfolk Rd)

August 1989: Transferred to Newham’s Bus Service (Jeff Newham, proprietor).

By March 1991 (*while Newham’s Bus Service was operator*):

- Ceased to run between Juno Pde & Norfolk Rd, Greenacre.
- Routes were (both weeday daytime & Saturday morning):
 - Lakemba – Greenacre Post Office via Roberts Rd
 - Lakemba – Greenacre Post Office via Yerrick Rd.
- Service to area of Greenacre between Juno Pde & Norfolk Rd provided by 189, 244 [1925 route number], 485 & 486 [Sydney Region route numbers].

12 August 1991: Transferred to Pleasure Tours of Australia (Ernie Stafford, proprietor).

12 October 1992: As part of general reorganization of Pleasure Tours' routes, 35 & 92 rearranged & renumbered into Sydney Region route numbers:

- 445 Roselands – Belmore
- 446 Roselands – Kogarah
- 447 Roselands – Greenacre

Streets

1940s & 1950s

Punchbowl – Lakemba – Greenacre (Roberts Rd & Wilbur St)

Circa 1946 (Source: Gregory's Street Directory & timetable)

From Punchbowl via Punchbowl Rd, Wattle St [now Park Av], Roberts Rd to Plasto St, then Roberts Rd, Wattle St [now Park Av], Punchbowl Rd, Colin St, Lakemba St, Croydon St (North), Railway Pde (**Lakemba**), Haldon St (North), Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Punchbowl Rd, Wangee Rd, Skyline St, Wilbur St [to Roberts Rd] (Greenacre).

Lakemba – Greenacre (Valencia St) via Benaroon Rd & Juno Pde

1950s (Source: Collins Street Directory)

From Lakemba (Railway Pde at Station) via ?, Lakemba St, Benaroon Rd, Punchbowl Rd, Juno Pde, Roberts Rd, Valencia St to Maiden St (Greenacre).

1960s

Punchbowl – Lakemba – Greenacre via various routes

Circa early 1962 (likely routes, based on Collins Street Directory)

From Punchbowl (Station) via:

- either* Highclere Av, Wattle St, Roberts Rd to Plasto St,
- or* Punchbowl Rd, Park St, Roberts Rd to Plasto St,

then Roberts Rd, Park Av, Punchbowl Rd, Colin St, Lakemba St, Croydon St, Railway Pde (**Lakemba**), Haldon St, Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Punchbowl Rd, Wangee Rd, Macquarie St, Roberts Rd, Skyline St, then via:

- either* Juno Pde
- or* Wilbur St
- or* Macquarie St

then Roberts Rd to or near Greenacre Post Office.

From Greenacre (Post Office?) via generally reverse routes.

Alteration

By 5 February 1962 (Source: timetable):

- **Afternoon peak hour & selected trips on Saturday:** Approached Greenacre from Skyline St via Macquarie St, Roberts Rd, Juno Pde, Waterloo Rd. Return via Wangee Rd, Roberts Rd, Macquarie St, Skyline St.
- **Trips at other times:** Approached Greenacre from Skyline St via Macquarie St, Roberts Rd, Wangee Rd, Waterloo Rd. Return via Juno Pde, Roberts Rd, Skyline St.

Lakemba – Chullora (Norfolk Rd) via Benaroon Rd & Juno Pde

By 20 December 1965 (Source: timetable & based on 43)

From Lakemba (Railway Pe at Station) via (?), Lakemba St, Benaroon Rd, Punchbowl Rd, Juno Pde, Roberts Rd, Valencia St, Maiden St to Norfolk Rd (Chullora).

Night & weekend route (*likely route*): Ex Lakemba from Juno Pde via Skyline St, Macquarie St, Roberts Rd. Reverse on return.

Lakemba – Greenacre Post Office

1968 (Source: RGH notes, likely routes)

Via Roberts Rd

From Lakemba (Railway Pde at Station) via Haldon St, Lakemba St, Colin St, Punchbowl Rd, Park Av, Wattle St, Roberts Rd, Juno Pde to Waterloo Rd (Greenacre Post Office).

From Greenacre (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Roberts Rd, Wattle St, Park Av, Punchbowl Rd, Colin St, Lakemba St, Croydon St, Railway Pde to Lakemba Station.

Alteration

1986 (Source: *RGH notes*): Ex Campsie from Punchbowl Rd via Wiley Av, Roberts Rd. Reverse on return.

Via Yerrick Rd

From Lakemba (Railway Pde at Station) via Haldon St, Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Skyline St, Macquarie St, Roberts Rd, Juno Pde.

From Greenacre (Juno Pde at Waterloo Rd) via Waterloo Rd, Wangee Rd, Roberts Rd, then reverse route to Lakemba St, then Croydon St, Railway Pde to Lakemba Station.

Lakemba – Geenacre (Norfolk Rd) via either Yerrick Rd or Roberts Rd

1968 (Source: *RGH notes*)

From Lakemba (Railway Pde at Station): Same as *either* “via Plasto St” route to Juno Pde/Roberts Rd *or* “via Yerrick Rd” route to Juno Pde/Skyline St, *then* via Juno Pde, Roberts Rd, Valencia St, Maiden St to Norfolk Rd (Greenacre). Reverse on return.

1989 & 1991

Lakemba – Geenacre Post Office – Greenacre (Norfolk Rd)

(A & B as per timetable):

From 27 February 1989

A: Greenacre Post Office to Lakemba via Yerrick Rd, then return to Greenacre Post Office via Yerrick Rd & Chullora (Norfolk Rd)

From Greenacre Post Office via Wangee Rd, Roberts Rd, Juno Pde, Yerrick Rd, Yangoora Rd, Wangee Rd, Lakemba St, Haldon Rd, Railway St (**Lakemba**), Croydon St, Lakemba St, Colin St, Punchbowl Rd, Wiley St, Roberts Rd, Macquarie St, Skyline St, Juno Pde, Roberts Rd, Norfolk Rd, Maiden St, Juno Pde, Waterloo Rd to Greenacre Post Office.

B: Greenacre Post Office to Lakemba via Roberts Rd, then return to Greenacre Post Office via Yerrick Rd & Chullora (Norfolk Rd)

From Greenacre Post Office via Wangee Rd, Roberts Rd, Juno Pde, Skyline St, Macquarie St, Roberts Rd, Wiley St, Punhbowl Rd, Colin St, Lakemba St, Croydon St, Railway St (**Lakemba**), Haldon St, Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Juno Pde, Skyline Pde, Macquarie St, Roberts Rd, Norfolk Rd, Maiden St, Juno Pde, Waterloo Rd to Greenacre Post Office.

