



SYDNEY BUS ROUTES

1925 route numbers

Routes 51 – 75

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

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

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

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

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

All routes in this section have ceased.

Summary of routes 51 – 75

51	Chatswood-Milsons Point
51	Helensburgh district
51	Round Cnr-Annangrove, etc
52	Chatswood-Spit Junction
52	Chatswood-Artarmon
53	Chatswood-Milsons Point
53	Campbelltown-Camden
53	Chatswood-Riverview, etc
54	Chatswood-N Subs Cem'ty, etc
55	Chatswood-Mt Kuring-gai, etc
56	Chatsw'd-Frenchs Forest, etc
57	Chiswick-Central
57	Liverpool-Bringelly
57	Liverpool-Miller, etc
58	Clovelly-Central
58	Liverpool-Leppington, etc
59	Concord West-Central
59	Auburn-Lidcombe
60	Coogee-Central
60	Eastwood-Glenorie
61	Coogee-Central
61	Cronulla-City

61	Riverstone-Marsden Park, etc
62	Coogee-Central
62	Sutherland-South Cronulla
62	Auburn-Ermington
63	Cronulla-Central
63	Strathfield-Cronulla
64	Cronulla-Central
64	Rockdale-Miranda
64	Bundeena district
65	Croydon Park-Central
65	Bondi Beach-Central-Campsie
65	Cronulla-Miranda
66	Bondi Junction-Watsons Bay
66	Cronulla-North Cronulla, etc
67	Daceyville-Central
67	McMahons Pt-Cammeray, etc
67	Cronulla-Kurnell
68	Daceyville-Central
68	Dee Why-Dee Why Beach
68	Drummoyne-Chiswick, etc
68	Hurstville-Earwood
69	Darling Point-Edgeciff

69	Liverpool-Chipping Norton, etc
70	Summer Hill-Belmore
70	Blacktown-Plumpton, etc
71	Dobroyd Point-Central
71	Mt Druitt-Bidwill, etc
72	Dobroyd Point-Belmore
72	Rooty Hill-Mt Druitt
73	Double Bay-Central
73	Petersham-Coogee
73	Bankstown-Chester Hill, etc
74	Double Bay-Bellevue Hill
74	Coogee-Maroubra Junction
74	Coogee-City
74	Hurstville-Kyle Bay
75	Double Bay-Central
75	Gladesville-North Ryde, etc
75	Ryde-Gladesville Bridge Whf

Route 51

CHATSWOOD – NORTHBRIDGE – MILSONS POINT

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by White Transit Co Ltd (Charles H Hicks, proprietor).
- Competed with Milsons Point – Northbridge & McMahon's Point – Chatswood tram services.

31 October 1931:

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

Streets

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

From Chatswood (Station, Cambridge St [now Orchard Rd] at Victoria Av) via Victoria Av, Penshurst St, Mowbray Rd (**Willoughby**), Alpha Rd, Sailors Bay Rd (**Northbridge**), Strathallen Av, Suspension Bridge, Miller St (**Cammeray, North Sydney**), Blue St, Junction St [now Pacific Hwy], Alfred St, Dind St, Glen St (Milsons Point tram terminus).

From Milsons Point (Glen St at tram terminus) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood Station.

Alterations

- *1926 (Source: Govt Gazette of 15 October 1926) (Cambridge St renamed part of Orchard Rd):* From Chatswood (Station, Orchard Rd at Victoria Av) via Orchard Rd, Help St, Anderson St, Victoria Av. Ex Milsons Point from Victoria Av via Orchard Rd to Chatswood Station.
- *1927 (Source: Govt Gazette of 27 May 1927):* Ex Chatswood from Penshurst St via McMahon St, High St, Mowbray Rd. Reverse on return.
- *1929 (Source: Govt Gazette of 22 February 1929):* Ex Chatswood from Victoria Av via High St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northbridge-Milsons Point	39	M-F	Chatswood	6.36am	Milsons Point	11.40pm	30	
		Sat		6.36am		11.40pm	30	
		Sun		9.12am		11.54pm	30	

Route 51

HELENSBURGH Station – HELENSBURGH Township

- **Extended from Helensburgh Township to Woronora Dam (circa 1936-41)**

Also:

- **Helensburgh Township – Coledale Hospital (limited service on Sundays, 1950s?)**

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

Timeline

Unnumbered period 1920s-1932

Post World War I (Illawarra Mercury, 12 August 1927): Helensburgh Station – Helensburgh Township commenced as an unnumbered country route.

As at 1927: Being operated by T Bennett, proprietor.

(?): Transferred to J Wilkinson.

11 August 1932: Classified as an omnibus service in accordance with the Transport Act, 1930 (even though it had already operated for some years) & numbered 51 [1925 route number].

By October 1935: Transferred to E Selby, proprietor.

(?): Transferred to Wilkins & Peart.

21 October 1936: Extended/new route Helensburgh – Woronora Dam (probably during the construction period of the dam).

1 May 1939: Transferred to AG (George) Fehrenbach, proprietor.

Probably in 1941 (when construction of Woronora Dam was completed): Helensburgh – Woronora Dam ceased.

By October 1953:

- Transferred to Sid Garner & SC (Charlie) Edwards, proprietors, then or later trading as Helensburgh Bus Service.
- Helensburgh Township – Coledale Hospital trip on Sundays commenced.

May 1955: Transferred from Sydney to Wollongong registration district and renumbered (Wollongong) 15.

Timetable Summary

October 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Helensburgh Station-Helensburgh Township	15	M-F	Helensb'gh T/s	5.35am	Helensb'gh Stn	7.32pm	14 trips	A
		Sat		6.55am		7.45pm	12 trips	B
		Sun		8.45am		8.30pm	7 trips	
Helensburgh Township-Coledale Hospital	45	M-F						
		Sat						
		Sun	Helensb'gh T/s	1.30pm	Coledale Hosp	4.00pm	1 trip	

A – Extra trip Friday night. Plus picture bus when pictures were being shown.

B – Plus picture bus when pictures were being shown.

Route 51

ROUND CORNER, DURAL – ANNANGROVE

ROUND CORNER, DURAL – KENTHURST (Pitt Town Rd)

ROUND CORNER, DURAL – KENTHURST (Porters Rd)

- **Extended from Round Corner to various schools (from 1962 onwards)**

(This group of routes was unusual in that they were school routes, but also had a route number.)

Timeline

June 1959:

- Round Corner, Dural – Kenthurst (Pitt Town Rd) (school days only) transferred from George Deaman to Dural Bus Co (John Michael Rudkins, proprietor) & renumbered from part of 60
- Round Corner, Dural – Annangrove (school days only) commenced by Dural Bus Co.

Jack Laidlaw, trading as Kenthurst Buses, is also reported as running these services at one time.

April 1962: Extended from Round Corner, Dural to Northmead High School and later other schools including Castle Hill High & Galston High.

Circa 1964: Being operated by

1965: Transferred to Glenorie Bus Co (Col Sinclair, proprietor).

November 1966: Transferred to Dural Bus Co (Baxter family, proprietors).

By 1967: Selected trips ran via Kenthurst (Porters Rd).

7 February 1968: Transferred to Riverstone Bus Service Pty Ltd (John H Cole, proprietor).

27 January 1970: Transferred to Dural Busways Pty Ltd (associated with Riverstone Bus Service).

1970s: Dural Busways transferred to Roy Duncan & Bob McKinnon, proprietors.

By February 1973: Separate route, Round Corner, Dural – Kenthurst (Porters Rd) (school days only), commenced.

Mid 1970s: Timetable dated 1 February 1974 shows a limited service ran on Mondays to Fridays during school holidays (ceased by 1983).

1985: Dural Busways transferred to Bob McKinnon alone.

1 April 1988: Transferred to Glenorie Bus Co Pty Ltd (Todd family, proprietors).

11 September 1988:

- Round Corner, Dural – Annangrove and Round Corner, Dural – Kenthurst (Pitt Town Rd) upgraded from school trips only to limited route services & renumbered into Sydney Region route numbers:
 - 657 Pennant Hills – Round Corner, Dural – Annangrove
 - 658 Pennant Hills – Round Corner, Dural – Kenthurst (Pitt Town Rd)
- Round Corner, Dural – Kenthurst (Porters Rd) presumably remained as a school only route until upgraded to a limited route service & renumbered 640 [Sydney Region route number] on 13 June 1995.

Streets

Round Corner, Dural – Annangrove

1968 (Source: RGH notes)

From Round Corner, Dural (Ward Pl) via Kenthurst Rd, Annangrove Rd, Edwards Rd to Nelson Rd (Annangrove).

Reverse on return.

Round Corner, Dural – Kenthurst (Pitt Town Rd)

1968 (Source: RGH notes)

From Round Corner, Dural (Ward Pl) via Kenthurst Rd, Pitt Town Rd to McClymont Rd (Kenthurst). Reverse on return.

Round Corner, Dural – Kenthurst (Porters Rd)

1968 (Source: RGH notes)

From Round Corner, Dural (Ward Pl) via Kenthurst Rd, Porters Rd to Cadwells Rd (Kenthurst). Reverse on return.

Route 52

CHATSWOOD – CROWS NEST – SPIT JUNCTION

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by White Transit Co (Charles H Hicks, proprietor).
- Competed with McMahons Point – Chatswood tram service.
- Shared with other routes along Military Rd Rd (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Military Rd (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

31 October 1931:

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Chatswood (Station, Cambridge St [now Orchard Rd] at Victoria Av) via Cambridge St, Victoria Av, Penshurst St (**Willoughby**), Mowbray Rd, Willoughby Rd (**Nareburn, Crows Nest**), Falcon St, Merlin St, Military Rd (**Neutral Bay Junction, Cremorne Junction**), Myahgah Rd to near Military Rd (Spit Junction).

From Spit Junction (Myahgah Rd at Military Rd) via Myahgah Rd, Military Rd, Laycock St, Falcon St, then reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood Station.

Alterations

- **1926** (Source: Govt Gazette of 15 October 1926) *Cambridge St renamed part of Orchard Rd.*: From Chatswood (Station, Orchard Rd at Victoria Av) via Orchard Rd, Help St, Anderson St, Victoria Av. Ex Spit Junction from Victoria Av via Orchard Rd to Chatswood Station.
- **1927** (Source: Govt Gazette of 27 May 1927): Ex Chatswood from Penshurst St via McMahon St, High St, Mowbray Rd. Reverse on return.
- **1929** (Source: Govt Gazette of 22 February 1929): Ex Chatswood from Victoria Av via High St. Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Spit Junction	36	M-F	Chatswood	6.27am	Spit Junction	11.35pm	15-20	
		Sat		6.27am		11.35pm	15-20	
		Sun		9.16am		11.35pm	15-20	

Unknown date (pre-1931)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Spit Junction	37	M-F	Chatswood	6.17am	Spit Junction	11.34pm	16	A
		Sat		6.17am		12.06am	16	A
		Sun	Spit Junction	9.05am		11.34pm	16	B

A – Plus short-workings before first trip & after last trip shown.

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

Route 52

CHATSWOOD – CHATSWOOD WEST – ARTARMON

- **Extended from Artarmon to Crows Nest via Willoughby & Naremburn (1985-87)**
- **Extended from Artarmon to Stewart & Lloyds factory (1948)**

Also:

- **Chatswood – Chatswood (Wyvern Av) (1950s)**
(Chatswood West terminus was at Beaconsfield Rd/Colwell Cr.)

Timeline

By October 1946 [date as reported in *Truck & Bus Transportation* for that month] or **14 January 1947** [date authorised, as per L Manny, *Terminus, please*]: Chatswood – Artarmon commenced by Whibley Bros (LV & H Whibley, proprietors).

April 1947: Transferred to Royle Bros Pty Ltd (Eric & Trevor Royle, proprietors).

December 1947: Transferred to Brooks Bros (Arthur & Harold Brooks, proprietors).

5 February 1948 to 16 November 1948: Extended from Artarmon to St Leonards (Stewart & Lloyds factory) (located off Herbert St midway between Artarmon & St Leonards).

26 September 1949: Extra route commenced, Chatswood – Chatswood (Wyvern Av).

December 1956:

- Transferred to Artarmon Red Bus Service (WG (Bill) Threlfall & Donald Dart, proprietors).
- Subsequently many Chatswood – Artarmon trips through-routed with 192, as combined 52/192.

Soon after: Threlfall assumed full control.

1958: Chatswood – Chatswood (Wyvern Av) reduced to two morning peak hour trips.

Early 1960s: Chatswood – Chatswood (Wyvern Av) ceased without replacement.

8 December 1961: Bill Threlfall died and service passed to his widow, Mrs ML Threlfall.

May 1965: Mrs Threlfall died and service passed to her estate.

30 June 1965: Threlfall's buses repossessed by ASL (a finance firm) and route temporarily worked by Colin & Mervyn Sinclair.

16 August 1965: Transferred to DJ Denholm Pty Ltd, trading as Artarmon Bus Service (DJ (David Jeffrey) Denholm, proprietor).

30 July 1985: Transferred to Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

7 October 1985: Saturday service on 52 & 127 amalgamated as combined 52/127 Chatswood – Chatswood West – Longueville.

By December 1985:

- Combined 52/192 ceased.
- Weekday service extended as Chatswood – Chatswood West – Artarmon – Willoughby – Crows Nest (Willoughby area had been served by 43 in late 1970s and 128 prior to that).
- Saturday service continued to run as combined 52/127.

By February 1986: Limited service reinstated St Leonards – Artarmon via Herbert St & Hampden Rd along former 192.

By 8 September 1986: Base service curtailed to run Chatswood – Chatswood West (selected trips extended from Chatswood West to Artarmon, Willoughby & St Leonards). St Leonards – Crows Nest not replaced.

By May 1987:

- Trips on 52 & 127 amalgamated at all times as combined 52/127, making days of service of 52/127 Mondays-Saturdays.
- Artarmon – Willoughby – Naremburn – St Leonards renumbered 192 [1925 route number] probably at same time.

Streets

CHATSWOOD – ARTARMON

Chatswood – Artarmon via Goodchap Rd

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood (Station) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Goodchap Rd, Mowbray Rd West, Pacific Hwy, Palmer St, Robert St, Francis Rd, Buller Rd, Broughton Rd, Hampden Rd (Artarmon).

Chatswood – Chatswood West – Artarmon

Circa 1960s (Source: timetable)

Extended to run via Beaconsfield Rd to Greville St (**Chatswood West**) & return.

Circa 1963 (Source: RGH notes)

From Chatswood (Victoria Av at Station) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Sutherland Av, Goodchap Rd, Mowbray Rd West, Pacific Hwy, Palmer St, Robert St, Francis St, Hampden Rd to Artarmon Station.

From Artarmon (Hampden Rd at Station) via reverse route to Centennial Av, then Pacific Hwy, Brown [now Endeavour] St, Railway St, Victoria Av to Chatswood Station.

Chatswood – Chatswood West – Artarmon – Willoughby – Crows Nest

February 1986 (Source: timetable)

From Chatswood (Orchard Rd at Station) via Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Mowbray Rd, Hampden Rd, Palmer St, Robert St, Francis Rd, Fuller Rd, Jersey Rd, Hampden Rd (**Artarmon**), Brand St, Elizabeth St, Coree Rd, Shepherd Rd, Godfrey Rd, Smith St, Harden Rd, Burra Rd, Cooney Rd, Artarmon Rd, Sydney Rd, Cobar St, Edward St, Artarmon Rd (**Willoughby**), Willoughby Rd, Rohan St (**Naremburn**), Glenmore St, Ruth St, Olympia Rd, Grandview St, Station St, Dalleys Rd, Ella St, Herbert St (**St Leonards**), Pacific Hwy, Berry St, Marshall Av, Canberra Av, Duntroon Av, River Rd, Shirley Rd to Pacific Hwy (Crows Nest).

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Herbert St, then reverse route to Centennial Av, then Pacific Hwy, Albert Av, Orchard Rd to Chatswood Station.

CHATSWOOD – CHATSWOOD (Wyvern Ave)

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood via Victoria Av, Pacific Hwy, Wyvern Av, Peckham Av, Dulwich Rd, Anglo St, View St, Fullers Rd, Pacific Hwy, Help St, Railway St, Victoria Av (Chatswood).

Timetable Summary

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West- Artarmon	20	M-F	Chatswood	7.25am	Artarmon	6.35pm	60*	A
		Sat		7.45am		12.35pm	60	B
		Sun						
Chatswood – Chatswood (Wyvern Av)	10 round trip	M-F	Chatswood	7.10am	Chatswood	7.10pm	60*	
		Sat		8.20am		12.50pm	60	B
		Sun						

* More frequent in peak hours.

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

B – Plus picture bus Saturday night.

28 June 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
52: Chatswood-Chatswood West-Artarmon	Fr Chats 10W 20A	M-F	Colwell Cr	6.40amC	Chatswood	6.36pmA	Ph		
			Chatswood	7.35amA					
		Sat	Colwell Cr	7.30amC		12.15pmW			30
		Sun							
52/192: Chatswood-Artarmon-Crows Nest	29	M-F	Chatswood	9.25am	Crows Nest	5.20pm	B		
		Sat							
		Sun							

A – To Artarmon.

B – Off-peak, Chatswood-Crows Nest 60. Afternoon peak hour, 1 trip from Crows Nest to Chatswood. Other peak hour service provided separately by 52 & 192. Plus short-working/s before first trip shown.

C – To Chatswood.

Ph – Peak hours only, Chatswood-Chatswood West (Colwell Cr) (selected trips extended to Artarmon). Off-peak service provided by 52/192.

W – To West Chatswood (Colwell Cr).

February 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
52: Chatsw'd-Chats West-Artarmon-Willoughby-Crows Nest	Fr Chats 10W 45N	M-F	Artarmon	6.30amC	Crows Nest	5.20pmC	A	
			Chatswood	9.10amN	Chatswood	6.36pmS		
		Sat					B	
		Sun						
52/127: Chatswood-Chatswood West-Longueville	21	M-F						
		Sat	Longueville	8.00am	Chatswood	12.25pm	60	
		Sun						

* More frequent in peak hours.

A – Peak hours, mainly Chatswood-Chatswood West (selected trips extended from Chatswood West to Artarmon or St Leonards via Willoughby). Day, Chatswood-Willoughby-Crows Nest 60.

B – Service provided by combined 52/127.

C – To Chatswood.

N – To Crows Nest via Willoughby.

S – To St Leonards via Willoughby.

W – To Chatswood West (Colwell Cr).

Combined Routes 52/127

CHATSWOOD – CHATSWOOD WEST – NORTHWOOD – LONGUEVILLE

Timeline

7 October 1985:

- Saturday service on 52 & 127 amalgamated as combined 52/127, Chatswood – Chatswood West – Longueville.
- Through-routed with 169 running City (Wynyard) – Longueville – Chatswood.
- Operated by Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

By 8 September 1986: Selected trips rerouted via Northwood on trips to Longueville.

By May 1987: Trips on 52 & 127 at all times amalgamated as combined 52/127, making days of service of 52/127 Mondays-Saturdays.

7 September 1987: Renumbered 264 [Sydney Region route number].

Streets

From 7 October 1985 (Source: timetable)

From Chatswood (Orchard Rd at Station) via Help St, Railway St, Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (Chatswood West), then

Beaconsfield Rd, Mowbray Rd, Pacific Hwy, Longueville Rd (**Lane Cove**), Kenneth St, Stuart St, Arabella St, Lucretia Av, Poole St to Stuart St (Longueville).

From Longueville (Poole St at Stuart St) via Stuart St, then reverse route to Centennial Av, then Pacific Hwy, Albert Av, Orchard Rd to Chatswood Station.

Alteration

By 8 September 1986: Ex Chatswood from Longueville Rd via Northwood Rd, Cliff Rd, Eva St, Point Rd (**Northwood**), Northwood Rd, Arabella St.

Timetable Summary

See 52

May 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood- Chatswood West- Longueville	Fr Chats 10W 25L	M-F	Longueville	7.00am	Chatswood	6.00pm	60*	
		Sat	Chatswood	8.00am		2.05pm	60	A
		Sun						

* More frequent in peak hours.

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

L – To Longueville.

W – To Chatswood West.

Combined Routes 52/192

CHATSWOOD – CHATSWOOD WEST – ARTARMON – CROWS NEST via Hampden Rd

(Chatswood West terminus was at Beaconsfield Rd/Colwell Cr.)

Timeline

After December 1956:

- Many 52 & 192 trips through-routed.
- Operated by Artarmon Red Bus Service (WG (Bill) Threlfall & Donald Dart, proprietors).

Soon after: Threlfall assumed full control.

8 December 1961: Bill Threlfall died and service passed to his widow, Mrs ML Threlfall.

May 1965: Mrs Threlfall died and service passed to her estate.

30 June 1965: Threlfall's buses repossessed by ASL (a finance firm) and route temporarily worked by Colin & Mervyn Sinclair.

16 August 1965: Transferred to DJ Denholm Pty Ltd, trading as Artarmon Bus Service (DJ (David Jeffrey) Denholm, proprietor).

30 July 1985: Transferred to Macquarie Towns Bus Service, trading as Lane Cove Bus Service.

By December 1985: Combined trips ceased.

Streets

Circa 1968 (Source: RGH notes)

From Chatswood (Station, Victoria Av at Railway St) via Victoria Av, Pacific Hwy, Centennial Av, Carr St, De Villiers Av, Eddy Rd, Lone Pine Av, Dalrymple Av, Beaconsfield Rd to Colwell Cr (**Chatswood West**), then Beaconsfield Rd, Sharland Av, Goodchap Rd, Mowbray Rd, Pacific Hwy, Palmer St, Robert St, Francis St, Hampden Rd (**Artarmon**), Herbert St, Pacific Hwy (**St Leonards**), Berry St, Marshall Av, Canberra Av, Duntroon Av, River Rd, Shirley Rd to Pacific Hwy (Crows Nest).

From Crows Nest (Shirley Rd at Pacific Hwy) via Pacific Hwy, Hume St, River Rd, then reverse route to Centennial Av, then Pacific Hwy, Brown [now Endeavour] St, Railway St to Chatswood Station.

Timetable Summary

See 52

Route 53

CHATSWOOD – CROWS NEST – MILSONS POINT

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

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 48 [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 53 [1925 route number] in the general renumbering of routes.

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

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Chatswood (Station, Cambridge St [now Orchard Rd] at Victoria Av) via Victoria Av, Anderson St, Albert St, Archer St, Mowbray Rd (**Willoughby**), Willoughby Rd (**Naremburn**), Lane Cove Rd [now Pacific Hwy] (**Crows Nest**), Hayberry St, West St, Ridge St, Miller St (**North Sydney**), Berry St, Walker St, Mount St, Alfred St to Railway Goods Yard [at wharf/tram terminus] (Milsons Point). Reverse on return.

From Milsons Point (Alfred St at Railway Goods Yard/wharf/tram terminus) via reverse route to Albert St, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood Station.

Alteration

1924 (Source: Govt Gazette of 19 December 1924): Approached Milsons Point from Alfred St via Dind St, Glen St to 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		
Chatswood-Crows Nest-Milsons Point	39	M-F	Chatswood	6.34am	Milsons Point	12.35am	20-60	
		Sat		6.34am		12.35am	20-60	
		Sun		9.02am		12.35am	20-60	

Route 53

CAMPBELLTOWN – CAMDEN

Timeline

Unnumbered period 1925-28

On or by 7 May 1925: (based on timetable published in Camden News dated 7 May 1925):

- Commenced by Herbert AR Miles prior to the allocation of route numbers.
- Competed with train service over same route.

By date of Govt Gazette 22 June 1928:

- Numbered 53 [1925 route number].
- Also traded as Camden Motor Service.

31 October 1931: The route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931, but paid charges under the Act & continued operation.

24 December 1932 [as per DRTT Annual Report] *or* **11 January 1933 (?)**: Discontinued owing to inability to meet financial obligations. Trains continued to provide service.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Campbelltown (Railway St at Station) via Railway St, Queen St, Main Southern Rd [presumably now Camden Rd, Narellan Rd & Camden Valley Way] (**Narellan, Kirkham, Elderslie**), Argyle St to John St (Camden). Reverse on return.

Timetable Summary

7 May 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Campbelltown-Camden		M-F	Camden	7.25am	Camden	4.25pm	5 trips	A
		Sat						
		Sun						

A – Timetable (as per newspaper advertisement) shows only departure times from Camden. Days of week unknown. Note on timetable, “Leaves Campbelltown 5 minutes after trains arrive from Sydney”.

Route 53

CHATSWOOD – RIVERVIEW

CITY (Wynyard) – RIVERVIEW

Also:

- **Artarmon – Hatfield St/Mowbray Rd West (peak hours, 1935-48)**
- **Artarmon – Riverview College (infrequent service, 1940-?)**
- **Chatswood – Lane Cove West (Mars Rd) (peak hours, 1967-70)**
- **Willoughby (Frenchs Rd) – Chatswood – Mowbray Rd West (until 1941)**

(The Mowbray Rd West terminus, at western end of that street near its intersection with Hinkler Cres & Cumberland Av, is in current Lane Cove North.)

(The terminus at Hatfield St is also in current Lane Cove North.)

Timeline

14 May 1934: Chatswood – Mowbray Rd West commenced by Mr Curtis, proprietor.

10 August 1934: Ceased due to lack of patronage.

Service suspended.

From 12 to 26 November 1934: Revived temporarily on trial, but unsuccessful.

Service suspended until a new operator could be found.

27 December 1935: Recommenced as Artarmon – Chatswood West (Hatfield St) via Mowbray Rd West (peak hours) and Willoughby (Frenchs Rd) – Chatswood – Mowbray Rd West, operated by LR (Les) Jarman, proprietor.

12 July 1940:

- Transferred to WE (Bill) Nott.
- Willoughby – Chatswood – Mowbray Rd West amalgamated with Nott’s Lane Cove – Riverview service (part of 224 [1925 route number]), as 53 Willoughby – Chatswood – Riverview via Mowbray Rd & Centennial Av.
- Infrequent Artarmon – Riverview College trips transferred from 224 to 53 (when ceased or altered to run to Chatswood instead of Artarmon?).

8 August 1941: Chatswood – Willoughby ceased due to lack of patronage, leaving main route as Chatswood – Riverview.

By May 1946: Operator incorporated as Lane Cove Bus Co Pty Ltd.

5 January 1948: Artarmon – Chatswood West (Hatfield St) trips transferred to 128 [1925 route number], which commenced on this day.

3 September 1948:

- Chatswood – Riverview transferred to Hunters Hill Bus Co Pty Ltd (shareholders: John A Gilbert-related personnel, plus manager at the time, namely CAL (Clarrie) Paull, manager till 1965).
- Company renamed Hunters Hill Bus Co Pty Ltd by 1954.

11 April 1949: Extra route, City (Wynyard) – Riverview, commenced.

6 October 1950: City (Wynyard) – Riverview replaced by Department of Road Transport & Tramways 295 City (Wynyard) – Lane Cove West (Cope St) via St Leonards & River Rd [Sydney Region route number].

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

21 April 1966: Selected Chatswood – Riverview trips diverted via Riverview Estate (Riverview St & College Rd loop).

16 January 1967 (*date of commencement of 43*):

- Most trips rerouted direct via Pacific Hwy instead of Mowbray Rd & Centennial Av, as new 43 [1925 route number] provided service to those streets.
- New peak hour route, Chatswood – Lane Cove West (Mars Rd) industrial area, commenced on or about this date.

6 July 1970: Chatswood – Lane Cove West (Mars Rd) peak hour industrial route renumbered part of 43.

16 August 1976: Selected trips rerouted via Stokes St, Lane Cove.

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

23 July 1990: As part of general reorganisation of North & Western's routes, Chatswood – Riverview amalgamated with 264 as 264 Chatswood – Riverview via Colwell Cr [Sydney Region route number].

Streets

Willoughby – Chatswood – Lane Cove – Riverview

From 12 July 1940 (Source: "Terminus Please", by Leon B Manny)

From Riverview via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Centennial Av, Mowbray Rd, Devonshire St, Albert Av, Anderson St, Victoria Av, Orchard Rd (**Chatswood**), Help St, Anderson St, Devonshire St, Mowbray Rd, Sydney St (?), Nardoo Rd (?), Penkivil St, Willoughby Rd, Julian St (Willoughby).

Chatswood – Lane Cove – Riverview

Circa 1946 (Source: Gregory's Street Directory)

From Riverview via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Parklands Av, Landers Rd, Centennial Av, Mowbray Rd West, Mowbray Rd, Devonshire St, Albert Av, Anderson St, Victoria Av (Chatswood).

1961 (Source: RGH notes)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy, Mowbray Rd, Centennial Av, Landers Rd, Parklands Av, Longueville Rd (**Lane Cove**), Austin St, Morrice St, River Rd, Barina Av, Yallambee St, Tambourine Bay Rd, Miramont St, Romani St to Kallaroo Rd (Riverview).

From Riverview (Romani St at Kallaroo Rd) via Kallaroo Rd, Surada Av, Miramont St, then reverse route to Pacific Hwy, then Brown [now Endeavour] St, Railway St to Chatswood Station.

1966 (Source: RGH notes/timetable)

Riverview Estate diversion: Ex Riverview from Tambourine Bay Rd/Riverview St via Riverview St, College Rd South (clockwise loop), Riverview St to Tambourine Bay Rd.

Alterations

- *1967* (Source: RGH notes/timetable): Ex Chatswood from Pacific Hwy via Longueville Rd (**not** via Mowbray Rd, Centennial Av). Reverse on return.
- *From 16 August 1976* (Source: timetable) (*selected trips*): Ex Chatswood from Pacific Hwy via Mowbray Rd, Ralston St, Murray St, Stokes St, Nundah St, Parklands Rd, Longueville Rd. Reverse on return.

Riverview College – Artarmon

Circa 1948 (Source: Gregory's Street Directory)

From Riverview College via Riverview St, Tambourine Bay Rd, Yallambee Rd, Barina Rd, River Rd, Morrice St, Austin St, Longueville Rd (**Lane Cove**), Pacific Hwy, Broughton Rd, Buller Rd, Jersey Rd, Hampden Rd [to Artarmon Station].

City (Wynyard) – Riverview

11 April 1949 (Source: Departmental timetable)

From City (Wynyard) (Erskine St, between York St & Clarence St) via Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy (**North Sydney**), Shirley Rd (**Crows Nest**), Fleming St [now part of River Rd], River Rd (**Greenwich**), Northwood Rd, River Rd West, Barina Rd, Yallambee Rd, Tambourine Bay Rd, Riverview St to College Rd (Riverview)

From Riverview (Riverview St at College Rd) via reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Erskine St (Wynyard, City).

Timetable Summary

11 April 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Wynyard)-Riverview	25	M-F	Riverview	7.00am	Wynyard	6.30pm	Ph	
		Sat						
		Sun						

Ph – Peak hours only.

26 September 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	19	M-F	Riverview	6.25am	Chatswood	11.10pm	30	
		Sat		6.25am		11.10pm		
		Sun		7.20am		10.10pm		
Artarmon-Hatfield St	13	M-F	Hatfield St	7.45am	Artarmon	6.21pm	5 trips	
		Sat		7.45am		1.17pm		
		Sun						

19 September 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	25	M-F	Riverview	7.30am	Chatswood	6.20pm	60*	
		Sat		7.30am		1.00pm		
		Sun						

* More frequent in peak hours.

21 October 1974

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Riverview	16	M-F	Riverview	7.22am	Chatswood	5.37pm	45	A
		Sat		8.16am		12.08pm		
		Sun						

A – Gap in service middle of day.

Route 54

CHATSWOOD – BRADFIELD PARK via Lady Game Dr

CHATSWOOD – NORTHERN SUBURBS CEMETERY – MACQUARIE UNIVERSITY

- **Extended from Bradfield Park to Lindfield (late 1940s-early 1950s)**

Also:

- **Trips to/diversions via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av)**

(Bradfield Park has been known as West Lindfield since the mid-1960s. West Lindfield is a locality within the suburb of Lindfield.)

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

Timeline

Unnumbered period 1923-25 (& 1924 route number)

By August 1923 (*MTA Journal*):

- Chatswood – Northern Suburbs Cemetery commenced prior to the allocation of route numbers.
- Being operated by Fred C Byron.

As at date of Govt Gazette of 19 December 1924: Numbered 49 [1924 route number].

By 15 June 1925 (*Doran Report*): Transferred to Webber Bros Motor Service (Edwin & Thomas Webber, proprietors).

As at date of Govt Gazette 13 November 1925: Renumbered 54 [1925 route number] in the general renumbering of routes.

August 1946: Transferred to Alfred John (Jack) Wagg, proprietor, then or later trading as AJ Wagg Tourist Services Pty Ltd and/or Lindfield Omnibus Service and/or Lindfield Motor Service.

1946/7: New route Chatswood – Bradfield Park – Lindfield via Lady Game Dr commenced, after 54 & 221 came under common ownership. Bradfield Park – Lindfield shared with 221

By mid 1950s:

- Chatswood – Bradfield Park – Lindfield curtailed to run Chatswood – Bradfield Park. Service between Bradfield Park & Lindfield continued to be provided by 221 [1925 route number].
- Selected trips ran to/diverted via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av).

14 March 1966: Transferred to MO Sinclair & Co Pty Ltd (Merv Sinclair, proprietor).

2 May 1966: Transferred to Barnes Coaches (Lane Cove) Pty Ltd (JD (Doug) Barnes, proprietor).

By 7 November 1966: Saturday afternoon and Sunday trips through-routed with 221 from Northern Suburbs Cemetery to Lindfield via Bradfield Park. Sunday service had ceased by 6 March 1967.

6 March 1967: Chatswood – Northern Suburbs Cemetery extended to run Chatswood – Northern Suburbs Cemetery – Macquarie University, upon opening of university.

9 October 1970: Transferred to Turrumurra Bobbin Head Bus Co Pty Ltd (Ron Deane, proprietor). Name altered to Deane's Coaches Pty Ltd by 1972.

By December 1973: Through-routing with 221 on Saturday afternoons ceased.

By November 1974: Chatswood – West Lindfield via Lady Game Dr ceased.

16 November 1981: Rerouted via Macquarie Centre, upon its opening.

30 June 1986: Transferred to North & Western Bus Lines Pty Ltd (KA (Ken) Butt, proprietor) with minor route amendment in North Ryde area.

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

- 550 Chatswood – Macquarie University – Eastwood – Parramatta, an amalgamation of 54, the Eastwood – Macquarie University section of 85 & the Parramatta – Eastwood via Main Rd section of 172 [54, 85 & 172 are 1925 route numbers].
- 551 Chatswood – Macquarie University – Epping, including diversions via Chatswood West (Hawthorne Av) and/or Chatswood West (River Av).

Streets

Chatswood – Northern Suburbs Cemetery

1924 (Source: Govt Gazette of 7 March 1924)

From Chatswood (Railway St at Station) via Railway St, Victoria Av, Lane Cove Rd [now Pacific Hwy], Fullers Rd, [Millwood Av?], Fullers Bridge, Delhi Rd to [Plassey Rd] Northern Suburbs Cemetery gates.

From Northern Suburbs Cemetery (Delhi Rd at Cemetery gates) via Delhi Rd, Fullers Bridge, [Millwood Av?], Fullers Rd, Help St, Railway St to Chatswood Station.

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood [Station] via Railway St, Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av, Fullers Bridge, Delhi Rd to Northern Suburbs Cemetery.

Alterations

- **1961 (Source: RGH notes):** Approached Chatswood from Fullers Rd via Help St, Railway St.
- **1961 (Source: RGH notes):** Northern Suburbs Cemetery terminus at Delhi Rd/Plassey Rd.
- **1961 (Source: RGH notes):**
Chatswood West (Hawthorne Av) trips/diversion: From Fullers Rd/Millwood Av (eastern intersection) via Fullers Rd to Hawthorne Av. Reverse on return.
- **1961 (Source: RGH notes):**
Chatswood West (River Av) trips/diversion: From Delhi Rd/River Av via River Av to Fairyland Av. Reverse on return.
- **1970 (Source: RGH notes/timetable):**
Chatswood West (Hawthorne Av) trips/diversion: From Fullers Rd via Bellevue St, Valerie Av, Louise Av, Hawthorne Av, Fullers Rd.

Chatswood – Northern Suburbs Cemetery – Macquarie University

From 6 March 1967 (Source: RGH notes)

From Chatswood (Railway St at Station) via Railway St, Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av (Fullers Bridge), Delhi Rd (Northern Suburbs Cemetery), Pittwater Rd, Wicks Rd, Waterloo Rd, (?) to Macquarie University.

From Macquarie University via reverse route to Fullers Rd, then Help St, Railway St to Chatswood Station.

Alterations

- **From 16 November 1981 (Source: RGH notes/timetable):** Ex Chatswood from Delhi Rd via Epping Rd, Wicks Rd, Waterloo Rd, Herring Rd to Macquarie Centre shops, then Waterloo Rd, University Av, Macquarie Dr to Macquarie University. Return via Macquarie Dr, Waterloo Rd, then reverse route.
- **From 30 June 1986 (Source: timetable):** Ex Chatswood from Waterloo Rd/Lane Cove Rd via Lane Cove Rd, Fontenoy Rd, Khartoum Rd, Waterloo Rd. Reverse on return.

Chatswood – Bradfield Park via Lady Game Dr

1961 (Source: RGH notes)

From Chatswood (Railway St at Station) via Railway St, Victoria Av, Pacific Hwy, Fullers Rd, Millwood Av§, Lady Game Dr, Moore Av, Fiddens Wharf Rd, Charles St, Bradfield Rd to Moore Av (Bradfield Park).

From Bradfield Park (Bradfield Rd at Moore Av) via Moore Av, Lady Game Dr, Millwood Av, Fullers Rd, Help St, Railway St to Chatswood Station.

§ The intersection of Millwood Av/Lady Game Dr is adjacent to Fullers Bridge.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northern Suburbs Cemetery	Fr Chats 8F 15N	M-F	Fullers Bridge	7.50amC	Nth Subs Cem	4.05pmC	A	
			Chatswood	10.15amN	Fullers Bridge	7.20pmC		
		Sat & Hols	Fullers Bridge	7.50amC	Nth Subs Cem	5.00pmC	B	
			Chatswood	10.15amN	Fullers Bridge	7.20pmC		
		Sun		10.30amN	Nth Subs Cem	5.10pmC	D	

A – Peak hours, Chatswood-Fullers Bridge. Day, Chatswood-Fullers Bridge 30, Chatswood-Northern Suburbs Cemetery 5 trips.

B – Morning, Chatswood-Fullers Bridge 30, Chatswood-Northern Suburbs Cemetery 1 trip. Afternoon, Chatswood-Fullers Bridge 30-40, Chatswood-Northern Suburbs Cemetery 5 trips (approx 2.00-5.00pm).

C – To Chatswood.

D – Morning 2 trips, afternoon 7 trips. Plus short-working/s before first trip shown.

F – To Fullers Bridge.

N – To Northern Suburbs Cemetery.

8 April 1947

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Chatswood-Northern Suburbs Cemetery	Fr Chats 6M 9F 16N	M-F	Chatswood	5.45amF	Nth Subs Cem	4.42pmC	A		
				8.15amN	Chatswood	12.32mnB			
		Sat		6.20amF	Nth Subs Cem	7.21pmC	D		
				10.06amN	Chatswood	12.32mnB			
		Sun	Fullers Bridge	7.48amC	Nth Subs Cem	6.06pmC	E		
				9.10amN	Chatswood	12.00mnB			
Chatswood-Bradfield Park-Lindfield	Fr Chats 10B 19L	M-F	Lindfield	10.00amC	Lindfield	4.53pmC	4 trips	G	
		Sat						G	
		Sun							G

* More frequent in peak hours.

A – Peak hours & night, Chatswood-Fullers Bridge. Plus selected morning peak hour trips Chatswood-Chatswood (Millwood Av/Fullers Rd). Day, Chatswood-Northern Suburbs Cemetery 40. Plus picture bus Northern Suburbs Cemetery-Chatswood on Wednesday night. Late evening trip extended to Northern Suburbs Cemetery if required. Last trip from Chatswood to Bradfield Park.

B – To Bradfield Park.

C – To Chatswood.

D – Early morning & night Chatswood-Fullers Bridge. Day (other than midday peak hour), Chatswood-Northern Suburbs Cemetery 30. Midday peak hour, Chatswood-Chatswood (Millwood Av/Fullers Rd) or Fullers Bridge. 2 late evening trips extended to Northern Suburbs Cemetery if required. Last trip from Chatswood to Bradfield Park.

E – Early morning & night Chatswood-Fullers Bridge. Day, Chatswood-Northern Suburbs Cemetery 40. Additional trips ran Chatswood-Northern Suburbs Cemetery (40 frequency) as required. Last trip from Chatswood to Bradfield Park.

F – To Fullers Bridge.

G – Late night trip daily from Chatswood to Bradfield Park.

L – To Lindfield.

M – To Chatswood (Millwood Av/Fullers Rd).

N – To Northern Suburbs Cemetery.

6 March 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northern Suburbs Cemetery-Macquarie University	Fr Chats 12N 20M	M-F	Chatswood	6.05amF 8.08amM	Macquarie Uni	8.10pmC	A	
		Sat		7.05amF 8.10amM	Macquarie Uni Nth Subs Cem	1.10pmC 6.56pmC	B	
		Sun		8.50amN		5.30pmC	30	
Chatswood-Chatswood West (Hawthorne Av)	7	M-F	Chatswood	7.40am	Hawthorne Av	6.15pm	D	
		Sat		7.37am		12.03pm	2 trips	E
		Sun						
Chatswood-Chatswood West (River Av)	10	M-F	Chatswood	6.05am	River Av	7.20pm	6 trips	E
		Sat					2 trips	E
		Sun						
Chatswood-West Lindfield	13	M-F	West Lindfield	7.30am	Chatswood	5.40pm	9 trips	
		Sat		9.30am		10.32am	2 trips	
		Sun						

* More frequent in peak hours.

A – Morning peak hour, Chatswood-Fullers Bridge. Day, Chatswood-Fullers Bridge 30-60*, Chatswood-Macquarie University 9 trips.

B – Early morning, Chatswood-Fullers Bridge. Morning, Chatswood-Macquarie University 30. Afternoon, Chatswood-Northern Suburbs Cemetery 60.

C – To Chatswood.

D – 9 trips from Chatswood, 7 trips from Chatswood West (Hawthorne Av). Additional service provided by diversions of trips to other destinations.

E – Additional service provided by diversions of trips to other destinations.

F – To Fullers Bridge.

M – To Macquarie University.

N – To Northern Suburbs Cemetery.

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-Northern Suburbs Cemetery-Macquarie University†	26	M-F	Chatswood	7.03am	Chatswood	7.35pm	30*	A
		Sat		7.29am		5.35pm	AM 30 PM 60	
		Sun						
Chatswood-Chatswood West (Hawthorne Av)	9	M-F	Chatswood	7.20am	Hawthorne Av	8.55am	Ph1	B
		Sat						C
		Sun						
Chatswood-Chatswood West (River Av)	6	M-F	Chatswood	7.31am	River Av	5.44pm	Ph2	B
		Sat						C
		Sun						

* More frequent in peak hours.

† On weekdays most trips terminated at Macquarie University. On Saturdays most trips terminated at Macquarie Centre, but 4 trips extended to Macquarie University.

A – Plus short-working/s before first trip shown. Plus extra trips Thursday night.

B – Additional service provided by diversions of trips to other destinations.

C – Service provided by diversions of trips to other destinations.

Ph1 – Morning peak hour only.

Ph2 – Peak hours only.

30 June 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Northern Suburbs Cemetery-Macquarie University	19	M-F	Macquarie Uni	6.30am	Chatswood	7.35pm	30*	
		Sat		7.40am		1.25pm	45	
		Sun						
Chatswood-Chatswood West (Hawthorne Av)	9	M-F	Hawthorne Av	7.29am	Hawthorne Av	8.55am	Ph1	A
		Sat						B
		Sun						
Chatswood-Chatswood West (River Av)	6	M-F	Chatswood	7.31am	River Av	4.47pm	Ph2	A
		Sat						B
		Sun						

* More frequent in peak hours.

A – Additional service provided by diversions of trips to other destinations.

B – Service provided by diversions of trips to other destinations.

Ph1 – Morning peak hour only.

Ph2 – Peak hours only.

Route 55

CHATSWOOD – HORNSBY – MT COLAH – MT KURING-GAI via Lane Cove Rd & Peats Ferry Rd

CHATSWOOD – HORNSBY – MT COLAH (Parklands Rd) via Pacific Hwy

(Lane Cove Rd is now Pacific Hwy.)

(Peats Ferry Rd is also now Pacific Hwy, except the section between Hornsby & Asquith, which has more recently been renamed Peats Ferry Rd again.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

- Chatswood – Hornsby (Station) commenced prior to the allocation of route numbers.
- Competed with Milsons Point – Hornsby train service.

As at date of Govt Gazette of 19 December 1924: Numbered 50 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Kuring-gai Bus Co (David Lorimer, proprietor). At one stage O Curtis was also involved with the company. Operator later incorporated as Kuring-gai Bus Co Pty Ltd.

As at date of Govt Gazette 13 November 1925: Renumbered 55 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 June 1928: Extended to run Chatswood – Hornsby (Hookhams Corner).

By date of Govt Gazette 22 February 1929: Extended to run Chatswood – Asquith.

31 October 1931: The route was deemed competitive with trams or trains under the State Transport (Co-ordination) Act as from 2 November 1931, but paid charges under the Act & continued operation.

Mid-1940s: Kuring-gai Bus Co transferred to W (Bill) Stonex, proprietor.

By 1946: Extended to run Chatswood – Mt Colah Station. By about this time, Hornsby – Mt Colah along Pacific Hwy shared with Hornsby District Bus Co's 220.

By 1948:

- Extended to run Chatswood – Mt Kuring-gai.
- By this time, most trips ran:
Chatswood – Mt Colah Station
Hornsby – Mt Kuring-gai
- These two routes shared Hornsby-Mt Colah Station.

1949: JH (James Huntley, known as Jim) Knox acquired a minority interest.

By 11 December 1963: New route, Hornsby – Mt Colah (Parklands Rd), commenced.

1965: Kuring-gai Bus Co fully transferred to Jim Knox, proprietor. As Jim Knox acquired other routes from 1968 onwards, the overall operation became known as the Hornsby Bus Group.

June 1967: Following transfer of Hornsby District Bus Co to Jim Knox, 55 replaced the equivalent section of 220.

By 26 January 1971:

- Routes rearranged to run:
Chatswood – Mt Kuring-gai
Chatswood – Mt Colah (Parklands Rd)
- These two routes shared Chatswood – Mt Colah Station.

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

- 590 Chatswood – Hornsby.
- Hornsby – Mt Kuring-gai absorbed into 594 Hornsby – Berowra – Berowra Heights.
- Parklands Rd included in 593 Hornsby – Asquith Golf Links – Mt Colah (Bolton Av) – Mt Colah (Parklands Rd).

Streets

Chatswood – Hornsby (Station)

1924 (Source: Govt Gazette of 19 December 1924)

From Chatswood (Station, Railway St at Victoria Av) via Railway St, Victoria Av, Lane Cove Rd [now Pacific Hwy], (Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara), Peats Ferry Rd [now Pacific Hwy], Jersey St [or Station St?] to Hornsby Station.

From Hornsby (Station St at Station) via Peats Ferry Rd, Lane Cove Rd [both now Pacific Hwy], Railway St to Chatswood Station.

Chatswood – Hornsby (Hookhams Corner)

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Extended from Peats Ferry Rd, Hornsby via Peats Ferry Rd [now Pacific Hwy], Old Berowra Rd to Galston Rd. Reverse on return. [Peats Ferry Rd, Old Berowra Rd & Galston Rd then all met at the one intersection, now known as Hookhams Corner.]

Chatswood – Asquith

Alteration

1929 (Source: Govt Gazette of 22 February 1929): Extended from Peats Ferry Rd/Old Berowra Rd/Galston Rd [Hookhams Corner] via Peats Ferry Rd [now Pacific Hwy], Haldane St to railway bridge (Asquith). Reverse on return.

Chatswood – Mt Colah Station

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood [Station] via Railway St, Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith**) to Mt Colah [Station].

Chatswood – Mt Kuring-gai

Circa 1948 (Source: Gregory's Street Directory)

From Chatswood [Station] via Railway St, Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith, Mt Colah**) to Mt Kuring-gai [Station].

By 1961 (Source: RGH notes)

Terminal routes

- **Chatswood:** Approached Chatswood from Pacific Hwy via Railway St to Station. Unaltered on return.
- **Mt Kuring-gai:** U-turn on Pacific Hwy opposite Mt Kuring-gai Station.

Alterations

- 1961 (Source: RGH notes): Ex Mt Kuring-gai from Pacific Hwy via Coronation St, Station St, Pacific Hwy.
- 1986 (Source: RGH notes) (trips terminating at Mt Kuring-gai): Ex Chatswood from Pacific Hwy via railway bridge, Railway St, High St, Low St, Harwood Av, Railway St, railway bridge to Pacific Hwy.

Chatswood – Mt Colah (Parklands Rd)

1963 (Source: RGH notes)

From Chatswood (Railway St at Station) via Victoria Av, Pacific Hwy (**Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga, Waitara, Hornsby, Asquith**), Parklands Rd, Binalong Rd (**Mt Colah**), Murralong Rd, Parklands Rd, Pacific Hwy, Coronation St, Station St, Pacific Hwy, Railway St to Chatswood 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		
Chatswood-Hornsby	50	M-F	Chatswood	8.20am	Hornsby	6.10pm	30	
		Sat		8.20am		6.10pm	30	
		Sun						

Circa 1930s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Asquith	53	M-F	Asquith	8.20am	Chatswood	5.56pm	30	A
		Sat		8.20am		5.56pm	30	A
		Sun						

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

1 March 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Mt Colah Station	56	M-F	Chatswood	8.28am	Mt Colah	5.54pm	30	A
		Sat		8.28am		5.54pm	30	A
		Sun						
Hornsby-Mt Kuring-gai†	17	M-F	Hornsby	8.18am	Mt Kuring-gai	4.37pm	4 trips	
		Sat		8.18am		4.37pm	6 trips	
		Sun		9.20am		7.17pm	40	

† Additional to above.

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

26 January 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Mt Colah (Parklands Rd)	55	M-F	Parklands Rd	6.55amC	Chatswood	5.30pmP	60*	A
		Sat		7.55amC		12.00mdP	60	A
		Sun						
Chatswood-Mt Kuring-gai	Fr Mt K 17H 55C	M-F	Mt Kuring-gai	7.15amC	Chatswood	4.30pmM	60*	B
					Mt Kuring-gai	6.35pmH		
		Sat		8.25amC	Chatswood	12.30pmM	D	
					Mt Kuring-gai	3.30pmH		
Sun								

Average day frequencies along common route:

M-F Chatswood-Mt Colah Station 30.

Sat AM Chatswood-Mt Colah Station 30.

A – Plus short-workings before first trip & after last trip shown between Hornsby & Mt Colah (Parklands Rd).

B – Plus short-workings before first trip & after last trip shown.

C – To Chatswood.

D – Morning, Chatswood-Mt Kuring-gai 60. Afternoon, Hornsby-Mt Kuring-gai 60. Plus short-workings before first trip shown.

H – To Hornsby.

M – To Mt Kuring-gai.

P – To Mt Colah (Parklands Rd).

Route 56

CHATSWOOD – BELROSE

CHATSWOOD – CASTLE COVE

CHATSWOOD – CHATSWOOD (Penshurst St/Victoria Av)

CHATSWOOD – DAVIDSON

CHATSWOOD – FRENCHS FOREST (various termini)

CHATSWOOD – KILLARNEY HEIGHTS

CHATSWOOD – TERREY HILLS

CHATSWOOD – WARRINGAH MALL

- **Extended from Terrey Hills to Duffys Forest (*selected trips*)**

Also:

- **Terrey Hills – Willoughby tanneries (1941-?)**

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Chatswood – Roseville Chase commenced prior to the allocation of route numbers.

As at date of Govt Gazette of 19 December 1924: Numbered 51 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 56 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 22 February 1929: New route commenced, Chatswood – Chatswood (Penshurst St/Victoria Av).

1 March 1930: Transferred to Royle Bros (Eric & Trevor Royle, proprietors, but later other members of the Royle family).

May 1938: Operator incorporated as Royle Bros Pty Ltd.

October 1941 (*Source: JR Fox, "Forest Memories"*): New route, Terrey Hills – Willoughby tanneries (later extended to Chatswood) commenced (1 return trip per weekday), to provide transport for residents of the Forest area to work in the tanneries in Willoughby, due to the increased demand for their products as part of the war effort.

1943 (*Source: JR Fox, "Forest Memories"*): Terrey Hills – Willoughby tanneries extended to run Chatswood – Terrey Hills, being a replacement for Karl Brown's Terrey Hills – Pymble (unnumbered?) service.

From 1940s: Service between Chatswood & the Forest area gradually increased with the growing population.

By June 1948: Services ran:

Chatswood – East Roseville (Babbage Rd) (full time service)

Chatswood – Chatswood (Penshurst St/Victoria Av) (peak hour service)

Chatswood – Terrey Hills (daily daytime service)

By May 1955: New route commenced, Chatswood – Frenchs Forest (Pound Av) (initially limited peak hour service).

By late 1955: Selected Chatswood – Terrey Hills trips extended to run Chatswood – "End of Booralie Rd" [in Terrey Hills, now Duffys Forest], terminating at Booralie Rd/Mallawa Rd.

November 1958:

- Times of service of Chatswood – Frenchs Forest (Pound Av) extended to daytime Mondays-Saturdays.
- Selected trips on Chatswood – Frenchs Forest (Pound Av) rerouted on return from Pound Av via Glen St, Belrose, being referred to as running via Glen St Loop. These trips reverted to standard Pound Av route by 27 January 1963.

By 10 December 1960: Selected trips terminating at Duffys Forest (Mallawa Rd) rerouted to terminate at Duffys Forest (Wyong Rd). Thereafter trips in Duffys Forest were progressively altered to run to Wyong Rd instead of Mallawa Rd, until, by December 1983, all trips ran to Wyong Rd.

27 January 1962: New route, Chatswood – Castle Cove (Cove Cct), commenced.

2 December 1963: New route, Chatswood – Killarney Heights, commenced.

February 1964: Operator's name changed to Forest Coach Lines Pty Ltd (Royle family, proprietors; RL (Roger Lance) Graham, manager till 1967).

30 January 1965: Routes rearranged as:

- **“Express”** route between Chatswood & East Roseville (via Archer & Boundary Sts) introduced for Belrose, Terrey Hills & Duffys Forest (later also selected Killarney Heights) trips during weekday peak hours, off-peak and Saturday mornings, giving quicker trip times between Chatswood and East Roseville, during a time when traffic delays were being experienced due to the construction of the new Roseville Bridge.
- **“All stops”** route (previous normal route via Ashley & Macquarie Sts, Archbold Rd & Addison Av) retained for Castle Cove and most Killarney Heights trips and those to other termini at night, on Saturday afternoons and Sundays.
- All Chatswood – Frenchs Forest (Pound Av) trips rerouted to return from Pound Av via Glen St, Belrose (destination sign “Glen St Loop, Belrose”).
- New route Killarney Heights (Durrow Av) – Frenchs Forest Post Office commenced (extensions of selected Chatswood – Killarney Heights trips).
- Chatswood – Chatswood (Penshurst St/Victoria Av) ceased.

12 July 1965: Most peak hour Chatswood – Killarney Heights trips ran “express”. Off-peak trips & most Saturday also ran “express” from 31 January 1967.

2 April 1966 (*opening of new Roseville Bridge*):

- Chatswood – Castle Cove extended from Cove Cct to Denawen Av.
- Other routes rerouted over new bridge.
- New route, Chatswood – Frenchs Forest (The Esplanade), commenced.

31 January 1967:

- Extensions of Chatswood – Killarney Heights trips to Frenchs Forest Post Office ceased.
- Chatswood – Killarney Heights rerouted in a loop through Killarney Heights (furtherst point Westmeath Av).

Probably 30 March 1972: New route, Chatswood – Warringah Mall, commenced, replacing limited service on DGT 147.

5 June 1972: Chatswood – Castle Cove extended in a loop through Castle Cove via Deepwater Rd & Neerim Rd.

15 March 1976:

- Chatswood – Belrose (Glen St Loop) rearranged & extended as new loop routes:
Chatswood – Davidson (new suburb)
Chatswood – Belrose (Wyatt Av furthest point on loop).
- At night & on Sundays these two routes ran as a combined loop, Chatswood – Davidson – Belrose (Wyatt Av).
- The “express” route between Chatswood & East Roseville became the standard route at most times for trips to Davidson, Belrose, Terrey Hills, Duffys Forest, Killarney Heights & Warringah Mall. However, the “all stops” route continued for selected trips at night, selected trips on Saturday afternoons & most Sunday trips to these termini, & for trips to Killarney Heights in the off-peak.

27 July 1992: As part of general reorganization of Forest Coach lines’ routes, rearranged & renumbered into Sydney Region route numbers:

- 276 Belrose – Warringah Mall
- 277 Chatswood – Castle Cove
- 278 Chatswood – Killarney Heights
- 279 Chatswood – Frenchs Forest (The Esplanade)
- 280 Chatswood – Warringah Mall
- 281 Chatswood – Davidson
- 282 Chatswood – Davidson – Belrose (combined 281/283)
- 283 Chatswood – Belrose
- 284 Chatswood – Terrey Hills – Duffys Forest
- 285 Chatswood – Terrey Hills – Narrabeen (new route amalgamating parts of 196 & 284).

Streets

CHATSWOOD – CHATSWOOD (Penshurst St) CHATSWOOD – EAST ROSEVILLE/ROSEVILLE CHASE

Chatswood – Roseville Chase

1924 (Source: Govt Gazette of 19 December 1924)

From Chatswood (Cambridge St [now Orchard Rd] at Station) via Cambridge St, Victoria Av, Archer St, Ashley St, Darling St, Boundary St, Archbold Rd, Addison Av, Clive St [now Babbage Rd] to Chase Gates (Roseville Chase).

From Roseville Chase (Clive St [now Babbage Rd] at Chase Gates) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Cambridge St to Chatswood Station.

Alteration

1926 (Source: Govt Gazette of 15 October 1926) (*Cambridge St renamed part of Orchard Rd*): Approached Chatswood from Victoria Av via Orchard Rd to Chatswood Station. Return via Orchard Rd, Help St, Anderson St, Victoria Av.

Circa 1946 (Source: Gregory's Street Directory)

From Chatswood [Station] via Orchard Rd, Brown [now Endeavour] St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (Roseville Chase).

Chatswood – Chatswood (Penshurst St/Victoria Av)

1929 (Source: Govt Gazette of 22 February 1929)

From Chatswood (Orchard Rd at Station) via Orchard Rd, Victoria Av, Archer St, Ashley St, Darling St, Boundary St, Penshurst St to Victoria Av.

From Penshurst St (at Victoria Av) via reverse route to Victoria Av, then Anderson St, Brown [now Endeavour] St, Orchard Rd to Chatswood Station.

1963 (Source: RGH notes)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Penshurst St to Victoria Av.

From Penshurst St (at Victoria Av) via reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Chatswood – East Roseville (Babbage Rd)

1963 (Source: RGH notes)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Moore St, Duntroon Av, Babbage Rd, Addison Av to near Babbage Rd (East Roseville).

From East Roseville (Babbage Rd) (in Addison Av) via Addison Av, Archbold Rd, then reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

CHATSWOOD – CASTLE COVE

Chatswood – Castle Cove (Cove Cct)

From 27 January 1962 (Source: 1964 timetable)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Kendall Rd, Cove Cct (Castle Cove).

From Castle Cove (Cove Cct) via Headland Rd, Kendall Rd, then reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Alterations

- **By 30 January 1965** (Source: RGH notes): Approached Chatswood from Victoria Av via Anderson St, Help St, Orchard Rd to Station. Return via Victoria Av.
- **From 30 January 1965** (Source: timetable): Ex Chatswood from Boundary St via Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St. Reverse on return.

Chatswood – Castle Cove (Denawen Av)

From 2 April 1966 (Source: timetable)

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St, Kendall Rd, Headland Rd, Neerim Rd, Allambie Rd, Deepwater Rd, Denawen Av (Castle Cove), Neerim Rd, Headland Rd, then reverse route to Archbold Rd, then Boundary St, Macquarie St, Ashley St, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Station.

Alteration

From 1 March 1971 (Source: timetable): Approached Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.

Chatswood – Castle Cove (Deepwater Rd/Neerim Rd)

From 5 June 1972 (Source: timetable)

From Chatswood (Victoria Av at Station) via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av (East Roseville), Babbage Rd, Clive St, Boundary St, Kendall Rd, Headland

Rd, Neerim Rd, Allambie Rd, Deepwater Rd (**Castle Cove**), Neerim Rd, Headland Rd, then reverse route to Archbold Rd, then Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Station.

Alteration

From September 1988: Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – TERREY HILLS – DUFFYS FOREST

Chatswood – Terrey Hills

By mid-1955 (likely route)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (**East Roseville**), Babbage Rd (old alignment) (**Roseville Chase**), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd*, Glen St*, Forest Way (**Belrose**), Mona Vale Rd, Booralie Rd to Kinka Rd (Terrey Hills).

* Referred to in timetable as “Blackbutts Rd Loop”.

Chatswood – Terrey Hills (selected trips extended to Duffys Forest (Mallawa Rd or Wyong Rd))

From 1960 (Source: RGH notes/timetable/Collins Sydney street directory)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (**East Roseville**), Babbage Rd (old alignment) (**Roseville Chase**), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Forest Way (**Belrose**), Mona Vale Rd, Booralie Rd to Kinka Rd (Terrey Hills).

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Duffys Forest (Mallawa Rd) extension: From Terrey Hills (Booralie Rd at Kinka Rd) via Booralie Rd, Eurabba Rd, Mallawa Rd, Booralie Rd to Kinka Rd (or vice versa?).

Duffys Forest (Wyong Rd) extension: From Terrey Hills (Booralie Rd at Kinka Rd) via Booralie Rd, Thuddungra Rd, Wyong Rd to Birramal Rd. Reverse on return.

Trips via Boundary St direct: Ex Chatswood from Boundary St/Archbold Rd via Boundary St, Babbage Rd to Addison Av. Reverse on return.

From 30 January 1965 (Source: timetable)

- **“Express” trips**

From Chatswood (Orchard Rd at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (**East Roseville**), then same route.

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

From Chatswood (Orchard Rd at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), then same as “express” trips.

From Terrey Hills (Booralie Rd at Kinka Rd) via reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Alterations

- *By 2 April 1966 (Source: RGH notes):* From Chatswood (Victoria Av at Station) via Victoria Av.
- *From 2 April 1966 (opening of new Roseville Bridge):* From East Roseville via Babbage Rd (new alignment), Warringah Rd (including new Roseville Bridge). Reverse on return.
- *By 27 January 1970 (Source: timetable) (“all stops” trips):* Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd, then same route. Unaltered on return.
- *By 1 March 1971 (Source: timetable):* Approached Chatswood from Archer St via Ashley St, Anderson St, Help St, Orchard Rd. Unaltered on return.
- *By March 1976:* Ex Chatswood from Warringah Rd via Forest Way direct (**not** via Adams St, Prince Charles Rd). Reverse on return.
- *From 15 March 1976:* “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- *From September 1988:* Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – FRENCHS FOREST (various termini) – DAVIDSON – BELROSE

Chatswood – Frenchs Forest (Pound Av)

1964 (Source: timetable)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av (**East Roseville**), Babbage Rd (old alignment) (**Roseville Chase**), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd to Pound Av (Frenchs Forest).

From Frenchs Forest (Pound Av at Blackbutts Rd) via reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Chatswood – Belrose (Glen St Loop) loop via Blackbutts Rd to Pound Av, Frenchs Forest, then return via Glen St, Belrose

From 30 January 1965 (Source: timetable)

- **“Express” trips**

From Chatswood (Orchard Rd at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (old alignment) (**East Roseville, Roseville Chase**), old Roseville Bridge, Warringah Rd (**Forestville**), Forest Way, Adams St, Prince Charles Rd, Blackbutts Rd to Pound Av (**Frenchs Forest**), then return via Blackbutts Rd, Pringle Av, Glen St (**Belrose**), Forest Way, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

From Chatswood (Orchard Rd at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (old alignment) (**East Roseville, Roseville Chase**), then same as “express” trips to Belrose, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Chatswood – Belrose (Glen St Loop) loop via Blackbutts Rd, Hakea Av, Haig Av, Pringle Av & Glen St, Belrose

From 2 April 1966 (opening of new Roseville Bridge) (Source: timetable)

- **“Express” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (**East Roseville**), Warringah Rd (including new Roseville Bridge), (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Hakea Av, Haig Av, Pringle Av, Glen St (**Belrose**), Forest Way, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Archbold Rd, Addison Av, Babbage Rd, then same as “express” trips to Belrose, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Chatswood – Belrose (Glen St Loop) loop via Blackbutts Rd, *Pound Av*, Hakea Av, Haig Av, Pringle Av & Glen St, Belrose

Alterations

- **By 27 January 1970** (Source: timetable): Ex Chatswood from Blackbutts Rd via Pound Av, Hakea Av.
- **By 27 January 1970** (Source: timetable) (“All stops” trips): Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd. Unaltered on return.
- **From 1 March 1971** (Source: timetable): Approached Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972**: From Chatswood via Victoria Av, Anderson St, Ashley St (“express” trips then via Archer St). Unaltered on return.
- **From 15 March 1976**: “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.

Chatswood – Belrose (Wyatt Av)

By 15 March 1976 (Source: timetable)

From Chatswood (Victoria Av at Station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Lockwood Av, Hakea Av,

Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Station.

“All stops” route (*selected trips*): From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), then normal route to Belrose, returning via normal route to Babbage Rd, East Roseville, then via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Station.

Morning peak hour trips from Belrose: From Wyatt Av at Forest Way via Wyatt Av, Cotentin Rd, Ralston Av, Pringle Av, Haigh Av, Hakea Av, Lockwood Av, Glen St, Forest Way, then normal route to Chatswood Station.

Alteration

From September 1988: Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Davidson

By 15 March 1976 (Source: timetable)

From Chatswood (Victoria Av at Station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Prince Charles Rd, Blackbutts Rd, Pound Av, Kawana St, Prahran Pde, Sir Thomas Mitchell Dr (**Davidson**), Kambora Av, Hakea Av, Lockwood Av, Glen St, Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Station.

“All stops” route (*selected trips*): From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd, then normal route to Davidson, returning via normal route to Babbage Rd, East Roseville, then via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Station.

Alteration

From September 1988: Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Davidson – Belrose (Wyatt Av) (combined Davidson & Belrose trips)

By 15 March 1976 (Source: timetable)

From Chatswood (Victoria Av at Station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way (**Frenchs Forest**), Glen St, Pringle Av, Blackbutts Rd, Pound Av, Kawana St, Prahran Pde, Sir Thomas Mitchell Dr (**Davidson**), Kambora Av, Hakea Av, Haigh Av, Pringle Av, Ralston Av, Cotentin Rd, Wyatt Av (**Belrose**), Forest Way, Warringah Rd, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Station.

“All stops” route (*selected trips*): From Chatswood via Victoria Av, Anderson St, Ashley St, Macquarie St, William St, King Edward St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), then normal route to Davidson & Belrose, then normal route to Babbage Rd, East Roseville, then via Addison Av, Archbold Rd, Boundary St, Macquarie St, Ashley St, Anderson St, Help St, Orchard Rd to Chatswood Station.

Alteration

From September 1988: Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

Chatswood – Frenchs Forest (The Esplanade)

From 2 April 1966 (opening of new Roseville Bridge) (Source: timetable)

- **“Express” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (**East Roseville**), Warringah Rd (including new Roseville Bridge), (**Forestville**), Forest Way (**Frenchs Forest**), Adams St, Dundilla Rd, The Esplanade to Comeroy Cr (Frenchs Forest).

From Frenchs Forest (The Esplanade) (at Comeroy Cr) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Alterations

- **From 1 March 1971 (Source: timetable):** Approached Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972:** From Chatswood via Victoria Av, Anderson St, Ashley St, Archer St. Unaltered on return.

CHATSWOOD – KILLARNEY HEIGHTS

Chatswood – Killarney Heights (Coleraine Av)

1964 (Source: timetable)

From Chatswood (Orchard Rd at Station) via Help St, Anderson St, Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (old alignment) (**East Roseville, Roseville Chase**), old Roseville Bridge, Warringah Rd, Starkey St (**Forestville**), Rathowen Pde, Coleraine Av to Starkey St (Killarney Heights).

From Killarney Heights (Starkey St /Coleraine Av) via Starkey St (?), then reverse route to Victoria Av, then Orchard Rd to Chatswood Station.

Chatswood – Killarney Heights (Durrow Av) (selected trips extended to Frenchs Forest)

By 30 January 1965 (Source: timetable):

From Chatswood (Orchard Rd at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (old alignment) (**East Roseville, Roseville Chase**), old Roseville Bridge, Warringah Rd, Starkey St (**Forestville**), Coleraine Av, Rathowen Pde, Durrow Av to Starkey St (Killarney Heights).

From Killarney Heights (Durrow Av at Starkey St) via Starkey St, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Frenchs Forest extension: From Killarney Heights (Durrow Av at Starkey St) via Starkey St, Warringah Rd to Forest Way (Frenchs Forest Post Office). Return via Warringah Rd, Starkey St, Coleraine Av, Rathowen Pde, Durrow Av to Starkey St.

From 12 July 1965 (Source: timetable)

- **“Express” trips**

- **Alteration**

- Ex Chatswood from Victoria Av via Archer St, Boundary St, Babbage Rd. Return via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

- Same as “By 30 January 1965”.

Chatswood (via Riverhill Av) – Killarney Heights (via Rathowen Pde) – Forestville (selected trips extended to Frenchs Forest)

From 2 April 1966 (opening of new Roseville Bridge) (Source: timetable/ RGH notes)

- **“Express” trips**

- From Chatswood** (Victoria Av at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (new alignment) (**East Roseville**), Warringah Rd (including new Roseville Bridge), Forestville Av, Riverhill Av, Melwood Av, Starkey St (**Forestville**), Westmeath Av (**Killarney Heights**), Rathowen Pde, Starkey St to Jamieson Square (Forestville).

- From Forestville** (Starkey St at Jamieson Square) via reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

- From Chatswood** (Victoria Av at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (new alignment) (**East Roseville**), then same as “express” trips.

- From Forestville** (Starkey St at Jamieson Square) via reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- Frenchs Forest extension:** From Forestville (Jamieson Square) via Warringah Rd to Forest Way (Frenchs Forest Post Office). Reverse on return.

Chatswood – Killarney Heights (loop via Rathowen Pde & Melwood Av)

31 January 1967 (Source: RGH notes/timetable)

- **“Express” trips**

- From Chatswood** (Victoria Av at Station) via Victoria Av, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd, Starkey St (**Forestville**), Rathowen Pde, Westmeath Av (**Killarney Heights**), Starkey St, Melwood Av, Darley St, Violet St, Starkey St, then reverse route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, Boundary St, Archbold Rd, Addison Av, Babbage Rd (**East Roseville**), then same as “express” trips to Killarney Heights, then reverse of “all stops” route to Victoria Av, then Anderson St, Help St, Orchard Rd to Chatswood Station.

Alterations

- **From 11 May 1968** (Source: timetable): Ex Killarney Heights from Darley St via Warringah Rd (*not* via Violet Av).
- **From 27 January 1970** (Source: timetable): Ex Killarney Heights from Melwood Av via Cannons Pde, Darley St.
- **By 27 January 1970** (Source: timetable) (“all stops” trips): Ex Chatswood from Macquarie St via William St, King Edward St, Archbold Rd. Ex Killarney Heights unaltered.
- **From 1 March 1971** (Source: timetable): Approached Chatswood from Ashley St via Anderson St, Help St, Orchard Rd. Unaltered on return.
- **From 5 June 1972**: From Chatswood via Victoria Av, Anderson St, Ashley St (“express” trips then via Archer St). Unaltered on return.
- **From 15 March 1976**: “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- **From 5 September 1977** (Source: timetable)
Forestville (Cook St) diversion: Ex Chatswood from Starkey St/Cannons Pde via Cannons Pde, Cook St (retirement villages) to Starkey St.
- **From November 1985** (Source: timetable): Ex Killarney Heights from Cannons Pde via Starkey St, Warringah Rd.
- **From September 1988**: Approached Chatswood from Orchard Rd to old interchange. Reverse on return.

CHATSWOOD – WARRINGAH MALL

By 5 June 1972 (Source: timetable)

- **“Express” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Anderson St, Ashley St, Archer St, Boundary St, Babbage Rd (**East Roseville**), Warringah Rd (**Forestville**), Forest Way, Naree Rd, Rabbett St, Forest Way (**Frenchs Forest**), Warringah Rd, Allambie Rd (**Allambie Heights**), Kentwell Rd, Condamine St, Pittwater Rd to Warringah Mall bus terminal.