Lakemba – Geenacre Post Office

Circa March 1991

(Likely routes based on timing points in timetable and previous routes)

- **Via Roberts Rd**

From Lakemba (Railway Pde at Station) via Croydon St, Lakemba St, Colin St, Punchbowl Rd, Wiley Av, Roberts Rd, Macquarie St, Skyline Pde, Roberts Rd, Juno Pde, Waterloo Rd to Greenacre Post Office.

From Greenacre Post Office via Wangee Rd, Roberts Rd, Macquarie St, Skyline St, , then reverse route to Lakemba St, then Haldon St, Railway Pde to Lakemba Station.

- **Via Yerrick Rd**

From Lakemba (Railway Pde at Station) via Haldon St, Lakemba St, Wangee Rd, Yangoora Rd, Yerrick Rd, Juno Pde, Skyline Pde, Macquarie St, Roberts Rd, Juno Pde, Waterloo Rd to Greenacre Post Office.

From Greenacre Post Office via Wangee Rd, Roberts Rd, Macquarie St, Skyline St, then reverse route to Lakemba St, then Croydon St, Railway Pde to Lakemba Station.

Timetable Summary

Undated (pre -1954)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
47: Punchbowl-Plasto St-Lakemba-Greenacre Post Office‡	Fr Green 14L 17T 30P	M-F	Greenacre PO	6.03amT 8.50amP	Punchbowl	10.21pmG	A	
		Sat		6.40amT 8.21amP		10.21pmG	B	
		Sun		6.40amL 8.10amT 10.52amP		10.21pmG	C	

"Plasto St" in this summary means the corner of Plasto St & Roberts Rd, Greenacre.

‡ Via various routes in the Greenacre area.

A – Peak hours, either Greenacre-Lakemba or Greenacre-Plasto St. Day, Greenacre-Lakemba 15, Greenacre-Punchbowl 30. Night, Greenacre-Punchbowl. Plus picture bus.

B – Early morning, early afternoon & early evening, Greenacre-Plasto St. Morning, Greenacre-Lakemba 15, Greenacre-Punchbowl 30. Afternoon, Greenacre-Punchbowl 60. Night, Greenacre-Punchbowl. Plus picture bus. Plus short-working/s before first trip shown.

C – First bus, Greenacre-Lakemba. Morning, Greenacre-Plasto St 60. Afternoon, Greenacre-Punchbowl 60. Night, Greenacre-Punchbowl.

G – To Greenacre Post Office.

L – To Lakemba.

P – To Punchbowl.

T – To Plasto St.

Circa 1954/55

Lakemba – Greenacre routes

43, 47

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
43: Lakemba-Greenacre (Valencia St)	11	M-F	Lakemba	6.09am	Valencia St	6.04pm	30	A
		Sat		7.50am		7.25pm	AM 30 PM 5 trips	B
		Sun						
47: Punchbowl-Plasto St-Lakemba-Greenacre Post Office‡	Fr Wilbur St 10L 18T 29P	M-F	Greenacre PO	5.55amT	Punchbowl	10.25pmG	D	
				8.54amP	Plasto St	11.37pmG		
		Sat		6.38amT	Punchbowl	10.25pmG	E	
				8.22amP	Plasto St	11.32pmG		
		Sun		6.37amL	Punchbowl	10.25pmG	F	
				8.13amT ?amP				

“Plasto St” in this summary means the corner of Plasto St & Roberts Rd, Greenacre.

‡ Via various routes in the Greenacre area.

A – Night service to Valencia St provided by 47.

B – Gap in service in afternoon. Mid-afternoon & night service to Valencia St provided by 47. Plus picture bus.

C – Service to Valencia St provided by 47.

D – Peak hours, Greenacre Post Office-Lakemba-Plasto St. Day, Greenacre Post Office-Lakemba-Punchbowl 30. Extended to Valencia St at night.

E – Early morning & late afternoon, Greenacre Post Office-Lakemba-Plasto St. Morning, Greenacre Post Office Lakemba-Punchbowl 30. Plus Greenacre Post Office-Lakemba-Plasto St 30. Plus Greenacre Post Office-Lakemba-Plasto St 30. Afternoon, Greenacre Post Office-Lakemba-Plasto St 60. Extended to Valencia St in mid-afternoon & at night. Gaps in service during afternoon & at night between Plasto St & Punchbowl.

F – Early morning, Greenacre Post Office-Lakemba. Day, Greenacre Post Office-Lakemba-Punchbowl 60. Gap in service at night between Plasto St & Punchbowl. Extended to Valencia St in morning, late afternoon & night.

G – To Greenacre Post Office.

L – To Lakemba.

P – To Punchbowl.

T – To Plasto St.

5 February 1962

Lakemba – Greenacre routes

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
43: Lakemba-Greenacre (Norfolk Rd) via Juno Pde	14	M-F	Norfolk Rd	5.35am	Lakemba	11.07pm	30*	
		Sat		6.15am		11.00pm	AM 30 PM 60	
		Sun		7.05am		10.06pm	60	
47: Lakemba-Greenacre Post Office via Roberts Rd	14	M-F	Greenacre	5.35am	Lakemba	10.41pm	30*	
		Sat		6.26am		11.00pm	AM 30 PM 60	
		Sun		7.32am	Greenacre	9.50pm	60	
47: Lakemba-Greenacre P/Office via Macquarie St	14	M-F	Greenacre	6.23am	Lakemba	11.39pm	30*	
		Sat		6.00am		11.40pm	60	
		Sun		6.23am			A	

* More frequent in peak hours.

A – 1 trip from Greenacre to Lakemba.

20 December 1965

Generally similar to 5 February 1962, but all trips numbered 47.

24 June 1968

Lakemba – Greenacre routes

Trips ran between Lakemba & Greenacre area either via Roberts Rd (1st panel) or via Yerrick Rd (2nd panel). (Trips via Yerrick Rd then ran either via Macquarie St or Juno Pde – but not referred to in this summary.) Trips via any of these combinations of route then continued to either Chullora (Norfolk Rd) (3rd panel) or Greenacre Post Office (4th panel).