From Warringah Mall (bus terminal) via Green St, Cross St, Pittwater Rd, Condamine St, Kentwell Rd, Allambie Rd, Rodborough Rd, Warringah Rd, Forest Way, Naree Rd, Rabbett St, Forest Way, then reverse route to Anderson St, then Help St, Orchard Rd to Chatswood Station.

- **“All stops” trips**

From Chatswood (Victoria Av at Station) via Victoria Av, Archer St, Ashley St, Macquarie St, William St, King Edward St, Boundary St, then same as “express” trips.

From Warringah Mall (bus terminal) via reverse of “all stops” route to Boundary St, then Macquarie St, Ashley St, Archer St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Station.

Brookvale Industrial Area diversion: Ex Chatswood from Condamine St via Old Pittwater Rd, Cross St to Warringah Mall. Reverse on return.

Alterations

- **From 15 March 1976**: “Express” trips became the standard route & ceased to be denoted separately in timetables. From then on, “all stops” trips were denoted separately.
- **From September 1988**: Approached Chatswood from Orchard Rd to old interchange. 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		
Chatswood-Roseville Chase	Fr Chats 10A 15R	M-F	Archbold Rd	7.48amC	Chatswood	7.20pmA	20-60	B
			Chatswood	9.45amR	Roseville Chs	4.00pmC		
		Sat	Archbold Rd	7.48amC	Chatswood	10.45pmR	D	
			Chatswood	9.45amR				
Sun		9.50amR		6.45pmR	60	E		

A – To Roseville (Archbold Rd).

B – Chatswood-Roseville (Archbold Rd) 30, Chatswood-Roseville Chase 2 trips. Plus picture bus Wednesday night.

Extra trips Friday night (last trip 10.45pm from Chatswood to Roseville Chase).

C – To Chatswood.

D – Morning, Chatswood-Roseville (Archbold Rd) 30-60, Chatswood-Roseville Chase 1 trip. Afternoon, Chatswood-Roseville Chase 60.

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

R – To Roseville Chase.

Circa 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-Chatswood (Penshurst St/Victoria Av)	15	M-F	Pens/Victoria	7.55am	Chatswood	6.55pm	60*	A
		Sat		7.45am	Pens/Victoria	6.20pm	30-60**	
		Sun						
Chatswood-Roseville Chase	15	M-F	Chatswood	9.45am	Roseville Chse	4.50pm	B	
		Sat		9.50am	Chatswood	11.55pm	C	
		Sun		9.30am	Roseville Chse	7.00pm	AM 60 PM 40	D

* More frequent in peak hours.

** Less frequent in afternoon.

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

B – 4 trips from Chatswood, 5 trips from Roseville Chase. Extra trips Friday night (last trip 10.35pm from Chatswood).

C – 9 trips from Chatswood, 7 trips from Roseville Chase.

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

June 1948

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-East Roseville (Babbage Rd)	12	M-F	Babbage Rd	7.22am	Chatswood	11.08pm	30*	
		Sat		7.22am		11.38pm	AM 15 PM 30	
		Sun		7.45am		9.38pm	20-50	
Chatswood-Roseville (Penshurst St/ Boundary St)§	Fr Chats 8B 13V	M-F	Pens/Boundary	6.45amC	Chatswood	(?)pmV	A	
			Pens/Victoria	7.46amC		6.26pmB		
		Sat	Chatswood	7.34amB	Pens/Boundary	1.18pmC	D	
		Sun						
Chatswood-Terrey Hills†	Fr Chats 17R 40T	M-F	Terrey Hills	6.10amC	Chatswood	6.30pmT	E	
		Sat		6.40amC		11.32pmT	F	
		Sun	Chatswood	8.40amT		6.20pmT	G	

* More frequent in peak hours.

† Shows all trips extended beyond East Roseville. Some trips included in Chatswood-East Roseville (Babbage Rd).

§ Selected trips extended to Chatswood (Penshurst St/Victoria Av).

A – Chatswood-Roseville (Penshurst St/Boundary St) peak hours only, selected trips extended as Chatswood-Chatswood (Penshurst St/Victoria Av).

B – To Roseville (Penshurst St/Boundary St).

C – To Chatswood.

D – Morning & midday peak hours only.

E – Chatswood-Roseville Chase 14 trips, Chatswood-Frenchs Forest 10 trips, Chatswood-Belrose 9 trips, Chatswood-Terrey Hills 8 trips. Plus picture bus on Tuesday night.

F – Chatswood-Roseville Chase 17 trips, Chatswood-Frenchs Forest 7 trips, Chatswood-Belrose 6 trips, Chatswood-Terrey Hills 5 trips.

G – Chatswood-Roseville Chase 23 trips, Chatswood-Frenchs Forest 4 trips, Chatswood-Terrey Hills 3 trips.

R – To Roseville Chase.

T – To Terrey Hills.

V – To Penshurst St/Victoria Av.

July 1956

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Chatswood-East Roseville (Babbage Rd)	12	M-F	Babbage Rd	7.18am	Chatswood	11.00pm	30*	
		Sat		7.18am		11.08pm	AM 15 PM 30	
		Sun		8.18am		10.08pm	15-60	
Chatswood-Roseville (Penshurst St/ Boundary St)§	15	M-F	Penshurst St‡	7.46am	Chatswood	6.26pm	Ph	
		Sat						
		Sun						
Chatswood-Terrey Hills†	Fr Chats 26F 51T 56D	M-F	Terrey Hills	5.55amC	Chatswood	6.05pmD	A	
			Duffys Forest	6.30amC		6.40pmT 11.30pmF		
		Sat	Terrey Hills	6.40amC		11.38pmT	B	
		Sun		9.20amC		8.15pmT	E	
Chatswood-Frenchs Forest (Pound Av)††	27	M-F	Pound Av	6.30am	Chatswood	11.30pm	5 trips	
		Sat						
		Sun						

* More frequent in peak hours.

† Some trips also included in Chatswood-East Roseville (Babbage Rd). Selected trips extended to Duffys Forest (end of Booralie Rd).

†† Some trips also included in Chatswood-East Roseville (Babbage Rd).

‡ Corner of Boundary St.

§ Selected trips extended to Chatswood (Penshurst St/Victoria Av) (times not listed in timetable).

A – Chatswood-Frenchs Forest Post Office 24 trips, Chatswood-Belrose 14 trips, Chatswood-Terrey Hills 9 trips, Chatswood-Duffys Forest 5 trips. Plus picture bus Tuesday & Thursday nights.

B – Chatswood-Frenchs Forest Post Office 16 trips, Chatswood-Belrose 9 trips, Chatswood-Terrey Hills 7 trips.

C – To Chatswood.

D – To Duffys Forest (end of Booralie Rd).

E – Chatswood-Frenchs Forest Post Office 7 trips, Chatswood-Terrey Hills 5 trips.

F – To Frenchs Forest Post Office.

Ph – Peak hours only.

T – To Terrey Hills.

30 January 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes		
			From	Time	From	Time				
Chatswood-Castle Cove (Cove Cct)	17	M-F	Castle Cove	7.34am	Chatswood	6.06pm	30-60*	A		
		Sat		9.20am		12.10pm	60	A		
		Sun								
Chatswood-Killarney Heights (Durrow Av)	27	M-F	Killarney Hts	6.55am	Chatswood	6.22pm	8 trips	A		
		Sat								
		Sun								
Killarney Heights (Durrow Av)- Frenchs Forest	7	M-F	Killarney Hts	8.58am	Frenchs Forest	3.13pm	2 trips			
		Sat								
		Sun								
Chatswood- Frenchs Forest (Pound Av)	28	M-F	Pound Av	6.34am	Chatswood	10.20pm	30-60	B		
		Sat		7.45am		10.20pm	30-60	D		
		Sun		10.20am		8.05pm	60	A		
Chatswood-Terrey Hills (Kinka Rd)†	Fr Chats 25R 40T 43M 46W	M-F	Terrey Hills	6.03amC	Duffys Forest	6.08pmC	E			
			Duffys Forest	6.30amC	Chatswood	6.28pmT				
			Chatswood	8.05amW		11.15pmR				
		Sat	Terrey Hills	6.35amC	Terrey Hills	6.39pmC	F			
			Chatswood	8.25amM	Duffys Forest	12.06pmC				
					Chatswood	11.10pmR				
		Sun				8.25amT	Terrey Hills	7.19pmC	G	
							Chatswood	11.15pmR		

Average day frequencies along common route:

- M-F Chatswood-Frenchs Forest (trips to Frenchs Forest (Pound Av), Belrose, Terrey Hills & Duffys Forest) 30.
- Sat Chatswood-Frenchs Forest (trips to Frenchs Forest (Pound Av), Belrose, Terrey Hills & Duffys Forest) 30.
- Sun Chatswood-Frenchs Forest (trips to Frenchs Forest (Pound Av), Belrose, Terrey Hills & Duffys Forest) 60.

* More frequent in peak hours.

† Selected trips extended to Duffys Forest (Mallawa Rd or Wyong Rd).

A – All trips via “all stops” route.

B – Most day trips via “express” route, night trips via “all stops” route.

C – To Chatswood.

D – Most morning trips via “express” route, afternoon & night trips via “all stops” route.

E – Peak hours, various trips. Day, Chatswood-Belrose (Ralston Av) 60-120, Chatswood-Terrey Hills 10 trips (7 trips extended to Duffys Forest (4 to Mallawa Rd, 3 to Wyong Rd)). Last trip from Chatswood to Belrose (Ralston Av). Most day trips via “express” route, night trips via “all stops” route. Plus short-working/s before first trip shown.

F – Day, Chatswood-Belrose (Ralston Av) 60 (less frequent in afternoon), Chatswood-Terrey Hills 4 trips from Chatswood, 6 trips from Terrey Hills (2 trips extended to Duffys Forest (Mallawa Rd)). Last trip from Chatswood to Belrose (Ralston Av). Most morning trips via “express” route, afternoon & night trips via “all stops” route. Plus short-working/s before first trip shown.

G – Day, Chatswood-Belrose (Ralston Av) 5 trips, Chatswood-Terrey Hills 2 trips. Last trip from Chatswood to Belrose (Ralston Av). All trips via “all stops” route. Plus short-working/s before first trip shown.

M – To Duffys Forest (Mallawa Rd).

R – To Belrose (Ralston Av).

T – To Terrey Hills.

W – To Duffys Forest (Wyong Rd).

5 September 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Chatswood-Castle Cove†	17	M-F	Castle Cove	7.09am	Chatswood	6.20pm	60-90*	
		Sat		8.58am		12.20pm	60	
		Sun						
Chatswood-Killarney Heights (Westmeath Av)	27	M-F	Killarney Hts	6.39am	Chatswood	6.55pm	60*	A
		Sat		7.50am		12.35pm	60	
		Sun						
Chatswood-Davidson	59 round trip	M-F	Davidson	6.16am	Chatswood	5.43pm	60*	B
		Sat		6.40am	Davidson	5.15pm	60	B
		Sun						B
Chatswood-Belrose (Wyatt Av)	56 round trip	M-F	Belrose	5.40am	Chatswood	6.23pm	60*	B
		Sat		6.07am	Belrose	5.46pm	60	B
		Sun	Chatswood	11.10am		3.55pm	2 trips	B
Chatswood-Davidson-Belrose (Wyatt Av) combined	52 round trip	M-F	Chatswood	6.05pm	Chatswood	10.48pm	Ns	
		Sat		6.23pm		11.10pm	Ns	
		Sun	Davidson	8.00am		8.05pm	4 trips	
Chatswood-Duffys Forest (Mallawa Rd or Wyong Rd)	43	M-F	Duffys Forest	6.27am	Chatswood	6.00pm	9 trips	C
		Sat		7.24am		6.00pm	5 trips	D
		Sun		9.18am		6.40pm	2 trips	E
Chatswood-Frenchs Forest (The Esplanade)	31	M-F	The Esplanade	7.08am	Chatswood	5.40pm	Ph	
		Sat						
		Sun						
Chatswood-Warringah Mall	40	M-F	Chatswood	6.24am	Warr Mall	6.50pm	60*	A
		Sat		7.25am		1.04pm	60	
		Sun						

Average day frequencies along common route:

M-F Chatswood-Frenchs Forest (trips to Davidson, Belrose (Wyatt Av) & Duffys Forest) 3 trips per hour.

Sat AM Chatswood-Frenchs Forest (trips to Davidson, Belrose (Wyatt Av) & Duffys Forest) 3 trips per hour.

Sat PM Chatswood-Frenchs Forest (trips to Davidson & Belrose (Wyatt Av)) 30.

* More frequent in peak hours.

† Loop via Deepwater & Neerim Rds.

A – Extra trip/s Thursday night.

B – Later trips on Monday-Saturday nights & daytime Sundays provided by Chatswood-Davidson-Belrose (Wyatt Av) combined trips.

C – Most trips ran to Duffys Forest (Wyong Rd), but selected trips ran to Duffys Forest (Mallawa Rd). Extra trips Thursday night.

D – 4 trips ran to Duffys Forest (Wyong Rd) & 1 to Duffys Forest (Mallawa Rd).

E – Sunday trips ran to Duffys Forest (Mallawa Rd).

Ns – Night service.

Ph – Peak hours only (morning from Frenchs Forest (The Esplanade), afternoon from Chatswood).

Route 57

CHISWICK – DRUMMOYNE – CENTRAL RAILWAY via Glebe Island Bridge

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Lancia Motor Bus Co (Thomas B Watt, proprietor).
- Competed with Fort Macquarie – Ryde tram service.

31 October 1931:

- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act. Drummoyne – Chiswick replaced then or later by 68.
- Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Chiswick (Blackwall Point Rd at Chiswick St) via Blackwall Point Rd, Margaret St [part now Parkview Rd], Hampden St [now Rd] (**Russell Lea**), Lyons Rd (**Drummoyne**), Bridge St, Iron Cove Bridge, Weston Rd [last three now Victoria Rd] (**Rozelle**), Commercial Rd, Glebe Island Bridge, Banks St, Miller St (**Pymont**), Harris St, George St, Quay St to Bijou Lane (Central Railway).

From Central Railway (Quay St at Bijou Lane) via Quay St, Ultimo Rd, Harris St, then reverse route to Chiswick.

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		
Chiswick-Central Railway	Fr Chis 20D 37R	M-F	Rozelle	6.40amC	Chiswick	11.04pmR	A	
			Chiswick	7.50amR	Central Rly	11.43pmD		
	Sat	Rozelle	6.40amC	Chiswick	11.04pmR	A		
		Chiswick	7.50amR	Central Rly	11.43pmD			
8HD	Sun							

A – Early morning, Chiswick-Rozelle. Day, Central Railway-Chiswick 4 trips. Afternoon peak hour, Drummoyne-Hampden Rd (1 trip extended to Central Railway). Night, Central Railway-Drummoyne (1 trip extended to Chiswick).

C – To Chiswick.

D – To Drummoyne.

HD – Hampden Rd-Drummoyne.

R – To Central Railway.

Route 57

LIVERPOOL – LEPPINGTON – ROSSMORE – BRINGELLY

Timeline

13 June 1934: Commenced (via ? route). 58 was also running to the same general area.

By October 1935: Being operated by HW & G (Herbert & Gertrude) Holmes, proprietors.

28 July 1936: Ceased when bus repossessed. 58 continued to provide service.

Route 57

LIVERPOOL – HILLVIEW/LURNEA via Hoxton Park Rd & Hill Rd

LIVERPOOL – MILLER via Memorial Av

LIVERPOOL – WEST HOXTON – AUSTRAL

- **Extended from Austral to Rutleigh Park (selected non-school trips from 1975)**

Also:

- **Liverpool – Cartwright (off-peak from 1982)**

(The suburb of Lurnea was known as Hillview until the 1920s, but the name of Hillview persisted, at least in bus timetables, until the 1970s.)

Timeline

24 December 1937: Liverpool – West Hoxton commenced by TG Scott (& Sons?), proprietor/s, replacing a car service.

6 March 1938: Extended from West Hoxton to Austral (Third Av [now Edmondson Av]).

November 1956: Transferred to Liverpool Transport Co Pty Ltd (Garrard & Threlkeld families, proprietors).

June 1962: Extra routes commenced:

Liverpool – Hillview/Lurnea

Liverpool – Miller.

By 20 April 1964:

- Selected school trips (every weekday by 1 December 1975) extended from Austral to Rutleigh Park.
- Combined trips commenced at times of low patronage, typically:
 - Liverpool-Lurnea-Miller
 - Liverpool-Lurnea-Austral
 - Liverpool-Lurnea-Miller-Austral

1982: Liverpool Transport Co entirely owned by Garrard family.

By July 1982: Extra weekday off-peak route, Liverpool – Cartwright, commenced.

7 September 1996: Renumbered into Sydney Region route numbers:

- 851 Liverpool – Miller
- 852 Liverpool – Lurnea
- 853 Liverpool – Lurnea – Austral (combined 852/854 at nights & on Sundays)
- 854 Liverpool – Austral (selected trips extended to Rutleigh Park).

Streets

Liverpool – West Hoxton – Austral

Circa 1946 (Source: Gregory's Street Directory)

From Liverpool [Station] via Railway Pde [probably now the Station forecourt], Scott St, Hume Hwy [now Macquarie St], Bernera Rd [now Hoxton Park Rd] (**Hoxton Park**), Fifteenth Av (**West Hoxton**), Third [now Edmondson] Av to Tenth Av (Austral).

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Hume Hwy, Hoxton Park Rd (**Hoxton Park**), Fifteenth Av (**West Hoxton**), Edmondson Av to Tenth Av (Austral).

From Austral (Edmondson Av at Tenth Av) via reverse route to Scott St, then George St, Railway St to Liverpool Station.

Liverpool – West Hoxton – Austral (*selected trips extended to Rutleigh Park*)

Alterations

- *By 1 December 1975*
 - Rutleigh Park extension** (*likely route*): From Austral (Fifteenth Av/Edmondson Av) via Fifteenth Av to Ramsay Rd. Reverse on return.
- *1986 (Source: RGH notes)*: Approached Liverpool Station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Hillview/Lurnea

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Memorial Av, Hillier Rd, Anderson Av, Flowerdale Rd, Hoxton Park Rd, Hill Rd, Wonga Rd, Jemma Rd (**Hillview/Lurnea**), Hill Rd, Reilly St, Webster Rd, Hoxton Park Rd, then reverse route to Scott St, then George St, Railway St to Liverpool Station.

Alteration

1986 (Source: RGH notes): Approached Liverpool Station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Miller

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Memorial Av, Hoxton Park Rd, Cartwright Av (**Cartwright**), Miller Rd, Willandra St, Banks Rd, Cabramatta Av, Shropshire St, Lady Woodward Pl, Woodward Cr (**Miller**), Cartwright Av, Hoxton Park Rd, Memorial Av, Scott St, George St, Railway St to Liverpool Station.

Alteration

1986 (Source: RGH notes): Approached Liverpool Station from Scott St via Bigge St, Moore St. Return via Moore St, George St, Scott St.

Liverpool – Cartwright

1986 (Source: RGH notes)

From Liverpool (interchange) via Moore St, George St, Scott St, Memorial Av, Hoxton Park Rd, Balmain St, Willan Dr (anticlockwise loop), Cartwright Av (**Cartwright**), Mawson Dr, Hoxton Park Rd, Memorial Av, Scott St, Bigge St, Moore St to Liverpool interchange.

Timetable Summary

20 April 1964 (Hillview & Austral)

21 November 1966 (Miller)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview/Lurnea	17	M-F	Hillview	5.10am	Liverpool	10.20pm	30*	A
		Sat		5.46am		7.05pm	30	B
		Sun		7.34am		8.30pm	30-60	C
Liverpool-Austral	30	M-F	Austral	5.00am	Liverpool	10.20pm	Ph	D
		Sat		5.30am		7.05pm	AM 30-60 PM 1 trip	B
		Sun						D
Liverpool-Miller	20	M-F	Miller	5.02am	Liverpool	10.25pm	40*	
		Sat		5.38am		7.00pm	AM 20 PM 40	E
		Sun		7.23am		6.25pm	AM 30-60 PM 30	
Liverpool-Lurnea-Austral combined trips	35	M-F	Austral	11.15am	Liverpool	10.20pm		
		Sat		5.30am		7.05pm	F	
		Sun		7.10am		8.30pm	7 trips	

* More frequent in peak hours.

A – Plus picture bus Saturday night. Frequency includes combined trips.

B – Extra service provided by combined trips.

C – 8 trips from Hillview/Lurnea, 6 trips from Liverpool. Extra service provided by combined trips.

D – Day service provided by combined trips.

E – Plus picture bus.

F – 2 trips from Austral, 6 trips from Liverpool. Plus picture bus.

3 July 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Lurnea	17	M-F	Lurnea	5.00am	Liverpool	9.40pm	40*	
		Sat		6.15am	Lurnea	6.15pm	AM 30 PM 4 trips	B
		Sun	Liverpool	8.00am	Lurnea	11.05am	2 trips	B
Liverpool-Austral†	30	M-F	Austral	4.45amL	Liverpool	5.40pmR	C	
			Rutleigh Park	7.40amL		9.30pmA		
		Sat		6.00am		12.20pm	60	D
		Sun						E
Liverpool-Miller	45 round trip	M-F	Miller	4.52am	Liverpool	9.30pm	20	
		Sat		6.05am		6.45pm	AM 20 PM 45	
		Sun	Liverpool	8.25am	Miller	3.25pm	4 trips	B
Liverpool-Cartwright	35 round trip	M-F	Liverpool	10.10am	Liverpool	2.10pm	40	
		Sat						
		Sun						
Liverpool-Lurnea-Miller-Austral combined trips		M-F						
		Sat	Liverpool	1.05pm	Liverpool	6.30pm	4 trips	F
		Sun	Austral	7.10am		7.05pm	G	

* More frequent in peak hours.

† Selected trips extended to Rutleigh Park.

A – To Austral.

B – Extra service provided by combined trips.

C – Base service Liverpool-Austral 60*. Selected trips extended to Rutleigh Park.

D – Afternoon service provided by combined trips.

E – Service provided by combined trips.

F – Combined Liverpool-Lurnea & Liverpool-Austral trips.

G – Combined Liverpool-Lurnea-Miller (3 trips), combined Liverpool-Lurnea-Miller-Austral (4 trips).

L – To Liverpool.

R – To Rutleigh Park.

Route 58

CLOVELLY (Burnie St) – 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 1923-25 (& 1924 route number)

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

- Commenced prior to the allocation of route numbers.
- Being operated by Rose & Gordon, proprietors.
- Shared with other routes along Oxford St (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Clovelly tram services.
- 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 52 [1924 route number].

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

- AJF (Arthur) Flannery,
- City & Suburban Safety Coaches, and/or
- Mrs M Gail.

As at date of Govt Gazette 13 November 1925: Renumbered 58 [1925 route number] in the general renumbering of routes.

31 October 1931:

- Operator at this date: City & Suburban Safety Coaches.
- Ceased as competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service.

Streets

1925 (Source: Govt Gazette of 19 December 1924)

From Clovelly (Burnie St at Tramway clock) via Burnie St [part now Clovelly Rd], Beach St, Susan St [now Clovelly Rd], Fern St, Albion St, Leichhardt St, Cowper St [now Bronte Rd] (**Waverley, Bondi Junction**), Oxford St (**Paddington, Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alterations

- 1925 (Source: Govt Gazette of 15 October 1926): Approached Central Railway from Elizabeth St via Eddy Av. Return via Eddy Av, Pitt St, Hay St, Elizabeth St.
- 1926 (Source: Govt Gazette of 15 October 1926): Ex Central Railway 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		
Clovelly-Central Railway	33	M-F	Clovelly	6.01am	Central Rly	12.30am	40	
		Sat		6.01am		12.30am	40	
		Sun		7.21am		12.30am	40	

Route 58

LIVERPOOL – AUSTRAL – ROSSMORE – LEPPINGTON via Hume Hwy

LIVERPOOL – HILLVIEW – AUSTRAL – ROSSMORE – LEPPINGTON

- **Extended from Austral to Bringelly (selected trips)**
- **Extended from Austral to Catherine Field (selected trips)**
- **Further extended from Catherine Field to Badgerys Creek (selected trips)**
- **Further extended from Catherine Field to Camden (selected trips)**
- **Further extended from Catherine Field to Minto (selected trips)**

Also:

- **Luddenham – Liverpool shoppers service (Fridays, 1986-91?)**

(Churchill Gardens was a part of Casula bounded by Hume Hwy & the South Western motorway (M5) south of Casula Mall shops.)

(The suburb of Lurnea was known as Hillview until the 1920s, but the name of Hillview persisted, at least in bus timetables, until the 1970s.)

Timeline

21 November 1933:

- Liverpool – Leppington – Rossmore – Bringelly commenced.
- 57 was running to the same general area from 13 June 1934 to 28 July 1936.

By October 1935: Being operated by G Lovell, proprietor.

By the 1940s: Transferred to AJ Moore, proprietor.

May 1946: Transferred to Scott Bros (MB & AK Scott, proprietors).

November 1947: Transferred to Neville's Bus Service Pty Ltd, CR (Cedric Russell) Neville, proprietor, later trading as (with other members of the Neville family).

By 1948: Route was Liverpool – Austral – Leppington – Rossmore – Bringelly (direct via Hume Hwy [including current Camden Valley Way]).

By 1959:

- Between Liverpool & Prestons, trips ran *either* via Hume Hwy & Cross Roads *or* via Hillview (2FC Tower).
- West of Prestons, trips ran through Austral, Rossmore, Bringelly & Leppington in various combinations, normally in a loop.

June 1962: New route, Liverpool – Hillview (new housing area) via Amalfi St, commenced.

By 1960s:

- Selected trips extended from Leppington to Catherine Field.
- School trips further extended from Bringelly to Badgerys Creek and from Catherine Field to Camden at various times.

Circa 1970s: Most Liverpool – Hillview trips ran via Foveaux Av Loop.

11 April 1986: Luddenham – Liverpool & return shoppers express service on Fridays only commenced (still running 1991, when ceased?).

By 1989: Most Liverpool – Hillview – Austral – Rossmore – Leppington trips rerouted via Casula Mall & Churchill Gardens.

By 27 May 1991:

- Selected trips extended from Catherine Field to Minto.
- During at least the currency of the timetable dated 27 May 1991, buses on 58 & 94 displayed a supplementary “route” number indicating the following:
 - 1 - direct via Hume Highway between Liverpool and Cross Roads, without diversion
 - 2 - via Rose St and Hillview
 - 3 - via Hume Highway between Liverpool and Cross Roads, but diverting via Graham Av, Reserve Rd and DeMeyrick Av
 - 4 - via Rose St, Hillview and Casula Mall
 - 5 - via Hume Highway, Reserve Rd and Casula Mall
 - 7 - via Links Estate and Hume Highway

1994: Calabro family acquired an interest in Nevilles Bus Service and operator’s name changed to Busabout.

24 July 1995: As part of general reorganisation of Busabout’s routes, 58 & 94 [1925 route numbers] rationalised into standard routes & renumbered into Sydney Region route numbers:

- 849 Minto – Catherine Field
- 850 Liverpool – Camden
- 864 Liverpool – Glenquarie Shops
- 865 Liverpool – Ingleburn
- 866 Liverpool – Ingleburn Camp
- 867 Liverpool – Leppington
- 868 Liverpool – Bringelly.

Streets

LIVERPOOL – BRINGELLY AREA

Liverpool – Bringelly

Circa 1946 (Source: Gregory’s Street Directory)

From Liverpool via Railway Pde [probably now the Station forecourt], Scott St, Hume Hwy [part now Macquarie St] (**Casula**), Beech Rd to **Prestons** Post Office [located in Cedar Rd at Pine Rd?], then Hume Hwy to **Leppington** Post Office [at corner of Ingleburn Rd], then Cowpasture[s] Rd, Bringelly Rd, Third [now Edmondson] Av to Austral Post Office [at corner of Tenth Av], then Bringelly Rd (**Rossmore**), Luddenham Rd (Bringelly).

(Timetables from 1979 to 1991 record a large number of route variations for 58. The following represent the most common patterns.)

Liverpool – Austral – Rossmore – Leppington (selected trips extended to Bringelly or Catherine Field)

1979 (Source: timetable)

From Liverpool (Station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Kurrajong Rd, Cedar Rd, Hume Hwy [now Camden Valley Way], Bringelly Rd, Browns Rd, Seventh Av (**Austral**), Edmondson Av, Bringelly Rd, Eastwood Rd, Heath Rd (**Leppington**), Hume Hwy [now Camden Valley Way], Cedar Rd, Kurrajong Rd, Hume Hwy, Scott St, George St, Railway St to Liverpool Station.

Rossmore & Bringelly extension: From Bringelly Rd/Eastwood Rd via Bringelly Rd (**Rossmore**) to Bringelly school. Reverse on return.

Bringelly (Greendale & Dwyer Rds) extension: From Bringelly school via Greendale Rd, Dwyer Rd, The Northern Rd to Bringelly school.

Catherine Field diversion: From Heath Rd/Hume Hwy [now Camden Valley Way] via Hume Hwy, Deepfields Rd, Catherine Fields Rd, Hume Hwy to Heath Rd.

Leppington (Alma Rd) extension: From Eastwood Rd/Heath Rd via Eastwood Rd to Alma Rd. Reverse on return.

Austral Post Office extension: From Bringelly Rd via Kelly St, Tenth Av to Austral Post Office. Reverse on return.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Kookaburra Rd instead of Cedar Rd.
- Direct via Hume Hwy instead of Kurrajong Rd & Cedar Rd.
- Via Hillview route instead of Hume Hwy.
- From Heath Rd/Rickard Rd via Rickard Rd, Ingleburn Rd to Hume Hwy.

Various other route combinations.

Alteration

1984 (Source: timetable): Ex Liverpool, most trips ran from Hume Hwy via Graham Av, Reserve Rd, Kurrajong Rd.

Liverpool – Hillview – Austral – Rossmore – Leppington (selected trips extended to Bringelly or Catherine Field)

1989 (Source: timetable)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Hillview Pde (**Hillview/Lurnea**), Wonga Rd, Shortland Av, Bligh Av, Napier Av, Kurrajong Rd, Ingham Dr (**Casula Mall**), Guise Av, Box Rd, Kurrajong Rd, Cedar Rd, Camden Valley Way, Bringelly Rd, Browns Rd, Seventh Av (**Austral**), Edmondson Av, Bringelly Rd (**Rossmore**), Allenby Rd, Rossmore Cr, Graham Rd, Mark Rd, McCann Rd, Eastwood Rd, Heath Rd, Rickard Rd, Ingleburn Rd (**Leppington**), Hume Hwy [now Camden Valley Way], Cedar Rd, then reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Bringelly extension: From Bringelly Rd/Allenby Rd via Bringelly Rd to Bringelly school. Reverse on return.

Bringelly (Greendale & Dwyer Rds) extension: From Bringelly school via Greendale Rd, Dwyer Rd, Northern Rd to Bringelly school.

Leppington (Alma Rd) & Catherine Field extension: From Eastwood Rd/Heath Rd via Eastwood Rd, Alma Rd (**Leppington**), George Rd, Hume Hwy [now Camden Valley Way], Catherine Fields Rd (**Catherine Field**), Deepfields Rd, Hume Hwy to Heath Rd.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Kookaburra Rd instead of Cedar Rd.
- Via Hume Hwy instead of Hillview route.
- From Heath Rd/Rickard Rd via Heath Rd to Hume Hwy.
- Via loop from Camden Valley Way/Bringelly Rd & return to that point in opposite direction (ie, via Leppington, then Rossmore, then Austral).

Alteration

From 27 May 1991 (Source: timetable): Ex Liverpool from Heath Rd via Rickard Rd, Ingleburn Rd, Camden Valley Way.

Route variations:

- Via Bernera Rd instead of Cedar Rd.
- Via Hume Hwy, Graham Av, Reserve Rd, DeMeyrick Av, Hume Hwy instead of Hillview route.
- Via loop from Camden Valley Way/Bringelly Rd & return to that point in opposite direction (ie, via Leppington, then Rossmore, then Austral).

LIVERPOOL – HILLVIEW

Liverpool – Hillview (2FC tower)

1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Hume Hwy [part now Macquarie St], Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Hillview Pde (**Hillview/Lurnea**), Wonga Rd to Kurrajong Rd (2FC tower, Hillview [now Lurnea]).

From Hillview [now Lurnea] (2FC tower, Kurrajong Rd/Wonga Rd) via reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool Station.

Liverpool – Hillview (Foveaux Av Loop)

1986 (Source: RGH notes)

From Liverpool (interchange) via Moore St, George St, Scott St, Macquarie St, Hume Hwy, Rose St, Gill Av, Reilly St, Liverpool St, Boundary Rd, Amalfi St, Graham Av, Chrysanthemum Av, DeMeyrick Av, Foveaux Av

(Hillview/Lurnea), Napier Av, Bligh Av, Shortland Av, Wonga Rd, Hillview Pde, Graham Av, then reverse route to Rose St, then Hume Hwy, Macquarie St, Scott St, Bigge St, Moore St to Liverpool interchange.

Selected trips: Via Foveaux Av Loop from Graham Av/Chrysanthemum Av & return to that point in opposite direction.

Timetable Summary

13 July 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Austral-Rossmore-Bringelly-Leppington	Fr Liv 16P 27E 34A	M-F	Leppington	5.13amL	Liverpool	6.35pmA	B	
		Sat	Rossmore	6.00amL		5.50pmR	C	
		Sun	Austral	8.45amL		6.25pmA	2 trips	D

A – To Austral.

B – 16 trips departing Liverpool, 18 trips arriving Liverpool, serving Prestons (all trips), Austral (12), Rossmore (7), Bringelly (3) & Leppington (11) in various combinations. 2 trips extended to Overseas Tele-Communications, Bringelly. Plus picture bus Wednesday night.

C – 8 trips departing Liverpool, 10 trips arriving Liverpool, serving Prestons (all trips), Austral (5), Rossmore (3), Bringelly (1) & Leppington (6) in various combinations. Plus picture bus Saturday night.

D – Serving Prestons (2 trips), Austral (2), Rossmore (1) & Leppington (2) in various combinations.

E – To Leppington.

L – To Liverpool.

P – To Prestons.

R – To Rossmore.

14 November 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview (Foveaux Av Loop)-Prestons	Fr Liv 32LFr 16P	M-F	Prestons	5.17am	Liverpool	7.30pm	A	
		Sat		5.47am		7.22pm	B	
		Sun		8.34am		8.00pm	C	
Liverpool- Rossmore-Leppington†	Fr Liv 30E 36R	M-F	Rossmore	5.00am	Liverpool	6.52pm	D	
		Sat		5.33am	Rossmore	6.37pm	9 trips	F
		Sun	Liverpool	10.00am		5.35pm	2 trips	G

* More frequent in peak hours.

† Most trips direct via Hume Hwy, but some trips ran via Hillview. Selected trips extended to Bringelly or Catherine Field.

A – Liverpool-Casula 30*, Liverpool-Hillview (Foveaux Av Loop) 60*, Liverpool-Prestons 60.

B – Morning, Liverpool-Casula 30, Liverpool- Hillview (Foveaux Av Loop) 60, Liverpool-Prestons 60. Afternoon, Liverpool-Foveaux Av 60.

C – 7 trips: To Liverpool, 4 trips from Prestons, 3 trips from Hillview (Foveaux Av Loop). From Liverpool, 2 trips to Hillview (Foveaux Av Loop), 5 trips to Prestons.

D – 19 trips arriving Liverpool, 18 trips departing Liverpool, serving Prestons (all trips), Austral (5), Rossmore (10), Bringelly (2), Leppington (11) in various combinations. Selected trips extended to Catherine Field. Plus extra trip Thursday night.

E – To Leppington.

F – Serving Prestons (all trips), Rossmore (6), Leppington (all).

G – Serving Prestons, Rossmore & Leppington.

LFr – Round trip Liverpool-Hillview (Foveaux Av Loop)-Liverpool.

P – To Prestons.

R – To Rossmore.

6 August 1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Hillview (Foveaux Av Loop)	35 round trip	M-F	Foveaux Av	4.57am	Liverpool	7.30pm	40*	A
		Sat		7.09am		6.00pm	AM 45 PM 4 trips	
		Sun		8.39am		6.00pm	7 trips	B
Liverpool- Rossmore-Leppington†	Fr Liv 27E 32R	M-F	Liverpool	5.15am	Liverpool	6.30pm	C	
		Sat	Rossmore	6.35am		5.00pm	D	
		Sun						

* More frequent in peak hours.

† Most trips direct via Hume Hwy, but some trips ran via Hillview. Selected trips extended to Bringelly or Catherine Field.

A – Selected trips extended to 2FC tower. Extra trips Thursday night.

B – Gap in service middle of day.

C – 17 trips departing Liverpool, 14 trips arriving Liverpool. Most trips, Liverpool-Rossmore-Leppington-Liverpool. 3 trips extended to Bringelly. 2 trips extended to Catherine Field. Extra trip Thursday night.

D – 4 trips departing Liverpool, 5 trips arriving Liverpool. Liverpool-Rossmore-Leppington-Liverpool.

E – To Leppington.

R – To Rossmore.

Route 59

RYDE – CONCORD WEST – CITY (various termini) via Concord Rd & Parramatta Rd

Also:

- **Central Concord – City (York St) via Concord Rd (1933)**

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:

- Concord West Station – Central Railway 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 53 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 59 [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 reinstated.

27 January 1933: Reinstated/rerouted by Department of Road Transport & Tramways as a full time service, Central Concord – City (York St) via Correys Av & Concord Rd. Service to Concord West Station not reinstated at that date.

2 April 1933: Extended/rerouted to run Concord West (Killoola St) – Concord West Station – City (York St). Service between Central Concord & Concord Rd at North Strathfield not replaced.

8 July 1934: Rerouted to run direct along Concord Rd (*not* via Concord West Station).

8 December 1935 (opening of Ryde Bridge): Extended to run City (York St) – Concord West – Ryde (with short-workings City (York St) – Concord West (Killoola St)).

20 December 1937: Short-workings, City (York St) – Concord West (Killoola St), extended to Rhodes Station.

3 November 1940: Renumbered 959 [Sydney Region route number].

Streets

Concord West – Central Railway

1924 (Source: Govt Gazette of 7 March 1924)

From Concord West (Victoria Av at Station) via Victoria Av, Concord Rd, Parramatta Rd, George St West [now Broadway], George St, Barlow St (Central Railway).

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

Alterations

- **1924** (Source: Govt Gazette of 19 December 1924): Approached Central Railway from Barlow St via Parker St, Hay St, Pitt St to Eddy Av. Unaltered on return.
- **1925** (Source: Govt Gazette of 13 November 1925): Approached Central Railway from George St, Hay St, Pitt St. Unaltered on return.
- **1926** (Source: Govt Gazette of 17 December 1926): From Concord West (Queen St at Station) via Victoria Av. Reverse on return.

Central Concord – City (York St)

From 27 January 1933

From Central Concord (Wellbank St at Majors Bay Rd) via Majors Bay Rd, Correys Av, Concord Rd, Parramatta Rd, Pymont Bridge Rd [part now Bridge Rd] (**Glebe**), Union St (**Pymont**), Pymont Bridge, Market St, York St (City).

Ryde – Concord West – City (York St)

From 8 December 1935

From Ryde (Post Office) via Blaxland Rd, Devlin St, Church St, Ryde Bridge, Concord Rd (**Concord West**), Parramatta Rd, Pymont Bridge Rd [part now Bridge Rd] (**Glebe**), Union St (**Pymont**), Bridge, Market St, York St (City).

From City (York St) via York St, Druitt St*, Clarence St*, Market St*, Pymont Bridge, then reverse route to Ryde Bridge, then Church St to Ryde Post Office.

* Likely route.

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 West Station-Central Railway	50	M-F	Concord West	6.28am	Central Rly	11.51pm	15	
		Sat		6.28am		11.51pm	15	
		Sun		9.28am		11.51pm	15	

March 1930

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Concord West Station-Central Railway		M-F	Concord West	6.28am	Central Rly	11.59pm	10	
		Sat		6.28am		12.39am	10	
		Sun		8.08am		11.59pm	20	

27 January 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Central Concord-City (York St)	42	M-F	Concord	6.30am	York St	12.00mn	15	
		Sat		6.30am		12.30am	15	
		Sun		8.00am		11.15pm	30	

8 December 1935

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
Ryde-Concord West-City (York St) via Concord Rd direct	Fr York St 47C 57R	M-F	York St	7.02amR	York St	11.12pmR 12.12amC	A	
		Sat		7.02amR		11.12pmR 12.12amC	B	
		Sun	Ryde	7.44amY		10.54pmR	AM 30 PM 20	D

Frequency along common route:

M-F Pyrmont – City (York St) (59, 192) 5.

Sat AM Pyrmont – City (York St) (59, 192) 5.

* More frequent in peak hours.

A – Peak hours & night, either City (York St)-Concord West (Killoola St) or City (York St)-Ryde. Day, City (York St)-Concord West (Killoola St) 10*, City (York St)-Ryde 30*. Plus short-working/s before first trip & after last trip shown.

B – Early morning & night, either City (York St)-Concord West (Killoola St) or City (York St)-Ryde. Morning, City (York St)-Concord West (Killoola St) 10, City (York St)-Ryde 30. Afternoon, City (York St)-Concord West (Killoola St) 15, City (York St)-Ryde 30. Plus short-working/s before first trip & after last trip shown.

C – To Concord West (Killoola St).

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

R – To Ryde.

Y – To City (York St).

Route 59

AUBURN – LIDCOMBE (north side)

- **Extended from Lidcombe to Flemington Markets (Saturdays, 1970s)**

Also:

- **Lidcombe – Egg Board & other industrial sites (peak hours) (INDUSTRIAL)**

Timeline

June 1947: Auburn – Lidcombe commenced by Stone Bros (Arthur & Jim Stone, proprietors).

May 1956: Transferred to Lidcombe Bus Co Pty Ltd (associated with Granville Bus Co Pty Ltd) (Webb Bros, proprietors).

October 1958:

- Sunday service approved to run over portion of DGT's 402 & 403 via Marne Park, but it was not proceeded with. (Marne Park was a soldiers' settlement after World War I in Jellicoe, Mons, Gallipoli and Ostend Sts, Lidcombe.)
- By this date, various peak hour industrial trips, Lidcombe – Egg Board & fewer trips to other industrial sites adjacent to route, commenced.

1970/1: Lidcombe Bus Co transferred to Jim Newport, proprietor.

1 July 1974:

- Transferred to Drummond Transit (RJ (Ron) Drummond, proprietor).
- For a period, the Saturday service was extended from Lidcombe to Flemington Markets.

28 February 1980: Transferred to Allways Auburn-Lidcombe Bus Service (Ray & Margaret Neal, proprietors).

29 August 1981: Operator's name changed to Allways Bus Service, because of operator's acquisition of 111 & 194 in Hurstville area.

Early 1982: Transferred to Alpine Bus & Coach Service (Adams, proprietor).

September 1985: Transferred to Jenteeno Nominees Pty Ltd, trading as Toughs Bus Service (Bruce Tough & John Brown, proprietors).

December 1987: Transferred to Dinki Di Bus Service Pty Ltd (RW (Dick) & DP Amor, proprietors).

May 1990: Transferred to Auburn Bus Services (Ian Barden & Associates).

1 August 1990: Auburn Bus Services formed an association with Nowra Coaches and trading name changed to Auburn Coaches.

21 September 1990: Transferred to E Street Bus Lines (Bob Taylor, proprietor).

2 October 1990: Retransferred to Auburn Bus Services.

Mid October 1990: Transferred to Auburn Coaches (John King of Nowra Coaches and John Cerezo, proprietors).

9 January 1991: Through-routed with 405 (Parramatta – Auburn).

20 February 1991: 59 & 405 permanently amalgamated as 405 Parramatta – Auburn – Lidcombe [405 is a Sydney Region route number].

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Lidcombe [Station] via Church St, John St, Yarram St, Boorea St, Nyrang St, Gooreen St, John St, Parramatta Rd, St Hilliers Rd, Simpson St, Dartbrook Rd, Rawson St (Auburn Station).

From 27 October 1958 (likely route & variations, as per timetable)

- Generally same as 1948, but with main variations (details not clear):
“Via John St”, or
“Via Yarram St”
- Various peak hour trips ran as industrial trips to/from Egg Board (street frontages to Nyrang St & Boorea Rd) & lesser number of trips to other industrial sites adjacent to route

1969 (Source: RGH notes)

From Lidcombe (Church St at Station) via John St, Yarram St, Boorea St, Nyrang St, Dewrang St, John St, Parramatta Rd, Dartbrook Rd, Rawson St to Auburn Station.

From Auburn (Station, Rawson St at Northumberland Rd) via Northumberland Rd, Hall St, Dartbrook Rd, then reverse route to Yarram St, then John St, Mary St, Swete St, Church St to Lidcombe Station.

Alteration

By 31 March 1971: Selected peak hour trips via St Hilliers Rd instead of Dartbrook Rd.

By 1988 (Source: timetable)

From Lidcombe (Church St at Station) via Mary St, Swete St, Church St, John St, Yarram St, Boorea St, Nyrang St, Dewrang St, John St, Parramatta Rd, Dartbrook Rd, Rawson St to Auburn Station.

From Auburn (Station, Rawson St at Northumberland Rd) via Northumberland Rd, Hall St, Station St, Parramatta Rd, then reverse route to Yarram St, then John St, Church St to Lidcombe Station.

Selected peak hour trips: Direct via John St.

Timetable Summary

27 October 1958

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	13	M-F	Auburn	6.02am	Lidcombe	7.08pm	30*	A
		Sat		7.37am		7.05pm	30	B

* More frequent in peak hours.

A – Plus peak hour industrial trips.

B – Gap in service in afternoon.

15 November 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	15	M-F	Auburn	6.22am	Lidcombe	6.30pm†	40*	A
		Sat		8.37am		1.00pm†	30	

* More frequent in peak hours.

† Approx time.

A – Plus peak hour industrial trips.

16 April 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	13	M-F	Lidcombe	6.22am	Auburn	6.15pm	40*	A
		Sat	Auburn	8.40am	Lidcombe	1.00pm	40	

* More frequent in peak hours.

A – Plus peak hour industrial trips.

14 August 1989

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Lidcombe	14	M-F	Auburn	6.30am	Lidcombe	4.53pm	30	A

A – Gap in service in afternoon. Plus peak hour industrial trips.

Route 60

COOGEE – CENTRAL RAILWAY via Cleveland St

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

Timeline

Unnumbered period 1924-25 (& 1924 route number) [Suburb codes: **Coog-Clev-Cent**]

By date of Govt Gazette of 7 March 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 54 [1924 route number].

By date of Govt Gazette 13 November 1925 (*Doran Report*): Probably commenced by AJ Morton, proprietor. Competed with Coogee tram services.

As at Govt Gazette dated 13 November 1925: numbered 60.

By date of Govt Gazette 15 October 1926:

- Ceased.
- Buses & trams continued to provide service to Coogee & along Anzac Pde.

Streets

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

From Coogee (Dolphin St at Beach St [former street on beachfront]) via Beach St, Belmore Rd [part now Coogee Bay Rd] (**Randwick**), Alison Rd, Anzac Pde (**Moore Park**), Cleveland St, Bourke St, Devonshire St (**Surry Hills**), Chalmers St, Eddy Av, Pitt St, Barlow St, Parker St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Note re Govt Gazette dated 13 November 1925

Unusually this route appears in Schedule L of the above Govt Gazette (which lists sectional trip times of routes), but not in Schedule K (which lists the streets along which routes ran). Hence the lack of “Streets” for this route. Did it actually run in 1925?

Timetable Summary

December 1924

Trip time: 28

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-Central Railway	31	M-F	Coogee	7.10am	Central Rly	10.57pm	15-25	
		Sat		7.10am		10.57pm	15-25	
		Sun		10.39am		10.57pm	15-25	

Route 60

EASTWOOD – CASTLE HILL – GLENORIE

- **Extended from Glenorie to Forest Glen (*weekly shopping trip*)**

Also:

- **Round Corner, Dural – Kenthurst (*school trips*)**

Timeline

By date of Govt Gazette 22 February 1929:

- Castle Hill – Glenorie commenced by George Deaman, proprietor.
- Shared similar route operated by Alex Newson.

1931:

- 60 & 184 rationalised following passage of the State Transport (Co-ordination) Act:
60 Castle Hill – Glenorie, operated by George Deaman. By 1950s, ran daily.
184 Pennant Hills – Castle Hill, operated by Alex Newson.
- Timetables on the two routes were co-ordinated.

1 March 1935: Rerouted to/via Galston.

By 1946: Extra (school?) route, (Round Corner, Dural?) – Kenthurst, commenced.

By 1948: Extra (school?) route, Castle Hill – Galston, commenced.

December 1951: Extended to run Glenorie – Eastwood. Not all trips then ran via Castle Hill.

By 15 March 1954:

- Round Corner, Dural – Kenthurst also ran Tuesdays & Fridays during school holidays (when ceased?).
- Friday shopping trips extended from Glenorie to Forest Glen (north of Glenorie) (when ceased?).

June 1959: Round Corner, Dural – Kenthurst school trips transferred to JM Rudkins, proprietor and renumbered 51.

1960: George Deaman died and his widow Phyllis operated the service.

Early 1960s: Operated by AC Luland (?).

October 1961: Transferred to Glenorie Bus Co Pty Ltd (RP (Roy) & II Baxter, proprietors), following the death of Mr Deaman.

September 1963: Glenorie Bus Co transferred to DM Lamont, proprietor.

June 1964: Glenorie Bus Co transferred to RE (Ray) Fifield & George Noel Tucknott, proprietors.

2 February 1965: Features of timetable at this date:

- Peak hour & most Saturday trips ran direct between Glenorie & Eastwood (*not* via Castle Hill). Off-peak trips & 1 Saturday trip each way diverted via Castle Hill.
- Selected weekday morning trips altered/extended to run from Glenorie to Pennant Hills (assumed over 184, also operated by Fifield & Tucknott).
- Sunday services had ceased.
- Selected weekday trips diverted via Round Corner sub-division.
- School trips extended beyond to Glenorie to Forest Glen & beyond Castle Hill to Castle Hill & Northmead High Schools.

1965: Glenorie Bus Co transferred to Col Sinclair, proprietor.

Second half 1960s (after February 1965):

- 60 & 184 [1925 route numbers] permanently through-routed as Pennant Hills – Castle Hill – Glenorie (*see entry for combined routes 60/184 following*).
- Glenorie – Eastwood then reduced to 2 per weekday (at school times).

By 21 April 1986: Eastwood – Glenorie reduced to run on school days only (ceased to appear in timetable by 1995).

Streets

Castle Hill – Glenorie

1929 (Source: Govt Gazette of 22 February 1929)

From Castle Hill (Station [at corner of Old Northern Rd & Old Castle Hill Rd]) via Old Northern Rd (**Rogans Hill, Dural**) to Glenorie Post Office. Reverse on return.

Circa 1946 (Source: Gregory's Street Directory)

From Castle Hill via Old Northern Rd (to Glenorie).

Castle Hill – Galston

Circa 1948 (Source: Gregory's Street Directory)

From Castle Hill via Old Northern Rd, Galston Rd (Galston).

Eastwood – Glenorie

Circa 1962 (Source: Collins Street Directory/RGH notes)

From Eastwood (Station) via West Pde, Rowe St, Shaftesbury Rd, Terry Rd, Church St [now Marsden Rd], Pennant Hills Rd, Castle Hill Rd (**Rogans Hill**), Old Northern Rd (**Dural**) to Glenorie.

From Glenorie via reverse route to Terry Rd, then Wingate Av, West Pde to Eastwood Station.

Castle Hill diversion: Either direction from Rogans Hill (Castle Hill Rd/Old Northern Rd) via Old Northern Rd, Castle St (**Castle Hill**), Pennant St, Showground Rd, Old Northern Rd to Castle Hill Rd.

Dural (Round Corner sub-division) diversion: Streets not shown in timetable, but understood to be in the vicinity of Valencia St & Jaffa Rd.

Timetable Summary

15 March 1954

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Glenorie	47	M-F	Glenorie	5.43amR 6.57amE	Eastwood	6.32pmG	7 trips	
		Sat		7.00am		5.05pm	4 trips	A
		Sun		8.40am		8.57pm	4 trips	

Selected trips ran via Castle Hill.

A – Plus picture bus Saturday night.

E – To Eastwood.

G – To Glenorie.

R – To Rogans Hill.

10 December 1961

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Glenorie	50D 55C	M-F	Glenorie	5.45amR 6.47amE	Eastwood	6.32pmG	A	
		Sat		6.52am		7.30pm	4 trips	B
		Sun		8.50am		7.55pm	2 trips	F

A – Early morning trip, Glenorie-Rogans Hill. Other times, 7 trips: peak hours, Glenorie-Eastwood direct; off-peak, Glenorie-Castle Hill-Eastwood.

B – 1 trip via Castle Hill. Other trips direct.

C – Via Castle Hill.

D – Direct between Eastwood & Glenorie (*not* via Castle Hill).

E – To Eastwood.

F – Both trips direct.

G – To Glenorie.

R – To Rogans Hill.

2 February 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Eastwood-Glenorie	48D 58C	M-F	Glenorie	5.30amH 6.42amE	Eastwood	6.35pmG	A	
		Sat		6.50am		7.30pm	4 trips	
		Sun						

A – Morning peak hour, 2 trips from Glenorie to Pennant Hills. At other times, 7 trips Glenorie-Eastwood (further details under this date in “Timeline”).

C – Via Castle Hill.

D – Direct between Eastwood & Glenorie (*not* via Castle Hill).

E – To Eastwood.

G – To Glenorie.

H – To Pennant Hills.

Combined Routes 60/184

PENNANT HILLS – CASTLE HILL – GLENORIE

Also:

- **Pennant Hills – Glenorie via New Line Rd (peak hours, by 1983)**

Timeline

Second half 1960s (after February 1965):

- 60 & 184 permanently through-routed as Pennant Hills – Castle Hill – Glenorie.
- Then or later service, days service Mondays-Saturdays & Public Holidays.
- Operated by Glenorie Bus Co Pty Ltd (RE (Ray) Fifield & GN (George) Tucknott, proprietors).

1971: Glenorie Bus Co transferred to Roy Baxter & George N Tucknott, proprietors.

15 July 1975: Glenorie Bus Co transferred to Todd family.

By 14 April 1980:

- Some trips rerouted via Galston.
- Service between Castle Hill & Glenorie provided by 17-seat minibuses, connecting at Castle Hill with Pennant Hills buses (when were minibuses replaced by standard buses?).
- Service on public holidays ceased.

By June 1983: Selected peak hour trips rerouted via New Line Rd (running via 203 between Pennant Hills & Dural) instead of via Castle Hill. Travelling restrictions applied along New Line Rd.

21 April 1986: As part of general reorganization of Glenorie Bus Co’s routes (60, 184 & 203) [all 1925 route numbers], renumbered into Sydney Region route numbers:

- 651 Pennant Hills – Berrilee
- 652 Pennant Hills – Glenorie
- 653 Pennant Hills – Glenhaven
- 654 Pennant Hills – Castle Hill via Highs Rd, West Pennant Hills Valley
- 655 Pennant Hills – Castle Hill via Castle Hill Rd.

Streets

Pennant Hills – Castle Hill – Glenorie

Circa 1966 (Source: RGH notes)

From Pennant Hills (Yarrara Rd at Station) via Pennant Hills Rd, Castle Hill Rd (**West Pennant Hills, Rogans Hill**), Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd (**Dural**) to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via Old Northern Rd, Showground Rd, Pennant St, Castle St (**Castle Hill**), Old Northern Rd, Castle Hill Rd, Pennant Hills Rd, Yarrara Rd to Pennant Hills Station.

Castle Hill [now Anglican] Retirement Villages diversion: Ex Pennant Hills from Castle Hill Rd/David Rd via David Rd, Gough Dr, Gowrie Dr, Gough Dr, Hilliard Dr, Slade Av, Hilliard Dr, Clarke Dr, James Cook Dr, Western Rd to Castle Hill Rd. Reverse on return.

Alterations

- **By 14 April 1980** (Via Galston trips. Source: later timetables): Ex Pennant Hills from Old Northern Rd (Dural) via Galston Rd, (turning movement at Galston?), Mid-Dural Rd to Old Northern Rd. Reverse on return.

- *Circa 1986 (Source: RGH notes):* Via Rowallan Av instead of Pennant St (Castle Hill).

Pennant Hills – Glenorie via New Line Rd

June 1983 (Source: later timetables)

From Pennant Hills (Yarrara Rd at Station) via Ramsay Rd, Bellamy St, Boundary Rd, New Line Rd, Old Northern Rd (**Dural**) to Post Office Rd (Glenorie).

From Glenorie (Old Northern Rd at Post Office Rd) via reverse route to Bellamy St, then Warne St, Yarrara Rd to Pennant Hills Station.

Timetable Summary

Undated (but after 60 & 184 through-routed)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
60/184: Pennant Hills-Castle Hill-Glenorie	Fr P Hls 17C 53G	M-F	Glenorie	5.30amH	Pennant Hills	6.33pmG 6.48pmC	A		
		Sat		7.00amH		6.10pmG	B		
		Sun							
		Hols	Castle Hill	9.08am		4.40pm	2 trips		
60: Eastwood-Glenorie	49	M-F	Glenorie	7.15am	Eastwood	4.30pm	D		
		Sat							
		Sun							

A – Pennant Hills-Castle Hill 30*. Pennant Hills-Glenorie trips extended beyond Castle Hill:

From Castle Hill, 7 trips to Dural, 4 trips to Glenorie,

To Castle Hill, 7 trips from Glenorie, 10 trips from Dural.

B – Morning, Pennant Hills-Castle Hill 30. Afternoon, Pennant Hills-Castle Hill 60. Morning & afternoon together, trips extended beyond Castle Hill in both directions: to Dural 5 trips, to Glenorie 4 trips.

C – To Castle Hill.

D – Morning, 1 trip from Glenorie to Eastwood & return from Eastwood to Glenorie (all weekdays). Afternoon, 1 trip from Dural to Eastwood & return from Eastwood to Glenorie (school days only).

G – To Glenorie.

H – To Pennant Hills.

Circa 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
60/184: Pennant Hills-Castle Hill-Glenorie	Fr P Hls 17C 33D 53G	M-F	Dural	5.35amH	Pennant Hills	6.30pmG 7.00pmC	A	
			Glenorie	5.55amH				
		Sat		6.55amH		1.10pmG 6.10pmD	B	
		Sun						

A – Pennant Hills-Castle Hill 30* (morning off-peak only Castle Hill-Anglican Retirement Villages 15), Pennant Hills-Glenorie 90-120.

B – Pennant Hills-Castle Hill (morning 30, afternoon 60), Pennant Hills-Glenorie (6 trips from Glenorie, 4 trips to Glenorie, plus short-workings Pennant Hills-Dural 1 trip each way).

C – To Castle Hill.

D – To Dural.

G – To Glenorie.

H – To Pennant Hills.

14 April 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pennant Hills-Castle Hill-Glenorie	Fr P Hls 20C 50G	M-F	Dural	5.40amH	Pennant Hills	6.00pmG	A	
			Glenorie	6.10amH		7.00pmD		
		Sat		8.10amH		12.10pmG	B	
		Sun				6.10pmD		
Castle Hill-Glenorie (minibus service)†	30	M-F	Glenorie	9.00am	Castle Hill	1.25pm	75	
		Sat						
		Sun						

† Additional to 60/184 trips above.

A – Pennant Hills-Castle Hill (selected trips extended to Dural) 30*, Pennant Hills-Glenorie peak hour service (either via Castle Hill or via New Line Rd). Off-peak service Castle Hill-Glenorie provided by separate minibuss service (see panel below).

B – Morning, Pennant Hills-Castle Hill 30-60. Pennant Hills-Glenorie 1 trip. Afternoon, Pennant Hills-Castle Hill 60 (last trip extended to Dural).

C – To Castle Hill.

D – To Dural.

G – To Glenorie.

H – To Pennant Hills.

June 1983

Similar to 14 April 1980, but off-peak service Castle Hill-Glenorie no longer made reference to being a “minibus service” (replaced by standard buses?).

Route 61

COOGEE – DARLINGHURST – CENTRAL RAILWAY via Bream St

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 55 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by AL Green (who later incorporated as Coogee Omnibus Co).

As at date of Govt Gazette 13 November 1925: Renumbered 61 [1925 route number] in the general renumbering of routes.

By 1927: John A Cooper was manager of Coogee Omnibus Co. (Both Green & Cooper were subscribers/shareholders in Coogee [Motor] Omnibus Co.)

31 October 1931:

- Operator as this date: Coogee Omnibus Service Limited.
- Ceased due to competition with tram services under State Transport (Co-ordination) Act:
- Trams continued to provide service.
- Service between Randwick & Coogee revived as part of 74 Coogee – Randwick – Daceyville [1925 route number] by 8 December 1931.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Coogee (Dolphin St at Beach St§) via Dolphin St, Beach St§, Bream St, Carrington Rd, Alison Rd (**Randwick**), Anzac Pde, Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (Central Railway).

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

§ Former street.

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		
Coogee-Central Railway	34	M-F	Coogee	6.20am	Central Rly	11.58pm	40	
		Sat		6.20am		11.58pm	40	
		Sun		8.20am		11.58pm	40	

Route 61

CITY (York St) – ROCKDALE – CRONULLA ■

(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)

(Cronulla terminus was in South Cronulla.)

Timeline

24 February 1935:

- Daily service commenced by Department of Road Transport & Tramways, initially on trial, as a result of agitation for a through service between the City & Cronulla following cessation of private routes 62 & 63 (when they ran Cronulla – City) in 1931.
- Shared various parts of route with private 62 Sutherland – Cronulla, 63 Strathfield – Rockdale – Cronulla & 241 Hurstville – Cronulla, all operated by Bardsley's Deluxe Blue Bus Service [1925 route numbers].

16 December 1939: Ceased when Sutherland – Cronulla railway line opened.

Streets

As at 4 May 1936 (timetable)

From City (York St) [at Queen Victoria Building] via York St, Druitt St, George St, Hay St, Pitt St, Central [now Railway] Square, George St West [now Broadway], Parramatta Rd, Australia St, King St (**Newtown**), Princes Hwy (**Rockdale, Kogarah, Blakehurst**), Madiera St [now part of Port Hacking Rd] (**Sylvania**), Port Hacking Rd, Kiora Rd, Kingsway (**Miranda, Caringbah**), Curranulla St [now Bicentennial Plaza], Waratah St, Ewos Pde to Shelley Beach (?) (Cronulla).

From Cronulla (Ewos Pde) via reverse route to George St, then Market St, York St (City).

Alteration

By 10 September 1939 (timetable): Ex City (York St) from Kingsway via Willarong Rd (**Caringbah**), President Av, Kingsway, Curranulla St, Surf Rd, Gerrale St, Nicholson Pde, Waratah St, Ewos Pde. Reverse on return.

Timetable Summary

26 January 1936

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Cronulla	59	M-F	York St	6.50am	Cronulla	7.00pm	5 trips	A
		Sat		6.50am		7.00pm	5 trips	
		Sun		9.00am		9.00pm	6 trips	

A – Extra trip on Friday night preceding a Monday Public Holiday.

1 March 1936

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Cronulla	65	M-F	York St	6.30am	Cronulla	6.45pm	10 trips	A
		Sat		6.30am		8.00pm	11 trips	
		Sun		?		?	?	

A – Extra trip on Friday night preceding a Monday Public Holiday.

4 May 1936 (Winter months)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Cronulla	65	M-F	York St	6.30am	Cronulla	6.45pm	5 trips	
		Sat		6.30am		8.00pm	5 trips	
		Sun		9.00am		7.50pm	7 trips	

18 June 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Cronulla	65	M-F	York St	6.40am	Cronulla	6.45pm	5 trips	A
		Sat		6.40am		6.45pm	5 trips	
		Sun		9.00am		7.30pm	AM 2 trips PM 60	B

A – Extra trip Friday nights (9.00pm from City (York St), 10.10pm from Cronulla).

B – On Summer Holidays (favourable weather conditions prevailing) an improved service was to be operated.

10 September 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)-Cronulla	65	M-F	York St	6.40am	Cronulla	6.45pm	5 trips	A
		Sat		6.40am		6.45pm	5 trips	
		Sun		8.15am		9.35pm	60	

A – Extra trip Friday nights (9.00pm from City (York St), 10.10pm from Cronulla).

Route 61

Riverstone local routes

RIVERSTONE – MARSDEN PARK

RIVERSTONE – RIVERSTONE TOWNSHIP

RIVERSTONE – SCHOFIELDS

Also:

- **Riverstone – Box Hill (limited service)**
- **Riverstone – St Marys (probably an industrial service, 1947-?)**

Blacktown – Quakers Hill – Riverstone

BLACKTOWN – MARAYONG (Madagascar Dr) [now in Kings Park]

- **Extended from Marayong to Quakers Hill & Riverstone (selected trips)**

Note re school routes: The Route 61 license included a large number of school services to the semi-rural areas surrounding Riverstone. They included Riverstone – Box Hill (which became a route service by 9 December 1987) and Riverstone – Quakers Hill (later absorbed into other route services?).

Timeline

September 1945:

- Riverstone – Marsden Park (originally *not* a loop) commenced by Riverstone Bus Service (Noel K Lakeman-Fidler, proprietor).
- Gordon Burn joined Lakeman-Fidler in partnership as proprietors soon after.

July 1947 (*Source: Nepean Times, 10 July 1947*): Riverstone – Berkshire Park – Llandilo – St Marys commenced (when ceased?). Probably a workers/industrial service.

1948: Riverstone Bus Service transferred to John Storey & Gordon Burn, proprietors.

By 1950s (?):

- Riverstone – Marsden Park extended as a loop via Richmond Rd.
- New route (probably a school service), Riverstone – Box Hill, commenced.

June 1951: Following Storey's death, Riverstone Bus Service (then or later incorporated as Riverstone Bus Service Pty Ltd) transferred to JD (Doug) Barnes, proprietor.

October 1957: Riverstone Bus Service transferred to HL (Laurie) Bower.

April 1959: New route commenced, Riverstone – Schofields loop via Creek St [now Carnarvon Rd] to Meadows Rd, then via Schofields Station & Boundary Rd.

December 1960: Riverstone Bus Service transferred to JH (John Harry) Cole, proprietor.

October 1961: Extended "in Riverstone district" [as per *Truck & Bus Transportation*, December 1961], which probably refers to Riverstone – Riverstone Township loop.

By 1963: Marsden Park & Schofields routes rearranged:

- Riverstone – Marsden Park extended as a loop via Creek St [now Carnarvon Rd], Townsend [now Townson] Rd & Richmond Rd *, replacing part of Schofields route west of railway line
- Riverstone – Schofields rerouted entirely east of railway line via Tallawong Rd *
(* *These loops ran clockwise in the morning and anticlockwise in the late morning/afternoon.*)

By 18 May 1975: Riverstone – Schofields extended to run as Riverstone – Rouse Hill Caravan Park.

24 May 1976:

- Blacktown – Blacktown (Anthony St) part of 180 [1925 route number] transferred from Seven Hills Bus Co to Riverstone Bus Service and renumbered part of 61.
- Selected trips extended to run Blacktown – Parklea – Quakers Hill.

By 2 February 1980:

- Blacktown – Blacktown (Anthony St) trips mostly extended around Madagascar Dr loop, Marayong [now Kings Park].
- Selected trips extended from Quakers Hill to Riverstone.

By 26 July 1982: Selected peak hour trips diverted via Bessemer St Industrial Area.

September 1984: Transferred to Rowes Bus Service Pty Ltd (Rowe family, proprietors).

By 9 December 1987: Riverstone – Box Hill upgraded from a school service to limited route service.

9 December 1987(?): Routes extended & renumbered into Sydney Region route numbers:

- 740 Blacktown – Riverstone
- 741 Blacktown – Quakers Hill
- 742 Blacktown – Parklea
- 745 Riverstone – Riverstone Township
Riverstone – Schofields – Rouse Hill
- 747 Riverstone – Box Hill
- 749 Riverstone – Marsden Park.

Streets

Riverstone – Marsden Park

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at Station) via Garfield Rd (**Marsden Park**), Richmond Rd, Vine St, Fermoy St, (?), Carnarvon Rd, Garfield Rd to Riverstone Station.

Circa 1973 (Source: RGH notes)

Mornings

From Riverstone (Riverstone Pde at Station) via Garfield Rd, Carnarvon Rd, Angus Rd, Durham Rd, Meadow Rd, Townson Rd (**Marsden Park**), Richmond Rd, Garfield Rd, Riverstone Pde to Riverstone Station.

Afternoons

Reverse route.

Riverstone – Riverstone Township

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at Station) via Riverstone Pde, Crown St, Hamilton St, McCullough St, Riverstone Rd, James St, Oxford St, Garfield Rd, Riverstone Pde to Riverstone Station.

Circa 1973 (Source: RGH notes)

From Riverstone (Riverstone Pde at Station) via Riverstone Pde, Crown St, Hamilton St, McCullough St, Riverstone Rd, Piccadilly St, Garfield Rd, Riverstone Pde to Riverstone Station.

Riverstone – Box Hill

Circa 1950s (Source: article in Australian Bus, September/October 2013)

From Riverstone (Riverstone Pde at Station) via Garfield Rd, Terry Rd (**Box Hill**), Old Pitt Town Rd, Edwards Rd, Annangrove Rd, Withers Rd, Mile End Rd (**Rouse Hill**), Windsor Rd, Garfield Rd to Riverstone Station.

Riverstone – Schofields

Circa 1973 (Source: RGH notes)

Mornings

From Riverstone (Riverstone Pde at Station) via Garfield Rd, Clarke St, Guntawong Rd, Tallawong Rd, Macquarie Rd, Cudgong Rd, Schofields Rd, Boundary Rd, St Albans Rd (**Schofields**), Railway Tce, Riverstone Pde to Riverstone Station.

Afternoons

Reverse route.

Circa 1986 (Source: RGH notes)

Mornings

From Riverstone via Railway Tce, Regent St, McCulloch St, Riverstone Rd, Clarke St, Guntawong Rd, Tallawong Rd, Macquarie Rd, Cudgong Rd, Rouse Rd, Terry Rd to Rouse Hill Caravan Park, then Terry Rd, Rouse Rd, Cudgong Rd, Schofields Rd, Boundary Rd, St Albans Rd (**Schofields**), Junction Rd, Advance St, Lewis St, Station St, Railway Tce, Riverstone Pde to Riverstone Station.

Afternoons

Reverse route.

Blacktown – Quakers Hill – Riverstone

Circa 1986 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Sunnyholt Rd, Vardys Rd, Cobham St, Madagascar Dr (**Kings Park**), Solomon Av, Faulkland Cr, Madagascar Dr, Sunnyholt Rd, then:

- *either* via Lalor Rd [now Quakers Hill Pkwy]
- *or* via Pye Rd [now Wilson Rd], Wilson Rd [now Pye Rd] to Lalor Rd [now Quakers Hill Pkwy]

then Highfield Rd, Montrose St, Pearce Rd (**Quakers Hill**), Lalor Rd, Hambledon Rd, Burdekin Rd, Railway Tce, Riverstone Pde to Riverstone Station.

From Riverstone (Riverstone Pde at Station) via reverse route to Main St, then Flushcombe Rd, Alpha St, Patrick St, Main St to Blacktown Station.

Kings Langley (James Cook shops) diversion: From Sunnyholt Rd/James Cook Dr via James Cook Dr, Wilkinson Av, Shanke Cr, James Cook Dr to Sunnyholt Rd.

Parklea Caravan Park diversion: From Sunnyholt Rd/Lalor Rd via Sunnyholt Rd to Parklea Caravan Park. Reverse on return.

Timetable Summary

Late 1960s

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Riverstone-Marsden Park	8	M-F	Riverstone	5.30am	Riverstone	6.50pm	9 trips	
		Sat		7.30am		12.00md	3 trips	
		Sun						
Riverstone-Schofields	Approx 20 round trip	M-F	Riverstone	8.10am	Riverstone	11.25am	3 trips	
		Sat		9.35am		11.25am	2 trips	
		Sun						
Riverstone-Township	Approx 12 round trip	M-F	Riverstone	5.50am	Riverstone	6.50pm	11 trips	
		Sat		8.15am		11.00am	3 trips	
		Sun						

24 May 1976

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Blacktown (Anthony St)-Parklea†	Fr Black 12A 20P 24Q	M-F	Quakers Hill	5.34amB	Blacktown	6.25pmQ	C	
		Sat	Parklea	8.00amB		12.10pmP	D	
			Blacktown	8.15amP				
		Sun						

* More frequent in peak hours.

† Selected trips extended to Quakers Hill.