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
47: Lakemba-Greenacre area via Roberts Rd†	9	M-F	Greenacre	5.52am	Lakemba	9.42pm	60*	
		Sat		7.33am		6.42am	AM 30 PM 5 trips	
		Sun		7.35am		6.06pm	A	
47: Lakemba-Greenacre area via Yerrick Rd††	9	M-F	Greenacre	5.27am	Greenacre	9.27pm	20	
		Sat		5.57am	Lakemba	7.40pm	AM 20 PM 60	
		Sun		6.27am	Greenacre	5.55pm	B	
47: Lakemba-Chullora (Norfolk Rd) (included in top 2 panels)	12	M-F	Norfolk Rd	5.21am	Lakemba	9.06pm	60	
		Sat		5.53am		7.06pm	AM 30 PM 60	
		Sun		7.05am		5.06pm	AM 3 trips PM 60	
47: Lakemba-Greenacre PO (incl in top 2 panels)	12	M-F	Greenacre PO	5.50am	Lakemba	9.42pm	20	
		Sat		6.20am		7.40pm	20	
		Sun		6.23am		6.06pm	60	

† All trips extended to Greenacre Post Office and/or Norfolk Rd (see 3rd & 4th panels below).

†† Then via either Macquarie St or via Juno Pde. All trips extended to Greenacre Post Office and/or Norfolk Rd (see 3rd & 4th panels below).

A – Morning, 3 trips from Greenacre, 4 trips from Lakemba. Afternoon, 60.

B – Morning, 7 trips from Greenacre, 5 trips from Lakemba. Afternoon, 60.

February 1975

Lakemba – Greenacre routes

Trips ran between Lakemba & Greenacre area either via Roberts Rd (1st panel) or via Yerrick Rd (2nd panel). (Trips via Yerrick Rd then ran either via Macquarie St or Juno Pde – but not referred to in this summary.) Trips via any of these combinations of route then continued to either Chullora (Norfolk Rd) (3rd panel) or Greenacre Post Office (4th panel).

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
47: Lakemba-Greenacre area via Roberts Rd†	11	M-F	Greenacre	6.37am	Lakemba	7.00am	60*	A
		Sat		8.30am		6.08pm	AM 60 PM 1 trip	
		Sun						B
47: Lakemba-Greenacre area via Yerrick Rd††	11	M-F	Greenacre	5.48am	Greenacre	7.48pm	30	A
		Sat		6.48am		5.30pm	AM 30 PM 60	
		Sun						B
47: Lakemba-Chullora (Norfolk Rd) (incl in top 2 panels)	16	M-F	Lakemba	6.05am	Lakemba	7.23pm	Ph	
		Sat		8.25am		12.40pm	1 trip	
		Sun						
47: Lakemba-Greenacre PO (incl in top 2 panels)	11	M-F	Greenacre PO	5.48am	Lakemba	7.48pm	30	A
		Sat		6.48am		6.08pm	AM 30 PM 60	
		Sun						B

† All trips extended to Greenacre Post Office and/or Norfolk Rd (see 3rd & 4th panels below).

†† Then via either Macquarie St or via Juno Pde. All trips extended to Greenacre Post Office and/or Norfolk Rd (see 3rd & 4th panels below).

A – Extra trips on late night shopping nights.

B – Mainly church trips in morning.

27 February 1989

(A & B as per timetable)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
A: Lakemba-Greenacre-Chullora (Norfolk Rd)†	13	M-F	Greenacre PO	6.46am	Lakemba	6.30pm	60	
		Sat		8.46am	Greenacre PO	12.00nn	60	
		Sun						
B: Lakemba-Greenacre-Chullora (Norfolk Rd)§	13	M-F	Greenacre PO	6.16am	Lakemba	7.00pm	60	
		Sat		8.16am		3.01pm	60	A
		Sun						

Trips on each route, A & B, alternated, with departures from each of Lakemba & Greenacre Post Office running evenly every 30 minutes, apart from the last trip on Saturday.

A & B routes followed same streets, but in a different order. Common average day frequency over whole route was 30 (M-F & Sat).

† Via Roberts Rd.

§ Via Yerrick Rd.

A – Gap in service in afternoon.

Circa March 1991

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Lakemba-Greenacre via Roberts Rd	13	M-F	Greenacre PO	6.16am	Lakemba	6.46pm	60	
		Sat		8.16am	Greenacre PO	12.16pm	60	
		Sun						
Lakemba-Greenacre via Yerrick Rd	13	M-F	Lakemba	6.30am	Lakemba	7.00pm	60	
		Sat		9.00am	Greenacre PO	3.01pm	60	A
		Sun						

Trips on each route alternated, with departures from each of Lakemba & Greenacre Post Office running evenly every 30 minutes, apart from the last trip on Saturday.

A – Gap in service in afternoon.

Route 47

CAMDEN – MENANGLE (Carrolls Rd) (CAMDEN COUNTRY ROUTE)

(The so-called “Camden country” routes, including 47, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period prior to 1991

(?): School service commenced prior to the allocation of Camden Country route numbers.

(?): Operated by/transferred to George W Higlett, proprietor, then or later trading as Higletts Motor Coach Service Pty Ltd.

By 13 August 1986: Higlett traded as Macarthur Coaches Pty Ltd.

June 1986: Macarthur Coaches transferred to Rowe family, proprietors.

1989: Operator’s name changed to Busways Macarthur Pty Ltd.

25 December 1991:

- Numbered 47 [Camden Country route number].
- Upgraded to run all weekdays (limited service).
- Shared most of route with 47.
- Selected trips on school days & all trips during school holidays ran via combined 47/49.

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors) as successful tenderer for bus services in Contract Region 15.

5 September 2016: 47 & 49 (including combined 47/49) amalgamated as 49, Camden – Menangle – Razorback. Route & timetable effectively unaltered by this route number alteration.

Streets

2001 (Source: timetable)

From Camden (John St at Argyle St) via Argyle St, Cawdor Rd (**Cawdor**), Remembrance Dr, Finns Rd, Carrolls Rd to Quirkies Lane (Menangle).

From Menangle (Carrolls Rd/Quirkies Lane) via reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Alteration

From 23 April 2012 (selected trips): Ex Camden from Argyle St via Old Hume Hwy, Remembrance Dr (**not** via Cawdor Rd). Reverse on return.