A – To Blacktown (Anthony St).

B – To Blacktown.

C – Blacktown-Blacktown (Anthony St) 30-60*, Blacktown-Parklea 12 trips, Blacktown-Quakers Hill 4 trips.

D – Blacktown-Blacktown (Anthony St) 30-45, Blacktown-Parklea 2 trips.

P – To Parklea.

Q – To Quakers Hill.

19 February 1979

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Riverstone-Marsden Park	21 round trip	M-F	Riverstone	8.55am	Riverstone	4.15pm	3 trips	A
		Sat						
		Sun						
Riverstone-Schofields	24 round trip	M-F	Riverstone	9.36am	Riverstone	11.15am	2 trips	A
		Sat						
		Sun						
Riverstone-Township	15 round trip	M-F	Riverstone	6.28am	Riverstone	6.18pm	13 trips	A
		Sat						
		Sun						

A – Plus school trips.

2 February 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
Blacktown-Kings Park-Parklea-Quakers Hill†	Fr Black 15K 30P	M-F	Riverstone	5.05amB	Blacktown	6.45pmR	A		
		Sat		7.36amB		12.10pmR			C
		Sun							

* More frequent in peak hours.

† Selected trips extended to Riverstone.

A – Blacktown-Kings Park 20-40, Blacktown-Parklea 14 trips, Blacktown-Riverstone 4 trips.

B – To Blacktown.

C – Blacktown-Kings Park 40, Blacktown-Parklea 3 trips, Blacktown-Riverstone 1 trip.

K – To Kings Park.

P – To Parklea.

R – To Riverstone.

Route 62

COOGEE – DARLINGHURST – CENTRAL RAILWAY

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by JA Cooper, proprietor.
- Shared with other routes along Anzac Pde (see “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Coogee tram services.
- Competed with tram routes along Anzac Pde (see “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 15 October 1926:

- Ceased.
- 61 & trams continued to provide service.

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		
Coogee-Central Railway	37	M-F	Coogee	6.48am	Central Rly	12.08am	40	
		Sat		6.48am		12.08am		
		Sun		6.48am		12.08am		

Route 62

CRONULLA – KOGARAH – CENTRAL RAILWAY via Tom Ugly’s Punt [later Bridge] via various routes, then King St

(Cronulla terminus was in South Cronulla.)

Timeline

By date of Govt Gazette 22 February 1929:

- Cronulla – Central Railway via Tom Ugly’s punt commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley, proprietor).
- Buses initially crossed Georges River on the Tom Ugly’s Point punt, where they were given priority over other motor vehicles. It is said that later passengers had to change between bus and punt on either side of the river.
- Buses presumably rerouted across Tom Ugly’s Bridge upon its opening on 26 April 1929.
- Ran Mondays-Fridays only, but buses licensed for this route plied on 63 at weekends.
- Shared with other routes along King St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

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

3 August 1931 (*cessation of Sutherland – Cronulla steam tram service*):

- Ceased in anticipation of being declared competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- At the time, the operator came to an agreement with the Government to provide the replacement bus service for the Sutherland – Cronulla steam tram service (new 62 - *see following entry*).
- As a result of agitation for the restoration of a through service between the City & Cronulla, the Department of Road Transport & Tramways commenced 61 on 24 February 1935.
- Trams continued to provide service along King St.

Streets

1929 (Source: Govt Gazette of 22 February 1929)

From Cronulla (Ewos Pde at Wilshire Av) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway (**Miranda**), Port Hacking Rd, Madeira St [now Port Hacking Rd] (**Sylvania**), Princes Hwy, Tom Uglys Punt, Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Route 62

SUTHERLAND – SOUTH CRONULLA

Timeline

3 August 1931:

- Commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley, proprietor), replacing Sutherland – Cronulla (terminus at Shelley Beach) steam tram service.
- A list dated October 1935 shows route operated by Cronulla Omnibus Co.

16 December 1939:

- Ceased as a result of opening of Sutherland – Cronulla electric railway line.
- Service between Cronulla & South Cronulla replaced by Hume’s 66.

Streets

1930s (Source: timetable)

From Sutherland ([now Old] Princes Hwy at Station) via Princes Hwy, Kingsway (**Miranda, Caringbah**), Curranulla St [now Cronulla St & Cronulla Plaza] (**Cronulla**), Waratah St, Ewos Pde to Harbour St (South Cronulla). Reverse on return.

Timetable Summary

5 October 1931

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Sutherland-South Cronulla	28	M-F	South Cronulla	5.40am	Sutherland	11.55pm	60*	A
		Sat		5.40am		12.25am	30-40	
		Sun		6.35am		10.44pm	30-40	

* More frequent in peak hours.

A – Extra trip Friday night.

Route 62

AUBURN – SILVERWATER – ERMINGTON

- **Extended from Ermington to Rydalmere (1962-63)**

Timeline

5 November 1951: Auburn – Silverwater (Carnarvon St) commenced by WH Willcox, proprietor, then or later trading as Willcox Bus Service.

November 1956: Following Willcox's death, service managed by Willcox's son-in-law & daughter, WFG & EH Parkes.

By 23 March 1959: Route extended in Silverwater from Carnarvon St to Egerton St.

October 1960: Transferred to WH Willcox Pty Ltd (trading as Willcox Bus Service?) (John Willcox, proprietor, but managed by Willcox's son-in-law & daughter, WFG & EH Parkes).

November 1962: Extended from Silverwater to Ermington following the opening of the Silverwater Rd Bridge over Parramatta River.

10 November 1962 to January 1963: Peak hour trips further temporarily extended from Ermington to Rydalmere.

1 July 1976: Transferred to RR, WC & EM Spackman Pty Ltd (trading as Auburn Bus Services) (Bob, Bill & Elaine Spackman, proprietors).

November 1976: 16 & 62 combined as 16 Auburn – Ermington [1925 route numbers].

Streets

Auburn – Silverwater (Egerton St)

Circa 1962 (Source: Collins Street Directory)

From Auburn via Northumberland Rd, Parramatta Rd, Silverwater Rd, Adderley St, Wetherill St, Derby St, Day St, Egerton St to Silverwater Rd (Silverwater).

Auburn – Silverwater – Ermington

Circa 1968 (Source: RGH notes)

From Auburn (Rawson St at Station) via Northumberland Rd, Parramatta Rd, Melton St, Adderley St, Wetherill St, Egerton St, Silverwater Rd (**Silverwater**), Victoria Rd, Betty Cuthbert Av to Ermington shops.

From Ermington (Betty Cuthbert Av at shops) via reverse route to Northumberland Rd, then Hall St, Station Rd, Rawson St to Auburn Station.

Alteration

Later (Source: RGH notes): From Ermington via Spurway St, Coffey St, River Rd, South St, Silverwater Rd.

Timetable Summary

23 March 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater (Egerton St)	10	M-F	Auburn	6.50am	Egerton St	6.40pm	30	
		Sat		7.45am	Auburn	12.35pm	30	

Circa 1967

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Auburn-Silverwater-Ermington	15	M-F	Auburn	6.35amS 8.40amE	Ermington Silverwater	3.20pmA 6.17pmA	B	
		Sat		7.00amE	Ermington	12.20pmA	40	
		Sun						

* More frequent in peak hours.

A – To Auburn.

B – Peak hours, Auburn-Silverwater. Day, Auburn-Ermington 40*.

E – To Ermington.

S – To Silverwater.

Route 63

CRONULLA – KOGARAH – CENTRAL RAILWAY via various routes

(Cronulla terminus was in South Cronulla.)

Timeline

By date of Govt Gazette 13 November 1925:

- Cronulla – Central Railway via Tom Ugly’s Point Punt commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley, proprietor).
- Buses initially crossed Georges River on the Tom Ugly’s Point punt, where they were given priority over other motor vehicles. It is said that later passengers had to change between bus and punt on either side of the river.
- Shared with other routes along King St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along King St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 27 May 1927: Rerouted via Taren Point punt instead of Tom Ugly’s Point (renumbered from 64). By at least 1929 buses licensed for 62 plied on 63 at weekends. Between Kogarah & Sans Souci competed with steam tram service over a similar route.

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

3 August 1931:

- Ceased, probably in anticipation of being declared competitive with Government railway or tram services under State Transport (Co-ordination) Act.
- Trams continued to provide service along King St
- As a result of agitation for the restoration of a through service between the City & Cronulla, the Department of Road Transport & Tramways commenced 61 on 24 February 1935.

Streets

Cronulla – Kogarah – Central Railway via Tom Ugly’s Point Punt

1925 (Source: Govt Gazette of 13 November 1925)

From Cronulla (Ewos Pde at Wilshire Av) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway (**Miranda**), Port Hacking Rd, Madeira St [now Port Hacking Rd] (**Sylvania**), Princes Hwy, Tom Uglys Punt, Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alterations

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

- Extended in Cronulla from Wilshire Av via Ewos Pde to Gowrie St. Reverse on return.
- Ex Cronulla from Kingsway via Kiara Rd, Port Hacking Rd. Reverse on return.

Cronulla – Kogarah – Central Railway via Taren Point Punt

1927 (Source: Govt Gazette of 27 May 1927)

From Cronulla (Ewos Pde at Gowrie St) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway, Taren Point Rd, Taren Point punt, Rocky Point Rd (**Sans Souci, Ramsgate**), Shaw St, Concannon [now Gray] St, Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St [part now Princes Hwy] (**Newtown**), Australia St, Parramatta Rd, George St West [now Broadway], George St, Hay St, Pitt St to Eddy Av (Central Railway).

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

Alteration

1930 (Source: Govt Gazette of 4 April 1930): Ex Cronulla from King St via May St, Edgeware Rd, Stanmore Rd, Liberty St, Railway Av, Cardigan St, Salisbury Rd, University St [now Salisbury Rd], Missenden Rd, 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		
Cronulla-Central Railway	37	M-F	Cronulla	5.43am	Central Rly	11.20pm	30	
		Sat		5.43am		11.20pm	30	
		Sun		6.13am		9.38pm	30	

Route 63

STRATHFIELD – BELMORE – ROCKDALE – CRONULLA

(Cronulla terminus was in South Cronulla.)

Timeline

3 August 1931:

- Commenced by Bardsley's Deluxe Blue Bus Service (Frank K Bardsley, proprietor), replacing 62 & old 63.
- Competed with Main Suburban & Illawarra train services.

31 October 1931:

- Ceased as competitive with railway under State Transport (Co-ordination) Act.
- Trains continued to provide service over parts of route.
- As a result of agitation for the restoration of a through service between the City & Cronulla, the Department of Road Transport & Tramways commenced 61 on 24 February 1935.

Streets

1931 (Source: timetable)

From Strathfield (at Station) via The Boulevard (**Enfield**), Punchbowl [now Georges River] Rd, Burwood Rd (**Belmore**), Leylands Pde, Sharp St [including current Kingsgrove Rd] (**Kingsgrove**), Croydon [now Kingsgrove] Rd, Stoney Creek Rd, Forest Rd (**Bexley**), Harrow Rd, Watkin St, Walz St, Railway St (**Rockdale**), The Seven Ways, Princes Hwy, Regent St, Railway Pde (**Kogarah**), Bowns Rd, Princes Hwy, Woniora Rd [now Princes Hwy] (**Blakehurst**), Georges River Bridge, Princes Hwy (**Sylvania**), Madiera St [now part of Port Hacking Rd], Port Hacking Rd, Kiora Rd (**Miranda**), Kingsway, Curranulla St [now Centennial Plaza, Cronulla St], Surf Rd, Gerrale St, Ewos Pde to Harbour St (Cronulla).

From Cronulla (Ewos Pde at Harbour St) via reverse route to Woniora Rd, then Princes Hwy (*not* via Kogarah), The Seven Ways, then reverse route to Strathfield Station.

Route 63

PYMBLE – TURRAMURRA via Merrivale Rd

Timeline

October 1959: Pymble – Turramurra section of 226 [1925 route number] renumbered 63 & transferred from RR (Ron) Deane to his brother-in-law, RR Harney, proprietor.

July 1962: Transferred to Turramurra-Bobbin Head Bus Co Pty Ltd (Deane family, proprietors).

By 27 May 1963:

- Reduced to a peak hour service.
- Off-peak & Saturday morning service to part of route replaced by diversion of 223 Pymble –Turrumurra via Bannockburn Rd [1925 route number].

By 1 October 1968: Curtailed to run Pymble – East Turrumurra (Murdoch St) Loop.

1975/6: Operator's name changed to Deane's Coaches Pty Ltd (a name already in use for Deane's Lane Cove operation).

24 July 1985: Renumbered 579 [Sydney Region route number].

Streets

Circa 1963 (Source: RGH notes)

Pymble – Turrumurra

From Pymble (Grandview St at Station) via Pacific Hwy, Telegraph Rd, Merrivale Rd, Pentecost Av, Charlton Av, Buckra St, Adams St, Murdoch St (**East Turrumurra**), Bannockburn Rd, Pentecost Av, Boomerang St, Eastern Rd, Rohini St to Turrumurra Station.

From Turrumurra (Rohini St at Station) via Pacific Hwy, Kuring-gai Av, Boomerang St, then reverse route to Telegraph Rd, then Pacific Hwy, Station St railway bridge, Grandview Pde to Pymble Station.

Pymble – East Turrumurra (Murdoch St) Loop**Morning**

From Pymble (Grandview St at Station) via Pacific Hwy, Bannockburn Rd, Murdoch St (**East Turrumurra**), Adams St, Buckra St, Charlton Av, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Station St railway bridge, Grandview Pde to Pymble Station.

Afternoon

From Pymble (Grandview St at Station) via Pacific Hwy, Telegraph Rd, Merrivale Rd, Pentecost Av, Charlton Av, Buckra St, Adams St, Murdoch St (**East Turrumurra**), Bannockburn Rd, Pentecost Av, Merrivale Rd, Telegraph Rd, Pacific Hwy, Station St railway bridge, Grandview Pde to Pymble Station.

Timetable Summary

27 May 1963

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-Turrumurra	TP 13 PMr 15	M-F	Turrumurra	6.50amP	Turrumurra	4.18pmP	Ph	
					Pymble	6.49pmM		
		Sat						
		Sun	Turrumurra	7.40am	Pymble	8.50am	1 trip	

M – To East Turrumurra (Murdoch St).

P – To Pymble.

Ph – Peak hours only (early morning Turrumurra-Pymble, then Pymble-East Turrumurra (Murdoch St), early afternoon, Turrumurra-Pymble, then Pymble-East Turrumurra (Murdoch St).

PMr – Pymble-East Turrumurra (Murdoch St)-Pymble round trip.

TP – Turrumurra-Pymble.

1 October 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Pymble-East Turrumurra (Murdoch St)	PMr 17	M-F	Murdoch St	6.52am	Pymble	6.50pm	Ph	A
		Sat						
		Sun						

A – Off-peak & Saturday morning service provided by diversions of 223 (Pymble-Turrumurra).

Ph – Peak hours only.

PMr – Pymble-East Turrumurra (Murdoch St)-Pymble round trip.

Route 64

CRONULLA – ROCKDALE – CENTRAL RAILWAY via Taren Point Punt & King St

(Cronulla terminus was in South Cronulla.)

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by David Morris, proprietor.
- Shared with other routes along King St (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with Sutherland – Cronulla & Kogarah – Sandringham tram services.
- Competed with tram routes along King St (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette 27 May 1927:

- Ceased, but replaced by rerouting of Bardsley’s 63 via Taren Point.
- Trams also continued to provide service.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Cronulla (Ewos Pde at Gowrie St) via Ewos Pde, Gerrale St, Surf Rd, Curranulla St [now Cronulla St & Cronulla Plaza], Kingsway, Taren Point Rd, Taren Point punt, Rocky Point Rd (**Sans Souci, Ramsgate**), Shaw St, Concannon [now Gray] St, Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, 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, George St West [now Broadway], then reverse route to Cronulla.

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		
Cronulla-Central Railway	96	M-F	Cronulla	6.00am	Central Rly	11.00pm	45-75	
		Sat		6.00am		11.00pm	45-75	
		Sun		6.00am		11.00pm	45-75	

Route 64

ROCKDALE – TOM UGLYS POINT – MIRANDA

Also:

- **Carss Park – Rockdale – Brighton-le-Sands (Sundays & Public Holidays)**
- **Trips to/via Bald Face**

Timeline

By date of Govt Gazette 22 June 1928: Rockdale – Kogarah – Tom Uglys Point commenced. Revived part of 199, which ceased before December 1926.

By 1929: Operated by C Collins, proprietor.

By date of Govt Gazette 22 February 1929: Sundays & Public Holidays service Carss Park – Kogarah – Rockdale – Brighton-le-Sands commenced.

April 1929 (opening of Tom Uglys Bridge): Extended to run Rockdale – Sylvania.

(?): Extended to run Rockdale – Sylvania – Miranda (Garnet Rd).

1930/1: Curtailed to run Kogarah – Sylvania – Miranda (Garnet Rd). Rockdale – Kogarah section regarded as competitive with railway under State Transport (Co-ordination) Act (?).

Year ended 30 June 1933: Extended to run Kogarah – Sylvania – Miranda shops, as part of (DRTT) investigations into transport facilities in the Sutherland-Cronulla district.

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

By 1946: Selected trips ran to/via Bald Face.

By 15 September 1949: Routes were:

Kogarah – Miranda

Kogarah – Bald Face (off-peak trips provided by combined 64/121; most Sunday trips provided by combined 64/195)

28 May 1952: Ceased as part of a general reorganisation of Kogarah Bus Service's 64, 121 & 195. Replaced partly by extension of 121 from Carss Park to Bald Face, and partly by increase in service on 114 (Hurstville – Miranda) [all 1925 route numbers].

Streets

Tom Ugly's Point – Rockdale

1927 (Source: Govt Gazette of 27 May 1927)

From Tom Uglys Point (Woniora Rd [now Princes Hwy] at Sea Breeze Hotel) via Woniora Rd (**Blakehurst**), Kogarah Rd [both now Princes Hwy], Gray St, Kensington St, Belgrave St, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy], King St to near Rocky Point Rd (Rockdale). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Tom Uglys Point from Kogarah Rd [now Princes Hwy] via Bowns Rd, Railway Pde. Reverse on return.

Carss Park – Rockdale – Brighton-le-Sands (Sundays & Public Holidays)

1929 (Source: Govt Gazette of 22 February 1929)

From Carss Park (Carwar Av at end) via Carwar Av, Woniora Rd, Kogarah Rd [both now Princes Hwy], Bowns Rd, Railway Pde (**Kogarah**), Regent St, Rocky Point Rd [now Princes Hwy] (**Rockdale**), Bay St, Grand Pde to Princess St (Brighton-le-Sands).

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

Kogarah – Miranda

Circa 1946 (Source: Gregory's Street Directory)

From Kogarah via Railway Pde, Bowns Rd, Princes Hwy, Georges River [now Tom Ugly's] Bridge, Princes Hwy (**Blakehurst, Sylvania**), Madeira [now Port Hacking] Rd, Port Hacking Rd, Kiora Rd (Miranda).

Kogarah – Bald Face

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

From Kogarah (Station) via Railway Pde, Bowns Rd, Princes Hwy (**Blakehurst**), Stuart St, Joseph St, Gold St (**Bald Face**), Castle St, Townson St, Princes Hwy, then return to Kogarah Station.

Timetable Summary

15 September 1949

Kogarah – Park Rd/Princes Hwy routes 64, 121, 195

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
64: Kogarah-Miranda	26	M-F	Miranda	5.43am	Kogarah	11.56pm	60*	A
		Sat		5.51am		12.15am	60	
		Sun		8.02am		11.01pm	60	A
64: Kogarah-Bald Face	16	M-F	Bald Face	6.20am	Kogarah	7.46pm	60*	B
		Sat		7.05am		7.46pm	60**	C
		Sun		7.53am		10.31pm	60	D
121: Kogarah-Carss Park	13	M-F	Carss Pk	6.13am	Kogarah	11.46pm	30*	E
		Sat		7.13am		11.57pm	30	F
		Sun		8.01am		10.31pm	30	G
195: Kogarah-Kogarah Bay	13	M-F	Kogarah Bay	5.57am	Kogarah	11.46pm	30*	H
		Sat		5.50am		11.57pm	30	H
		Sun		6.15am		10.31pm	60	

Average day frequencies along common route:

M-F Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.
 Sat AM Kogarah-Park Rd/Princes Hwy (64, 121, 195) 10.
 Sat PM Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.
 Sun Kogarah-Park Rd/Princes Hwy (64, 121, 195) 15.

* More frequent in peak hours.

** Less frequent in afternoon.

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

B – Service provided by: peak hours – 64 (Kogarah-Bald Face); off-peak – combined 64/121 (Kogarah-Carss Park-Bald Face). Plus late night trip (picture bus) from Hurstville.

C – Most trips 64 (Kogarah-Bald Face). Plus late night trips (including picture bus).

D – Service mainly provided by combined 64/195 (Kogarah-Kogarah Bay-Bald Face)

E – Service provided by: peak hours – 121; off-peak – mainly combined 64/121 (Kogarah-Carss Park-Bald Face) & selected combined 64/121 (Kogarah-Carss Park-Miranda); night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

F – Service provided by: day – 121; night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

G – Service provided by: day – 121; night – mainly combined 64/121 (Kogarah-Carss Park-Bald Face).

H – Service provided by: day – 195; night – combined 121/195 (Kogarah-Kogarah Bay-Carss Park).

Route 64

BUNDEENA – BONNIE VALE CAMPING GROUND

Also:

- **Bundeena – Maianbar (school days only)**
- **Bundeena – Maianbar – Engadine (Wednesday shopping trip)**
- **Bundeena – Maianbar – Miranda (Friday shopping trip)**

Timeline

1 April 1953: Bundeena Wharf – Bundeena township – Bonnie Vale Camping Ground commenced by SM Allison.

1957: Transferred to GH Davis, proprietor.

26 August 1960: Transferred to MB (Tom) Dooley, proprietor.

July 1966: Transferred to SJ (John) Brown, proprietor.

22 August 1967: Ceased.

Service suspended until a new operator could be found.

6 September 1967: Recommenced by Riverstone Bus Service Pty Ltd (JH (John) Cole, proprietor).

March 1969:

- Transferred to Bundeena Bus Service (Mrs R Tropman, proprietor).
- Service ran weekday daytime & Saturday morning.

January 1972: Bundeena Bus Service transferred to WJ (Bill) Sanders, proprietor.

November 1973: Bundeena Bus Service transferred to John (Jack) P Deery, proprietor.

November 1974: Bundeena Bus Service transferred to Peter & Bev Willing, proprietors, then or later trading as Golden Group Charter Coaches.

By 1983: Shopping trips commenced:

Bundeena Wharf – Maianbar – Engadine (Wednesdays)

Bundeena Wharf – Maianbar – Miranda Fair (Fridays)

By 1984:

- Times of service reduced to weekdays.
- Other than shopping trips, curtailed to run Bundeena Wharf – Bundeena (Crammond Av). Services were:
 Bundeena Wharf – Bundeena (Crammond Av) (morning & afternoon school trips)
 Bundeena Wharf – Bundeena (Crammond Av) (afternoon peak hours, every weekday) (when ceased?)

February 1986: Bundeena Bus Service transferred to Western Road Liners of Parkes, NSW, but Golden Group Charter Coaches (Willing family) continued to manage it.

By 1989: Transferred to Peter J & Lorraine B Leahy, proprietors. The Leahy family was already operating the Bundeena – Maianbar school service, which then became part of 64.

2000/1: Renumbered 989 [Sydney Region route number].

Streets

Bundeena – Bonnie Vale Camping Ground

Circa 1986 (Source: RGH notes)

From Bundeena (wharf) via Brighton St, Loftus St, Eric St, Bombora Av, Malibu St, Beachcomber Av, Reef St, Bournemouth St, Loftus St, Brighton St, Bundeena Dr, into **Bonnie Vale Camping Ground** and return, then Short Av, Crammond Av to Kerr Av, then Crammond Av, Short Av, Bundeena Dr, Brighton St to Bundeena wharf.

Bundeena – Maianbar – Engadine (Wednesdays)

Bundeena – Maianbar – Miranda Fair (Fridays)

Same as or similar to 989 [Sydney Region route number].

Timetable Summary

March 1969

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bundeena Wharf-Bonnie Vale Camping Ground		M-F	Bundeena Whf	7.50am	Bundeena Whf	7.15pm	60	
		Sat		8.15am		2.15pm	60	
		Sun						

1984

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bundeena Wharf-Bundeena (Crammond Av)	20	M-F	Bundeena Whf	5.05pm	Bundeena Whf	6.05pm	Ph	
		Sat						
		Sun						
Bundeena Wharf-Engadine	70	M-F	Bundeena Whf	9.00am	Engadine	12.15pm	WO	
		Sat						
		Sun						
Bundeena Wharf-Miranda	75	M-F	Bundeena Whf	9.00am	Miranda	1.15pm	FO	
		Sat						
		Sun						

Ph – Afternoon peak hour only. Plus school trips.

FO – 1 trip Fridays only.

WO – 1 trip Wednesdays only.

Route 65

CROYDON PARK – SUMMER HILL – 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 8 July 1921:

- Summer Hill (Junction Rd) – Central Railway commenced as Unnumbered (pre-1925) [Summ-Cent] 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).

By date of Govt Gazette of 7 March 1924: Extended to run Croydon Park – Summer Hill – Central Railway.

Circa 1924: Shared route with Unnumbered (pre-1925) [Norl-Cent] North Belmore – Croydon Park – Central Railway

As at date of Govt Gazette of 19 December 1924: Numbered 57 [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 65 [1925 route number] in the general renumbering of routes.

1926: Transferred to Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart).

31 October 1931:

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

Streets

Summer Hill (Junction Rd) – City (Central Railway)

1921 (Source: Govt Gazette of 8 July 1921)

From Summer Hill (Junction Rd) (at Prospect Rd) via Junction Rd, Old Canterbury Rd (**Lewisham**), 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 Summer Hill (Junction Rd).

Croydon Park – Summer Hill – City (Central Railway)

1924 (Source: Govt Gazette of 7 March 1924)

From Croydon Park (Georges River Rd at Brighton Av) via Georges River Rd, Milton St, Palace St, Holden St, Clissold St, Prospect Rd, Junction Rd (**Summer Hill**), Old Canterbury Rd (**Lewisham**), Parramatta Rd, George St West [now Broadway], George St, Barlow St (Central Railway, City).

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

Alterations

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

Timetable Summary

July 1921

Summer Hill (Junction Rd) – Central Railway trip time: 30

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Croydon Park- Lewisham-Central Railway		M-F	Croydon Park	8.00am	Central Rly	6.03pm	30	A
		Sat		8.00am		1.03pm	30	B

A – Gap in service. Extra trips Friday night.

B – Extra 2 trips late afternoon.

Route 65

CAMPSIE – ASHBURY – CITY (Central Railway) – BONDI BEACH via various routes

Also:

- **Summer Hill – Hurlstone Park (local service, 1933-34)**

Timeline

9 April 1933: Ashbury – Dulwich Hill – Petersham – City (Central Railway) commenced by Department of Road Transport & Tramways.

18 June 1933: Rerouted via Summer Hill Station in anticipation of the closure of Hurlstone Park – Summer Hill tram service.

9 July 1933: Additional local/supplementary peak hour service, Hurlstone Park – Summer Hill Station, when buses replaced the Hurlstone Park – Summer Hill tram service.

26 August 1934: In a rearrangement of 65 & 70:

- Extended to run Campsie – Ashbury – City (Central Railway), replacing 70 [1925 route number].
- Local/supplementary peak hour service, Summer Hill – Hurlstone Park replaced by new 70 Ashbury – Summer Hill Station.

25 November 1934: Extended daily to run Campsie – Ashbury – City (Central Railway) – Bondi Beach, partly replacing equivalent part of 88 [1925 route number], making route Bondi Beach – City (Central Railway) – Ashbury – Campsie.

6 October 1940: Renumbered 465 [Sydney Region route number].

Streets

From 9 April 1933

Ashbury – Petersham – City (Pitt St, Central Railway)

From Ashbury (Leith St/Croydon Rd) via Leith St, Roslyn St, Ayr St, Lasswade St, King St, Third St, Hanks St, Old Canterbury Rd, Arlington St, Constitution St, New Canterbury Rd (**Dulwich Hill**), Frazer St, Livingstone St, Stanmore Rd, Crystal St (**Petersham**), Douglas St, Percival St (**Stanmore**), Salisbury Rd, Mallett St, Fowler St, Brodie St, Missenden Rd (**Camperdown**), Parramatta Rd, George St West [now Broadway], Railway Sq, George St, Hay St, Pitt St (Central Railway, City).

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, then reverse route to Croydon Av (Ashbury).

Ashbury – Summer Hill – City (Pitt St, Central Railway)

From 18 June 1933

From Ashbury (Leith St/Croydon Rd) via Leith St, Roslyn St, Ayr St, Lasswade St, King St, Second St, Hanks St, Queen St, Griffith St, Old Canterbury Rd (**Hurlstone Park**), Prospect Rd, Smith St, Lackey St, Carlton Cr (**Summer Hill**), Longport St, , Old Canterbury Rd, Parramatta Rd, George St West [now Broadway], Railway Sq, George St, Hay St, Pitt St (Central Railway, City).

From City (Pitt St, Central Railway) via Pitt St, Railway Sq, then reverse route to Croydon Av (Ashbury).

Alteration

From 9 July 1933:

- Ex City (Pitt St, Central Railway) from Hanks St via Third Av, King St. Reverse on return.
- **Trips from Hurlstone Park terminating at Summer Hill:** Ex Hurlstone Park from Prospect Rd via Carlton Cr to Summer Hill Station. Return via Lackey St, Smith St, Prospect Rd.

Campsie – Ashbury – Summer Hill – City (Pitt St, Central Railway)

Alteration

From 26 August 1934 (likely route): Extended from Ashbury (Leith St/Croydon Rd) via Croydon Av, Queensborough Rd, Brighton Av, Beamish St, South Pde to Campsie Station. Reverse on return.

Campsie – Ashbury – City (Central Railway) – Bondi Beach

Circa February 1938 (Source: 1938 Sydney Tramway & Omnibus Guide)

From Bondi Beach (Campbell Pde) via Warners Av, Blair St, Birriga Rd, Bundarra Rd, Blaxland Rd, Bunyula Rd (**East Bellevue Hill**), Balfour Rd, Plumer Rd, Salisbury Rd, Beresford Rd, Drumalbyn Rd, Victoria Rd, New South Head Rd (**Double Bay, Edgecliff**), Bayswater Rd (**Kings Cross**), Darlinghurst Rd, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Eddy Av (**Central Railway**), Pitt St, Railway Sq, Broadway, Parramatta Rd, Old Canterbury Rd, Junction Rd, Prospect Rd, Clissold St, Holden St, Palace St (**Ashbury**), Milton St, King St, Roslyn St, Leith St, Croydon Av, Queensborough Rd, Brighton Av, Beamish St to Campsie Station.

Timetable Summary

9 April 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashbury-Petersham-City (Pitt St, Central Railway)	39	M-F	Ashbury	6.49am	Pitt St, C/Rly	11.26pm	20*	
		Sat		6.49am		11.26pm	AM 20 PM 30	
		Sun		8.44am		11.26pm	30	

* More frequent in morning peak hour.

18 June 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ashbury-Petersham-City (Pitt St, Central Railway)		M-F	Ashbury	6.41am	Pitt St, C/Rly	11.15pm	30*	
		Sat		6.41am		11.15pm	30	
		Sun		8.46am		11.16pm	30	

* More frequent in morning peak hour.

9 July 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Summer Hill-Hurlstone Park†	Approx 6	M-F	Hurlstone Park	6.08am	Summer Hill	6.51pm	Ph	
		Sat						
		Sun						

† Additional to through-trips City (Pitt St, Central Railway)-Ashbury (timetable not available).

Ph – Peak hours only (both directions).

Route 65

CRONULLA – CARINGBAH – MIRANDA via Burraneer Bay Rd

Timeline

November 1946: Cronulla – Caringbah via Burraneer Bay Rd commenced by Cronulla Passenger Service (Ryder & Moore, proprietors). At one stage proprietor was RV Ryder.

July 1952: Transferred to S Crowther, later trading as S Crowther & Son.

November 1955: Transferred to Barry P Crowther, proprietor.

1959: Retransferred to S Crowther & Son, proprietor.

1 March 1971: New route, Caringbah – Miranda via Sutherland Hospital, commenced.

By 8 May 1978: Cronulla – Caringbah amalgamated with Caringbah – Miranda, to form a through route Cronulla – Caringbah – Miranda via Burraneer Bay Rd. 65 & 66 then shared route between Miranda and Caringbah.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67) [1925 route numbers]:

- Renumbered into Sydney Region route numbers:
 - 984 Cronulla – Miranda via Burraneer Bay Rd
 - 985 Cronulla – North Cronulla – Miranda
Cronulla – South Cronulla
 - 987 Miranda – Cronulla – Kurnell.
- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, "Bus Link", as they formed a single contract area under the Passenger Transport Act.

Streets

Caringbah – Cronulla

Circa 1946 (Source: Gregory's Street Directory)

From Caringbah via Kingsway, Gannons Rd, Burraneer Bay Rd, Searl Rd, Wilbar Av, Kingsway (**Woolooware**), Curranulla St [now Cronulla Plaza and Cronulla St] (Cronulla).

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd (**Woolooware**), Gannons Rd, Kingsway, Cawarra Rd [now Mackay St], Hay Av to Caringbah Station.

From Caringbah (Hay Av at Station) via Kingsway, then reverse route to Cronulla Station.

Cronulla – Caringbah – Miranda

Circa 1983 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd (**Woolooware**), Gannons Rd, Kingsway, Banksia Rd, Hay Av (**Caringbah**), Kingsway to Miranda Fair [now Westfield] entrance.

From Miranda (Miranda Fair [now Westfield] entrance off Kingsway) via Kingsway, Wandella Rd, The Boulevard, Port Hacking Rd, Kingsway, Mackay St, Hay Av (**Caringbah**), Kingsway, Gannons Rd, then reverse route to Cronulla Station.

Timetable Summary

Circa 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	Approx 20	M-F	Cronulla	7.03am	Caringbah	7.12pm	60	
		Sat		7.05am		7.10pm	60	
		Sun		8.10am		7.05pm	60	

1 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	15	M-F	Caringbah	6.23am	Caringbah	6.40pm	60*	
		Sat	Cronulla	7.50am	Cronulla	7.28pm	60	
		Sun		9.45am	Caringbah	6.00pm	60	A

* More frequent in peak hours.

A – Gap in service middle of day.

1 April 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Caringbah via Burraneer Bay Rd	15	M-F	Caringbah	6.20am	Caringbah	6.40pm	60*	
		Sat	Cronulla	7.50am	Cronulla	7.28pm	60	
		Sun		9.45am	Caringbah	6.00pm	60	A
Caringbah-Miranda via Sutherland Hospital	7	M-F	Caringbah	9.15am	Miranda	5.00pm	30	
		Sat		9.15am		12.00nn	30	
		Sun						

* More frequent in peak hours.

A – Gap in service middle of day.

8 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Miranda via Burraneer Bay Rd	22	M-F	Cronulla	6.46amB 9.20amM	Miranda	5.33pmC	60	A
		Sat		9.20amM	Miranda	11.45amC	60	A

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

B – To Caringbah.

C – To Cronulla.

M – To Miranda.

Route 66

CROYDON PARK – ASHBURY – CENTRAL RAILWAY via Parramatta Rd

Timeline

By date of Govt Gazette 13 November 1925:

- Croydon Park – Central Railway commenced.
- Shared Hurlstone Park – Central Railway with 48.
- Operated by SH Miller, proprietor.
- Competed with Parramatta Rd tram services.

1926: Transferred to Metropolitan Omnibus & Transport Co Pty Ltd (FH (later Sir Frederick) Stewart, proprietor).

By date of Govt Gazette 17 December 1926: Ceased.

Suspended until reinstated with slight alteration.

By date of Govt Gazette 27 May 1927: Reinstated with outer terminus altered Ashbury (Croydon Av at Queensborough Rd) [in current Croydon Park].

31 October 1931:

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

Streets

Croydon Park – Ashbury – Central Railway

1925 (Source: Govt Gazette of 13 November 1925)

From Croydon Park (Brighton Av at Georges River Rd) via Queensborough Rd, Croydon Av, Leith St, Goodlet St, Lasswade St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St, Smith St (**Summer Hill**), Longport 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 Ashbury.