Timetable Summary

25 December 1991

Camden – Menangle - Razorback routes

47, 49

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
47: Camden-Menangle		M-F	School trips only				A	
		Sat						
		Sun						
49: Camden-Razorback		M-F	School trips only				A	
		Sat						
		Sun						
47/49: Camden-Menangle-Razorback	58 round trip	M-F	Camden depot†	6.32amR	Razorback	5.59pmC	B	
			Razorback	6.56amC				
		Sat						
		Sun						

† Ironbark Av, South Camden.

A – Equivalent trips in school holidays provided by combined 47/49.

B – Morning, round trip Camden-Razorback-Menangle-Camden. Afternoon, round trip Camden-Menangle-Razorback-Camden.

C – To Camden.

R – To Razorack, then Menangle.

Route 48

CANTERBURY – ASHBURY – CENTRAL RAILWAY via Parramatta Rd

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Commenced prior to the allocation of route numbers.
- Shared Hurlstone Park – Central Railway with 66.
- Shared with other routes along Parramatta Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Circular Quay – Canterbury tram services.
- Competed with tram routes along Parramatta Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

As at date of Govt Gazette of 19 December 1924: Numbered 45 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 48 [1925 route number] in the general renumbering of routes.

1926: Transferred to Metropolitan Omnibus & Transport Service Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor).

31 October 1931:

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

Streets

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

From Canterbury (Station, Broughton St at Canterbury Rd) via Broughton St, Canterbury Rd, Jeffrey St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St (**Summer Hill**), Smith St, Longport St, Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow 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 Canterbury Station.

Alteration

- **1924** (Source: Govt Gazette of 19 December 1924): Approached Central Railway from George St via Barlow St, Parker St, Hay St, Pitt St. Unaltered on return.
- **1925** (Source: Govt Gazette of 13 November 1925): Approached Central Railway from George St via Hay St. Unaltered on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
48: Canterbury-Central Railway		M-F	Canterbury	6.45am	Central Rly	11.23pm	30	
		Sat		6.45am		11.18pm	30	
		Sun		8.35am		11.23pm	30	

29 December 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
48: Canterbury-Central Railway		M-F	Canterbury	6.30am	Central Rly	11.11pm	20	
		Sat		6.30am		11.51pm	AM 20 PM 40	
		Sun		9.10am		11.51pm	40	
66: Ashbury-Central Railway		M-F	Ashbury	6.40am	Central Rly	11.31pm	20	
		Sat		6.40am		11.31pm	AM 20 PM 40	
		Sun		8.50am		11.31pm	40	

Average day frequencies along common route:

M-F	Hurlstone Park – Central Railway (48, 66) 10
Sat AM	Hurlstone Park – Central Railway (48, 66) 10
Sat PM	Hurlstone Park – Central Railway (48, 66) 20
Sun	Hurlstone Park – Central Railway (48, 66) 20.

Route 48

ENGADINE – WATERFALL – SANATORIUM

Also:

- **Engadine – Waterfall – Garie Beach** (*weekends, 1950s-1970s*)
- **Waterfall – Woronora Dam** (*1930s*)

(The Sanatorium was renamed Garrawarra Hospital in 1958 after extensive remodelling.)

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

Timeline

Unnumbered period 1920s-1932

1920s:

- Motor bus service, Waterfall – Sanatorium, commenced as a “country” bus service prior to the allocation of route numbers, replacing a horse bus service run by the same proprietor.
- Operated by Stork’s Bus Service (Mrs Sarah Stork, later Mrs Sarah Mason, proprietor). (Sarah was nicknamed Sally because her mother was also named Sarah.)

12 July 1932:

- Classified as omnibus services in accordance with the Transport Act, 1930:
 - Waterfall – Sanatorium
 - Waterfall – Woronora Dam
- The service to Woronora Dam ran during the dam’s construction.
- Numbered 48 [1925 route number].

By 1941: Transferred to DG (Doug) McCubben (Mrs Mason's son-in-law), but trading as Sally Stork.
Probably in 1941 (*when construction of Woronora Dam was completed*): Waterfall – Woronora Dam ceased.
By 1953: Extra weekend route, Waterfall – Garie Beach, commenced.
January 1968: Transferred to William (Bill) Hadfield, proprietor.
By February 1969:

- Extended from Waterfall to Engadine, making routes:
 Engadine – Waterfall – Garrawarra Hospital
 Engadine – Waterfall – Garie Beach.
- Operator incorporated as Hadfields Bus Lines Pty Ltd.
- Also traded as Waterfall Bus Service.

Mid 1970s(?): Engadine – Waterfall – Garie Beach ceased.

10 July 1989: Transferred to Deanes Coaches (South) Pty Ltd (trading as Southtrans) (RR (Ron) Deane, proprietor).

14 May 1990: Engadine – Waterfall – Garrawarra Hospital renumbered 997 [Sydney Region route number].

Streets

Engadine – Waterfall – Garrawarra Hospital

Circa 1975 (Source: UBD Compact Street Directory)

From Engadine (Station St at Station) via Station St, Old Princes Hwy, Waratah Rd, Woronora Rd, Old Princes Hwy, Princes Hwy, Dalley Rd, Willandra Pde, Rosebery St, Oliver St, Dorset Rd, Abbott Rd, Boundary Rd, Oliver St, Rosebery St, Veno St (**Heathcote**), Princes Hwy to Waterfall [further detail not shown on maps, but probably similar to route in 1986 below].

Alterations

1986 (Source: RGH notes)

- Route beyond Heathcote via Princes Hwy, **Waterfall** Station access ramps, Princes Hwy, Garrawarra Hospital entrance road. Return via Garrawarra Hospital entrance road, Princes Hwy, Bundarra St, Warrabin St, Yanagang St, Princes Hwy.
- Ex Engadine from Boundary St via Oliver St, Princes Hwy. Reverse on return.

Timetable Summary

1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Waterfall-Garrawarra Hospital	Approx 10	M-F	Waterfall	7.00am	G'warra Hosp	7.15pm	9 trips	
		Sat		7.00am		7.15pm	8 trips	
		Sun		9.35am		7.10pm	9 trips	

24 February 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Waterfall-Garrawarra Hospital	Fr G Hosp 6W 30E	M-F	Engadine	6.50am	G'warra Hosp	7.20pm	9 trips	
		Sat		6.51am		5.20pm	5 trips	A
		Sun		6.57am		3.08pm	4 trips	B
Engadine-Waterfall-Garie Beach	Fr Garie 25W 38E	M-F						
		Sat						
		Sun	Engadine	9.04am	Garie Beach	4.40pm	2 trips	C

A – Selected trips ran Waterfall-Garrawarra Hospital only. Extra trip on request after last trip shown.