Ashbury [terminus in current Croydon Park] – Central Railway

1927 (Source: Govt Gazette of 27 May 1927)

From Ashbury (Croydon Av at Queensborough Rd) [now Croydon Park] via Croydon Av, Leith St, Roslyn St, Ayr St, Lasswade St, King St, Second St (**Ashbury**), Holden St, Hanks St, Old Canterbury Rd, Nowranie St, Smith St (**Summer Hill**), Longport 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 Ashbury.

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		
Croydon Park- Ashbury-Central Railway		M-F	Croydon Park	7.12am	Central Rly	8.55pm	30	A
		Sat		7.12am		8.55pm	30	
		Sun		8.12am		8.55pm	30	A

A – Extra trips Friday & Sunday nights.

29 December 1927

See 48

Route 66

BONDI JUNCTION – ROSE BAY HEIGHTS – WATSONS BAY via Old South Head Rd ■

Also:

- **Bondi Junction – East Bellevue Hill – Rose Bay – Rose Bay Heights via New South Head Rd (1934)**

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

Timeline

26 March 1933:

- Bondi Junction – Rose Bay Heights commenced by Department of Road Transport & Tramways.
- Replaced parts of private 6 & 210 [1925 route numbers].

21 May 1933: Extended from Rose Bay Heights to Watsons Bay, replacing Rose Bay North – South Head Cemetery section of 230.

11 March 1934:

- Curtailed/rerouted as Bondi Junction – Rose Bay – East Bellevue Hill – Rose Bay Heights.
- Rose Bay Heights – Watsons Bay replaced by extended 230.
- Rerouting between Rose Bay (Dover Rd) & Bondi Junction via New South Head Rd & East Bellevue Hill replaced 159 local service.

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

- Rose Bay – Bondi Junction replaced by alternate trips on 88 being rerouted to Bondi Junction.
- Service to Rose Bay Heights provided by rerouting of selected trips on 230.

Streets

Bondi Junction – Rose Bay Heights via Old South Head Rd

From 26 March 1933

From Bondi Junction (Newland St) via Old South Head Rd, Dover Rd (**Rose Bay**) [to New South Head Rd, then return via Dover Rd], Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights).

Bondi Junction – Rose Bay Heights – Watsons Bay

Alteration

From 21 May 1933 (likely route)

Extended from Rose Bay Heights (Peel St/Russell St) via (?), Old South Head Rd, Robertson Pl, Military Rd to Watsons Bay.

Bondi Junction – East Bellevue Hill – Rose Bay Heights

From 11 March 1934 (likely route)

From Bondi Junction (Newland St) via Old South Head Rd, Victoria Rd, Birriga Rd, Bundarra Rd, Blaxland Rd, Bunyula Rd (**East Bellevue Hill**), Balfour Rd, New South Head Rd, Dover Rd (**Rose Bay**) Victory St, Blake St, Portland St, Lancaster Rd, Peel St to Russell St [now Kobada Rd] (Rose Bay Heights).

Timetable Summary

26 March 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rose Bay Heights		M-F	Rose Bay Hts	7.30am	Rose Bay Hts	12.00mn	30	
		Sat		7.30am		12.00mn	30	
		Sun		9.00am		12.00mn	30	

15 October 1933

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-Rose Bay Heights-Watsons Bay		M-F	Bondi Junction	7.08am	Watsons Bay	9.17pm	60	A
		Sat		7.08am		10.47am	60	
		Sun		8.00am		10.59pm	60	

A – Later trips Friday night.

Route 66

CRONULLA – BURRANEER BAY POINT

CRONULLA – NORTH CRONULLA – CARINGBAH – MIRANDA

CRONULLA – SOUTH CRONULLA

Also:

- **Cronulla – Wanda Beach (limited service, late 1940s-1980s)**

Timeline

December 1939: Cronulla – South Cronulla (Shelly Beach & Oak Park) commenced by JN Hume, proprietor, coincident with opening of the Sutherland-Cronulla electric railway, replacing equivalent parts of Department of Road Transport & Tramways 61 (City (York St) – Cronulla) & Bardsley's 62 (Sutherland – Cronulla).

By 1944: Extended from Cronulla to Burraneer Bay Point.

1944: Transferred to Cronulla Passenger Service (Ryder & Moore, proprietors). At one stage proprietor was RV Ryder.

Late 1940s/early 1950s (during RV Ryder's proprietorship): Routes were:

Cronulla – Burraneer Bay Point

Cronulla – North Cronulla loop

Cronulla – South Cronulla (normal terminus at Windsor Rd) via Shelly Beach & Oak Park (selected trips ran as round trips via Nicholson Pde & Ewos Pde or vice versa)

Cronulla – Wanda Beach (infrequent service)

July 1952: Transferred to S Crowther, later trading as S Crowther & Son, proprietors.

By 1966: All Cronulla – South Cronulla trips ran as round trips, normally via Ewos Pde, then Nicholson Pde (but selected trips in the reverse direction).

By 8 May 1978: Cronulla – North Cronulla loop extended to become Cronulla – North Cronulla – Caringbah – Miranda. 65 & 66 then shared route between Miranda and Caringbah.

By January 1988: Cronulla – Wanda Beach ceased.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67) [1925 route numbers]:

- Renumbered into Sydney Region route numbers:
 - 984 Cronulla – Miranda via Burraneer Bay Rd
 - 985 Cronulla – North Cronulla – Miranda
 - Cronulla – South Cronulla
 - 987 Miranda – Cronulla – Kurnell.

- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, “Bus Link”, as they formed a single contract area under the Passenger Transport Act.

Streets

South Cronulla – Cronulla – Burraneer [Bay Point]

Circa 1946 (Source: Gregory’s Street Directory)

From South Cronulla via Nicholson Pde, Ewos Pde, Waratah St, Curranulla St [now Cronulla St and Cronulla Plaza] (Cronulla), Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd (**Woolooware**), Woolooware Rd (Burraneer).

Cronulla – North Cronulla Loop

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Elouera Rd, Hume Rd, Wyanbah Rd, Ocean St, Kurnell Rd, Flinders Rd, Franklin Rd, Sturt Rd (**North Cronulla**), Woolooware Rd, Denman Av (**Woolooware**), Gannons Rd, Kingsway, Green St, Wills Rd, Flinders Rd, Kurnell Rd, Ocean St, Wyanbah Rd, Hume Rd, Elouera Rd, Kingsway, Cronulla St to Cronulla Station.

Cronulla – North Cronulla – Caringbah – Miranda

Circa 1983 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Elouera Rd, Hume Rd, Wyanbah Rd, Ocean St, Kurnell Rd, Flinders Rd, Franklin Rd, Sturt Rd (**North Cronulla**), Woolooware Rd, Denman Av (**Woolooware**), Gannons Rd, Kingsway, Banksia Rd, Hay Av (**Caringbah**), Kingsway to Miranda Fair [now Westfield] entrance.

From Miranda (Miranda Fair [now Westfield] entrance off Kingsway) via Kingsway, Wandella Rd, The Boulevard, Port Hacking Rd, Kingsway, Mackay St, Hay Av (**Caringbah**), Kingsway, Gannons Rd, then reverse route to Cronulla Station.

Cronulla – South Cronulla Loop

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Waratah St, Ewos Pde (**South Cronulla**), Nicholson Pde, Cronulla St to Cronulla Station.

Cronulla – Wanda Beach

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Elouera Rd, Links Av to Mitchell Rd (Wanda Beach). Reverse on return.

Cronulla – Burraneer Bay Point

Circa 1968 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Wilbar Av, Searl Rd, Burraneer Bay Rd (**Woolooware**), Woolooware Rd, Rutherford Av (**Burraneer Bay Point**), Eurabalong Rd, Woolooware Rd, then reverse route to Cronulla Station.

Timetable Summary

Circa 1950

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	Approx 15	M-F	Cronulla	8.30am	B'neer Bay Pt	7.10pm	60	A
		Sat		7.05am		7.10pm	60	
		Sun		8.10am		7.05pm	60	
Cronulla-North Cronulla	Approx 15	M-F	Cronulla	9.45am	Nth Cronulla	7.15pm	60	A
		Sat		9.45am		7.05pm	60	
		Sun		9.45am		7.15pm	60	
Cronulla-South Cronulla	Approx 15	M-F	Cronulla	5.45am	Cronulla	9.10pm	30	
		Sat		7.00am		8.40pm	30	
		Sun		8.33am		8.40pm	30	
Cronulla-Wanda Beach	Approx 10	M-F	Cronulla	8.10am	Wanda Beach	2.30pm	4 trips	
		Sat		7.10am		9.10am	2 trips	

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

1 December 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	10	M-F	Cronulla	6.50am	Cronulla	6.09pm	60*	A
		Sat		8.25am	B'neer Bay Pt	11.15am	60	
		Sun						
Cronulla-North Cronulla	29 round trip	M-F	Woolooware	7.09am	Cronulla	6.10pm	60*	
		Sat		8.44am		11.30am	3 trips	
		Sun						
Cronulla-South Cronulla	10	M-F	Cronulla	5.26am	Cronulla	8.49pm	15	
		Sat		7.00am		7.18pm	AM 15 PM 30	
		Sun		8.50am		6.18pm	60	
Cronulla-Wanda Beach	5	M-F	Wanda Beach	6.25am	Wanda Beach	4.50pm	B	
		Sat		8.05am		11.10am	C	

* More frequent in peak hours.

A – Plus short-working/s before first trip shown. Afternoon peak hour service provided by extension of Cronulla-North Cronulla trips.

B – 5 trips from Wanda Beach, 4 trips from Cronulla.

C – 3 trips from Wanda Beach, 2 trips from Cronulla.

8 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Burraneer Bay Point	10	M-F	Cronulla	7.20am	B'neer Bay Pt	5.31pm	7 trips	A
		Sat	B'neer Bay Pt	8.40am		12.00md	2 trips	
		Sun						
Cronulla-North Cronulla-Miranda	22	M-F	Cronulla	9.50am	Miranda	4.13pm	60	B
		Sat		8.50am		11.13am	60	
		Sun						
Cronulla-South Cronulla	10	M-F	Cronulla	6.31am	Cronulla	6.45pm	30	
		Sat		8.55am		12.21pm	30	
		Sun						
Cronulla-Wanda Beach	5	M-F	Cronulla	7.50am	Wanda Beach	4.50pm	3 trips	
		Sat						
		Sun						

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

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

Route 67

DACEYVILLE (various termini) – CENTRAL RAILWAY via Anzac Pde & Cleveland St

(Daceyville terminus was at Bunnerong Rd/Maroubra [Bay] Rd, currently on border of suburbs of Maroubra & Pagewood.)

(Daceyville tram & bus terminus at Anzac Pde/Gardeners Rd has been known as Kingsford since 1957, when buses fully replaced the Circular Quay – Daceyville via Waterloo tram service.)

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:

- Daceyville (Anzac Pde/Gardeners Rd) – Central Railway via Cleveland St commenced prior to the allocation of route numbers.
- Shared with other routes along Anzac Pde (*see* “Bus routes along common roads” in Unnumbered (pre-1925) route numbers).
- Competed with tram routes along Anzac Pde (*see* “Tram routes along common roads” in Unnumbered (pre-1925) route numbers).

By date of Govt Gazette of 8 July 1921:

- Ceased.
- Buses & trams continued to provide service along Anzac Pde

Route did not appear in Government Gazette of 7 March 1924

By date of Govt Gazette of 19 December 1924:

- Recommended/replaced prior to the allocation of route numbers, but extended to run Daceyville (Bunnerong Rd/ Maroubra Bay Rd) – Central Railway via Cleveland St.
- Shared most of route with 68, which commenced at (approximately) the same time.
- Competed with Anzac Pde tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 58 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mrs W Collins, proprietor (who by 1926 formed United Bus Co).

As at date of Govt Gazette 13 November 1925: Renumbered 67 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 15 October 1926: Ceased. Mostly replaced by existing similar 68, which ran via Darlinghurst, *not* Cleveland St. Trams continued to provide service.

Streets

Daceyville (Anzac Pde/Gardeners Rd) – Central Railway via Cleveland St

1919 (Source: Govt Gazette of 20 June 1919)

From Daceyville (Anzac Pde at Gardeners Rd) via Anzac Pde, Day Av, Doncaster Av (**Kensington**), Anzac Pde, Cleveland St, Chalmers St, Eddy Av, Pitt St (Central Railway). Reverse on return.

Daceyville (Bunnerong Rd/Maroubra [Bay] Rd) – Central Railway via Cleveland St

1924 (Source: Govt Gazette of 19 December 1924)

From Daceyville (Bunnerong Rd at Maroubra [Bay] Rd) via Bunnerong Rd, Anzac Pde (**Kensington**), Cleveland St, Chalmers 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, Chalmers St, then reverse route to Daceyville.

Alteration

1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from Chalmers St via Eddy Av. Return via Eddy Av, Pitt St, Hay St, Elizabeth St, Chalmers St.

Timetable Summary

Date

Trip time: 25

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Randwick South‡- Central Railway	28	M-F	Randwick Sth	7.02am	Central Rly	7.20pm	30-60	A
		Sat		7.32am		7.20pm	30-60	

‡ – As per timetable, assumed to refer to same location as Daceyville.

A – Extra trips Friday nights.

Route 67

McMAHONS POINT – CROWS NEST – CAMMERAY (Stratford St)

McMAHONS POINT – NEUTRAL BAY (Benelong Rd) via Ben Boyd Rd

Route 163

From 1937

CITY (Wynyard) – NEUTRAL BAY – CAMMERAY via Ben Boyd Rd

McMAHONS POINT – NEUTRAL BAY – CAMMERAY via Ben Boyd Rd

Combined Routes 67/163

CITY (Wynyard) – NEUTRAL BAY – CAMMERAY – CROWS NEST – McMAHONS POINT

McMAHONS POINT – NEUTRAL BAY – CAMMERAY – CROWS NEST – McMAHONS POINT (bidirectional loop)

(Neutral Bay (Benelong Rd) terminus is in current North Cremorne.)

Timeline

20 March 1932: Upon opening of Sydney Harbour Bridge:

- 67 McMahons Point – North Sydney (Walker St) commenced as a full time route by Fred Rohrs, proprietor.
- 67 (& then or later) 163 together replaced tram service between North Sydney & McMahons Point, which was discontinued at the same time.

Sometime between 20 March 1932 & 15 February 1934: 163 Neutral Bay (Ben Boyd Rd) – McMahons Point commenced by F Rohrs or F Raines (?), reinstating previous 163 along some of the same streets between North Sydney & Neutral Bay Junction.

By October 1932: 67 extended to run McMahons Point – North Sydney – Crows Nest.

15 February 1934:

- 67 taken over by Department of Road Transport & Tramways & extended from Crows Nest to Cammeray.
- 163 McMahons Point – Neutral Bay (Military Rd/Ben Boyd Rd), taken over from F Raines, renumbered part of 67 & extended to run McMahons Point - Neutral Bay (Benelong Rd) (Monday-Saturday service).
- The two parts of 67, McMahons Point – Cammeray (Stratford St) & McMahons Point – Neutral Bay (Benelong Rd), shared route between McMahons Point & North Sydney Station.

2 October 1936:

- McMahons Point – Neutral Bay (Benelong Rd) renumbered from 67 to 163.
- 163 then ran as a bidirectional circular route, McMahons Point – Cammeray – McMahons Point.
- 163 rerouted via Milsons Point (Olympic swimming pool & Luna Park) (*SMH* per Trove).

31 January 1937:

- 163 divided again into 67 & 163.
- 67 & 163 met each other in Cammeray (Stratford St) & through-routed on Mondays – Saturdays as a bidirectional loop, 67/163 McMahons Point – Crows Nest – Cammeray – Neutral Bay – McMahons Point.
- 163 rerouted direct via Blues Point Rd (*not* via Milsons Point).
- Sunday & Holiday service ran McMahons Point – Crows Nest (67).

13 February 1938:

- 163 altered/extended to run City (Wynyard) – Neutral Bay – Cammeray (full time service).
- 67 continued to be through-routed with 163 on Mondays-Saturdays as City (Wynyard) – Neutral Bay – Cammeray – Crows Nest – McMahons Point.

10 September 1939 (*re-opening of Cammeray [formerly Suspension] Bridge*):

- 163 City (Wynyard) – Neutral Bay – Cammeray (Stratford St?) became a separate route & renumbered 263 [Sydney Region route number].
- 67 amalgamated with part of 47, along with connecting route between Cammeray & Castlecrag via Cammeray Bridge, as 267 McMahons Point – Crows Nest – Cammeray – Northbridge – Chatswood [Sydney Region route number].
- 264 Crows Nest – Cammeray (Stratford St) also commenced on 11 December 1939.

Streets

McMAHONS POINT – CAMMERAY/NEUTRAL BAY ROUTES

Route 67

McMahons Point – Crows Nest

By October 1932 (based on later DRTT route of same number)

From McMahons Point (wharf) via Cliff Av, Blues Point Rd, Blue St (**North Sydney**), Walker St, Pacific Hwy, Willoughby Rd (terminus?) (Crows Nest).

Alteration

From 19 October 1932: Extended in Crows Nest from (?) to Alexander St/Hayberry St.

McMahons Point – Crows Nest – Cammeray (Stratford St)

From 15 February 1934

From McMahons Point (wharf) via wharf approach road [later Cliff Av, now Henry Lawson Av], Blues Point Rd, Blue St (**North Sydney**), Walker St, Mount St, Pacific Hwy, Willoughby Rd (**Crows Nest**), Ernest St, Alexander St, Chandos St, West St, Amherst St, Miller St, Palmer St, Carter St to Stratford St (Cammeray). Reverse on return.

Trips from McMahons Point terminating at Crows Nest: From Pacific Hwy via Shirley Rd to Pacific Hwy. Return via Shirley Rd, Sinclair St, Bruce St, Pacific Hwy.

McMahons Point – Neutral Bay (Benelong Rd)

From 15 February 1934

From McMahons Point (wharf) via wharf approach road [later Cliff Av, now Henry Lawson Av], Blues Point Rd, Blue St (**North Sydney**), Walker St, Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St, Ben Boyd Rd, Grosvenor St, Young St, Grasmere Rd, Benelong Rd, Brightmore St, Benelong Rd to Reynolds St (Neutral Bay).

Route 163

McMahons Point – Milsons Point – Neutral Bay (Benelong Rd)

From 2 October 1936 (likely route)

From McMahons Point (wharf) via wharf approach road [later Cliff Av, now Henry Lawson Av], Blues Point Rd, Lavender St, Alfred St to **Milsons Point** Station (turning movement?), then Alfred St, Pacific Hwy, Walker St (**North Sydney**), Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St, Ben Boyd Rd, Grosvenor St, Young St, Grasmere Rd, Benelong Rd, Brightmore St, Benelong Rd to Reynolds St (Neutral Bay).

Combined routes 67/163

Combined routes 163/67

McMahons Point – Neutral Bay – Cammeray – Crows Nest – McMahons Point (bidirectional loop)

Combined routes 67/163 (anti-clockwise loop)

From McMahons Point (wharf) via wharf approach road [later Cliff Av, now Henry Lawson Av], Blues Point Rd, Blue St, Walker St, Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St (**Neutral Bay**), Ben Boyd Rd, Yeo St, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Waters Rd, Reynolds St, Benelong Rd, Brightmore St, Benelong Rd, Grasmere Rd, Young St, Earl St, Grafton St, Lambert St, Cammeray Rd, Carter St (**Cammeray**), Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), Pacific Hwy, Walker St, Blue St (**North Sydney**), Blues Point Rd, wharf approach road [later Cliff Av, now Henry Lawson Av] to McMahons Point wharf.

Combined routes 163/67 (clockwise loop)

Reverse route.

CITY (Wynyard) – NEUTRAL BAY – CAMMERAY – CROWS NEST – MCMAHONS POINT

Combined routes 67/163

From 13 February 1938

From City (Wynyard) (Wynyard St) via Carrington St, Margaret St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Walker St (**North Sydney**), Mount St, Alfred St, Eaton St, Montpelier St, Spruson St, Phillips St (**Neutral Bay**), Ben Boyd Rd, Yeo St, Wycombe Rd (**Neutral Bay Junction**), Military Rd, Waters Rd, Reynolds St, Benelong Rd, Brightmore St, Benelong Rd, Grasmere Rd, Young St, Earl St, Grafton St, Lambert St, Cammeray Rd, Carter St (**Cammeray**), Palmer St, Miller St, Amherst St, West St, Chandos St, Alexander St, Ernest St, Willoughby Rd (**Crows Nest**), Pacific Hwy, Walker St, Blue St (**North Sydney**), Blues Point Rd, wharf approach road [later Cliff Av, now Henry Lawson Av] to McMahons Point wharf.

Timetable Summary

20 March 1932

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
67: McMahons Point-North Sydney (Walker St)		M-F	Walker St	6.38am	McMahons Pt	11.23pm	15	
		Sat		6.38am	Walker St	11.30pm	AM 15 PM 30	
		Sun	McMahons Pt	6.53am	McMahons Pt	9.43pm	AM 30 PM 15	

15 February 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
67: McMahons Point-Cammeray (Stratford St)	18	M-F	Cammeray	6.44amM	Cammeray	8.14pmM	A	
					McMahons Pt	11.40pmN		
		Sat		6.44amM		11.25pmC	30	
		Sun	Crows Nest	1.36pmM		10.55pmN	30	
67: McMahons Point-Neutral Bay (Benelong Rd)	18	M-F	Benelong Rd	7.00am	McMahons Pt	8.10pm	30	B
		Sat		7.00am		11.40pm	30	
		Sun						

A – Day, McMahons Point-Cammeray (Stratford St) 30. Monday-Thursday night, McMahons Point-Crows Nest.

Friday night, McMahons Point-Cammeray (Stratford St) (last bus 11.25pm from McMahons Point).

B – Extra trips Friday night (last trip 11.40pm from McMahons Point).

C – To Cammeray (Stratford St).

M – To McMahons Point.

N – To Crows Nest.

31 January 1937

McMahons Point – North Sydney routes

67, 163

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
67/163: McMahons Point-Cammeray-McMahons Point (clockwise trips)	47MCr	M-F	McMahons Pt	7.28amL	McMahons Pt	10.43pmL	30	A
		Sat		7.28amL		10.43pmL	30	A
		Sun						
		Hols						
163/67: McMahons Point-Cammeray-McMahons Pt (anti-clockwise trips)	47MCr	M-F	McMahons Pt	7.13amL	McMahons Pt	10.13pmL	30	A
		Sat		7.13amL		10.13pmL	30	A
		Sun						
		Hols						
67: McMahons Point-Crows Nest	13	M-F						
		Sat						
		Sun	Crows Nest	1.45pm	McMahons Pt	9.58pm	30	
		Hols		8.15am		11.28pm	30	

Average day frequencies along common route:

M-F McMahons Point – North Sydney (67/163, 163/67) 15.

Sat McMahons Point – North Sydney (67/163, 163/67) 15.

Sun PM McMahons Point – North Sydney (67) 30

Hols McMahons Point – North Sydney (67) 30

A – Clockwise & anti-clockwise loops generally ran alternately. Plus short-working/s before first trip & after last trip shown.

L – To McMahons Point (complete loop via Cammeray).

MCr – Round trip (complete loop), McMahons Point-Cammeray-McMahons Point.

4 September 1938

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
67/163†: City (Wynyard)- Cammeray- McMahons Point	Fr McM Pt 5N 47Y	M-F	McMahons Pt	6.55amY	McMahons Pt	11.10pmY	A	
		Sat		6.55amY		11.10pmY	B	
		Sun	Cammeray	9.29amY	Wynyard	8.59pmC	30	
		Hols		6.59amY		12.09amC	30	

† Mondays-Saturdays, 67 & 163 through-routed, but known as 163 for timetable purposes. Sundays & Holidays, 163.

A – Peak hours, City (Wynyard)-McMahons Point. Day, McMahons Point-North Sydney 15, McMahons Point-City (Wynyard) 30. Night, McMahons Point-North Sydney & McMahons Point-City (Wynyard) alternately. Plus short-working/s before first trip & after last trip shown.

B – Day, McMahons Point-North Sydney 15, McMahons Point-City (Wynyard) 30. Night, McMahons Point-North Sydney & McMahons Point-City (Wynyard) alternately. Plus short-working/s before first trip & after last trip shown.

C – To Cammeray.

N – To North Sydney.

Y – To City (Wynyard).

Route 67

CRONULLA – KURNELL

Timeline

14 December 1946: Commenced by SR (Stan) Latta, proprietor.

June 1950: Ceased, due to condition of the road.

Service suspended until condition of road improved.

December 1953: Recommended by Stan Latta, after a bitumen road had been laid by Caltex Oil to serve its oil refinery, built in 1952.

March 1956: Operator's name changed to Kurnell Bus Services Pty Ltd (proprietor by then, Stan Latta's son, RS (Ron) Latta, later formed into Kurnell Passenger & Transport Service (later also trading as Kurnell Coaches).

1 July 1987: Kurnell Passenger & Transport Service transferred to Nev Nicholson, proprietor.

2 November 1992: As part of general reorganization of Crowther's and Kurnell's routes (65, 66 & 67) [1925 route numbers]:

- Renumbered 987 [Sydney Region route number]
- Selected trips extended from Cronulla to Miranda.
- Although 984 & 985 continued to be owned by Crowthers and 987 by Nicholsons, all three routes traded under the single name, "Bus Link", as they formed a single contract area under the Passenger Transport Act.

Streets

Circa 1948 (Source: Gregory's Street Directory)

From Cronulla (Station) via Curranulla St [now Cronulla St and Cronulla Plaza], Kingsway, Elouera Rd, Towra Point Rd§, Kurnell Rd§, Cook St§, Polo Pde§, Princess St [now Prince Charles Pde] (Kurnell).

§ Now part of Captain Cook Dr.

Circa 1970 (Source: RGH notes)

From Cronulla (Cronulla St at Station) via Cronulla St, Kingsway, Elouera Rd, Captain Cook Dr, Bridges St, Dampier St, Prince Charles Pde, Captain Cook Dr (**Kurnell**), Elouera Rd, Kingsway, Cronulla St to Cronulla Station.

Timetable Summary

14 December 1946

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Kurnell	40†	Mon	Kurnell	6.05am	Kurnell	5.20pm	A	
		Tue	Cronulla	8.15am		5.20pm	2 trips	
		Wed		8.15am	Cronulla	11.00pm	B	
		Thu		8.15am	Kurnell	5.20pm	2 trips	
		Fri		8.15am		8.20pm	3 trips	
		Sat		8.15am	Cronulla	11.00pm	C	
		Sun		9.30am	Kurnell	5.30pm	2 trips	

† In each direction.

A – 3 trips from Kurnell, 2 trips from Cronulla.

B – 2 trips from Kurnell, 3 trips from Cronulla.

C – 3 trips from Kurnell, 4 trips from Cronulla.

30 June 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Kurnell	41 round trip	M-F	Kurnell	6.36am	Cronulla	6.30pm	11 trips	
		Sat	Cronulla	7.40am		6.30pm	6 trips	
		Sun		10.20am		4.19pm	3 trips	

1 December 1986

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Cronulla-Kurnell	33 round trip	M-F	Kurnell	6.48am	Cronulla	6.20pm	10 trips	
		Sat	Cronulla	9.10am		3.40pm	3 trips	

Route 68

DACEYVILLE – CENTRAL RAILWAY via Darlinghurst

(Daceyville terminus was at Bunnerong Rd/Maroubra [Bay] Rd, currently on border of suburbs of Maroubra & Pagewood.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924:

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

As at date of Govt Gazette of 19 December 1924: Numbered 59 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by Mrs W Collins, proprietor (who by 1926 formed United Bus Co).

As at date of Govt Gazette 13 November 1925: Renumbered 68 [1925 route number] in the general renumbering of routes.

By date of Govt Gazette 27 May 1927:

- Ceased.
- Buses & trams continued to provide service along Anzac Pde.

Streets

1924 (Source: Govt Gazette of 19 December 1924)

From Daceyville (Bunnerong Rd at Maroubra [Bay] Rd) via Bunnerong Rd, Anzac Pde (**Kensington**), Flinders St (**Darlinghurst**), 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 Daceyville.

Alterations

- 1925 (Source: Govt Gazette of 13 November 1925): Approached Central Railway from Elizabeth St via Eddy Av. Return via Eddy Av, Pitt St, Hay St, Elizabeth St.
- 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		
Randwick South‡- Central Railway	28	M-F	Randwick Sth	6.50am	Central Rly	11.15pm	20-50	
		Sat		6.50am		11.15pm	20-50	
		Sun		7.50am		10.00pm	70	

‡ – As per timetable, assumed to refer to same location as Daceyville.

Route 68

DEE WHY – DEE WHY BEACH

Timeline

By date of Govt Gazette 22 June 1928: Commenced.

By 1931: Ceased.

Streets

1928 (Source: Govt Gazette of 22 June 1928)

From Dee Why (Pacific Pde at Pittwater Rd) via Pacific Pde, Pittwater Rd, Oaks Av, Avon Rd, Pacific Pde, Bath Rd [now Monash Pde], The Strand, Howard Av (**Dee Why Beach**), Pittwater Rd, Pacific Pde to near Pittwater Rd (Dee Why).

1929 (Source: Govt Gazette of 22 February 1929)

From Dee Why (Pacific Pde at Pittwater Rd) via Pacific Pde, Pittwater Rd, Howard Av, Avon Rd, Pacific Pde, Cassia St, Banksia St, Daisy St, Boronia St, Monash Pde, Pacific Pde, The Strand, Howard Av to near The Strand (Dee Why Beach).

From Dee Why Beach (Howard Av at The Strand) via The Strand, Pacific Pde, Cassia St, Banksia St, Daisy St, Boronia St, Monash Pde, Pacific Pde, The Strand, Howard Av, Pittwater Rd, Pacific Pde to near Pittwater Rd (Dee Why).

Route 68

DRUMMOYNE – CHISWICK – FIVE DOCK

Also:

- **Burwood – Five Dock (Parramatta Rd) – Chiswick (selected trips)**
- **Five Dock (Coranto St) – Chiswick (from 1938)**

Timeline

1931: Drummoyne – Chiswick – Five Dock commenced by Ralph E Clay, proprietor. Replaced 57.

1 September 1933: Taken over by Department of Road Transport & Tramways.

By 2 December 1934: Routes were:

Drummoyne – Chiswick (daily service)

Five Dock (Parramatta Rd) – Chiswick (selected trips)

By 1 March 1937: Selected early morning Five Dock (Parramatta Rd) – Chiswick trips on Mondays-Saturdays extended to start from Burwood Station.

21 March 1938: Extra route, Chiswick – Five Dock (Coranto St), commenced. Connected at Five Dock (Coranto St) with Fort Macquarie – Abbotsford trams.

15 September 1940: Renumbered 991 [Sydney Region route number].

Streets

Drummoyne – Chiswick

By 2 December 1934

From Drummoyne (Lyons Rd/Victoria Rd) via Lyons Rd (**in current Russell Lea**), Hampden Rd, Margaret St [part now Parkview Rd], Blackwall Point Rd to Chiswick.

Five Dock (Parramatta Rd) – Chiswick

Circa February 1938 (Source: 1938 Sydney Tramway & Omnibus Guide)

From Five Dock (Parramatta Rd) via Great North Rd, First Av, Heath St, Barnstaple Rd, Ingham Av, Myalora St, Russell St (**in current Russell Lea**), Sibbick St, Argyle St [now part of Sibbick St], Hampden Rd, Margaret St [part now Parkview Rd], Blackwall Point Rd to Riverview St (?) (Chiswick).

Timetable Summary

2 December 1934

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	Fr Drumm 6A 9C	M-F	Drummoyne	6.40am	Drummoyne	11.37pm	B	
		Sat		6.40am		11.37pm	D	
		Sun		1.37pm		11.37pm	60	
		Hols		6.57am		11.37pm	E	
Five Dock (Parramatta Rd)-Chiswick		M-F	Parramatta Rd	6.24am	Chiswick	11.46pm	Ph	
		Sat		6.40am		11.46pm	MNs	
		Sun	Chiswick	11.47pm			Ns	
		Hols		11.46pm			Ns	

Argyle St, Drummoyne is now Sibbick St, Russell Lea.

* More frequent in morning peak hour.

A – To Drummoyne (Argyle St).

B – Peak hours, Drummoyne-Chiswick. Day, Drummoyne-Drummoyne (Argyle St) 30, Drummoyne-Chiswick 60. Monday-Thursday night, Drummoyne-Drummoyne (Argyle St) & Drummoyne-Chiswick alternately. Friday night, Drummoyne-Chiswick.

C – To Chiswick.

D – Early morning & midday peak, Drummoyne-Chiswick. Day, Drummoyne-Drummoyne (Argyle St) 30, Drummoyne-Chiswick 60. Night, Drummoyne-Drummoyne (Argyle St) Drummoyne-Chiswick alternately.

E – Day (until approx. 4.30pm) Drummoyne-Chiswick 60. Approx. 4.30-8.30pm Drummoyne-Drummoyne (Argyle St) 30, Drummoyne-Chiswick 60. Later night, Drummoyne-Chiswick.

MNs – Early morning & midday peak service. Plus late night trip.

Ns – Late night trip only.

Ph – Peak hours only. Plus late night trip on Friday.

1 March 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Drummoyne-Chiswick	9	M-F	Drummoyne	6.15am	Chiswick	11.05pm	60*	
		Sat		6.40am		12.05am	60	
		Sun		1.40pm	Drummoyne	11.40pm	60	
Burwood-Chiswick†	Fr Chis 12P 30D	M-F	Burwood	5.51amD	Chiswick	12.05amP	A	
		Sat		5.51amD		11.36amP	A	
		Sun						

Argyle St, Drummoyne is now Sibbick St, Russell Lea.

* More frequent in morning peak hour.

† Selected trips ran Burwood-Five Dock-Drummoyne via Drummoyne (Argyle St).

A – Trips **from** Chiswick ran to Five Dock (Parramatta Rd). Return trips ran either from Burwood or from Five Dock (Parramatta Rd) to either Drummoyne via Drummoyne (Argyle St) or Chiswick.

D – To Drummoyne via Drummoyne (Argyle St).

P – To Five Dock (Parramatta Rd).

Route 68

HURSTVILLE – BARDWELL PARK – EARLWOOD

Timeline

Late 1947: Hurstville – Bardwell Park commenced by Edward H Blythe, proprietor.

1 September 1948: At least on this day, extended from Earlwood tram terminus to Central Railway, replacing tram services.

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

8 September 1952: Extended from Bardwell Park to Earlwood, following the opening of Hartill-Law Av.

September 1957: Rerouted via Bexley North Station.

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

1986(?): Transferred to Canterbury Bus Lines (also part of Highway Tours).

16 July 1986: Through-routed with 34.

September 1987: Through-routing with 34 ceased, so that 68 could be transferred separately.

14 October 1987: Transferred to Sydney Coach Lines (TR (Dick) Crowe, proprietor).

14 October 1996: Transferred to State Transit Authority & renumbered 499 [Sydney Region route number].

Streets

Hurstville – Bardwell Park

Circa 1948 (Source: Gregory's Street Directory)

From Hurstville via Carrington Av, Forest Rd, Rose St, Cross St, The Avenue, Cross St, Wright St, Queens Rd, Croydon Rd, Locksley Rd, Haig St, Gloucester Rd, Regent St, Iliffe St (**Bexley**), Mimosa St, Stoney Creek Rd, Laycock St, Alston St, New Illawarra Rd, Miller Av (**Bexley North**), Bexley Rd, Canonbury Gr, Benjamin St, Churchill St, Dick St [now Richard Cr], Barnsbury Gr, Bardwell Rd, Devon Rd, Slade Rd, Hartill-Law Av (Bardwell Park).

Hurstville – Earlwood

Circa 1968 (Source: RGH notes)

From Hurstville (Forest Rd at Station) via Forest Rd, Rose St, Cross St, Wright St, Queens Rd, Locksley Rd, Haig St, Gloucester St, Regent St, Iliffe St (**Bexley**), Mimosa St, Stoney Creek Rd, Laycock St, Alston St, Oliver St, West Dr, Shaw St (**Bexley North**), Bexley Rd, New Illawarra Rd, Miller Av, Carrisbrook Av, Barnsbury Gr, Benjamin St, Churchill St, Richard Cr, Barnsbury Gr, Bardwell Rd, Devon Rd, Slade Rd (**Bardwell Park**), Hartill-Law Av, Homer St to Earlwood.

From Earlwood (Homer St) via reverse route to Queens Rd, then Park Rd, McMahon St, Forest Rd to Hurstville Station.

Alterations

By 1986 (Source: RGH notes)

- Ex Hurstville from Queens Rd via Croydon Rd, Kenyon Rd, Regent St.
- Approached Earlwood from Hartill-Law Av via William St, Cameron Av, Clarke St to Homer St. Return from Earlwood via Homer St, then reverse route to Benjamin St, then Barnsbury Gr, Bexley Rd, Miller Av, then reverse route to Hurstville Station.

October 1949

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Bardwell Park		M-F	Bardwell Park	8.25am	Hurstville	10.55pm	60**	
		Sat		7.55am		10.55pm	AM 30 PM 60	
		Sun		8.25am		9.55pm	60	

** 30 on Fridays.

1 December 1959

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Earlwood	25	M-F	Hurstville	7.00am	Earlwood	7.06pm	30	
		Sat		7.55am		7.06pm	AM 30 PM 60	A
		Sun						

A – Plus picture bus Saturday night.

October 1987

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Earlwood	25	M-F	Earlwood	7.15am	Hurstville	6.00pm	30	A
		Sat		7.55am		1.35pm	60	
		Sun						

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

Route 69

CITY (various termini) – DARLING POINT – EDGECLIFF

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: Darling Point – Edgecliff commenced prior to the allocation of route numbers.

By August 1923 (MTA Journal): Being operated by PB Wall, proprietor.

As at date of Govt Gazette of 19 December 1924: Numbered 60 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 69 [1925 route number] in the general renumbering of routes.

28 February 1937:

- Taken over by Department of Road Transport & Tramways.
- Extended to run City (Eddy Av, Central Railway) – Edgecliff – Darling Point.

22 August 1937:

- Rerouted to run City (Eddy Av, Central Railway) – Edgecliff – Darling Point, in a U-shape through Darling Point to terminate at Edgecliff.
- City terminus altered to York St, making route became City (York St) – Darling Point – Edgecliff.

12 May 1940: Renumbered 369 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

Edgecliff – Darling Point

1919 (Source: Govt Gazette of 20 June 1919)

From Darling Point (Darling Point Rd at Yarranabee Rd) via Yarranabee Rd, Thornton St, Darling Point Rd to New South Head Rd (Edgecliff). Reverse on return.

1921 (Source: Govt Gazette of 8 July 1921)

From Darling Point (Darling Point Rd at Etham Av) via Darling Point Rd, Etham Av, Darling Point Rd to New South Head Rd (Edgecliff). Reverse on return.

1924 (Source: Govt Gazette of 19 December 1924)

From Darling Point (Darling Point Rd at Etham Av, northern intersection) via Etham Av, Darling Point Rd to New South Head Rd (Edgecliff).

From Edgecliff (Darling Point Rd at New South Head) via Darling Point Rd to Darling Point.

1925 (Source: Govt Gazette of 13 November 1925)

From Darling Point (Darling Point Rd at Etham Av, northern intersection) via Darling Point Rd to New South Head Rd (Edgecliff). Reverse on return.

Alteration

1928 (Source: Govt Gazette of 22 June 1928): Ex Darling Point via Etham Av, Darling Point Rd. Ex Edgecliff unaltered.

City (York St) – Darling Point – Edgecliff

From 22 August 1937

From City (York St) (at Market St) via York St, Druitt St, Park St, William St, Darlinghurst Rd (**Kings Cross**), Bayswater Rd, New South Head Rd (**Rushcutters Bay**), Beach Rd, Yarranabee Rd, Thornton St, Darling Point Rd, Etham Av (**Darling Point**), Darling Point Rd, Mona Rd, New South Head Rd to Darling Point Rd (Edgecliff).

From Edgecliff (New South Head Rd at Darling Point Rd) via Darling Point Rd, Etham Av, Darling Point Rd, Thornton St, then reverse route to Park St, then George St, Market St, York St to near Market St (City).

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		
Darling Point-Edgecliff	6	M-F	Edgecliff	8.20am	Darling Point	7.41pm	20-30	A
		Sat		8.20am		11.31pm	20-30	B
		Sun						

A – Extra trips Monday, Wednesday & Friday nights.

B – Gaps in service in afternoon & night.

Route 69

LIVERPOOL – CHIPPING NORTON – MILPERRA BRIDGE

LIVERPOOL – HARGRAVE PARK

LIVERPOOL – MILPERRA BRIDGE via Newbridge Rd direct

(Hargrave Park was the location of an emergency housing area set up in current Warwick Farm after World War II.)

Timeline

August 1948:

- Liverpool – Milperra Bridge section of Scott's 42 renumbered 69 and transferred to R Shepherd, proprietor. Normally ran from Liverpool to Milperra Bridge via Newbridge Rd & return via Chipping Norton in mornings, and vice versa in afternoons.
- At about the same time, extra route, Liverpool – Hargrave Park, commenced.

1 July 1957: Transferred to Milperra Bus Service Pty Ltd (DG (Ray?) Moore, proprietor).

December 1964: Extension from Milperra Bridge to Violet St & Milperra Rd, Revesby approved on a three-month trial (probably industrial trips) (when ceased?).

27 February 1984: As part of general reorganization of Milperra Bus Service's and South Western Coach Lines' South Bankstown routes:

- Bankstown – Milperra Bridge section of 12 transferred from South Western Coach Lines to Milperra Bus Service, amalgamated with the Liverpool – Milperra Bridge via Newbridge Rd section of 69 [1925 route numbers] & renumbered 860 Bankstown – Liverpool [Sydney Region route number].
- Other parts of route renumbered into Sydney Region route numbers:
 - 858 Liverpool – Warwick Farm
 - 859 Liverpool – Chipping Norton.

Streets

Liverpool – Milperra Bridge via Newbridge Rd direct

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigges [now Bigge] St, Epsom Rd, Newbridge Rd (Milperra Bridge).

Circa 1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Newbridge Rd, Rickard Rd to Arthur St (Milperra Bridge).

From Milperra Bridge (Rickard Rd at Arthur St) via Rickard Rd, Newbridge Rd, Scott St, George St, Railway St to Liverpool Station.

Liverpool – Chipping Norton – Milperra Bridge

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Bigges [now Bigge] St, Epsom Rd [part of which is now approx Abingdon St & Ascot Dr], Norton Av [approx at current Homestead Av] (**Chipping Norton**), Ernest Av, Gordon Rd [now Governor Macquarie Dr], Newbridge Rd (Milperra Bridge).

Circa 1969 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Newbridge Rd, Epsom Rd [part of which is now approx Abingdon St & Ascot Dr] (**Chipping Norton**), Charlton Av [approx current Homestead Av], Central Av, Barry Rd [now Governor Macquarie Dr], Gordon Rd [now Governor Macquarie Dr], Newbridge Rd, Rickard Rd to Arthur St (Milperra Bridge).

From Milperra Bridge (Rickard Rd at Arthur St) via reverse route to Scott St, then George St, Railway St to Liverpool Station.

Liverpool – Hargrave Park

Circa 1948 (Source: Gregory's Street Directory)

From Liverpool via Scott St, Bigges [now Bigge] St, Lachlan St, Goulburn St, Hume Hwy (Hargrave Park).

From Hargrave Park via Hume Hwy, George St, Elizabeth St, Macquarie St, Moore St, Castlereagh St, Scott St (Liverpool).

Circa 1962 (Source: Collins street directory)

From Liverpool via Scott St, George St, Lachlan St, Goulburn St, Hume Hwy to approximate site of Mannix Pde.

Circa 1970 (Source: RGH notes)

From Liverpool (Station forecourt) via Scott St, Macquarie St, Campbell St, George St, Lachlan St, Goulburn St, Hume Hwy, Hinkler Pde, McGirr Pde, Mannix Pde, Lawrence Hargrave Rd to Williamson Cr, then Lawrence Hargrave Rd (**Hargrave Park**), Gallop St, Nicholls St, Lawrence Hargrave Rd, Mannix Pde, Hume Hwy, Goulburn St, Lachlan St, George St, Railway St to Liverpool Station.

Timetable Summary

30 July 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Milperra Bridge	35 round trip	M-F	Liverpool	5.36am	Milperra Bge	7.25pm	60*	A
		Sat		7.00am		6.50pm	60	A
		Sun		9.10am		6.45pm	4 trips	A
Liverpool-Hargrave Park	25 round trip	M-F	Liverpool	7.15am	Hargrave Park	6.43pm	60*	
		Sat		8.40am		12.56pm	30	
		Sun						

* More frequent in peak hours.

A – Most Liverpool-Milperra Bridge trips ran from Liverpool via Milperra Rd & returned via Chipping Norton or vice versa. Gap in service on Saturday afternoons. Plus picture bus Saturday night.

September 1981

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Milperra Bridge	35 round trip	M-F	Milperra Bge	5.40am	Liverpool	7.05pm	30*	A
		Sat	Liverpool	7.00am	Milperra Bge	1.32pm	30	A
		Sun						

* More frequent in peak hours.

A – Most Liverpool-Milperra Bridge trips ran from Liverpool via Milperra Rd & returned via Chipping Norton or vice versa. Plus short-working/s before first trip shown on Saturdays.

Route 70

DOBROYD POINT – CENTRAL RAILWAY via Flood 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 1924-25 (& 1924 route number)

By date of Govt Gazette of 7 March 1924:

- Full time service commenced prior to the allocation of route numbers.
- Shared most of route with Unnumbered (pre-1925) [Dobr-Dalh-Cent] (later 71). Timetables were coordinated.
- 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 61 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Dobroyd Bus Co, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 70 [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 along Parramatta Rd.

Streets

1924 (Source: Govt Gazette of 7 March 1924)

From Dobroyd Point (Crescent St at Kingston St) via Kingston St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Ramsay St, Marion St, Flood St (**Leichhardt**), Parramatta Rd, George St West [now Broadway], George St, Barlow St (Central Railway).

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

Alterations

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

Timetable Summary

Dobroyd Point – Central Railway routes

70, 71

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips#	Notes
			From	Time	From	Time		
70: Dobroyd Point-Central Railway via Flood St	33	M-F	Dobroyd Point	6.30am	Central Rly	12.13am	32-48	
		Sat		6.30am		12.13am	32-48	
		Sun		8.17am		12.13am	32-48	
71: Dobroyd Point-Central Railway via Dalhousie St	34	M-F	Dobroyd Point	6.41am	Central Rly	12.29am	16-32	
		Sat		6.41am		12.29am	16-32	
		Sun		8.06am		12.29am	16-32	

Average day frequencies along common route:

M-F	Dobroyd Point-Central Railway (70, 71) 16
Sat	Dobroyd Point-Central Railway (70, 71) 16
Sun	Dobroyd Point-Central Railway (70, 71) 16.

Route 70

CENTRAL RAILWAY – CROYDON PARK – CAMPSIE

Timeline

24 June 1934: Full time (?) service, Central Railway – South Ashfield – Croydon Park – Campsie, commenced by Department of Road Transport & Tramways.

26 August 1934: In a rearrangement of 65 & 70, replaced by rerouting & extension of of 65 to Campsie.

Streets

Central Railway – Croydon Park – Campsie

From 24 June 1934 (Source: Sydney Morning Herald, 24 May 1934)

From Campsie (South Pde at Station) via South Pde, Beamish St, Brighton Av, Georges River Rd (**Croydon Park**), Milton St, Palace St, Holden St, Liverpool Rd, Parramatta Rd, Broadway, George St, Hy St, Pitt St to Central Railway.

Route 70

SUMMER HILL – CANTERBURY – BELMORE (Sharp St)

(Sharp St south of Canterbury Rd was renamed Kingsgrove Rd by 1950.)

Timeline

26 August 1934: In a rearrangement of 65 & 70, Summer Hill – Hursltone Parrk – Ashbury commenced by Department of Road Transport & Tramways, replacing the equivalent part of 65.

1 March 1937: In a rearrangement of 43, 70 & 187, extended to run Summer Hill – Ashbury – Canterbury – Belmore (Sharp St), as a result of takeover of 43 Canterbury – Campsie – Belmore by Department of Road Transport & Tramways from United Motors. Ran direct along Canterbury Rd between Canterbury & Belmore (Sharp St).

26 May 1940: Due to wartime conditions:

- Peak hour service remained unaltered.
- Other than in peak hours, ran as two separate services:
Summer Hill – Hurlstone Park
Canterbury – Belmore (Sharp St).

8 June 1941: Renumbered 470 [Sydney Region route number].

Streets

Summer Hill – Canterbury – Belmore (Sharp St)

From 1 March 1937 (based on 1938 Sydney Tramway & Omnibus Guide)

From Summer Hill (Station) via Lackey St, Smith St, Prospect Rd, Old Canterbury Rd (**Hurlstone Park**), Hanks St, Third St, Holden St, First St (or Second St?), King St (**Ashbury**), Jeffrey St (**Canterbury**), Canterbury Rd to Sharp St (Belmore).

From Belmore (Sharp St) (at Canterbury Rd) via reverse route to Prospect Rd, then Carlton Cr, Lackey St to Summer Hill Station.

(Direction of terminal loop at Summer Hill?)

Route 70

BLACKTOWN – BLACKTOWN (Pank Pde Loop)

BLACKTOWN – DOONSIDE via Hill End Rd

BLACKTOWN – MARAYONG – QUAKERS HILL

BLACKTOWN – PLUMPTON – SHALVEY – WHALAN – MT DRUITT Housing

Commission area

Also:

- **Blacktown – Marsden Park (possibly a school service, 1940s)**
(Plumpton Turnoff terminus was at Richmond Rd/Rooty Hill Rd in current Oakhurst)

Timeline

April 1946: Blacktown – Plumpton commenced by Alf Ryder, proprietor.

By 1948: Extended to run Blacktown – Marsden Park [as per *Gregory's Street Directory*], such extended trips possibly being for children living in Marsden Park travelling to school(?). Extension later ceased, possibly when a school was established at Marsden Park.

March 1952: Transferred to Ryder & Son(s), proprietors.

By 21 June 1953: Transferred to RW (Dick) Rowe, proprietor. Route shown as Blacktown – Plumpton Turnoff.

By 14 December 1953: Off-peak trips extended to run Blacktown – Plumpton Post Office.

By 1 December 1957:

- Operator incorporated as Rowes Bus Service Pty Ltd.
- Most trips extended to run Blacktown – Plumpton Post Office.
- Selected trips through-routed with 71 to run Blacktown – Plumpton – Rooty Hill.

August 1958: New route, Blacktown – Doonside via Hill End Rd, commenced.

2 February 1960: New route, Blacktown – Marayong (Davis/Quakers Rds), commenced (ran in a loop via Davis, Quakers & Breakfast Rds or vice versa).

By August 1962: New route, Blacktown – Blacktown (Pank Pde Loop), commenced.

Probably 25 September 1967: Blacktown – Plumpton Post Office extended to run Blacktown – Mt Druitt Housing Commission area in a loop through via new suburbs of Blackett, Shalvey & Whalan.

By 9 May 1977: Blacktown – Marayong extended to run Blacktown – Quakers Hill (Warrimoo Dr).

By 23 June 1979: Blacktown – Quakers Hill extended to run Blacktown – Quakers Hill (Douglas Rd).

9 June 1982: Blacktown – Shalvey – Whalan – Mt Druitt Housing Commission area renumbered 755 [Sydney Region route number].

27 November 1983: Other parts of route renumbered into Sydney Region route numbers:

- 751 Blacktown – Quakers Hill (Douglas Rd)
- 752 Blacktown – Blacktown (Pank Pde Loop)
- 753 Blacktown – Doonside via Hill End Rd
- 754 Blacktown – Plumpton Turnoff.

Streets

Blacktown – Marsden Park

Circa 1948 (Source: Gregory's Street Directory)

From Blacktown (Station) via Kildare St, Richmond Rd [part now bus bridge], Garfield Rd (Marsden Park).

Blacktown – Blacktown (Pank Pde Loop)

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Tulloch [also spelt Tullock] St, McLean, Pank Pde, Lyton St, Richmond Rd, Main St to Blacktown Station.

Selected Pank Pde trips: Via loop in opposite direction.

Blacktown – Plumpton

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Rooty Hill Rd to Bottles Rd (Plumpton Post Office). Reverse on return.

Blacktown – Doonside via Hill End Rd

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Hill End Rd to Doonside Station. Reverse on return.

Alteration

Circa 1977 (Source: timetable): Approached Doonside from Hill End Rd via Power St, Crawford Rd, Cross St to Doonside Station. Return via Hill End Rd.

Blacktown – Marayong

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Davis Rd, Quakers Rd (Marayong), Breakfast Rd, Richmond Rd, Main St to Blacktown Station.

Blacktown – Marayong – Quakers Hill

Circa 1969 (Source: RGH notes)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Davis Rd (Marayong), Quakers Rd, Arnott Rd, Warrimoo Dr, Eastern Rd (Quakers Hill), Quakers Rd, Rickard Rd [now partly Medlow Dr and partly Chaplin Cr], Warrimoo Dr, then reverse route to Blacktown Station.

Blacktown – Plumpton – Mt DrUITT Housing Commission area (current Shalvey, Whalan)

Circa 1979 (Source: timetable)

From Blacktown (Main St at Station) via Main St, Richmond Rd [part now bus bridge], Breakfast Rd, Terrigal Dr, Tallagandra Dr, Station Rd [now Quakers Hill Pkwy], Richmond Rd, Rooty Hill Rd (Plumpton), Jersey Rd, Carlisle Av, Luxford Rd (Shalvey), Bougainville Rd, Copeland Rd, Jersey Rd, Popondetta Rd, Luxford Rd (Whalan), Bulolo Dr, Belmore Av, Woodstock Av, Rooty Hill Rd, then reverse route to Blacktown Station.

Timetable Summary

21 June 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton Turnoff	Fr Black 20T 25P	M-F	Plumpton	5.25am	Plumpton	6.30pm	13 trips	A
		Sat		7.10am		6.25pm	8 trips	C
		Sun		8.35am		5.55pm	2 trips	

Some trips Mondays-Saturdays ran only to Symonds Rd [Plumpton, now Dean Park].

A – Plus picture bus Wednesday & Friday nights.

C – Plus picture bus.

20 August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton		M-F	Plumpton	5.15am	Blacktown	9.40pm	A	
		Sat		6.09am		10.05pm	B	
		Sun		7.42am		7.08pm	C	
Blacktown-Blacktown (Pank Pde Loop)	8	M-F	Pank Pde	5.46am	Blacktown	6.16pm	9 trips	
		Sat						
		Sun						
Blacktown-Marayong (Davis Rd)	15	M-F	Marayong	9.30am	Blacktown	5.25pm	60	
		Sat		8.50am		11.45am	4 trips	
		Sun						
Blacktown-Doonside	15	M-F	Blacktown	8.52am	Doonside	5.03pm	6 trips	
		Sat						
		Sun						

* More frequent in peak hours.

A – Blacktown-Breakfast Rd 15-20*, Blacktown-Hill End Rd 30*, Blacktown-Plumpton 60*. Plus picture bus Friday night.

B – Morning, Blacktown-Breakfast Rd 15-20, Blacktown-Hill End Rd 30, Blacktown-Plumpton 60. Afternoon, less frequent.

C – Blacktown-Breakfast Rd 30, Blacktown-Hill End Rd 60, Blacktown-Plumpton Post Office 5 trips.

9 May 1977

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Blacktown-Plumpton-Mt Druitt Housing Commission area	Fr Black 14P 55BMr	M-F	Plumpton	4.47amB	Blacktown	4.22pmM	A	
			Blacktown	8.48amM		5.07pmP		
		Sat	Plumpton	6.08amB		12.17pmM	C	
			Mt D H/Comm	8.40amB		3.37pmP		
Sun	Plumpton TO	7.48am		8.07pm	4 trips			
Blacktown-Blacktown (Pank Pde Loop)	20 round trip	M-F	Pank Pde	5.28am	Blacktown	10.37pm	60*	
		Sat		6.30am		10.37pm	AM 30 PM 60	
		Sun		9.13am		7.37pm	60	
Blacktown-Quakers Hill (Warrimoo Dr)	15	M-F	Warrimoo Dr	6.19am	Blacktown	6.10pm	60*	
		Sat		7.49am		12.26pm	60	
		Sun		9.49am		5.37pm	3 trips	
Blacktown-Doonside	15	M-F	Doonside	5.41am	Blacktown	10.10pm	30*	
		Sat		7.33am		9.37pm	AM 30 PM 60	
		Sun		10.50am		6.37pm	120	

* More frequent in peak hours.

A – Morning peak hour & selected trips at other times, Blacktown-Plumpton. Day, Blacktown-Mt Druitt Housing Commission area (loop) 60. Plus 11.07pm trip from Blacktown to Plumpton

B – To Blacktown.

BMr – Round trip Blacktown-Mt Druitt Housing Commission area-Blacktown.

C – Early morning from Plumpton to Blacktown. Morning, Blacktown-Mt Druitt Housing Commission area (loop) 60. Afternoon, Blacktown-Plumpton 1 trip. Plus 11.07pm trip from Blacktown to Plumpton.

M – To Mt Druitt Housing Commission area (loop).

P – To Plumpton.

Route 71

DOBROYD POINT – CENTRAL RAILWAY via Dalhousie 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 1923-25 (& 1924 route number)

By August 1923 (*MTA Journal*):

- Full time service commenced prior to the allocation of route numbers.
- Shared most of route with Unnumbered (pre-1925) [Dobr-Floo-Cent] (later 70). Timetables were coordinated.
- 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).
- Being operated by RH Howe, proprietor.

As at date of Govt Gazette of 19 December 1924: Numbered 62 [1924 route number].

By 15 June 1925 (*Doran Report*): Being operated by Ralph E Clay, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 71 [1925 route number] in the general renumbering of routes.

31 October 1931:

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

Streets

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

From Dobroyd Point (Crescent St at Kingston St) via Crescent St, Dudley St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), 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 Dobroyd Point.

Alterations

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

Timetable Summary

September 1925

See 70

Route 71

ROOTY HILL – PLUMPTON

Also:

- **Plumpton – Mt Druitt – St Marys Industrial Area (*peak hours*)**
(Plumpton Turnoff terminus was at Richmond Rd/Rooty Hill Rd in current Oakhurst)

Timeline

October 1942: Rooty Hill – Plumpton commenced by RW (Richrd William, known as Dick) Rowe, proprietor, as a car service, but charging fares as a bus.

1946: Altered to a conventional bus service.

1949: Extra peak period service, Plumpton – Mt Druitt – St Marys Industrial Area, commenced (continued to run until at least 1969, possibly 1971, when curtailed to run as an unnumbered route, Mt Druitt – St Marys Industrial Area).

By 14 December 1953: Ran Mondays-Saturdays.

By 1 December 1957:

- Operator incorporated as Rowes Bus Service Pty Ltd.
- Selected trips through-routed with 70 to run Rooty Hill – Plumpton – Blacktown.

October 1982: Rooty Hill – Plumpton renumbered 754 [Sydney Region route number].

Streets

Rooty Hill – Plumpton

Circa 1948 (Source: Gregory's Street Directory)

From Rooty Hill (Station) via Windsor Rd [now Rooty Hill Rd North] to Plumpton [Turnoff].

Mt Drutt – St Marys Industrial Area

By 15 July 1981 (Source: timetable)

From Mt Drutt (Station) via North Pde, Belmore Av, Bulolo Dr, Luxford Rd, Aurora Dr, Debrincat Av, Glossop St (St Marys), Forrester Rd, Wordoo St, Power St, Christe St, Forrester Rd, Dunheved Circ (St Marys Industrial Area).

Timetable Summary

14 December 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Plumpton Turnoff	10	M-F	Plumpton T/off	5.30am	Rooty Hill	6.55pm	Ph1	
		Sat		7.05am		6.35pm	8 trips	A
		Sun						
Plumpton Turnoff-St Marys Industrial Area		M-F	Plumpton T/off	6.40am	St Marys Ind'l	4.05pm	Ph2	
		Sat						
		Sun						

A – Gap in service in afternoon. Plus picture bus.

Ph1 – Peak hours only, plus late morning trip Fridays only.

Ph2 – Peak hours only (morning from Plumpton Turnoff, afternoon from St Marys Industrial Area).

1 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Plumpton Turnoff	10	M-F	Plumpton T/off	5.35am	Rooty Hill	6.42pm	Ph1	
		Sat						
		Sun						
Plumpton Turnoff-St Marys Industrial Area		M-F	Plumpton T/off	6.40am	St Marys Ind'l	4.05pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only. Some trips through-routed to Blacktown via 70.

Ph2 – Peak hours only (morning from Plumpton Turnoff, afternoon from St Marys Industrial Area).

5 October 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Plumpton	8	M-F	Plumpton	5.43am	Rooty Hill	6.32pm	Ph1	
		Sat		8.35am		10.25am	1 trip	
		Sun		8.33am		10.05am	1 trip	
Plumpton Turnoff-St Marys Industrial Area		M-F	Plumpton T/off	6.29am	St Marys Ind'l	4.05pm	Ph2	
		Sat						
		Sun						

Ph1 – Peak hours only.

Ph2 – Peak hours only (morning from Plumpton Turnoff, afternoon from St Marys Industrial Area).

5 October 1965

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Plumpton	9	M-F	Plumpton	5.53am	Rooty Hill	6.37pm	A	
		Sat		8.25am		12.25am	1 trip	B
		Sun						
Mt Druitt-St Marys Industrial Area	20	M-F	Mt Druitt	6.36am	St Marys Ind'l	4.05pm	1 trip	
		Sat						
		Sun						

A – 7 trips from Plumpton, 6 trips from Rooty Hill. Additional trips ran Rooty Hill Station- Rooty Hill (Woodstock Av). Some trips through-routed with 70 to Blacktown.

B – Additional trips ran Rooty Hill Station-Rooty Hill (Woodstock Av).

Route 71

MT DRUITT – BIDWILL via Carlisle Av

MT DRUITT – BIDWILL via Popondetta Rd

MT DRUITT – SHALVEY

(Timetables until 1970 described the route as Mt Druitt – Housing Commission.)

Timeline

Probably 20 June 1966: Mt Druitt – “Housing Commission” (as per timetable), terminus at “Luxford St” [actually Luxford Rd] (probably in current day Whalan - new suburb). Operated by Rowe’s Bus Service Pty Ltd (RW (Richard William, known as Dick) Rowe, proprietor).

By 2 May 1967: Extended to run Mt Druitt – Popondetta Rd/Woodstock Av (on the border of Emerton, Dharruk & Whalan).

By 3 June 1970: Extended to run Mt Druitt –Emerton (new suburb).

By 29 August 1970: Extended to run Mt Druitt – Blackett (new suburb).

By 20 July 1975: As suburbs grew, extended to new suburbs & rearranged as:

Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av direct

Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

Mt Druitt – Shalvey

9 June 1982: Renumbered into Sydney Region route numbers:

761 Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av direct

762 Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

763 Mt Druitt – Shalvey

Streets

Mt Druitt – Housing Commission (Popondetta Rd & Woodstock Av)

1967 (Source: timetable, and some interpretation by RGH)

Mornings

From Mt Druitt (North Pde at Station) via North Pde, Belmore Av, Woodstock Av, Popondetta Rd, Luxford Rd, Gasmata Cr (Whalan), Luxford Rd, Bulolo Dr, Belmore Av, North Pde to Mt Druitt Station.

Afternoons

Reverse route.

Mt Druitt – Bidwill (Chestnut Cr) via Carlisle Av

1975 (Source: timetable)

From Mt Druitt (North Pde at Station) via North Pde, Belmore Av, Woodstock Av, Carlisle Av, Luxford Rd, Chestnut Cr (Bidwill), Luxford Rd, Carlisle Av, Woodstock Av, Belmore Av, North Pde to Mt Druitt Station.

Mt Druitt – Bidwill (Middleton Cr) via Popondetta Rd

1975 (Source: timetable)

From Mt Druitt (North Pde at Station) via North Pde, Belmore Av, Woodstock Av, Carlisle Av, Jersey Rd, Popondetta Rd, Luxford Rd (Bidwill), Middleton Cr, Popondetta Rd (Blackett), Jersey Rd, Carlisle Av, Woodstock Av, Belmore Av, North Pde to Mt Druitt Station.

Mt Druitt – Shalvey

1975 (Source: timetable)

From Mt Druitt (North Pde at Station) via North Pde, Belmore Av, Bulolo Dr, Luxford Rd (**Whalan**), Popondetta Rd (**Blackett**), Woodstock Av [now Schiller Pl, Copeland Rd], Bougainville Rd (**Lethbridge Park**), Luxford Rd, Siandra Av, Koomooloo Cr, Sedgman Cr, Emerson St (Shalvey).

Timetable Summary

20 June 1966

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Housing Commission	8	M-F	Housing Comm	5.49am	Mt Druitt	6.37pm	Ph	

Ph – Peak hours only.

15 July 1968

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Housing Commission	18 round trip	M-F	Housing Comm	5.15am	Mt Druitt	9.05pm	30	
		Sat		5.49am		7.46pm	AM 20 PM 30	
		Sun		8.14am		7.46pm	30	A

A – Gap in service middle of day.

20 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mt Druitt-Bidwill (Chestnut Cr) via Carlisle Av	18	M-F	Chestnut Cr	4.57am	Mt Druitt	11.18pm	20*	A
		Sat		5.40am		10.46pm	AM 20 PM 30	A
		Sun		7.40am		8.47pm	60	A
Mt Druitt-Bidwill (Middleton Cr) via Popondetta Rd	13	M-F	Middleton Cr	5.05am	Mt Druitt	11.18pm	20*	A
		Sat				10.46pm	AM 20 PM 30	A
		Sun				8.47pm	60	A
Mt Druitt-Shalvey	20	M-F	Shalvey	4.57am	Mt Druitt	11.18pm	20*	
		Sat		5.37am		10.46pm	AM 20 PM 30	
		Sun		7.39am		8.47pm	60	

* More frequent in peak hours.

A – Mt Druitt-Bidwill (Chestnut Cr) via Carlisle Av and Mt Druitt- Bidwill (Middleton Cr) via Popondetta Rd combined at nights, Saturday afternoon and Sunday.

Route 72

DOBROYD POINT – CANTERBURY – BELMORE

DOBROYD POINT – CANTERBURY – BEXLEY NORTH

(Dobroyd Point is a locality in the northern end of Haberfield.)

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: Dobroyd Point – Ashfield commenced prior to the allocation of route numbers.

By date of Govt Gazette of 8 July 1921: Extended to run Dobroyd Point – Ashfield – Canterbury.

As at date of Govt Gazette of 19 December 1924: Numbered 63 [1924 route number].

By 15 June 1925 (Doran Report): Being operated by AS (Arch) Gates, proprietor.

As at date of Govt Gazette 13 November 1925: Renumbered 72 [1925 route number] in the general renumbering of routes.

1 March 1937: Taken over by Department of Road Transport & Tramways. Routes rearranged as:

- 72 combined with 212 Earlwood – Belmore (taken over simultaneously from United Motors) as 72 Dobroyd Point – Canterbury – Belmore (full time service) [all 1925 route numbers].
- 93 City (York St) – Dobroyd Point commenced [1925 route number].

3 March 1940: Rerouted to run Dobroyd Point – Canterbury – Bexley North.

15 June 1941: Renumbered 472 [Sydney Region route number].

Streets

Dobroyd Point – Ashfield

1919 (Source: Govt Gazette of 20 June 1919)

From Dobroyd Point (Crescent St at Kingston St) via Crescent St, Kingston St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Parramatta Rd, Orpington St, Elizabeth St, Wood St [part now Station St?] to Charlotte St (Ashfield).

From Ashfield (Wood St at Charlotte St) via Wood [now Station?] St, Charlotte St, Elizabeth St, then reverse route to Dobroyd Point.

Dobroyd Point – Canterbury

1921 (Source: Govt Gazette of 8 July 1921)

From Dobroyd Point (Kingston St at Learmonth St) via Kingston St Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Parramatta Rd, Orpington St, Elizabeth St, Bland St, Brown St, Wood St, Station St, Charlotte St, Elizabeth St, Bland St, Brown St (**Ashfield**), Hercules St, Liverpool Rd, Holden St, Goodlet [now Trevanar] St, King St (**Ashbury**), Third St, Hanks St, Hardy St, Church St, Canterbury Rd to Canterbury Station. Reverse on return.

1924 (Source: Govt Gazette of 7 March 1924)

From Dobroyd Point (Crescent St at Kingston St) via Crescent St, Boomerang St, Dalhousie St (**Haberfield**), Parramatta Rd, Orpington St, Elizabeth St, Bland St, Brown St (**Ashfield**), Hercules St, Liverpool Rd, Holden St, Palace St, Milton St, King St (**Ashbury**), Jeffrey St to Canterbury Rd (Canterbury Station).

From Canterbury (Station, Broughton St at Canterbury Rd) via, then reverse route to Boomerang St, then Learmonth St, Kingston St to Crescent St (Dobroyd Point).

Alterations

- **1924 (Source: Govt Gazette of 19 December 1924):** Approached Dobroyd Point from Boomerang S via Learmonth St, Kingston St to Crescent St (Dobroyd Point). Reverse on return.
- **1924 (Source: Govt Gazette of 19 December 1924):** Ex Dobroyd Point from Elizabeth St via Wood St, Station St, Charlotte St, Elizabeth St. Reverse on return.
- **1925 (Source: Govt Gazette of 13 November 1925):** Approached Dobroyd Point from Learmonth St via Dudley St, Crescent St to Kingston St. Reverse on return.
- **1929 (Source: Govt Gazette of 22 February 1929):** Ex Dobroyd Point from Orpington St via Elizabeth St, Bland St. Reverse on return.

Dobroyd Point – Canterbury – Belmore

Circa February 1938 (Source: 1938 Sydney Tramway & Omnibus Guide)

From Dobroyd Point (Crescent St at Kingston St) via Crescent St, Dudley St, Learmonth St, Boomerang St, Dalhousie St (**Haberfield**), Parramatta Rd, Orpington St, Elizabeth St, Bland St, Brown St (**Ashfield**), Hercules St, Liverpool Rd, Holden St, Palace St, Milton St, King St (**Ashbury**), Jeffrey St, Canterbury Rd (**Canterbury**), Fore St, Woolcott St, Caroline St, Thompson St, Cameron Av, Clarke St (**Earlwood**), Homer St, Kingsgrove Rd, William St, Sharp St [part now Kingsgrove Rd], Leylands Pde, Burwood Rd to Belmore Station.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Dobroyd Point- Canterbury	28	M-F	Dobroyd Point	8.10am	Canterbury	10.15pm	60	
		Sat		8.10am		10.15pm	60	
		Sun		2.05pm		10.42pm	60	

Route 72

ROOTY HILL – EASTERN CREEK – MT DRUITT

ROOTY HILL – WALLGROVE CAMP – HORSLEY PARK

(Wallgrove Camp was a military camp during World War II, located in Wallgrove Rd, in current Eastern Creek. After the war the camp was used as a migrant camp from April 1950 to December 1952, then revived, possibly by the early 1960s for a further period. Available bus timetables show buses going to “Wallgrove” or “Wallgrove Camp” from 1957 to 1961.)

Timeline

1942: Rooty Hill – Wallgrove Camp – Horsley Park commenced by HP (Bert) Redman.

1951: Transferred to RW (Richard William, known as Dick) Rowe, proprietor.

1955: Dick Rowe & Fred Bowman (proprietor of 2) jointly provided a peak hour service Wallgrove Migrant Camp – St Marys Munitions Factory (Dunheved/Ropes Creek area). May have run as an unnumbered permit service (?). When ceased? Revived as an unnumbered route Mt Druitt-Dunheved/Ropes Creek area from 11 September 1958.

By 1 December 1957: Operator incorporated as Rowes Bus Service Pty Ltd.

November 1959: New route Rooty Hill – Eastern Creek – Mt Druitt via Penfold St commenced.

By 2 September 1961: Upon closure of Wallgrove Camp (?):

- Rooty Hill – Horsley Park altered to run on school days only.
- Remaining route was then Rooty Hill – Eastern Creek – Mt Druitt.

December 1974: Mt Druitt terminus moved to new interchange [adjacent to relocated station], upon opening of “Great Western” [now Westfield] shopping centre.

15 July 1981: Rerouted via Old Mt Druitt shopping centre.

October 1982: Renumbered 758 [Sydney Region route number].

Streets

Circa 1948 (Source: Gregory’s Street Directory)

Rooty Hill – Horsley Park

From Rooty Hill (Station) via Rooty Hill Rd [South], Great Western Hwy, Wallgrove Rd (**Wallgrove Camp**), New Horsley Rd (?), Horsley Rd to Horsley Park Post Office.

Rooty Hill – Eastern Creek (Horsley Rd) (variation of above route – possible school service?)