B – Extra trip on request after last trip shown.

C – Plus selected trips, Waterfall-Garie Beach only. Additional afternoon trip during summer months.

E – To Engadine.

W – To Waterfall.

29 April 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Engadine-Garrawarra Hospital	28	M-F	Engadine	7.40am	G'warra Hosp	4.08pm	7 trips	
		Sat		9.55am		1.23pm	2 trips	
		Sun						

Route 49

CARLTON – ROCKDALE

- **Extended from Rockdale to Brighton-le-Sands (daily or on Saturday afternoons, Sundays & Public Holidays (?), until 1931)**

Also:

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

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Carlton – Rockdale commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924:

- Numbered 47 [1924 route number].
- Extended from Rockdale to Brighton-le-Sands (times of service of extension?). Extension competed with tram service between same points.

By 15 June 1925 (Doran Report): Being operated by TD (Thomas) Harland, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 49 [1925 route number] in the general renumbering of routes.

As at date of Govt Gazette 13 November 1925: Extension from Rockdale to Brighton-le-Sands ran:

Either on Saturday afternoons, Sundays & Public Holidays, as per “Complete” timetable of September 1925,
Or daily, as per Govt Gazette.

October 1931: Extension from Rockdale to Brighton-le-Sands ceased, as it was competitive with Government railway or tram services under State Transport (Co-ordination) Act. Trams continued to provide service.

April 1933: Transferred to Pioneer Coaches (Neville Iffland, proprietor).

1937/8: Transferred to RO (Ray) Harrigan, proprietor.

By October 1940: Operated by Mrs AE Harrigan, proprietor.

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

- “Tramless Sunday” replacement service, Rockdale – City (Railway Square), commenced in conjunction with 32, 112 & 129 [1925 route numbers].
- Ran on Sundays & possibly Saturday afternoons (when ceased?), replacing part of Circular Quay – Cooks River tram service.
- Services were also maintained on normal route/s.

February 1956: Transferred to ES Coutman, proprietor.

August 1963: Extended in Rockdale to South Side shopping centre on three months' trial. Believed **not** made permanent.

February 1969: Transferred to Rockdale-Carlton Bus Service (TR Jamieson & CA Tunks, proprietors).

31 May 1976: Transferred to Carlton Bus Service (Warren King & R Hall, proprietors)

23 December 1977: Transferred to Caledonian Bus Lines (John Brown, proprietor).

3 February 1978: Transferred to W (Bill) & CK Sharpe & T Burton, proprietors.

May 1979: Licence transferred to R Murray, Murray's Charter Coaches, but route continued to be operated by Sharpes.

About September 1981: Sharpes relinquished interest in business & Murray took over full operation.

November 1982: Transferred to Brighton Bus Lines (AH & J Jones, proprietors).

2 December 1983: Transferred to Jenteeno Nominees, trading as Toughs Bus Service (Bob Stephens & John Brown, proprietors).

27 March 1985: Transferred to Sydney Coach Lines (TR (Dick) Crowe, proprietor).

14 October 1996: Transferred to State Transit Authority of NSW (because of previous common ownership with 6 & 68 [1925 route numbers]), but immediately retransferred to Pioneer Coaches Pty Ltd (Harbridge family).

1 April 1997: Renumbered 453 [Sydney Region route number].

Streets

Carlton – Rockdale

1919 (Source: Govt Gazette of 20 June 1919)

From Carlton (Carlton Pde at Station) via Carlton Pde, Short St, Willison Rd, Wallace St (**Bexley**), Verdun St, Caledonian St, Park Av, Watkin St, Frederick St, Railway St to Rockdale Station. Reverse on return.

Carlton – Rockdale – Brighton-le-Sands

1924 (Source: Govt Gazette of 19 December 1924)

From Carlton (Railway Pde* [probably means Carlton Pde] at Station) via Railway Pde*, Short St, Willison Rd, Wallace St (**Bexley**), Verdun St, Caledonia St, Park Av, Watkin St, Frederick St, Railway St (**Rockdale**), Frederick St, Bay St, Grand Pde *either* to Bay St (Mondays to Saturdays) *or* to Princess St (Sundays & Public Holidays) (Brighton-le-Sands).

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

(* Some Govt Gazettes show Carlton Pde instead of Railway Pde in these two positions - perhaps correction of an error.)

Carlton – Rockdale

Circa 1949 (Source: Gregory's Street Directory)

From Carlton via Carlton Pde, High St, Durham St, Willison Rd, Wallace St (**Bexley**), Verdun St, Caledonia St, Park Av, Watkins St, Walz St, Railway St (Rockdale).

1968 (Source: RGH notes)

From Rockdale (Railway St at Station) via Walz St, Watkin St, Park Av, Caledonian St, Verdun St, Wallace St (**Bexley**), Willison Rd, Carlton Pde to Carlton Station.

From Carlton (Carlton Pde at Station) via Carlton Pde, Grey St, Durham St, Willison Rd, then reverse route to Watkin St, then Frederick St, Railway St to Rockdale Station.

Alteration

1986 (Source: RGH notes): Ex Rockdale from Watkin St via Harrow Rd, Caledonian 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			
Carlton-Rockdale†	8RW Fr Carl 15R 20B	M-F	Wallace St	6.15amR	Rockdale	10.35pmC	A		
			Rockdale	8.30amC					
		Sat	Wallace St	6.15amR	Brighton	6.25pmC			D
			Rockdale	8.30amC	Rockdale	11.35pmC			
			Carlton	1.55pmB					
		Sun		8.55amB	Brighton	6.25pmC			60

* More frequent in peak hours.

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

A – Morning peak hour, Rockdale-Bexley (Wallace St). Day & afternoon peak hour, Rockdale-Carlton 60*. Night, Rockdale-Carlton.

B – To Brighton-le-Sands.

C – To Carlton.

D – Early morning, Rockdale-Bexley (Wallace St). Morning, Rockdale-Carlton 60. Afternoon, Carlton-Brighton-le-Sands 60. Night, Rockdale-Carlton.

R – To Rockdale.

RW – From Rockdale to Bexley (Wallace St)

11 July 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Rockdale-City (Central Railway)†		M-F						
		Sat						
		Sun	Rockdale	8.50am	Railway Sq	10.20pm	60	

Co-ordinated with tram replacement services on 32, 112 & 129 [1925 route numbers].

† Sunday tramway replacement service.