From Rooty Hill (Station) via Rooty Hill Rd [South], Great Western Hwy, Horsley Rd [now Brabham Dr and Ferrers Rd on a different alignment] (Eastern Creek).

Rooty Hill – Eastern Creek – Mt Druitt

As at 2 September 1961 (Source: timetable & Collins street directory)

From Rooty Hill (Station) via Rooty Hill Rd [South], Penfold St (**Eastern Creek**), Great Western Hwy, George St, Miller St, Station St [now Carlise Av], Ropes Creek Rd, Mt Druitt Rd to Mt Druitt Staton [old location].

Alteration

Trips from Rooty Hill terminating at Eastern Creek

By 5 October 1965: (Source: interpreted from timetable):

Morning: From Rooty Hill Station via Rooty Hill Rd [South], Western Rd [now Great Western Hwy], Penfold St, Rooty Hill Rd [South] to Rooty Hill Station.

Afternoon: Reverse route.

Circa 1975 (Source: timetable)

From Rooty Hill (Station) via Rooty Hill Rd [South], Penfold St, Reynell St, Cawarra St (**Eastern Creek**), Great Western Hwy, George St, Miller St, Coates St, Frank St, Station St [now part of Carlisle Av], Kurrajong Av, Belmore Av, North Pde to [new] Mt Druitt interchange.

Alteration

15 July 1981 (Source: timetable): Ex Rooty Hill from Frank St via Carlisle Av, Ropes Creek Rd, Mt Druitt Rd, Durham St, Norfolk St, Palmerston Rd (**Old Mt Druitt shopping centre**), Mt Druitt Rd, Durham St, Carlisle Av.

Timetable Summary

Undated (pre-1957)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Wallgrove Camp-Horsley Park	Fr R Hill 10W 15H	M-F	Rooty Hill	5.20amW 5.45amH	Horsley Park W'grove Camp	6.45pmR 8.05pmR	A	
		Sat		5.20amW 6.35amH	Horsley Park	11.20pmR	B	
		Sun		6.15amW	W'grove Camp	8.15pmR	10 trips	

A – Early morning & evening, Rooty Hill-Wallgrove Camp. Other peak hour trips (plus 1 day trip), Rooty Hill-Horsley Park.

B – Early morning & afternoon, Rooty Hill-Wallgrove Camp. Morning, Rooty Hill-Horsley Park 4 trips. Plus picture bus Rooty Hill-Horsley Park.

H – To Horsley Park.

R – To Rooty Hill.

W – To Wallgrove Camp.

28 December 1957

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Wallgrove Camp†	Fr R Hill 10W 15H	M-F	Rooty Hill	5.45amH	Horsley Park W'grove Camp	5.10pmR 6.38pmR	Ph	
		Sat		7.45amW		7.10pmR	7 trips	A
		Sun		8.35amW		10.10amR	2 trips	

† Selected trips extended to Horsley Park.

A – Plus picture bus Saturday night, Horsley Park-Rooty Hill.

H – To Horsley Park.

Ph – Peak hours only, Rooty Hill-Wallgrove Camp, 2 trips extended to Horsley Park, plus school trips.

R – To Rooty Hill.

W – To Wallgrove Camp.

2 February 1960

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Wallgrove Camp†		M-F	Rooty Hill	5.40amH	Horsley Park	5.10pmR	Ph	
					W'grove Camp	6.38pmR		
		Sat		7.50amW		12.50pm	3 trips	
		Sun		8.30amW		10.05amR	2 trips	
Rooty Hill-Eastern Creek-Mt Druitt via Penfold St	20	M-F	Rooty Hill	6.15amM	Mt Druitt	4.30pmR	A	
		Sat		8.20amM		11.55amR	3 trips	
		Sun						

† Selected trips extended to Horsley Park.

A – 2 trips from Rooty Hill, 3 trips from Mt Druitt.

M – To Mt Druitt.

Ph – Peak hours only.

R – To Rooty Hill.

W – To Wallgrove Camp.

20 August 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Eastern Creek-Mt Druitt via Penfold St	Fr R Hill 5E 20M	M-F	Rooty Hill	5.54amW	Mt Druitt	4.40pmR	Ph	
				6.15amM	Penfold St	6.15pmR		
		Sat		8.50amW	Mt Druitt	11.45amR	A	
				9.10amM	Penfold St	12.25amR		
Sun		8.40amW		10.02amR	2 trips			

A – Rooty Hill-Eastern Creek (Western Rd [now Great Western Hwy]) 5 trips, Rooty Hill-Mt Druitt 3 trips.

M – To Mt Druitt.

Ph – Peak hours only. Base service, Rooty Hill-Eastern Creek (Western Rd), selected trips extended to Mt Druitt.

Additional trips Mt Druitt-Mt Druitt (George St/Western Rd [now Great Western Hwy]).

R – To Rooty Hill.

W – To Eastern Creek (Western Rd).

27 May 1978

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Rooty Hill-Eastern Creek-Mt Druitt	Fr R Hill 5E 17M †	M-F	Rooty Hill (Spencer St)	6.13amE	Mt Druitt	4.28pmR	A	
						Eastern Creek		
		Sat		8.34amM	Mt Druitt	11.30amR	4 trips	

Some trips through-routed with 70 & 71 to Blacktown.

† Rooty Hill Station-Rooty Hill (Spencer St) 2.

A – Base service Rooty Hill Station-Eastern Creek (Reynell St), selected trips extended in Rooty Hill from Station to Spencer St (mainly in off-peak). Peak hours, Rooty Hill Station-Eastern Creek (Reynell St). Day, Rooty Hill-Eastern Creek-Mt Druitt (2 trips from Rooty Hill (Spencer St), 3 trips from Mt Druitt).

E – To Eastern Creek (Reynell St).

M – To Mt Druitt.

R – To Rooty Hill.

Route 73

DOUBLE BAY – CENTRAL RAILWAY via Glenmore Rd, Paddington (Five Ways) & Oxford St

Timeline

By date of Govt Gazette 13 November 1925:

- Commenced by Harry Connell, proprietor.
- About this time replaced Unnumbered (pre-November 1925) route [Edge-Glen-Cent] Edgecliff – Central Railway via Glenmore Rd. Shared route with 166.
- 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).

By date of Govt Gazette 17 December 1926:

- Ceased.
- Buses & trams continued to provide service along Oxford St.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (William St at Pearce St) via William St, Bay St, Cross St, New South Head Rd, Glenmore Rd (Paddington), 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 Double Bay.

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		
Double Bay-Central Railway	26	M-F	Double Bay	6.28am	Central Rly	11.00pm	60	
		Sat		6.28am		12.00mn	60	
		Sun						

Route 73

PETERSHAM (Norton St) – COOGEE BEACH (Summer Sundays (& Saturdays?))

(Norton St, Petersham terminus is on the border of current Petersham & Leichhardt.)

Timeline

2 October 1937 (*as per newspaper*) or **30 October 1937** (*City to Suburb*): Summer Sunday (& Saturday?) (October-March) service commenced by Department of Road Transport & Tramways.

24 March 1940:

- Ceased as 73.
- Reinstated as 473 [Sydney Region route number] as from 3 November 1940 (start of 1940/41 summer).

Streets

By 29 October 1939

From Petersham (Norton St) (at Parramatta Rd) via Parramatta Rd, Crystal St, Trafalgar St, Gordon St, Livingstone Rd, Sydenham Rd (**Marrickville**), Railway Pde (**Sydenham**), Railway Rd, Princes Hwy, Canal Rd, [Ricketty St,] Kent Rd (**Mascot**), Gardeners Rd (**Rosebery, Daceyville [now Kingsford]**), Rainbow St, Canberra St, Howard St, Perouse Rd (**Randwick**), Coogee Bay Rd, Beach St§, Bream St, Arden St, Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Beach St, Coogee Bay Rd, then reverse route to Petersham.

§ Former street.

Timetable Summary

2 October 1937

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Petersham (Norton St)-Coogee Beach	40	M-F						
		Sat	Norton St	1.16pm	Coogee Beach	11.30pm	30	A
		Sun		8.16am		11.00pm	30	A

A – Summer months.

29 October 1939

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Petersham (Norton St)-Coogee Beach	40	M-F						
		Sat	?	?	?	?		
		Sun	Norton St	8.16am	Coogee Beach	11.00pm	15	A

A – Favourable weather conditions prevailing. Summer months.

Route 73

BANKSTOWN – CHESTER HILL (Pipeline) via various routes

BANKSTOWN – POTTS HILL

Timeline

31 August 1948:

- Bankstown – Chester Hill (Pipeline) (via?) commenced by Geoff Dewey & Stan Hart, proprietors. Geoff Dewey later became sole proprietor.
- The license covered an extension to Granville, but it is thought this was never operated.

By 1958: New route, Bankstown – Potts Hill, commenced.

1 July 1963: Operator incorporated as Chester Hill-Bankstown Bus Service Pty Ltd. (Operator also traded as Chester Coaches Pty Ltd.)

By 1966: Bankstown – Chester Hill ran *either* via Sefton Station *or* via Buist & Hector Sts.

2 February 1981: Bankstown – Potts Hill transferred to Drummond Transit Company & incorporated into Drummond's 123.

By 10 May 1982:

- Evening, Saturday afternoon & Sunday trips rerouted via a combined route (via Batt St).
- Weekday & afternoon peak hour trips similarly rerouted by 3 January 1984.

3 January 1984: Routes were:

Bankstown – Sefton – Chester Hill via Batt St (daytime weekdays, afternoon peak hour, Saturday afternoon & Sundays)

Bankstown – Chester Hill via Buist & Hector Sts (morning peak hour & Saturday morning).

By October 1985: Most weekday trips between approx. 7.00am & 6.00pm replaced by 320 "Red Arrow", leaving 73 as Bankstown – Sefton – Chester Hill via Batt St (plus generally alternate trips on Saturday morning running via Buist & Hector Sts). 73 & 320 (later 910) shared route between Bankstown & Chester Hill (Pipeline) except between Batt St & Proctor Pde.

3 February 1986: Transferred to Auburn Bus Services (Barry Briggs & Stephen Todd, proprietors).

29 July 1987: 320 [1925 route number] was renumbered 910 [Sydney Region route number] & continued to share most of route between Bankstown & Chester Hill (Pipeline) in daylight hours on weekdays & Saturday mornings.

9 October 1989: Auburn Bus Services transferred to Ian Barden & Associates.

1 August 1990: Auburn Bus Services formed an association with Nowra Coaches and trading name changed to Auburn Coaches.

21 September 1990: Transferred to Crossley Bus Lines (Colin Crossley and Eddie Hayman, proprietors).

17 December 1995: Weekday & Saturday morning service on 73 improved (or when renumbered 908 in July 1996?) to match combined service on 73 & 910 [Sydney Region route number] between Bankstown & Chester Hill, when 910 curtailed to run only Parramatta – Chester Hill, thus no longer sharing route between Bankstown & Chester Hill.

July 1996: Renumbered 908 [Sydney Region route number].

Streets

BANKSTOWN – CHESTER HILL

Bankstown – Chester Hill (Pipeline)

Circa 1968 (Source: RGH notes)

Via Sefton

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Elliston St, Hector St to Boundary Rd (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Marion St, then Fetherstone St, The Mall to Bankstown Square shops.

Via Buist St

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Buist St, Hector St, Proctor Pde Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Elliston St, Hector St to Boundary Rd (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Marion St, then Fetherstone St, The Mall to Bankstown Square shops.

Alterations

By 10 May 1982 (Source: timetable):

- Turning movement at Pipeline, from Priam St via Wolumba St, Boundary Rd, Hector St, Elliston St.
- Approached Bankstown from Meredith St via French Av, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Jacobs St to Bankstown Square shops. Return via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St.

Bankstown – Sefton – Chester Hill (Pipeline) via Batt St (combined route)

By 10 May 1982 (Source: timetable):

From Bankstown Square (shops) via The Mall, The Appian Way, North Tce, Fetherstone St, The Mall, Chapel Rd, Marion St, Meredith St, Hume Hwy (**Yagoona**), Church St, Auburn Rd, Brodie St, Buist St, Hector St, Batt St, Rose St, Wellington Rd (**Sefton**), Helen St, Kerrinea Rd, Proctor Pde, Chester Hill Rd, Waldron Rd (**Chester Hill**), Bent St, Virgil Av, Priam St, Wolumba St, Boundary Rd to Hector St (Pipeline).

From Chester Hill (Pipeline) (Hector St at Boundary Rd) via Hector St, Elliston St, Priam St, Waldron Rd, then reverse route to Meredith St, then French Av, Chapel Rd, The Mall, The Appian Way, North Tce, Fetherstone St, The Mall to Bankstown Square shops

Alteration

By November 1990 (Sundays only): Approached Chester Hill (Pipeline) from Waldron Rd via Miller Rd, Curtis Rd, Campbell Hill Rd, Wolumba St, Boundary St to Pipeline. Unaltered on return.

BANKSTOWN – POTTS HILL

Circa 1969 (Source: RGH notes)

From Bankstown Square (shops) via Lady Cutler Av, North Tce, Marion St, Meredith St, Hume Hwy, Cooper Rd (**Yagoona**), Palomar Pde, Woodbine St, Ashby St, McMillan St, Anthony St, Bruncker Rd, (**Potts Hill**), Cooper Rd, Hume Hwy, Meredith St, North Tce, Chapel Rd, The Mall, Fetherstone St, North Tce, The Appian Way, The Mall, Jacobs St to Bankstown Square shops.

Timetable Summary

Bankstown – Chester Hill & related routes

8 January 1962 (Potts Hill)

10 December 1962 (Chester Hill)

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chester Hill (Pipeline) via Sefton	21	M-F	Chester Hill	5.46am	Chester Hill	6.53pm	30	A
		Sat	Bankstown	7.25am		7.04pm	AM 30 PM 60	
		Sun	Chester Hill	8.05am		7.24pm	120	
Bankstown-Chester Hill (Pipeline) via Buist St	28	M-F	Chester Hill	5.39am	Bankstown	7.26pm	30	
		Sat		6.28am		7.25pm	AM 30 PM 60	
		Sun		9.05am		7.46pm	120	
Bankstown-Potts Hill	10	M-F	Yagoona	5.58amP	Potts Hill	4.50pmB	D	
			Bankstown	8.25amP		6.40pmY		
		Sat		7.15amP		12.55pmB	30	E
		Sun						

The Chester Hill terminus for most trips was at Pipeline, but for selected trips at Chester Hill Station.

Average day frequencies along common route:

M-F Bankstown-Chester Hill (Pipeline) (trips via Sefton & Buist St) 15
 Sat AM Bankstown-Chester Hill (Pipeline) (trips via Sefton & Buist St) 15
 Sat PM Bankstown-Chester Hill (Pipeline) (trips via Sefton & Buist St) 30
 Sun Bankstown-Chester Hill (Pipeline) (trips via Sefton & Buist St) 60.

* More frequent in peak hours.

A – Plus picture bus Friday night.

B – To Bankstown.

C – To Chester Hill (Pipeline).

D – Peak hour, Yagoona-Potts Hill, Day, Bankstown-Potts Hill 60.

E – Plus picture bus Saturday night.

P – To Potts Hill.

Y – To Yagoona.

July 1990

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bankstown-Chester Hill (Pipeline) via Batt St	35	M-F	Chester Hill	5.15am	Bankstown	7.25pm	20/40	A
		Sat		7.00am		6.35pm	60	
		Sun		9.00am		5.00pm	60	B

Average day frequencies along common route:

M-F Bankstown-Chester Hill (Pipeline) (73, 910§) 20.
 Sat AM Bankstown-Chester Hill (Pipeline) (73, 910§) 30.
 Sat PM Bankstown-Chester Hill (Pipeline) (73) 60.
 Sun Bankstown-Chester Hill (Pipeline) (73) 60.

§ See Sydney Region route numbers.

A – Extra trips Thursday night.

B – Extra trip summer months.

Route 74

DOUBLE BAY – BELLEVUE HILL via Victoria Rd

Timeline

By date of Govt Gazette 13 November 1925: Commenced by HW Davis, proprietor.

By date of Govt Gazette 15 October 1926: Ceased.

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (New South Head Rd at Preston Av) via New South Head Rd, Victoria Rd to Bellevue Rd (Bellevue Hill). Reverse on return.

Timetable Summary

September 1925

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Double Bay-Bellevue Hill	9	M-F	Double Bay	8.05am	Bellevue Hill	7.50pm	30	A
		Sat		8.05am		11.35pm	30	B
		Sun						

A – Extra trips Monday, Wednesday & Friday nights.

B – Gaps in service in afternoons & nights.

Route 74

CITY (York St) – RANDWICK – COOGEE BEACH via Bream St

COOGEE BEACH – RANDWICK – DACEYVILLE – MAROUBRA JUNCTION

- **Extended from City (York St) to Balmain (Sundays, 1940)**

(City (York St) terminus [at Queen Victoria Building] was renamed Queen Victoria Building in about 1993.)

(Daceyville terminus is in current Kingsford.)

Timeline

8 December 1931: Coogee – Randwick – Daceyville commenced by Mrs EL Tolhurst, proprietor, reviving part of 61 [1925 route number], which had ceased on 31 October 1931.

21 May 1937: Extended to run Coogee – Randwick – Daceyville – Maroubra Junction.

4 January 1938: Taken over by Department of Road Transport & Tramways & rearranged:

- Coogee – Randwick Junction remained as 74 & extended to run City (York St) – Randwick – Coogee.
- Randwick Junction – Maroubra Junction amalgamated with existing 159 as 159 Rose Bay – Randwick – Maroubra Junction [1925 route number].

7 April 1940:

- Extended from City (York St) to Balmain on Sundays (until 26 May 1940).
- City (York St) – Balmain extension & 401 [Sydney Region route number] partly replaced Fort Macquarie – Balmain tram service on that day, when trams stopped running due to a coal strike.

12 May 1940: Renumbered 374 [Sydney Region route number], as part of general renumbering of all Eastern Suburbs Department of Road Transport & Tramways routes into the 300-399 series.

Streets

City (York St) – Coogee Beach

From 4 January 1938

From City (York St) (at Market St) via Druitt St, Park St, College St, Oxford St (**Darlinghurst**), Flinders St, Anzac Pde, Alison Rd (**Randwick**), Carrington Rd, Bream St, Arden St, Dolphin St (Coogee Beach).

From Coogee Beach (Dolphin St) via Beach St§, Bream St, then reverse route to Park St, then George St, Market St, York St to Market St.

§ Former street.

City (York St) – Coogee Beach (extended to Balmain on Sundays)

Alteration

From 7 April 1940

Balmain extension (Sundays only): From City (York St) via Druitt St, Clarence St, Market St, Pyrmont Bridge, Union St, Miller St, Bank St, Glebe Island Bridge, Commercial Rd§, Barnes St§, Robert St, Mullens St, Montague St, Darling St. Return via reverse route to Market St, then York St.

§ Now part of Victoria Rd.

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		
City (York St)- Coogee Beach via Bream St	25	M-F	Coogee Beach	6.45am	York St	11.30pm	30*	A
		Sat		6.45am		11.30pm	30	A
		Sun	York St	8.30am		11.30pm	30	B

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

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

7 April 1940

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (York St)- Coogee Beach via Bream St†	Fr Coogee 28Y 42B	M-F	Coogee Beach	6.45amY	York St	11.30pmC	30*	A
		Sat		6.45amY		12.00mnC	30	A
		Sun		9.00amB	Balmain York St	6.16pmC 11.30pmC	D	

* 20 on Fridays. More frequent in peak hours.

† Extended to Balmain on Sundays.

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

B – To Balmain.

C – To Coogee Beach.

D – Day, Balmain-Coogee Beach 30. Night, City (York St)-Coogee Beach. Plus short-working/s after last trip shown.

Y – To City (York St).

Route 74

HURSTVILLE – KYLE BAY

Timeline

1947: Renumbered from Hurstville – Kyle Bay section of 106, operated by AJ (Archibald Jeffrey, known as Archie) Moore, proprietor (later part of the Harris Park Transport group).

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

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

Streets

Circa 1948 (Source: Gregory's Street Directory)

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

Circa 1970 (Source: RGH notes)

From Hurstville (Ormonde Pde at Station) via Railway St, Woniora Rd, Connells Point Rd (**South Hurstville**), Resthaven Rd, Terry St, Kyle Pde (**Kyle Bay**), Connells Point Rd, Woniora Rd, Greenbank St to Hurstville Station.

Kyle Bay (Merriman St) diversion: From Resthaven Rd/Crawford Rd via Crawford Rd, Nellella St, Mooney Av, Waratah St, Merriman St to Kyle Pde.

Timetable Summary

Hurstville – Kyle Bay – Connells Point routes

74, 106

1 May 1970

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
74: Hurstville-Kyle Bay		M-F	Kyle Bay	5.46am	Hurstville	6.10pm	30*	A	
		Sat						B	
		Sun							B
106: Hurstville-Connells Point		M-F	Connells Point	5.48am	Hurstville	8.16pm	30*	A	
		Sat		6.25am	Connells Point	12.25pm		30	C
		Sun							B
74/106: Hurstville-Kyle Bay-Connells Point		M-F	Hurstville	8.26am	Hurstville	8.46pm	D		
		Sat		7.33am		7.16pm		30	
		Sun	Kyle Bay	8.55am		5.46pm		30	E

* More frequent in peak hours.

A – Service between 11.55am & 1.30pm provided by combined 74/106.

B – All service provided by combined 74/106.

C – Morning, service provided alternately by 106 (30) & combined 74/106 (30), or 4 trips per hour in total. Afternoon service provided by combined 74/106.

D – Morning peak hour, 1 trip. Day between 11.55am & 1.30pm, 30. Afternoon peak hour 2 trips.

E – Gap in service middle of the day.

Hurstville – Kyle Bay – Connells Point routes

74, 106

14 January 1980

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes	
			From	Time	From	Time			
74: Hurstville-Kyle Bay	23 round trip	M-F	Kyle Bay	7.15am	Hurstville	6.10pm	Ph1		
		Sat						A	
		Sun							
106: Hurstville-Connells Point	20 round trip	M-F	Connells Point	7.09am	Connells Point	6.32pm	Ph2		
		Sat						A	
		Sun							
74/106: Hurstville-Kyle Bay-Connells Point	25 round trip	M-F	Kyle Bay	6.00am	Hurstville	6.50pm	B		
		Sat		8.00am		5.45pm		30	
		Sun							

A – All service provided by combined 74/106.

B – Early morning, 2 trips. Day, between 8.26am & 1.40pm (30). Afternoon peak hour, selected trips. Extra trip Thursday night.

Ph1 – Peak hours only. Afternoon peak hour extended to start from Hurstville at 1.45pm. Service at other times provided by combined 74/106.

Ph2 – Peak hours only. Afternoon peak hour extended to start from Hurstville at 1.59pm. Service at other times provided by combined 74/106.

Combined Routes 74/106

HURSTVILLE – KYLE BAY – CONNELLS POINT

Timeline

By 1970:

- Selected off-peak, most Saturday and all Sunday trips on 74 & 106 ran via combined 74/106, Hurstville – Kyle Bay – Connells Point.
- The proportion of trips via the combined route increased until 1 April 1996.
- Operated by AJ (Archibald Jeffrey, known as Archie) Moore, proprietor (part of the Harris Park Transport group).

1 April 1996:

- All trips on 74 & 106 ran via combined 74/106.
- Service provided by combined 74/106/954 on weekday evenings & Sundays [954 is a Sydney Region route number].

22 December 2004: Transferred to Punchbowl Bus Co Pty Ltd & renumbered 953 [Sydney Region route number], after AJ Moore gave notice to discontinue contract with Ministry of Transport.

Streets

Circa 1970 (Source: RGH notes)

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

Timetable Summary

Before 1 April 1996, see 74.

Hurstville – Kyle Bay – Connells Point routes 74/106 & 74/106/954

1 April 1996

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
74/106: Hurstville-Kyle Bay-Connells Point	29 round trip	M-F	Kyle Bay	6.10am	Kyle Bay	6.20pm	30*	A
		Sat		8.00am		5.45pm	30	
		Sun						A
74/106/954: H'ville-Kyle Bay-Connells Pt-H'ville Gv-Oatley area	60 round trip	M-F	Hurstville	6.50pm	Hurstville	9.20pm	Ns	
		Sat						
		Sun	Hurstville	8.00am	Connells Point	4.10pm	120	C

954 is a Sydney Region route number.

* More frequent in peak hours.

A – Weeknight & Sunday service provided by combined 74/106/954.

C – Plus last trip ex Hurstville 6.00pm to last passenger.

Ns – Night service – combined 74/106/954. Ran alternately Hurstville-Connells Point-Hurstville Grove & Hurstville-Connells Point-Hurstville Grove-Oatley Point-Oatley West.

Combined Routes 74/106/954 [954 is a Sydney Region route number]

HURSTVILLE – KYLE BAY – CONNELLS POINT – HURSTVILLE GROVE – OATLEY POINT – OATLEY WEST

Timeline

1 April 1996:

- Service on 74/106 & 954 on weeknights & Sundays provided by combined 74/106/954.
- Weeknight service provided by combined 74/106/954 (*see Note below*) [combined 74/106 is a 1925 route number] Hurstville-Connells Point-Hurstville Grove (alternate trips extended to Oatley Point & West Oatley).
- Sunday service provided by combined 74/106/954 (*see Note below*) [combined 74/106 is a 1925 route number] Hurstville-Connells Point-Hurstville Grove-Oatley Point-West Oatley.
- **Note re combined trips:** Combined route 74/106/954 in the above two dot points may have been numbered 950 for a period. Trips were described in timetables as being “amalgamated routes operated by Moore’s Tours, AJ Moore & Premier Coaches.” As only one bus was required to operate these weeknight & Sunday services, it is understood they were provided on a roster basis between the proprietors concerned, namely AJ (Archie) Moore, Premier Coaches & Moores Tours.

22 December 2004: In a rearrangement and renumbering of routes, after AJ Moore gave notice to discontinue contract with Ministry of Transport:

- All affected routes transferred to Punchbowl Bus Co Pty Ltd.
- 74/106 renumbered 953 [Sydney Region route number],
- Weekday evening service provided by combined 953/954.
- Sunday service Hurstville – Hurstville Grove provided by 954.
- Sunday service beyond Hurstville Grove to Oatley ceased.

Streets

From 1 April 1996

From Hurstville (Ormonde Pde at Station) via Railway St, Woniora Rd, Connells Point Rd (**South Hurstville**), Resthaven Rd, Terry St, Kyle Pde (**Kyle Bay**), Terry St, Connells Point Rd (**Connells Point**), Queens Rd, Connells Point Rd, Kyle Pde, Morshead Dr, Waitara Pde (**Hurstville Grove**), Hillcrest Av, Rosa St, Herbert St (**Oatley Point**), Charles St, Oatley Av, Neville St, Oatley Pde (**Oatley**), Mulga St, Gungah Bay Rd (**Oatley West**), Wonoona Pde, River Rd, Oatley Pde, Hillcrest Av, Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Trips serving Kyle Bay, Connells Point & Hurstville Grove only: Ex Hurstville to Waitara Pde, then Hillcrest Av, Woniora Rd, Greenbank St, Ormonde Pde to Hurstville Station.

Timetable Summary

See 74.

Route 75

DOUBLE BAY (Edward St) – CENTRAL RAILWAY via Manning Rd

(Edward St, Double Bay terminus is in current Woollahra.)

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

Timeline

Unnumbered period 1924-25 (& 1924 route number)

By date of Govt Gazette of 19 December 1924: Commenced prior to the allocation of route numbers. Competed with Erskine St – Watsons Bay & Oxford St tram services.

As at date of Govt Gazette of 19 December 1924: Numbered 64 [1924 route number].

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

As at date of Govt Gazette 13 November 1925: Renumbered 75 [1925 route number] in the general renumbering of routes.

1926: Possibly transferred to Comfort Coach Co (a subsidiary of Dalgety & Co).

31 October 1931:

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

Streets

1925 (Source: Govt Gazette of 13 November 1925)

From Double Bay (Edward St at Magney St [probably now Russell St]) via Edward St, Manning Rd, New South Head Rd (**Edgecliff**), 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 (Pitt St at Eddy Av) via Pitt St, Eddy Av, Elizabeth St, then reverse route to Double Bay.

Alterations

- **1925 (Source: Govt Gazette of 13 November 1925):** Approached Central Railway from Elizabeth St via Eddy Av. Return via Eddy Av, Pitt St, Hay St, Elizabeth St.
- **1926 (Source: Govt Gazette of 15 October 1926):** Ex Double Bay from Bayswater Rd via Darlinghurst Rd, Oxford St. Reverse on return.
- **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		
Double Bay (Edward St)-Central Railway	25	M-F	Edward St	6.58am	Central Rly	10.56pm	60	
		Sat		6.58am		10.56pm	60	
		Sun						

1 August 1927

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Double Bay (Edward St)-Central Railway	27	M-F	Edward St	7.27am	Central Rly	9.15pm	Ph1	
		Sat		7.27am		9.15pm	Ph2	
		Sun						

Ph1 – Peak hours only. Extra trip Wednesday night.

Ph2 – Morning, midday & afternoon peak hours.

Route 75

GLADESVILLE – FIELD of MARS CEMETERY – NORTH RYDE – MACQUARIE CENTRE

(Dress Circle Estate is now known as East Ryde.)

(Epping Rd has also been popularly known as Epping Highway.)

Timeline

By 1948:

- Gladesville – Field of Mars Cemetery – North Ryde (Magdala Rd) renumbered from part of 205 [1925 route number].
- Selected night trips through-routed with 205, as Gladesville – North Ryde – Ryde. (By 1961 this through-routing applied to all trips on weeknights, Saturday afternoons & all-day Sunday.)
- Operated by Fred Rohrs (?).

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

August 1957: Extended in North Ryde from Magdala Rd to Epping Rd (destination sign “Epping Hwy”).

By 9 April 1962: Selected trips Mondays-Saturdays rerouted via Dress Circle Estate. (Most trips rerouted this way by 1966.)

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

16 January 1967 (commencement of 43): Through-routing with 205 ceased, due to reduction of 205 to a peak hour and Saturday route.

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

17 November 1981: Extended to run Gladesville – North Ryde – Macquarie Centre, upon opening upon opening of Macquarie Centre shops.

23 July 1990: Renumbered 539 [Sydney Region route number], as part of general reorganisation of North & Western’s routes,

Streets

Gladesville – North Ryde (Magdala Rd)

Circa 1948 (Source: Gregory’s Street Directory)

From Gladesville via Victoria Rd, Monash Rd, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd to **Field of Mars Cemetery**, then Badajoz Rd, Coxs Rd, Cressy Rd to Magdala Rd (North Ryde).

Gladesville – North Ryde (Epping Rd)

Circa 1964 (Source: RGH notes)

From Gladesville (Victoria Rd at Pittwater Rd) via Victoria Rd, Monash Rd, Higginbotham Rd, Cressy Rd, Pidding Rd, Quarry Rd, John Miller St, Milne St, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**Dress Circle Estate**), Elliott Av, Twin Rd, Badajoz Rd, Coxs Rd, Cressy Rd, Pittwater Rd to Epping Rd (North Ryde).

From North Ryde (Epping Rd) (at Pittwater Rd) via Blenheim Rd, Coxs Rd, Badajoz Rd, Twin Rd, Moncrieff Dr, Sager Pl (**Dress Circle Estate**), Elliott Av, Twin Rd, Badajoz Rd, Milne St, then reverse route to Gladesville.

Connection between 75 & 205, when through-routed: Ex Gladesville from Blenheim Rd/Pittwater Rd via Pittwater Rd, Epping Rd to Epping Rd/Wicks Rd. Ex Ryde from Epping Rd/Wicks Rd via Epping Rd, Pittwater Rd, Cressy Rd, Coxs Rd.

North Ryde terminus alterations

- **Circa 1966** (upon rearrangement of intersection): Ex Gladesville from Pittwater Rd/Epping Rd via Blenheim Rd to end of stub at Epping Rd. Return via Blenheim Rd, Coxs Rd.
- **By 1975**: Ex Gladesville from Pittwater Rd via Clarence St (terminus at Clarence St/Pittwater Rd). Return via Clarence St, Blenheim Rd.

Gladesville – North Ryde – Macquarie Centre

Alterations

- **From 17 November 1981** (Source: timetable): Extended from Clarence St via Blenheim Rd, Edmondson St, Ryrrie St, Morshead St, Wicks Rd, Waterloo Rd, Herring Rd to Macquarie Centre bus terminal. Reverse on return.
- **From 17 November 1981** (Source: timetable): From Gladesville via Pittwater Rd, Thompson St, Higginbotham Rd (instead of Victoria Rd, Monash Rd). Reverse on return.
- **By April 1982** (Source: timetable): Ex Gladesville from Pittwater Rd via Blenheim Rd, Edmondson St. Reverse on return.
- **By April 1982** (Source: timetable) (selected trips): From Gladesville via Victoria Rd, Monash Rd, Higginbotham Rd. Reverse on return.

Timetable Summary

20 April 1953

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Magdala Rd)	Fr Glades 13F 16C 18M	M-F	Cressy Rd	5.55amG	Magdala Rd	5.33amG	A	
			Gladesville	8.29amM	Gladesville	11.00pmC		
		Sat	Cressy Rd	6.40amG	Magdala Rd	1.44pmG	B	
			Gladesville	8.10amM	Cressy Rd	6.55pmG		
		Sun	Magdala Rd	7.52amG	Magdala Rd	4.22pmG	D	
					Cressy Rd	11.05pmG		

In this table, Cressy Rd means Cressy Rd/Coxs Rd.

A – Peak hours & night, Gladesville-North Ryde (Cressy Rd). Day, Gladesville-North Ryde (Magdala Rd) 40.

B – Early morning, Gladesville-North Ryde (Cressy Rd). Morning, Gladesville-North Ryde (Magdala Rd) 45.

Afternoon, Gladesville-Field of Mars Cemetery 30 (selected trips extended to North Ryde (Cressy Rd)). Plus picture buses to/from Gladesville & North Ryde (Khartoum Rd).

C – To North Ryde (Cressy Rd).

D – Morning, Gladesville-North Ryde (location?) 60 (most trips through-routed with 205 to Ryde). Afternoon, Gladesville-various termini. Night, Gladesville-North Ryde (Cressy Rd).

F – To Field of Mars Cemetery.

G – To Gladesville.

M – To North Ryde (Magdala Rd).

9 April 1962

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Epping Rd)	17	M-F	Epping Rd	5.45am	Gladesville	11.03pm	40	
		Sat		6.58am		7.00pm	AM 40 PM 60	A
		Sun	Gladesville	9.00am	Epping Rd	8.52pm	60	

A – Plus picture bus Saturday night.

25 December 1971

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Epping Rd)	17	M-F	Epping Rd	6.01am	Epping Rd	7.19pm	45	
		Sat		7.28am	Gladesville	5.30pm	AM 45 PM 60	
		Sun						

28 July 1975

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde (Clarence St)	17	M-F	Clarence St	6.01am	Clarence St	7.09pm	60*	
		Sat		7.28am		1.28pm	60	
		Sun						

* More frequent in peak hours.

5 April 1982

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Gladesville-North Ryde-Macquarie Centre	28	M-F	Gladesville	6.55am	Macquarie Ctr	5.45pm	60*	A
		Sat		7.20am		12.20pm	60	B
		Sun						

* More frequent in peak hours.

A – Extra trip Thursday night.

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

Route 75

RYDE (Midway Shops) – GLADESVILLE BRIDGE WHARF

(Gladesville Bridge Wharf is now known as Huntleys Point Wharf.)

Timeline

3 April 1973: Commenced by Hunters Hill Bus Co Pty Ltd (John A Gilbert family, majority shareholder; KA (Ken) Butt, manager) (possibly under permit) upon introduction of Circular Quay – Gladesville hydrofoil ferry service.

29 September 1973: Ceased without replacement, when ferry service ceased.

Streets

From 3 April 1973 (Source: timetable)

From Ryde (Midway Shops) (North Rd/Lovell Rd) via North Rd, Watts Rd, Bridge Rd, Smalls Rd, Quarry Rd, Pidding Rd, Higginbotham Rd, Monash Rd (**Gladesville**), Ryde Rd, Mary St, Manning Rd, Victoria Rd, Huntleys Point Rd to Gladesville Bridge Wharf.

Timetable Summary

3 April 1973

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Ryde (Midway Shops)-Gladesville Bridge Wharf	18	M-F	Midway Shops	6.22am	Glades Bge Wf	6.28pm	40	
		Sat		6.22am		1.17pm	40	
		Sun						