Circa 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 7W 11C	M-F	Willison Rd	5.45amR	Carlton	5.45pmR	A	
			Rockdale	8.37amC	Rockdale	9.10pmW		
		Sat	Willison Rd	7.43amR		7.40pmC	B	
			Rockdale	8.37amC				
		Sun						

* More frequent in peak hours.

A – Morning peak hour & night, Rockdale-Bexley (Willison Rd). Day & afternoon peak, Rockdale-Carlton 30*.
Extra trip Thursday night.

B – Early morning, Rockdale-Bexley (Willison Rd). Day, Rockdale-Carlton 30.

C – To Carlton.

R – To Rockdale.

W – To Bexley (Willison Rd).

Circa 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 5W 10C	M-F	Wallace St	6.20amR	Carlton	4.35pmR	A	
			Rockdale	8.18amC	Rockdale	6.20pmW		
		Sat	Carlton	8.30amR		12.20pmC	60	
		Sun						

A – Peak hours, Rockdale-Bexley (Wallace St). Day, Rockdale-Carlton 60.

C – To Carlton.

R – To Rockdale.

W – To Bexley (Wallace St).

14 October 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Carlton-Rockdale	Fr Rock 5W 10C	M-F	Willison Rd	6.16amR	Carlton	4.50 pmR	A	
			Rockdale	7.46amC	Rockdale	6.25pmW		
		Sat		8.25amC		1.00pmC	25	
		Sun						

* More frequent in peak hours.

A – Peak hours, Rockdale-Bexley (Willison Rd). Day, Rockdale-Carlton 25.

C – To Carlton.

R – To Rockdale.

W – To Bexley (Willison Rd).

Route 49

CAMDEN – MENANGLE (Carrolls Rd) – RAZORBACK (CAMDEN COUNTRY ROUTE)

[Ongoing route]

CAMDEN – RAZORBACK (CAMDEN COUNTRY ROUTE)

(The so-called “Camden country” routes, including 49, are not strictly part of the 1925 route number system. They constitute a separate, independent number series, whose origin is not clear. However, as they all have two digits, it is convenient for the purpose of this website to include them in the 1925 number series.)

This history covers periods when the route was **unnumbered** & numbered with a **Camden Country route number** (regarded here as a **1925 route number**).

Timeline

Unnumbered period 1970s-1991

1970s:

- Camden – Razorback commenced as an unnumbered school service prior to the allocation of Camden Country route numbers.
- Being operated by Camden Coaches Pty Ltd (HE Hunt & Sons, proprietors; manager, Dick Howlett).

1981 (?): Transferred to GW (George) Higlett, proprietor, then or later trading as Higletts Motor Coach Service Pty Ltd.

By 13 August 1986: Higlett’s trading/incorporated name altered to Macarthur Coaches Pty Ltd.

June 1986: Macarthur Coaches transferred to Rowe family, proprietors.

1989: Operator’s name changed to Busways Macarthur Pty Ltd.

25 December 1991:

- Numbered 49 [Camden Country route number].
- Upgraded to run all weekdays (limited service).
- Shared most of route with 47.
- Selected trips on school days & all trips during school holidays ran via combined 47/49.

17 April 1998: Operator’s name changed to Busways Camden Pty Ltd.

1 January 2005: Became part of Contract Region 15.

1 June 2014: Transferred to Neville’s Bus Service Pty Ltd (trading as Busabout) (Calabro family, proprietors), as successful tenderer for bus services in Contract Region 15.

5 September 2016: 47 & 49 (including combined 47/49) amalgamated as 49 Camden – Menangle – Razorback. Route & timetable effectively unaltered by this route number alteration.

8 October 2023:

- Contract Regions 2 & 15 amalgamated as Contract Region 2.
- Transferred to Transit Systems NSW SW Pty Ltd as successful tenderer for bus services in amalgamated Contract Region 2.

Streets

Camden – Razorback

2001 (Source: timetable)

From Camden (John St at Argyle St) via Argyle St, Cawdor Rd (**Cawdor**), Remembrance Dr, Mt Hercules Rd to Rotherwood Rd (Razorback).

From Razorback (Mt Hercules Rd/Rotherwood Rd) via reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Alteration

From 23 April 2012 (selected trips): Ex Camden from Argyle St via Old Hume Hwy, Remembrance Dr (*not* via Cawdor Rd). Reverse on return.

Camden – Menangle – Razorback

From 5 September 2016

From Camden (John St at Argyle St) via Argyle St, Murray St, Remembrance Dr, Finns Rd, Carolls Rd to Quirkies Lane (**Menangle**), then Carrolls Rd, Finns Rd, Remembrance Dr, Mt Hercules Rd to Rotherwood Rd (Razorback).

From Razorback (Mt Hercules Rd/Rotherwood Rd) via reverse route to Argyle St, then Oxley St, Mitchell St, John St to Argyle St (Camden).

Menangle (Menangle Rd) diversion: From Finns Rd via Woodbridge Rd, Menangle Rd, Finns Rd to Carrolls Rd.
Trips via Cawdor (*mornings from Razorback, afternoons from Camden*): Ex Camden from Argyle St/Murray St via Cawdor Rd (**Cawdor**) to Remembrance Dr. Reverse on return.
Selected trips: Ex Camden to Razorback first, then Menangle. Reverse on return.

Timetable Summary

25 December 1991

See 47

5 September 2016

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Camden-Menangle-Razorback	58 round trip	M-F	Camden	6.22am	Razorback	6.11pm	4 trips	A
		Sat						
		Sun						

A – Plus school trips.

Route 50

CARINGBAH – GANNONS POINT – DOLANS BAY – PORT HACKING – LILLI PILLI – CARINGBAH SOUTH (Crescent Rd) (in various combinations)
CARINGBAH – TAREN POINT

- **Extended from Caringbah to Miranda (1992-3)**

Also:

- **Caringbah – Miranda via Matson Cr (late 1940s)**

(The Caringbah South (Crescent Rd) area was also known locally as Beauty Point.)

(Gannons Point is a locality within the suburb of Caringbah South in the vicinity of Fernleigh Rd & the southern end of Gannons Rd.)

(Tyreel Point is now known as [Little] Turriell Point, located in current Lilli Pilli/ Dolans Bay.)

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

Timeline

Unnumbered period 1919-25 (& 1924 route number)

By date of Govt Gazette of 20 June 1919: Caringbah – Tyreel Point commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 46 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Joseph E James & AE (Archie) Tickner, proprietor, also trading as Port Hacking Motor Service Garage.

By September 1925: Ran via Port Hacking either on trips *to* or *from* Lilli Pilli.

As at date of Govt Gazette 13 November 1925: Renumbered 50 [1925 route number] in the general renumbering of routes.

By 1930: Tickner became sole proprietor.

1 August 1931: Extended Lilli Pilli – Caringbah – Taren Point.

About 1935 (after October 1935): Transferred to JN Hume, proprietor.

1942: Transferred to Keith Wood.

Later: On death of Keith Wood, transferred to Mrs M Wood, who later remarried, becoming Mrs M Batty.

Later: Transferred to Fred Batty.

By 1948: New route, Caringbah – Miranda via Matson Cr, commenced.

July 1950: Caringbah – Miranda via Matson Cr renumbered 43 [1925 route number].

November 1952: Caringbah – Miranda via Matson Cr renumbered back to part of 50.

Early 1950s: Caringbah – Miranda via Matson Cr ceased.

May 1955: Caringbah – Taren Point section transferred to Sutherland Bus Service (Moore family) & added to 130.

1955: Operator incorporated as Caringbah Bus Service Pty Ltd (Wood/Batty families).

July 1961: Extended from Caringbah to Taren Point on Sundays & public holidays on permit (when ceased?). Service to Taren Point at other times provided by 130 [1925 route number].

By 1964: Routes were:

- Caringbah – Caringbah South (Crescent Rd)
- Caringbah – Gannons Point
- Caringbah – Port Hacking – Lilli Pilli

By 1986: Routes altered to:

- Caringbah – Caringbah South (Crescent Rd)
- Caringbah – Gannons Point – Port Hacking
- Caringbah – Lilli Pilli

Timetable circa 1987: Shows operator as Caringbah Bus & Coach Service Pty Ltd.

28 January 1992: Following discussions between Department of Transport & affected operators in the area, in the wake of deregistration of South Western Coaches in 1990:

- Miranda – Caringbah section of 114 transferred from Southtrans (under contract to the Department of Transport) to Caringbah Bus Service & added to 50.
- Routes rearranged as:
 - Caringbah – Caringbah South (Crescent Rd) (peak hours)
 - Caringbah – Lilli Pilli (peak hours)
 - Miranda – Caringbah – Gannons Point – Port Hacking (full time)
 - Miranda – Caringbah – Lilli Pilli – Caringbah South (Crescent Rd) (other than peak hours)

1992 (possibly 2 November): Combined route, Miranda – Caringbah – Port Hacking – Lilli Pilli – Caringbah South (Crescent Rd), commenced on Sundays in conjunction with introduction of Sunday services on 985 & 987.

2 September 1993: Renumbered into Sydney Region route numbers:

- 977 Miranda – Caringbah – Lilli Pilli
- 978 Miranda – Caringbah – Port Hacking.

Streets

1919-46

Caringbah – Tyreel Point

1919 (Source: Govt Gazette of 20 June 1919)

From Caringbah ([tram line,] Port Hacking Rd at Cronulla Rd [assume now Kingsway]) via Port Hacking Rd, Lilli Pilli [Point] Rd to Tyreel Point.

1921 (Source: Govt Gazette of 8 July 1921)

Southern terminus recorded as being at Lilli Pilli (Lilli Pilli Rd at Mansfield's store) (*not* Tyreel Point). (Location probably unaltered.)

1924 (Source: Govt Gazette of 7 March 1924)

Caringbah terminus recorded as being at Port Hacking Rd at Kingsway. (Location probably unaltered.)

Caringbah – Port Hacking – Lilli Pilli

1925 (Source: Govt Gazette of 13 November 1925)

From Caringbah (tram line, Port Hacking Rd at Kingsway) via Port Hacking Rd to **Port Hacking** (at boatshed), [then return via Port Hacking Rd(?)], Lilli Pilli [Point] Rd to Mansfield's store (Lilli Pilli).

From Lilli Pilli (Lilli Pilli Rd at Mansfield's store) via Lilli Pilli [Point] Rd, Port Hacking Rd to Caringbah.

Selected trips: Direct from Caringbah to Lilli Pilli & return via Port Hacking.

Taren Point – Caringbah – Lilli Pilli – Port Hacking

Circa 1946 (Source: Gregory's Street Directory)

From Taren Point via Taren Point Rd, Kingsway (**Caringbah**), Port Hacking Rd (**Port Hacking**), Lilli Pilli Point Rd (Lilli Pilli).

Caringbah – Miranda via Matson Cr

Circa 1946 (Source: Gregory's Street Directory)

From Caringbah via Kingsway, President Av, Kareena Rd, Matson Cr, then return via Matson Cr, Kareena Rd, Kingsway, Kiora Rd (Miranda).

As at 1968 (Source: RGH notes)

Caringbah – Port Hacking – Lilli Pilli

From Caringbah (Hay Av at Station) via Kingsway, Port Hacking Rd, Wentworth St, Parthenia St (**Dolans Bay**), Wistaria St, Langer Av, Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Port Hacking Rd, Cawarra Rd South [now Mackay St], Hay Av to Caringbah Station.

Caringbah – Gannons Point

From Caringbah (Hay Av at Station) via Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Gannons Rd to Homer Pl.

From Gannons Point (Gannons Rd at Homer Pl) via reverse route to Kingsway, then Cawarra Rd South [now Mackay St], Hay Av to Caringbah Station.

Caringbah – Caringbah South (Crescent Rd)

- **Morning**

From Caringbah (Hay Av at Station) via Kingsway, President Av, Willarong Rd, Telopea Av, Gillham Rd, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Cawarra Rd South [now Mackay St], Hay Av to Caringbah Station.

- **Afternoon**

From Caringbah (Hay Av at Station) via Kingsway, President Av, Willarong Rd, Crescent Rd (**Caringbah South**), Gillham Rd, Telopea Av, Willarong Rd, President Av, Cawarra Rd South [now Mackay St], Hay Av to Caringbah Station.

As at 1986 (Source: RGH notes)

Caringbah – Lilli Pilli

From Caringbah (Hay Av at Station) via Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (Lilli Pilli).

From Lilli Pilli (Lilli Pilli Point Rd at Swan St) via Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av to Caringbah Station.

Caringbah – Gannons Point – Port Hacking

- **Morning**

From Caringbah (Hay Av at Station) via Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Parthenia St, Wistaria St, Langer Av, Port Hacking Rd, Lilli Pilli Point Rd, Turriell Point Rd (**Port Hacking**), Port Hacking Rd, Parthenia St [? loop direction], Saunders Bay Rd, Gannons Rd, Fernleigh Rd (clockwise loop) (**Gannons Point**), Gannons Rd, Saunders Bay Rd, Burraneer Bay Rd, Jackaranda Rd, Mansfield Av, Port Hacking Rd, Mackay St, Hay Av to Caringbah Station.

- **Afternoon**

Via Gannons Point first, then Port Hacking.

As at 1992

Miranda – Caringbah – Lilli Pilli – Caringbah South (Crescent Rd)

28 January 1992 (Source: timetable)

- **Other than in peak hours**

From Miranda (Gibbs St at Station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Mirral Rd, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda Station.

Caringbah (Taren Rd) diversion: From Willarong Rd/Burraneer Bay Rd via Burraneer Bay Rd, Taren Rd, Caringbah Rd to Willarong Rd.

- **Caringbah – Lilli Pilli (peak hours)**

From Caringbah (Hay Av at Station) via Kingsway, Port Hacking Rd, Lilli Pilli Point Rd to Swan St (**Lilli Pilli**), then Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av to Caringbah Station.

- **Caringbah – Caringbah South (Crescent Rd) (peak hours)**

From Caringbah (Hay Av at Station) via Kingsway, President Av, Willarong Rd, Telopea Av, Gillham Av, Crescent Rd (**Caringbah South**), Willarong Rd, President Av, Kingsway, Mackay St, Hay Av to Caringbah Station.

Miranda – Caringbah – Gannons Point – Port Hacking

28 January 1992 (Source: timetable)

From Miranda (Gibbs St at Station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Jackaranda Rd, Burraneer Bay Rd, Saunders Bay Rd, Gannons Rd, Fernleigh Rd (clockwise loop) (**Gannons Point**), Gannons Rd, Saunders Bay Rd, Parthenia St (**Dolans Bay**), Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd, Port Hacking Rd, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda Station.

Miranda – Caringbah – Port Hacking – Lilli Pilli – Caringbah South (Crescent Rd) (combined route, Sundays)

1992 (possibly 2 November, when Sunday service on 985 & 987 commenced) (Source: timetable)

From Miranda (Gibbs St at Station) via Kiora Rd, Karimbla Rd, Kareena Rd, President Av, Mackay St, Hay Av (**Caringbah**), Kingsway, Port Hacking Rd, Telopea Av, Saunders Bay Rd, Parthenia St (**Dolans Bay**), Port Hacking Rd (**Port Hacking**), Turriell Point Rd, Lilli Pilli Point Rd (**Lilli Pilli**), Mirral Rd, Crescent Rd (**Caringbah South**), Willarong Rd, Caringbah Rd, Port Hacking Rd, Mackay St, Hay Av (**Caringbah**), President Av, Kareena Rd, Karimbla Rd, Jackson St, Gibbs St to Miranda 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		
Caringbah-Lilli Pilli	25 round trip	M-F	Caringbah	6.40am	Lilli Pilli	5.15pm	4 trips	A
		Sat		6.40am		10.55pm	B	
		Sun		7.50am		6.55pm	7 trips	

Diverted via Port Hacking on trips *either* from Caringbah *or* from Lilli Pilli.

A – Extra trips, Monday, Thursday & Friday nights. Plus Friday night trip, Port Hacking-Lilli Pilli-Rockdale.

B – 11 trips from Caringbah, 10 trips from Lilli Pilli.

Circa 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Caringbah-Port Hacking-Lilli Pilli	27 round trip	M-F	Port Hacking	5.03am	Caringbah	10.16pm	30*	
		Sat		6.03am		7.40pm	AM 15 PM 30	
		Sun		7.12am		7.12pm	30	
Caringbah-Caringbah South (Crescent Rd)	20 round trip	M-F	Crescent Rd	5.40am	Caringbah	7.12pm	60*	
		Sat		7.32am		6.16pm	AM 30 PM 60	A
		Sun		8.39am		6.45pm	5 trips	
Caringbah-Gannons Point	19 round trip	M-F	Gannons Point	5.40am	Caringbah	6.48pm	60*	
		Sat		7.57am		11.15am	30-60	
		Sun						

* More frequent in peak hours.

A – Gap in service in afternoon.

25 February 1992

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Miranda-Caringbah-Lilli Pilli-Caringbah South (Crescent Rd)	20CLr 35MLr	M-F	Lilli Pilli	5.50amC 8.50amM	Miranda Caringbah	3.48pmL 8.16pmL	A	
		Sat		7.26amC 9.07amM	Miranda Caringbah	4.45pmL 6.21pmL	B	
		Sun						
Miranda-Caringbah-Gannons Point-Dolans Bay-Port Hacking	21CDr 37MDr	M-F	Dolans Bay	5.44amC 9.03amM	Miranda Caringbah	4.16pmD 8.16pmD	E	
		Sat		7.40amC 9.45amM	Miranda Caringbah	4.14pmD 5.21pmD	F	
		Sun						

* More frequent in peak hours.

A – Peak hours & night, Caringbah-Lilli Pilli. Day, Miranda-Lilli Pilli 60*. Extra trips Thursday night.

B – Early morning & late afternoon, Caringbah-Lilli Pilli. Day, Miranda-Lilli Pilli 60.

C – To Caringbah.

CDr – Round trip Caringbah-Dolans Bay-Caringbah.

CLr – Round trip Caringbah-Lilli Pilli-Caringbah.

D – To Dolans Bay & Port Hacking.

E – Peak hours & night, Caringbah-Dolans Bay. Day, Miranda-Dolans Bay 60*. Extra trips Thursday night.

F – Early morning & late afternoon, Caringbah- Dolans Bay. Day, Miranda- Dolans Bay 60.

L – To Lilli Pilli.

M – To Miranda.

MDr – Round trip Miranda-Dolans Bay-Miranda.

MLr – Round trip Miranda-Lilli Pilli-Miranda.

1992 (possibly 2 November)

Introduction of Sunday trips

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Miranda-Caringbah-Pt Hacking-Lilli Pilli-Crescent Rd combined	32 round trip	M-F						A
		Sat						A
		Sun	Miranda	9.10am	Miranda	4.15pm	4 trips	

A – Service provided by trips on individual routes (same as or similar to timetable dated 25 February 1992 above).